

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Statement from Growing Gatwick Facebook Group - IP Reg No: 20045496
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My name is Jeremy Taylor & I am speaking on behalf of The Growing Gatwick Facebook Group.

The Growing Gatwick Facebook Group has 4,400 'followers' & their involvement reflects the views of who I believe to be are a quiet majority who support the use of the existing Northern Runway in scheduled operations. We do have some followers who are against the proposals & we encourage their contribution to the debate.

I formed this Group 10 years ago to provide local residents with a forum to show their support for Gatwick, to contribute to the debate around increased capacity, to find out about new routes & destinations, employment opportunities, investment in infrastructure, as well as share & discuss any other news on Gatwick & aviation.

Gatwick has played a significant part in my life. You could say I am a child of Gatwick as I first flew at 5 weeks old, in a Vickers Viscount piloted by my Father, when the family moved to Jersey in the Channel Islands for his work with BEA. He even flew out of the Beehive before the construction of the Queens Building (now the South Terminal).

I have lived & worked in Crawley since the very early 1980s & Gatwick has often played a role in my career, with one of my first jobs in the Departure Lounge of the Queens Building, & Gatwick is currently one client of my business.

Many of those who are involved in the group were directly & negatively affected by recent downturns at the Airport, not least during Covid. The recovery that we have seen in the local economy has been greatly helped by the recovery in aviation & at Gatwick.

The primary reasons for support expressed by followers of the Group include:

- Economic growth for the region & the country.
- Direct & indirect employment opportunities for residents in the area.
- New routes to new destinations & greater frequencies to existing destinations for leisure & business travel, including domestic destinations where rail isn't an option (such as Jersey!). This will bring greater competition & so be of benefit to consumers.

- Inbound tourism to the local area along with inward investment bringing opportunities for employment & business growth in other industries.
- Increased infrastructure & transport investment which will benefit both businesses & residents.
- Operational resilience for the London Airport network.
- Matching increasing demand for air travel (especially as we hear rumours that Heathrow may delay the planned capacity increase from their proposed 3rd runway)

There are concerns expressed about the impact of the increase in flights & passenger numbers, but these are being addressed by investment in the local road network. We have also seen Gatwick invest around £40m (c20%) in the rail station to support increased use of public transport along with subsidies to buses operating 24/7 to provide direct public transport into the Airport. Just yesterday we read that the airside vehicle fleet will be powered by HVO.

In terms of the environment, aviation is constantly evolving & many of the contributors to the Group comment on the difference in noise from the BAC 1-11 & DC10 aircraft operating in the 1980s compared with the very modern aircraft we see in operation today. As one commentator posted, *Airlines don't burn fuel for fun*. The industry is highly motivated to minimise fuel burn as well as explore alternative & more green fuels such as SAF &, eventually, Hydrogen.

The plan is a simple one & makes the most of existing airfield infrastructure and I would ask where else are we going to find someone willing & able to invest £2.2bn of private money?

Thank you

Jeremy Taylor

