



Gatwick Airport Northern Runway Project

Summary of Airline Support

Book 10

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1 Introduction

- 1.1.1 Over 20 airlines, both international and from the U.K., operating long haul, short haul and domestic operations have publicly supported London Gatwick's DCO application for the Northern Runway through different Written Representations, Statements of Common Ground, letters of support and oral testimonies in Open Hearings. These carriers span the globe flying from North America, Europe, Middle East, and Asia, all regions projected to grow in the NRP forecasts. The Applicant has compiled these individual submissions into this single document for the ExA's ease of reference as the examination progresses
- 1.1.2 These airlines range from established operators at London Gatwick like TUI, to new entrants such as Wizz and Singapore Airlines, to carriers wishing to enter the market like SAS. The full list of carriers which fully support the NRP are as follows:
1. Aurigny Air Services
 2. Eastern Airways UK Limited (Eastern Airways UK Limited)
 3. Freebird Airlines
 4. Global Airlines
 5. Icelandair
 6. JetBlue Airways
 7. Norse Atlantic Airlines
 8. Nouvelair
 9. SAS Scandinavian Airline Services
 10. SunExpress Airlines
 11. Swiss International Airlines
 12. TAP Air Portugal
 13. Titan Airways
 14. Wizz Air
 15. Singapore Airlines
 16. Emirates Airlines
 17. Turkish Airlines
 18. Jet2
 19. Qatar Airways
 20. Norwegian Airlines
 21. Ethiopian Airlines
 22. TUI

23. Ascend Airways

1.1.3 While all of these carriers express support for London Gatwick’s expansion several common themes can be found across the airlines:

1. Gatwick is currently constrained, and it is difficult to obtain slots.
2. Lack of slots at Gatwick is restricting growth. Carriers are flying throughout the day using peak and off-peak slots as well as increasing their aircraft size to meet current demand.
3. The London system will need more capacity to meet future demand and Gatwick is the best and earliest option to deliver that needed growth.
4. The NRP will add resiliency into the system improving operations.
5. London Gatwick’s expansion will significantly benefit customers allowing for a better passenger experience, more choice and competition as well as better fares.
6. The NRP will provide economic and employment benefits to the region.

1.2 Written Representations

Airline	Date Submitted	Representation (as submitted)
Aurigny Air Services [RR-0404]	26 October 2023	<i>Due to congestion at Gatwick Airport in having one runway results in the lack of ATC slots</i>
Eastern Airways UK Limited (Eastern Airways UK Limited) [RR-1255]	27 October 2023	<i>London Gatwick / LGW, as the UK's second largest Airport hub is now so congested and operating at high risk on a single runway that UK regional connections such as Newquay are becoming not only unviable by virtue of attaining and retaining runway slots, but also the pricing structure is prohibitive to regional aircraft operating. The essential domestic regional feed provides London / capital hub connections with good ground transport infrastructure that is essential to the economic prosperity of such regions. The prohibitive position</i>

		<p><i>due the single runway means only larger airframes are becoming viable which is also resulting in destination replication with other London hubs dominated by budget carriers and non-UK operators. This is weakening London both as a connection and a destination, already resulting in a capacity reduction around the UK and increasing likelihood of options such as Newquay Cornwall being forced out of Gatwick. Given such a route is a part publicly supported PSO, this will only add further subsidy pressures and support to keep Newquay Airport open and a London service operable year-round. a second runway even with operating time restrictions in the same format as Manchester, or a shorter regional service runway up to Airbus A319 size so lower impact and shorter so smaller footprint are suitable options. Gatwick is following the same format as Heathrow ten years ago where multiple regional connections were lost due each landing or take off slot being of such a value only a larger airframe could sustain the costs. If Covid and Brexit have taught us nothing, the value of regional connectivity should have become increasingly valued. We as Eastern Airways support the additional capacity plans at Gatwick.</i></p>
Freebird Airlines [RR-1449]	19 November 2023	<p><i>It allows improvements to our airfield, terminal facilities and access arrangements into the airport.</i></p>
Global Airlines [RR-1582]	26 October 2023	<p><i>Global Airlines is a new, British based carrier, with ambitions to enhance the passenger experience and provide additional, much needed, connectivity and capacity from the South-East of England to the rest of the world. The airline has agreed to acquire four A380 aircraft and is spearheading the secondary market in the superjumbo, with plans in place to add</i></p>

	<p><i>to our fleet before commencing charter, and ultimately scheduled operations, by the middle of this decade. With a significant passenger catchment area, A380 capable facilities, an operation that maximises the potential of its current infrastructure, and an ambition to grow its premium travel offer, Gatwick Airport Limited (GAL) is a potential primary base for future Global operations. However, the airport is significantly constrained for a number of reasons, primarily, in our estimation, around its ability to accept and handle additional services around peak hours. We believe the Northern Runway Project is a huge strategic opportunity to achieve Global Britain. It will allow the UK to thrive, by adding more capacity into a highly constrained, demand intensive market in the South East of England. This will allow new market entrants, like Global, to provide connectivity that facilitates business, connects friends and families, and increases inbound tourism and spend across the UK economy. Global Airlines is particularly supportive of the following elements of the Northern Runway Project: - We believe it is consistent with UK Government policy, particularly making best use of existing infrastructure. - The creation of 14,000 new jobs and associated GVA for the economy in the South East. - The creation of a new runway, alongside additional stand and terminal infrastructure will create the opportunity for new market entrants like Global Airlines to bid for slots at peak periods. We would however seek assurances that additional A380 stand capacity is part of the initial construction phases. - Surface connectivity is fundamental to a successful overall passenger experience, and investment in upgrading highways is welcome, alongside a commitment to review the Airports Surface Access Strategy. However, we would seek clarity from GAL that it will, given the</i></p>
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		<p><i>timeframes of the project, seek to embrace the latest innovations in urban connectivity and passenger processing. - We support Gatwick’s sustainability ambitions, believe they are consistent with Government policy, and Global would commit to supporting the airport with that agenda, so the UK can continue to be a leader in sustainable aviation. With significant levels of local support, consistency with government policy, strong economic and environmental benefits, the Northern Runway Project is deliverable and will demonstrate the UK’s ambition for the future. In the short term, Global believes there is capacity within the South East of England to support the initial phase of our operations and additional capacity at Gatwick from 2029 onwards will be a huge opportunity to grow our network and develop our footprint in the area.</i></p>
<p>Icelandair [RR-1800]</p>	<p>17 November 2023</p>	<p><i>Icelandair supports the plans of bringing Gatwick airports Northern Runway into routine use and thereby make a better use of the existing airport infrastructure and add resilience to the current operation.</i></p>
<p>JetBlue Airways [RR-2060]</p>	<p>24 October 2023</p>	<p><i>JetBlue supports the addition of the proposed Northern Runway. It is likely that we will want to increase our service level at London Gatwick in the coming years and adding another runway will provide more opportunity to do so.</i></p>
<p>Norse Atlantic Airlines [RR-3354]</p>	<p>25 October 2023</p>	<p><i>Gatwick Airport, one of the busiest airports in the United Kingdom, has faced constraints due to its limited runway capacity, leading to congestion and delays for both airlines and passengers. Recognising the need for additional capacity, the proposal to expand the airport's existing Northern Runway could significantly benefit customers and airlines, including</i></p>

	<p><i>Norse Atlantic Airways. The Current Challenges at Gatwick Airport: Gatwick Airport has experienced significant growth in passenger numbers over the years, making it the second busiest airport in the UK. This surge in passenger traffic has resulted in increased congestion and delays, particularly during peak hours. The airport's existing single runway, operating at its maximum capacity, has led to a situation where Gatwick's ability to accommodate new airlines and routes is limited. This constraint has hindered the airport's potential for growth and the services that it can provide to the local catchment area and as a hub connecting short haul and long haul traffic. Benefits of Expanding Gatwick's Northern Runway Norse Atlantic Airways is a transatlantic airline that provides a low-cost, high-quality service primarily between Europe and North America. For Norse Atlantic Airways, the expansion of Gatwick's Northern Runway offers several compelling benefits: 1. Enhanced Route Expansion: With increased runway capacity, Norse Atlantic Airways can expand its network and offer more routes to and from Gatwick. This means more choices for passengers and a greater level of competition that ultimately benefits the consumer. 2. Improved Punctuality: Gatwick's capacity constraints have often resulted in delays and disrupted schedules. The runway expansion can help Norse Atlantic Airways and other airlines improve on-time performance, enhancing the travel experience and customer satisfaction. With a dual-runway operation, congestion at the airport would decrease, leading to shorter taxi times, quicker turnarounds, and reduced holding patterns in the sky. This translates to fewer delays and smoother operations for all while lowering idle time engine emissions. 3. Enhanced Connectivity: Norse Atlantic Airways aims to connect</i></p>
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	<p><i>Europe and North America efficiently. The expanded Gatwick Airport would be strategically positioned to facilitate this goal. The airport's extensive network of existing routes, coupled with the convenience of a second runway, would create a more robust and interconnected travel hub. Passengers would have more options when it comes to their travel destinations, and the competition among airlines would likely result in better pricing and services to the benefit of consumers. 4. Economic Impact: The expansion of Gatwick Airport would have far-reaching economic benefits. It would create job opportunities during the construction phase and subsequently in the airport's operations. The increased capacity would bring a greater number of tourists to the wider South East area while also increasing the business traffic connecting on to the well-established high speed rail links from the airport to London. 5. Environmental Considerations: The airport has openly committed to reaching net zero for direct carbon emissions before 2040 and this expansion project can facilitate this goal by incorporating sustainable practices and technologies. This commitment to sustainability aligns with Norse Atlantic Airways' aim to provide environmentally friendly travel options. With this shared focus, the airport and the airline can work together to minimize their environmental impact. The proposal to expand Gatwick Airport's Northern Runway will benefit Norse Atlantic Airways and all airlines operating at the airport. By addressing the longstanding capacity constraints, this project has the potential to transform Gatwick into a more competitive, efficient, and passenger-friendly hub. The long-term benefits of expanded capacity, reducing delays, and improving connectivity make this an opportunity that must be seized. Expanding Gatwick's Northern Runway is not</i></p>
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		<i>just about the success of one airline; it is about the advancement of the entire aviation industry in the United Kingdom and providing a viable secondary hub that can actively compete with European alternatives to ensure that the UK remains at the forefront of the industry.</i>
Nouvelair [RR-3358]	17 November 2023	<i>We would like to express our full support for this project. This project will provide additional capacity by increasing the number of air traffic movements. This will facilitate the process of obtaining the right slots for the airlines. In doing so, the project will be responding to a growing need of additional flights, while at the same time opening up new investment opportunities. we strongly approve this project as it makes best use of the existing infrastructure and improve traffic from/to LGW airport.</i>
SAS Scandinavian Airline Services [RR-4090]	16 November 2023	<i>SAS Scandinavian Airlines supports the development and considers the main impact to be the addition of capacity that would enable new airlines to enter the currently congested airport. This would be beneficial for the accessibility for the whole of Southeast England.</i>
SunExpress Airlines [RR-4391]	14 November 2023	<i>The growth of SunExpress Airlines is currently limited due to the lack of slot and constrained capacity at LGW. SunExpress Airlines would support additional slots/capacity at LGW to become available to support the growth of SunExpress Airline.</i>
Swiss International Airlines [RR-4480]	16 November 2023	<i>As a Network Planner at SWISS I support the development plans at London Gatwick, as it would allow additional capacity to be released, enabling airlines to further develop their operations to this destination.</i>

<p>TAP Air Portugal [RR-4494]</p>	<p>27 October 2023</p>	<p><i>TAP Air Portugal would like to show their support to the Gatwick's Northern Runway Project. For TAP, LGW Airport is already really valuable to our operation, as we have more than 25 weekly frequencies during the Summer season with a slight decrease to 22 weekly frequencies in Winter. We are also noticing that the performances are improving from both Lisbon and Oporto hubs during the last seasons. This project will not only allow for the current operation to be more stable, efficient and resilient, but it will also allow to improve the product offered to our clients, increasing the attractiveness of such flights. Considering the current operation, we have seen growth in pax volume, route profitability and also in the connecting passengers percentage from/to LGW through our worldwide network. Since we are a HUB and spoke carrier, we value greatly these connecting passengers and LGW operation. This data, if sustained and/or increased, through best usage of the existing infrastructure, improvements to the airfield, terminal facilities and access arrangements into the airport, shown in this project, resulting in better LGW Airport performances, will also allow for a potential expansion plan as we can consider some frequency increases onto LGW. This airport for us is not only a really good counterpart to LHR, but it can also be a good alternative to it, as LHR has already been showing signs of congestion. Since we are very constrained both at slot and capacity levels in LHR, it is good to have possibilities to grow our presence in London not only with frequency increases but also with equipment upgauges, due to TAP's fleet renewal plan onto bigger aircrafts, and to improve even further our existing schedule, using our presence in London, even considering one night operation in the medium to long term. As London is one of our main feeders</i></p>
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		<p><i>and one of our main European markets, our possibilities for growth would be concentrated in LGW, with a prospect of returning to the maximum historical market presence achieved in pre pandemic times. With this potential operation increase, the passenger experience would be of the upmost importance and the mentioned Airport improvements would not only comply to their expectations as it would also enhance the catchment area of the LGW airport, benefiting both Airport and Airlines. This also feels as a good timely opportunity for LGW to expand.</i></p>
<p>Titan Airways [RR-4625]</p>	<p>15 November 2023</p>	<p><i>Dear Sir/Madam, Titan Airways would like to register it's support for the project of adding additional capacity at Gatwick Airport through effective use of the northern runway. The London area is in desperate need of additional capacity to ensure the area is well served while retaining and growing connectivity. While we are Head Quartered at Stansted Airport we maintain a base at London Gatwick to ensure we can provide service to the south London area. As one of the UK's less known airlines we provide a range of services from sub charter services to the likes of TUI, easyJet and British Airways to VIP and corporate charters for individual groups, sporting teams and tour operators. Many of our flights are ad-hoc one off flights, and without sufficient capacity at Gatwick in the longer term we may struggle to provide the service we do today. We believe that the proposal is environmentally sound and has minimal impact on the local communities. Best Regards, Greg Holland</i></p>
<p>Wizz Air [RR-4795]</p>	<p>24 October 2023</p>	<p><i>London Gatwick is constrained in terms of capacity, therefore this scheme, if approved, would allow</i></p>

		<i>additional capacity to be released to the benefit of airlines and passengers.</i>
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1.3 Letters of Support

1.3.1 Jet2, Turkish Airlines, Singapore, Qatar Airways, Wizz Air, Norwegian Air Shuttle, TUI, Ethiopian Airlines and Ascend Airways all submitted letters of support. Please see Annex A for copies of the letters.

Summary of Letters

Airline	Main Points from the Letters
Jet2	<ul style="list-style-type: none"> • Whole-hearted support of this development, to bring much needed new runway capacity to the South East of England, in an economic, fast and efficient manner. • Gatwick has consistently held the position of being the busiest single runway operation in Europe, and in the summer, is running at full capacity. Due to this reason, we have therefore not made any application for Summer 2024 slots. • The proposal to develop an existing “relief” runway into one that can be regularly used in conjunction with the current Main Runway, offers the most sensible solution to develop capacity at the various London Airports, and would offer the faster and most efficient means to do so. • Gatwick is in a largely rural location; therefore, the impact of noise and other environmental factors will have far less impact than the alternative options, e.g. a third runway at London Heathrow Airport.
Turkish Airlines	<ul style="list-style-type: none"> • Turkish Airlines are wholly supportive of the NRP, given the new capacity it will bring to the constrained London market. • We were unable to access slots in the morning so have acquired slots in the evening to grow • While London Gatwick remain constrained, Turkish Airlines will continue to assess potential growth options, which include new flights during off-peak periods as well as aircraft upgauges.

	<ul style="list-style-type: none"> • Large fleet order of 220 new aircraft includes 65 new widebodies which will help growth strategy of which London is a part. Without an increase in capacity in London, focus will be on less constrained markets. • NRP is the most efficient solution to increase capacity in London.
Singapore Airlines	<ul style="list-style-type: none"> • Singapore Airlines is supportive of this development, given the new capacity it will bring to the already slot-constrained London market. • The additional capacity enabled by the Northern Runway will allow Singapore Airlines to plan our London growth with greater certainty.
Qatar Airways	<ul style="list-style-type: none"> • Firmly support development plans and trust the Planning Inspectorate will favourably consider Gatwick Airport Northern Runway proposal for the benefit of all the stakeholders. • Gatwick is a successful gateway for Qatar Airways and expanded capacity would strengthen the commercial viability of increasing flights to the U.K. • Strongly believe the additional capacity provided by the NRP will reduce delays by fully utilizing the current infrastructure. • Gatwick Airport’s decision to invest in additional capacity is well timed to meet future demand. Airports Council International (ACI) estimates that up to 2040 1.5 million flights will not be accommodated due to capacity constraints.
Wizz Air	<ul style="list-style-type: none"> • Wizz Air fully supports the Applicant in the process. • Wizz Air has made strategic investments in LGW by acquiring slots, allocating aircraft, and consistently expanding our route network. Our plans include further expansion and growth of the aircraft base, with the potential introduction of the Airbus XLR aircraft. As a result, we play a crucial role as stakeholders in the Applicant’s process. Our future growth depends on necessary infrastructure changes at the airport.

	<ul style="list-style-type: none"> • The expansion plans at LGW have become crucial due to the current circumstances. Both London Luton and London Gatwick are facing a lack of available slots. This shortage restricts the ability to expand services and meet the growing passenger demand. Therefore, approving the expansion at LGW is of utmost importance to address these issues. • Wizz Air sees a market today in London and LGW which is underserved, and where airfares will only rise without new capacity coming online. If approved, Wizz Air would look to bring 50 A321neo aircraft to grow its LGW position, with the increased capacity bringing substantial benefits to LGW, including more choices in destinations for consumers, more environmentally sustainable travel options, lower fares, and new job creation. Given the existing capacity limitations, the most effective approach to address inefficiencies and foster competition is through efficient long-term infrastructure enhancements. • Expansion at the airport could address the scarce slot capacity and allow further distribution of slots. An airline such as Wizz Air could benefit from the ability to deliver economies of scale with further slots to support and enhance connectivity for passengers. There are numerous economic benefits to increased connectivity, including increased labour productivity and increased GDP.
<p>Norwegian Air Shuttle</p>	<ul style="list-style-type: none"> • Norwegian support Gatwick Airport Limited in their proposed use of the Northern Runway and associated projects. We believe this is an efficient way forward to improve resilience, capacity, and passenger experience for our future customers in the London market. • London is a constrained market and the investment in the London Airport infrastructure proposed by London Gatwick will ensure that we can continue to grow and serve passengers of the future. • Norwegian are year round operators at LGW with low seasonality shift due to the nature of our network from LGW to

	<p>predominantly city markets, which are less seasonal than beach routes. We also amend our network in the winter to take advantage of our ski and winter adventure destinations</p> <ul style="list-style-type: none"> • To fulfil demand our flights operate throughout the day, including off peak periods, to offer multiple frequencies in the largest markets. • The ability to operate a dual runway system will enhance the resilience of the airport, providing an alternative runway should any unplanned incidents occur and allow the operation to continue rather than be suspended as happens with only one runway.
TUI	<ul style="list-style-type: none"> • We are persuaded the airport’s proposal should reduce delays, increase efficiency, and improve customer experience through an increase in operational resilience and the delivery of expanded and enhanced passenger facilities. • The airport’s proposal would increase resilience that should help to reduce this problem, as well as many other operational challenges caused by the current constraints which would benefit passengers and operators. We would expect to see more on time departures, fewer delays and an improved ability to manage disruption when things do go wrong. • We support the protection of night jet movements. Reducing the number of night movements would undermine the business models of many airlines, including TUI, reduce flight options for passengers, and undermine the resilience benefits of the project. • We would expect to see these new facilities to deliver an improved experience during all stages of the passenger journey through the airport. Improving efficiency through careful design would benefit UK passengers and make the airport a more attractive destination airport for overseas travellers
Ethiopian Airlines	<ul style="list-style-type: none"> • While London Gatwick remains slot constrained, Ethiopian Airlines will continue to assess potential growth options, which

	<p>include new flights during the ‘off-peak’ periods, as well as aircraft upgauges.</p> <ul style="list-style-type: none"> • Alongside our existing fleet of over 145 aircraft, Air India recently placed a firm order for 67 additional new aircraft, including 20 widebody aircraft. • London Gatwick’s plan to develop an existing Northern runway, alongside it’s main runway, provides the most efficient solution to increase capacity for London as a whole, which Ethiopian Airlines is wholly supportive.
Ascend Airlines	<ul style="list-style-type: none"> • Ascend Airlines, the UK’s newest airline, would like to confirm support for the Northern Runway proposal. • As we look to expand our business, our fleet and our business at London Gatwick, including supporting independent tour operators serving new routes and markets, the existing capacity constraints make it quite challenging for us to establish our market position and grow our operation. • We fully endorse the plans for the Northern Runway proposal and would welcome a positive outcome to the consultation and decision making process

1.4 Oral Testimonies in Open Hearings

1.4.1 Senior representatives from Emirates, Norse Atlantic and Wizz Air all spoke in the Open Hearing held on May 2nd. Summaries from each of the testimonies are below. Transcripts are provided in the Annex B for more detail as well [\[EV15-005\]](#), and [\[EV15-006\]](#).

1.4.2 Richard Jewsbury, Executive Vice President Corporate and Customer Experience Planning of Emirates Airlines stated:

Theme	Main Quotes from the Airline Testimonies
Full endorsement of the NRP	<i>“Smart, cost effective way to meet future demand”</i>

Use of Peak and Off Peak Slots	<i>“We fly peak and off peak. We have a morning flight, an afternoon flight, and, an early evening flight.”</i>
Strong future demand	<i>“Given global population growth and the emerging middle classes, we expect demand to increase.”</i>
Need for more slots	<i>“We need the airport capacity. We need more slots at Gatwick Airport”</i>
Driver of economic growth and employment	<i>“The passenger and cargo capacity supports trade, tourism, education, families and of course, UK exports. We also directly support the local economy through employment and the wider supply chain. And I think it’s fair to say, our services are certainly a wealth multiplier for the region”</i>

1.4.3 Robert Carey, President of Wizz Air stated:

Theme	Main Quotes from the Airline Testimonies
Full endorsement of the NRP	<i>“We are a strong supporter of the proposal, which we think, given the limitations of London, is one of the most effective ways to address inefficiencies and foster competition through long term infrastructure enhancements”</i>
High utilisation (consistent year round flying using peak and off peak, 90+% load factors)	<i>“We fly with very full planes, 90% load factor with little seasonal variation”</i>

Strong future demand	<i>“Should we have the expansion come into Gatwick than Wizz is prepared to invest between 50 and 60 total aircraft to London by 2030, growing by two and a half times our size today”</i>
Need for more slots	<i>“We see further opportunity for growth, though constrained by the lack of available capacity in the airports”</i>
Driver of economic growth and employment	<i>“From a job perspective, these planes would create approximately 1000 jobs at the airport and an additional 2500 jobs.”</i>
Resiliency	<i>“While Gatwick is very efficient today, we also would note the operational improvements we expect the second runway would unlock, allowing fewer delays and fewer emissions in the air”</i>

1.4.4 Ben Boiling, Managing Director of Norse Atlantic Airways stated:

Theme	Main Quotes from the Airline Testimonies
Full endorsement of the NRP	<i>“We fully support the northern runway project. We believe it's a smart, cost effective way to meet future demand. It will benefit the local economy, it will benefit UK plc, and it will minimise the impact on the surrounding environment. So I'd just like to reiterate it has our full support.”</i>
Value of Gatwick	<i>“In the UK we have one home and that is London Gatwick or Gatwick. Well, that's given its unique location, infrastructure... transport connectivity, but also connectivity at the airport created by other airlines flying in and out.”</i>

Use of Peak and Off Peak Slots	<i>“We operate through the day, through the year. So summer and winter. That’s morning, afternoon and late departures and arrivals.”</i>
Strong future demand	<i>“Although we have five aircraft here now within the group and North Atlantic Airways, we have further aircraft being delivered”</i>
Need for more slots	<i>“We of course have ambitions to grow and grow steadily to enable us to grow. We will be reliant on, on further slots”</i>
Driver of economic growth and employment	<i>“We create ourselves just south of 500 jobs directly in the UK”</i>
Resiliency	<i>“Operationally, we’ve been extremely impressed with Gatwick Airport”</i>

Annex A

11th March 2024

Dear Stephanie,

It is encouraging to hear you are submitting a planning application to change the conditions of use of the Northern Runway, from its main purpose of a taxiway and secondary use as a runway, when the Main Runway is out of use, to a designated runway allowing dual runway operations. We at **Jet2.com** are supportive of this development, to bring much needed new runway capacity to the South East of England, in an economic and efficient manner.

As you know we have successfully operated charter flights during the last three winter seasons, and would like to bring our **Jet2.com** scheduled services, and **Jet2holidays** packages to Gatwick to serve the local catchment area and compliment our eleven other UK bases. We know customer demand for our products are high, and the introduction of our services would increase competition and connectivity from Gatwick Airport.

Gatwick has consistently held the position of being the busiest single runway operation in Europe, and in the summer, is running at full capacity. Due to this reason, we have therefore not made any application for Summer 2024 slots, as we know that even if a minimal number of slots is awarded, the timings and uncertainty of scheduling would make an operation ineffective given our model, which requires a minimum of two rotations per day. The UK Government as part of its recent Consultation on Slots (dated December 2023) has stated that “the Prime Minister has been clear that one of his priorities is to grow the economy”, and it is equally clear that failure to develop additional airport capacity in the South-East of England will hinder on the ability to deliver on this objective.

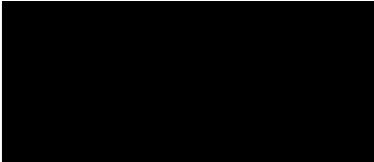
The proposal to develop an existing “relief” runway into one that can be regularly used in conjunction with the current Main Runway, offers the most sensible solution to develop capacity at the various London Airports, and would offer the faster and most efficient means to do so. Gatwick is in a largely rural location; therefore, the impact of noise and other environmental factors will have far less impact than the alternative options, e.g. a third runway at London Heathrow Airport.

You will be aware **Jet2.com**, recently placed a very large order for 146 of Airbus A321neo aircraft, the most environmentally and fuel-efficient aircraft currently available for short-haul services. Not only does this aircraft significantly reduce emissions, but it is extremely quiet and can uplift 232 passengers on one flight making the best use of valuable runway slots.

We will therefore follow your application closely, as use of the Northern runway would provide valuable additional capacity for narrow-body aircraft, as well as reducing delays by avoiding aircraft having to hold for long periods whilst waiting to land or departing. This will deliver immediate environmental benefits, and our new quiet and environmentally efficient A321neo aircraft would therefore be ideal for any new capacity.

We whole-heartedly support this development plan and trust that the planning process will move forward in an efficient manner.

Your sincerely,



Ian Doubtfire
Sustainability and Business Development Director

23rd May 2024

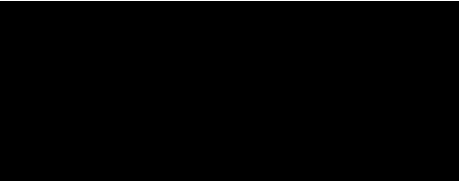
Dear Stewart,

Turkish Airlines are pleased to hear about the planning application which London Gatwick has submitted to bring its Northern runway into routine use. Turkish Airlines are supportive of this development, given the new capacity it will bring to the already slot constrained London market.

London Gatwick is already a significant part of the Turkish Airlines network with up to five daily flights between the airport and Turkey, with many passengers connecting in our Istanbul hub to one of 120 countries currently served. Our commitment to London Gatwick is shown by our recent slot applications which will enable us to add new frequencies on our Istanbul route. While we were successful in acquiring new slots in the evening, were unable to access slots for a new morning frequency, or a 'night-stop' service which would have enabled an early morning departure from London Gatwick to connect with our new service to Melbourne. While London Gatwick remains slot constrained, Turkish Airlines will continue to assess potential growth options, which include new flights during the 'off-peak' periods, as well as aircraft up gauges. However, any significant capacity increases will require new capacity at times which enable us to link to our departure and arrival banks in our Istanbul hub.

Alongside our existing fleet of over 430 aircraft, Turkish Airlines recently placed a firm order for 220 additional new aircraft, including 65 A350 widebody aircraft. This order reaffirms the airlines growth strategy, in which London should play a significant role, if access to the market continues. Without an increase in capacity in London, our growth will no doubt be focused on less constrained markets across the globe.

London Gatwick's plan to develop an existing Northern runway, alongside it's main runway, provides the most efficient solution to increase capacity for London as a whole, which Turkish Airlines is wholly supportive.



Menmet Suruikan
General Manager
Turkish Airlines, London



27 May 2024

Stewart Wingate
Chief Executive Officer
Gatwick Airport Limited

Dear Stewart,

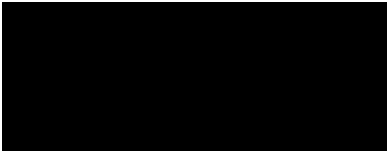
We are pleased to hear about the planning application that London Gatwick has submitted to bring its Northern Runway into use. Singapore Airlines is supportive of this development, given the new capacity it will bring to the already slot-constrained London market.

Singapore Airlines is commencing five-times weekly operations from Singapore to London Gatwick from 21 Jun 2024. As a sign of further commitment, we have filed for daily slots for the upcoming Northern Winter 24/25 season and are hoping to fulfill these daily services through 2025. The additional capacity enabled by the Northern Runway will allow Singapore Airlines to plan our London growth with greater certainty.

We are looking forward to our inaugural flights amid high customer expectations. As London Gatwick plans to bring the Northern Runway into routine use, we hope to see attendant investment into terminal facilities so that we continue to deliver an excellent experience to our passengers.

I look forward to our continued partnership.

Yours sincerely,



Lee Ser Yi
Vice President Network Planning
Singapore Airlines Limited



QR/AA/0384/24
23 May 2024

Stewart Wingate
Chief Executive Officer
Gatwick Airport
London
United Kingdom

Mr. Wingate,

Sub: Qatar Airways' support for Gatwick Airport's Planning Application

Qatar Airways is pleased to support Gatwick Airport's planning application to change the conditions of use of the Northern Runway, to allow dual runway operations.

As a global carrier Qatar Airways is keen to promote additional capacity to drive connectivity and facilitate trade and tourism. Additional runway capacity at Gatwick will help to ease constraints at other gateways and distribute air traffic more efficiently.

London is the most significant aviation market in Europe and Qatar Airways is committed to serving the London market. Our London operations include 7 daily flights to London Heathrow Airport (LHR) with an additional 2 daily flights to London Gatwick (LGW). The limited number of slots at LHR has constrained capacity, and led to a spillover of traffic to LGW. This has created operational challenges for all airlines serving the London metropolitan area, including Qatar Airways, as it is difficult to obtain critical slots during certain times of the week and/or year.

Gatwick Airport's decision to invest in additional capacity to meet future passenger demand of approximately 75 million passengers a year by the late 2030s, is well timed. According to Airports Council International (ACI) Airport capacity is one of the most pressing issues facing European mobility. Current estimates are that by 2040 up to 1.5 million flights will not be accommodated, meaning 160 million passengers unable to fly. The proposed Gatwick application would provide value to the traveling public as carriers would be able to improve the connectivity of the London metropolitan area.

Gatwick's proposal is also aligned with the goals of the airport planning process, as set out in Chapter 2.9 of ICAO in document 9184 (Airport Planning Manual), in that it provides for the "orderly and timely development" of an airport that is "adequate to meet the present and future air transportation needs" of a State. The current plan also provides cost efficient investment by using the existing infrastructure instead of requiring new construction.

The proposed infrastructure investment is also aligned with ICAO principles for airport investment in that it addresses the environmental issues relating to airport operations such as air quality, noise, and climate change. These commitments include both voluntary and regulatory measures to achieve a balanced approach to environmental management, and ensure compatibility between the airport and its environs. Most impressive is Gatwick's proposal to provide a legally binding commitment to reducing noise, as well as Gatwick's £250 million investment to accelerate plans to achieve net zero carbon emissions by 2030.

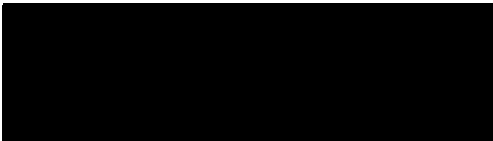


As you know, Qatar Airways currently operates double daily flights on the Doha Gatwick route, utilizing a young and modern fleet of aircraft of quiet and more efficient aircraft. We strongly believe that additional capacity provided by the Northern Runway will reduce delays by fully utilizing the current infrastructure.

Gatwick is a successful gateway for Qatar Airways and expanded capacity would only strengthen the commercial viability of increasing flights to the United Kingdom and give added flexibility to our European operations, without the concerns of additional congestion and delay.

We firmly support your development plans and trust that the Planning Inspectorate will favourably consider Gatwick Airport's Northern Runway proposal for the benefit of all stakeholders.

Best regards,



Fathi Atti
Senior Vice President
Aeropolitical and Corporate Affairs

cc: Mr. Morten Loej – Senior Vice President Corporate Planning, Qatar Airways



The Planning Inspectorate
National Infrastructure Applications Team
Temple Quay House
Temple Quay
Bristol
BS1 6PN

12 March 2024

Subject: Application for a Development Consent Order by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project (Ref. TR020005)

To Whom It May Concern

I write to you on behalf of the Wizz Air Group, an interested party in relation to the application for development consent for the Gatwick Airport Northern Runway Project. At the outset, Wizz Air asserts its support of Gatwick Airport Limited ("the Applicant") in its application to make infrastructure changes to the Northern Runway at London Gatwick Airport ("LGW").

Wizz Air

Wizz Air is an ultra-low-cost carrier airline group, which has firmly established itself as a market leader in offering low-cost air travel. This year marks the 20th anniversary of the Group, which is one of the fastest growing airline Group's and is the most sustainable airline Group globally, as recognised by independent third parties.

Wizz Air is listed on the London Stock Exchange and comprises four airlines, namely, Wizz Air UK, Wizz Air Hungary, Wizz Air Malta, and Wizz Air Abu Dhabi. Wizz Air UK is headquartered in London (Luton Airport) and has two bases in Luton (LTN) and LGW flying to more than 70 destinations. Wizz Air's largest base is in Luton today, with 12 based aircraft serving 58 routes to 60 destinations in 28 countries. Wizz Air opened a second base at LGW in 2020 with five based aircraft plus additional inbound flying from the group. From LGW, Wizz Air serves 26 routes to 26 destinations in Europe, North Africa, and the Middle East. Wizz Air has made strategic investments in LGW by acquiring slots, allocating aircraft, and consistently expanding our route network. Our plans include further expansion and growth of the aircraft base, with the potential introduction of the Airbus XLR aircraft. As a result, we play a crucial role as stakeholders in the Applicant's process. Our future growth depends on necessary infrastructure changes at the airport.

Growth Plans

Wizz Air has a significant order book with Airbus with a backlog of around 340 aircraft, including 47 A321XLRs. We have a growth plan of 500 aircraft by 2030. Our order book underpins the Group's planned growth for several years ahead.

Wizz Air has ambitious growth plans for the UK, in particular London. Today, Wizz Air holds just above 5% market share in London but sees further opportunity for growth. The market today is constrained by the lack of available capacity in any of the primary airports. Wizz Air sees an opportunity to invest between 50-60 total aircraft into London by 2030, 2.5 times the size of Wizz Air today in London. Unfortunately, due to capacity constraints in London, the current growth expectation is only 18% by 2026, significantly lagging behind market and



consumer demand. If the infrastructure development is approved, Wizz Air is ready to invest 50 additional aircraft in LGW.

Further, as part of this growth, we will start receiving XLR aircraft in 2025 and have assessed London as a potential launch market. The XLR is a gamechanger in terms of range and efficiency and boasts an unprecedented range for a single-aisle aircraft, reaching up to 4,700 nautical miles (8,700 kilometres). LGW is one of the primary airports under consideration. If the XLR aircraft are based in LGW this would pave the way for a groundbreaking opportunity, unlocking access to the long-haul low-cost market. The deployment of XLR aircraft could catalyze competitive pricing strategies, new passenger growth and the development of new innovative routes. The XLR could boost the demand for cost-effective travel to the Middle East, Indian Subcontinent, and Africa for both UK residents and visitors looking to visit the UK.

If the XLR was based in LGW, these additional routes would further solidify LGW's position as a key player in the international aviation market. The potential to connect these diverse places directly to LGW could improve the travel industry, offering passengers more options and flexibility for their travel plans.

In order to unlock this future growth, it's essential that LGW has additional facilities to support passenger growth and enhance throughput. It's imperative for the airport infrastructure to undergo strategic enhancements. The primary limitation today is the runway capacity, but there is further work needed such as the proposed extension of the North Terminal to ensure efficient flow of travellers and enhanced services. By proactively addressing these areas, the airport can not only accommodate the projected growing demand but also deliver a superior travel experience that meets future needs.

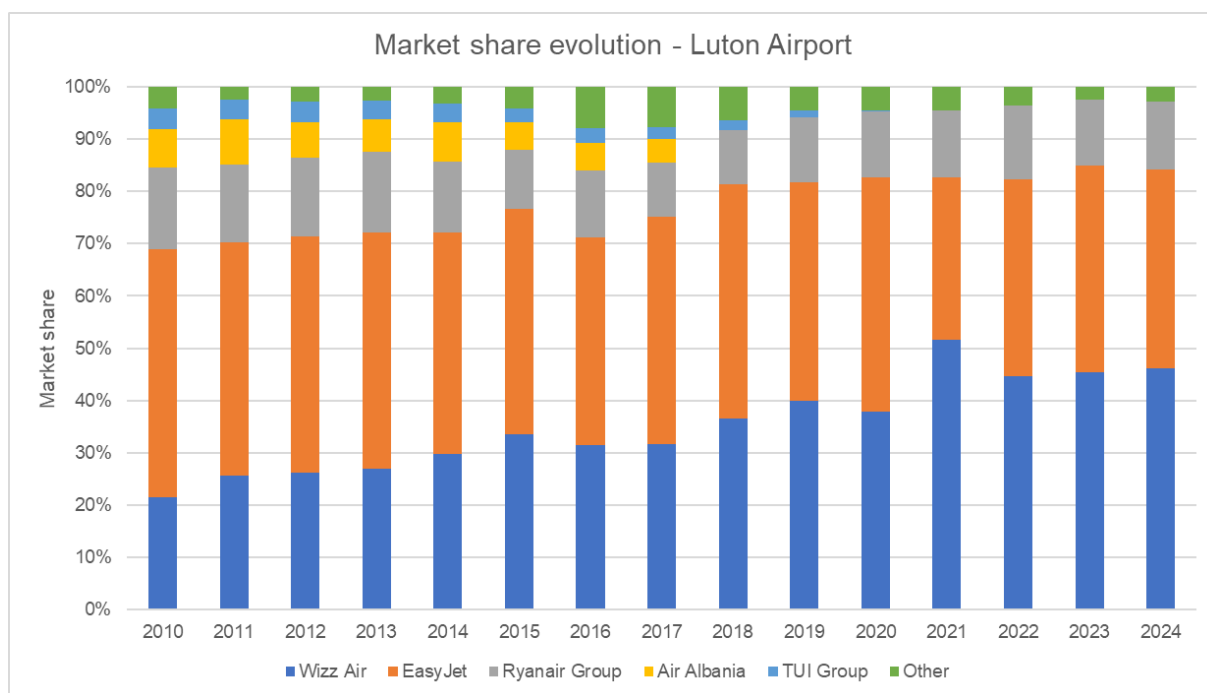
The expansion of our LGW base, supported by the external case study findings, is expected to substantially impact local and regional economies¹. As an example, if able to introduce 50 new aircraft to LGW, these planes would directly create approximately 1,000 jobs at the airport, with an additional 2,500 jobs in related sectors due to increased demand for services and goods. This is in line with aviation industry benchmarks, where every one million passengers generate about 900 jobs. By extrapolating, the LGW expansion, which could increase passenger numbers significantly, translates to a notable uptick in employment density and economic activity. The project mirrors the success seen in similar expansions, where Wizz Air's growth has driven regional economic development. This not only underscores the direct benefits in terms of job creation but also the broader positive implications for infrastructure, local businesses, and overall economic health.

With the opportunity to expand at LGW, Wizz Air would be able to bring new markets. First, Wizz Air would create new links to core markets in Central and Western Europe, such as Italy, Poland, Romania, and the Balkans. Further, new service would be added to consumer's most popular markets, such as Spain, Portugal, France, Germany, Scandinavia, and Switzerland. "Near Africa" destinations such as Tunisia, Algeria, Morocco, and Egypt would be added and/or scaled to create more network diversity. Finally, with the XLR aircraft, Wizz Air would be able to potentially connect new unserved/underserved regions such as the Arabian Peninsula (e.g. UAE, Saudi Arabia, Kuwait, and Oman), West Africa (e.g. Nigeria, Ghana, Senegal), Central Africa, the Indian Subcontinent, Pakistan, and the Caribbean. Most importantly, with the growth of both based and inbound flying, Wizz Air would be able to bring more low fare travel to customers in the London area. Wizz Air has been shown to lower fares by 50+% in markets where it enters, giving more choice to consumers.

¹ Dusek, T., & Lukovics, M. (2022). The impact of a low-cost airline's flights on local economy – On the example of Cluj-Napoca International Airport (Romania). *Regional Statistics*, 12(4), 132-151. doi:10.15196/RS120406



Wizz Air's strategic focus and operational commitment have been well demonstrated by our dynamic growth trajectory, becoming the leading carrier at London Luton Airport **(1)**. This growth demonstrated in LTN is a clear indication of our focus on delivering what the market and what passengers want – more service to new destinations at low fares. Wizz Air aims to build on our current footprint to further grow in LGW, replicating our LTN success by enhancing network density and increasing flight frequencies. This expansion is aligned with our long-term vision for the UK market, underscoring our commitment to driving connectivity, supporting local economies, and offering competitive low-fare travel options.



(1) Wizz Air market share - LTN

To match the ambitious plans for passenger growth, the efficiency of the airport needs to be improved to allow increased airport passenger numbers and aircraft operations.

Market & Slot Constraints

The expansion plans at LGW have become crucial due to the current circumstances. Both London Luton and London Gatwick are facing a lack of available slots. This shortage restricts the ability to expand services and meet the growing passenger demand. Therefore, approving the expansion at LGW is of utmost importance to address these issues.

In addition, London Gatwick is a capacity constrained airport, and an expansion of capacity would support future resilience as well as new route development and increased frequency on existing routes. Capacity at LGW is scarce which leads to inefficiency as demand for slots at LGW outstrips supply. The Department for Transport in its Consultation Impact Assessment for Airport Slot Reform outlined that slots at LGW pre pandemic were over-subscribed in almost all hours of operation, particularly in Summer, and that the constraints are significant again following on from the recovery of aviation demand. As the availability of slots is directly connected to the capacity of an airport, a slot is therefore a scarce resource.

In S24, easyJet had a high concentration of slots at LGW, with almost 43% of the slot capacity. Comparatively, Wizz Air only has 6%, An increase in slot share would lead to increased competition, which would lead to increased efficiency and improved customer service and



lower fares. In 2021 Wizz Air invested significantly in LGW through the acquisition of a substantial portfolio of slots from Norwegian Air Shuttle. This enabled us to enhance our presence and competitive position in the London market. However, due to the ongoing capacity constraints, in particular related to scarcity of slots at the airport, we are unable to expand further.

Expansion at the airport could address the scarce slot capacity and allow further distribution of slots. An airline such as Wizz Air could benefit from the ability to deliver economies of scale with further slots to support and enhance connectivity for passengers. There are numerous economic benefits to increased connectivity, including increased labour productivity and increased GDP.

The Importance of Dual Runways at LGW

Limiting London Gatwick Airport to the use of a single runway constrains its growth and resilience. The Applicant suggests modifying the Northern runway by adjusting the centerline and removing the planning condition that restricts its use, thereby enabling simultaneous operations on both runways. This modification is expected to enhance the airport's efficiency and increase passenger numbers and aircraft operations, in line with LGW's ambitious expansion goals. Moreover, these expansion plans are designed with minimal environmental impact and within existing airport boundaries to meet projected future demand—up to 75 million passengers annually by the late 2030s. Implementing dual runway operations would increase slot capacity, thereby boosting the airport's efficiency and fostering greater competition among airlines and benefiting customers. It is crucial to manage LGW's scarce resources with a vision for expansion, particularly by adding runway capacity. Without addressing this scarcity, market entry could become significantly restricted.

Environmental Performance

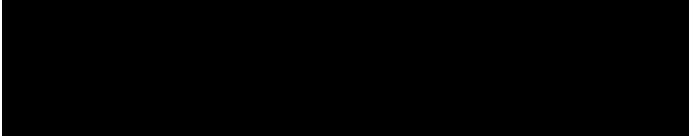
Wizz Air operates the youngest and most carbon-efficient fleet in Europe, with a clear focus on fuel efficiency. As a result, the airline has become a leader in terms of carbon emissions intensity reduction, with the lowest carbon emissions per passenger kilometre (CO₂/RPK) compared to our peers in the sector, currently 52 grams CO₂/RPK.

Wizz Air UK today operates with a full A321neo fleet, and Wizz Air intends to use this aircraft for future growth at LGW. The Airbus A321neo is the most efficient single-aisle aircraft with the lowest fuel consumption per seat kilometre in its category. The new generation Airbus A321neo aircraft is powered by two Pratt & Whitney geared turbofan engines and features the widest single-aisle cabin with 239 seats in a single class configuration. The A321neo delivers exceptional fuel economies by reducing fuel consumption by 10 per cent compared to the A321ceo. The engines, together with Airbus' fuel-saving Sharklet™ wingtip devices, which enables per-seat fuel improvements of 20%. In addition to its environmental benefits, the A321 NEO aircraft is also distinguished by its noise efficiency. It guarantees 50% reduction in noise footprint versus the previous A321 aircraft (A321ceo) - when compared to larger or older generation aircraft the noise reduction is even more significant. This not only contributes to the overall quality of life in areas near airports and flight paths but also underscores Wizz Air's commitment to minimizing its environmental impact. This significant reduction in noise pollution contributes to the overall quality of life in areas near airports and flight paths. In light of the environmental considerations in the planning process, the introduction of fuel and noise efficient aircraft will act as considerable mitigation measures when considering traffic, noise, and greenhouse gas emissions. This strategic investment underscores Wizz Air's commitment to environmental sustainability and its leadership role in the industry.



In conclusion, Wizz Air sees a market today in London and LGW which is underserved, and where airfares will only rise without new capacity coming online. If approved, Wizz Air would look to bring 50 A321neo aircraft to grow its LGW position, with the increased capacity bringing substantial benefits to LGW, including more choices in destinations for consumers, more environmentally sustainable travel options, lower fares, and new job creation. Given the existing capacity limitations, the most effective approach to address inefficiencies and foster competition is through efficient long-term infrastructure enhancements. Therefore, Wizz Air fully supports the Applicant in the process.

Best regards,



Robert Carey
President
Wizz Air Group



The Planning Inspectorate
National Infrastructure Applications Team
Temple Quay House
Temple Quay
Bristol
BS1 6PN

31st May 2024

Subject: Application for a Development Consent Order by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project (Ref. TR020005)

Dear Sir / Madam

I write to you on behalf of Norwegian Air Shuttle, we are an interested party to the application for development consent of the Gatwick Airport Northern Runway Project. Norwegian is supportive of Gatwick Airport Limited ("the Applicant") in its application to make infrastructure changes to the Northern Runway at London Gatwick Airport ("LGW").

The Norwegian group is a leading Nordic aviation company, headquartered at Fornebu outside Oslo, Norway. The company has over 8,200 employees and owns two of the prominent airlines in the Nordics: Norwegian Air Shuttle and Widerøe.

Norwegian Air Shuttle operates an extensive route network connecting Nordic countries to key European destinations. In 2023, Norwegian carried over 20 million passengers and maintained a fleet of 87 Boeing 737-800 and 737 MAX 8 aircraft.

We are the 6th largest operator at LGW carrying over 1.5m passengers a year while on average operating 20 flights each day.

London is a constrained market and the investment in the London Airport infrastructure proposed by London Gatwick will ensure that we can continue to grow and serve passengers of the future.

Our current business model for using LGW is to fly inbound aircraft (those not based at LGW) to serve several Nordic destinations. To fulfil demand our flights operate throughout the day, including off peak periods, to offer multiple frequencies in the largest markets. However, prior to our internal restructure Norwegian based some of its short haul fleet at LGW and it is important to us that the opportunity to set up a base remains for the future. Maintaining the ability to fly during the night period as the airport grows its capacity during the daytime hours would enable us to schedule the two to three daily rotations necessary for the effective utilization of a short haul base aircraft.

Norwegian are year round operators at LGW with low seasonality shift due to the nature of our network from LGW to predominantly city markets, which are less seasonal than beach routes. We also amend our network in the winter to take advantage of our ski and winter adventure destinations.

Norwegian Air Shuttle ASA
Visitor address: Oksenøyveien 3, 1366 Lysaker
Post address: N-1330 Fornebu, Norway

Bankgiro 75600528637
NO 965 920 358 MVA



The ability to operate a dual runway system will enhance the resilience of the airport, providing an alternative runway should any unplanned incidents occur and allow the operation to continue rather than be suspended as happens with only one runway.

For the reasons that we have outlined above, Norwegian support Gatwick Airport Limited in their proposed use of the Northern Runway and associated projects. We believe this is an efficient way forward to improve resilience, capacity, and passenger experience for our future customers in the London market.

Yours faithfully,

A large black rectangular redaction box covering the signature of the Chief Commercial Officer.

Chief Commercial Officer



The Planning Inspectorate
National Infrastructure Applications Team
Temple Quay House
Temple Quay
Bristol
BS1 6PN

4 June 2024

Application for a Development Consent Order by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project (Ref. TR020005)

To Whom It May Concern,

I write on behalf of TUI, an interested party in relation to the application for development consent for the Gatwick Airport Northern Runway Project.

TUI Group is the world's leading tourism group offering integrated services to over 19m customers living in 13 European markets annually. Our unique product portfolio includes five airlines, over 420 hotels, 16 cruise ships, 1,000+ travel agencies and over 45,000 holiday experiences. Here in the UK, our team provide quality holidays to over five million British holidaymakers each year. Our UK operations include TUI Airways which flies from 19 UK airports to over 85 destinations in 34 countries with c.70 aircraft.

TUI Airways is the fifth largest operator at Gatwick with more than 2.5m passengers per year. A further c.300k TUI customers fly from the airport on our partner operators' aircraft. Gatwick is our second largest UK base with 15 based aircraft serving 61 international short, medium, and long-haul holiday destinations this summer. Over 1,000 people currently work for us out of the airport. Looking ahead to summer 2025, Gatwick will remain our second biggest flying programme with 1.9 million seats, providing strong competition to other operators as well as offering 12 exclusive routes. We operate year-round throughout the day and night using modern, fuel-efficient Boeing 787, Boeing 737 and Boeing 737 MAX aircraft. Our business model means it is necessary to have some night flights to optimise aircraft utilisation and serve certain markets to meet consumer demand.

We said in our initial Representation back in October 2023 that our interest in this project is focused on the potential impact on our customers and business operations. If implemented successfully with close engagement with airline customers, we are persuaded the airport's proposal should reduce delays, increase efficiency, and improve customer experience through an increase in operational resilience and the delivery of expanded and enhanced passenger facilities.

Operating at the busiest single runway airport in the world currently presents significant operational challenges. For example, we often experience congestion around the airfield, particularly at peak times, which can cause unnecessary delays despite careful management. The airport's proposal would increase resilience that should help to reduce this problem, as well as many other operational challenges caused by the current constraints which would benefit passengers and operators. We would expect to see more on time departures, fewer delays and an improved ability to manage disruption when things do go wrong. We support the protection of night jet movements. Reducing the number of night movements would undermine the business models of many airlines, including TUI, reduce flight options for passengers, and undermine the resilience benefits of the project.

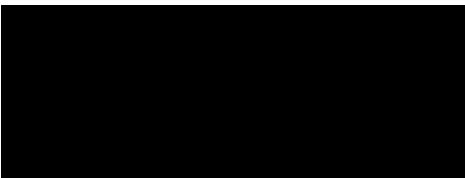
The airport is proposing to extend and improve passenger facilities at both the North and South terminals. Provided there is close engagement with airlines, we would expect these new facilities to deliver an improved experience during all stages of the passenger journey through the airport. Improving efficiency through careful design would benefit UK passengers and make the airport a more attractive destination airport for overseas travellers. Particular attention should be given to provision for families and people living with a disability, with reduced mobility, or another accessibility need. Meaningful airline engagement will also be vital to ensure value for money. New facilities must be delivered in line with demand and be designed and built in a cost-effective and efficient manner so that passengers are protected from high airport charges.

We recognise concerns about the potential environmental and noise impact of the project. We support the UK Government position set out in *Flightpath to the Future (2022)* in favour of sustainable airport growth, subject to defined environmental criteria, to support economic growth and increased employment opportunities. We leave it to the experts to assess the environmental impact of the proposal, but we welcome the proposed use of existing airspace routes. We can provide a short overview of the steps we are taking, as part of TUI's Sustainability Agenda, to maximise the socioeconomic impact of tourism while significantly reducing our environmental footprint that will continue to reduce our impact at Gatwick.

TUI is committed to being a net-zero emissions business by 2050 at the latest and we have set 2030 carbon targets validated by the independent Science Based Targets initiative (with 2019 the baseline year). Our airline emissions target is -24% CO_{2e} per rpk (revenue passenger kilometre), which builds on the progress we've already made including an 18% increase in airline CO₂ efficiency between 2008 and 2022. To deliver this airline target we focus on achieving high load factors, fleet renewal, operational efficiencies, and sustainable aviation fuels (SAF). TUI Airways had the highest average passenger load factor of all UK-based airlines in 2023 at 91% according to the CAA's latest airline statistics. We're investing billions in state-of-the-art aircraft such as Boeing's 737 MAX aircraft. Currently c.50% of our Group fleet is 'new tech' and on average these planes are 20% (787) and 16% (737 MAX) more fuel-efficient and significantly quieter than the aircraft they replace. We're also working with partners to secure supplies of SAF, including signing Memoranda of Understanding with Shell and Spanish energy company CEPSA.

In summary, we expect the proposed use of the Northern Runway to improve resilience and enhance the passenger experience for our future customers if delivered successfully in a cost-effective manner with close airline engagement.

Yours faithfully



Phillip Iveson
Commercial Director, UK & Ireland

June 4, 2024

Stewart Wingate

CEO London Gatwick Airport

Dear Stewart,

Ethiopian Airlines are pleased to hear about the planning application which London Gatwick has submitted to bring its Northern runway into routine use. Ethiopian Airlines are supportive of this development, given the new capacity it will bring to the already slot constrained London market.

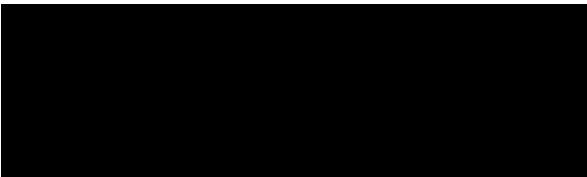
London Gatwick is already a significant part of the Ethiopian Airlines network with up to daily flights between the airport and Addis Ababa, with many passengers connecting in our Addis Ababa hub to one of the more than 70 destinations in Africa currently served. Our commitment to London Gatwick is shown by our recent slot applications which will enable us to add new frequencies on our Addis Ababa route.

While London Gatwick remains slot constrained, Ethiopian Airlines will continue to assess potential growth options, which include new flights during the 'off-peak' periods, as well as aircraft upgrades. However, any significant capacity increases will require new capacity at times which enable us to link to our departure and arrival banks in our Addis Ababa hub.

Alongside our existing fleet of over 145 aircraft, Ethiopian Airlines recently placed a firm order for 67 additional new aircraft, including 20 widebody aircraft. This order reaffirms the airlines growth strategy, in which London should play a significant role, if access to the market continues. Without an increase in capacity in London, our growth will no doubt be focused on less constrained markets across the globe.

London Gatwick's plan to develop an existing Northern runway, alongside it's main runway, provides the most efficient solution to increase capacity for London as a whole, which Ethiopian Airlines is wholly supportive.

Yours,


Henock Woubishet
Country Manager UK & Ireland

04th June 2024

Jennifer Newman
Airline Relations Manager
London Gatwick Airport Limited
Destinations Place
Gatwick Airport
West Sussex
RH6 ONP

Dear Jennifer

Northern Runway Proposal

Ascend Airways, the UK's newest airline, would like to confirm our support for the Northern Runway Proposal.

As a new market entrant, having commenced operations at London Gatwick Airport in May 2024, we are very keen to see additional runway capacity become available in the future and we understand that the Northern Runway Proposal is pivotal to this happening.

As we look to expand our business, our fleet and our operation at London Gatwick, including supporting independent tour operators serving new routes and markets, the existing capacity constraints make it quite challenging for us to establish our market position and grow our operation. As we look to add further new generation, ultra efficient B737 MAX 8 aircraft to our fleet we would welcome additional slots and runway capacity becoming available.

Therefore, we fully endorse the plans for the Northern Runway Proposal and would welcome a positive outcome to the consultation and decision-making progress.

Yours sincerely



Tony Carter
Commercial Director

Annex B

Transcript from Mr. Jewsbury, Executive Vice President Corporate and Customer Experience Planning of Emirates Airlines [\[EV15-005\]](#):

00:57:22:24 - 00:57:58:29 Yes. Good afternoon everyone. My name is Richard Dewsbury. I'm representing Emirates airline. This afternoon I would first like to just touch on our history. Emirates first started operations to Gatwick in 1987. We've got a very long standing partnership with Gatwick Airport. It's been very successful. Gatwick and the associated catchment area remains both an important inbound destination from our border network, but it's also very much an important outbound catchment area for us.

00:57:59:08 - 00:58:34:09 We currently operate three flights a day to Gatwick and we operate them all year round. We have currently 1 777 daily operation to Gatwick and we have two A380s operating to Gatwick, across the day. So of course, uh, what would be considered peak and off peak. We have a morning flight, an afternoon flight, and, an early evening flight. These aircraft operate direct to Dubai, and they have connections beyond to our global network of over 140 destinations.

00:58:34:11 - 00:59:11:07 So it brings an important degree of connectivity to the region. If you add the seat capacity that comes to 1500 seats a day into and out of Gatwick. And during our last financial year, which ended on the 29th of March, just past, we carried 914,000 passengers on our Gatwick services, and we carried, 17,000 tonnes of cargo on the route. The passenger and cargo capacity supports trade, tourism, education, families and of course, UK exports.

00:59:11:09 - 00:59:43:09 We also directly support the local economy through employment and the wider supply chain. And I think it's fair to say, our services are certainly a wealth multiplier for the region. Looking forwards, given global population one and the emerging middle classes, we expect demand to increase. I think we should remember that over 10 million UK residents are born overseas and many more have family connections. We are investing in modern, fuel efficient aircraft.

00:59:43:11 - 01:00:08:03 But in turn, we need the airport capacity. We need more slots at Gatwick Airport. We fully support the northern runway project. We believe it's a smart, cost effective way to meet future demand. It will benefit the local economy, it will benefit UK plc,

and it will minimise the impact on the surrounding environment. So I'd just like to reiterate it as our full support. Thank you.

Transcript from Robert Carey, President of Wizz Air [\[EV15-005\]](#)

01:00:17:16 - 01:00:47:27 Yes. Good afternoon. Thank you. My name is Robert Carey. I'm the president of Wizz Air. For those who aren't familiar with Wizz Air, we are going to be 20 years old this month, we are an ultra low cost carrier with 207 aircraft today, and will be growing to 500 aircraft by 2030. We are the lowest cost airline in Europe and the low fare leader for consumers in the markets where we operate. We fly with very full planes, 90% load factor with little seasonal variation, roughly 2 to 3% summer to winter, which is consistent with our UK operation.

01:00:47:29 - 01:01:24:26 We also have the youngest and most carbon efficient fleet in Europe, with a clear focus on fuel efficiency and sustainability. Currently, we operate with only 52g of CO2 emissions per RPC, which is the most, uh, sustainable in Europe. Consistent with our Wizz UK operations, which has started in 2018. We've been in London for 20 years, though with a local presence for the last six. All of our operations are done with the A321neo. We have two bases in London, both in Luton and in Gatwick today, with approximately 17 aircraft and serving 70 destinations across Europe, North Africa and the Middle East carrying UK residents outbound and visitors inbound.

01:01:25:03 - 01:01:59:24 We are in full support of the The Gatwick proposal. We have a significant order book today with, as I said, more than 340 aircraft coming online, including 47 of the new extended long range A321, which will give us a range of up to eight hours. Today, Wizz Air holds about 5% market share in London, but we see further opportunity for growth, though constrained by the lack of available capacity in the airports. This creates higher fair and low connectivity. Should we have the expansion come into Gatwick? Wizz will be is prepared to invest between 50 and 60 total aircraft to London by 2030, growing by two and a half times our size today.

01:01:59:26 - 01:02:21:23 As I said, unfortunately today we don't see available capacity and we only see that by 2026 we'll be able to invest 18% of that capacity if the infrastructure is improved. This would create one of the most efficient growth solutions for London today, both from a cost and environmental perspective. From a job perspective, these planes would create approximately 1000 jobs at the airport and an additional 2500 jobs.

01:02:23:09 - 01:02:57:00 Due to increased demand for services and goods. We would also intend to fly predominantly to new, unserved and underserved destinations around the globe. And while Gatwick is very efficient today, we also would note the operational improvements we expect the second runway would unlock, allowing fewer delays and fewer emissions in the air. So overall, to summarize, we see an underserved market today with airfares rising, we're ready to invest the capacity together with Gatwick and are a strong supporter of the proposal, which we think, given the limitations of London, is one of the most effective ways to address inefficiencies and foster competition through long term infrastructure enhancements.

Transcript from Ben Boiling, Managing Direct of Norse Atlantic Airways [\[EV15-006\]](#)

00:34:00:08 - 00:34:36:04 Thank you. So I'm the managing director of North Atlantic Airways here in the UK, and I appreciate being given the opportunity to speak at the hearing. Representing an airline, I'm obviously here to support the northern runway project, and I will just go through the reasons why. But before I do so I will just touch on North Atlantic Airways. We are a very young airline created three years ago. We are offering affordable long haul travel opportunities for major cities in Europe, mainly to the US, also Caribbean, Asia and later this year, South Africa.

00:34:36:06 - 00:35:09:10 In the UK we have one home and that is London Gatwick or Gatwick. Well, that's given its unique location, infrastructure, uh, transport connectivity, but also connectivity at the airport created by other airlines flying in and out. We had our first flight on our UK airline from London Gatwick in March last year. So just over 12 months ago we've grown from having one aircraft operating daily to five. We have a fleet of modern Boeing Dreamliners.

00:35:09:12 - 00:35:15:08 These are more fuel efficient, more, uh, less of an environmental footprint and quieter.

00:35:17:04 - 00:35:49:29 We're focusing right now on the five aircraft we have based here. We operate through the day, through the year. So summer and winter. That's morning, afternoon and late departures and arrivals. Operationally, uh, we've been extremely impressed with with Gatwick Airport and we see, uh, improvement uh, on on that side. We create ourselves. Um, just south of 500 jobs directly in the UK and hundreds more.

00:35:50:01 - 00:36:01:16 We believe in the supply chain, although we have five aircraft here now within the group and North Atlantic Airways, we have further aircraft being delivered.

00:36:03:14 - 00:36:31:15 Thank you. Next year, uh, and we of course have ambitions to grow and grow steadily to enable us to grow. We will be reliant on, on further slots. And I do believe with London as a constrained market, that the northern runway provides excellent use of existing infrastructure to create that. Uh, thank you for your time. And that's all for me for now.