

GACC NEWSLETTER

Number 158 – Zoom meeting to discuss the Appeal

July 2026

Dear Members, Supporters, and Friends,

Following the Judge's negative decision on the 23rd June to our Judicial Review we engaged in an intense week of analysis of the two hundred page judgement. Our legal team recognised two significant challenges that could be made and GACC have now supported the submission of a formal appeal.

We're holding a Zoom briefing on Wednesday 8th July at 7:00 pm to give an assessment of the judgement and the details of an appeal. Here's the link to the [Zoom meet](#). Our Press Release on the Appeal is [here](#).

Time scales for submission of high court appeals have been reduced to an absolute minimum and we managed to compile and submit within the time limit on 30th June. The appeal focuses on two grounds of challenge:

1. the failure of the Secretary of State to grapple with the misinterpretation of government policy; and
2. the fundamental flaws in Gatwick Airport's economic case, specifically bogus business passengers which underpin GAL's need case and economic benefits.

The time scale for the stages of the appeal are :

Granting of Permission to appeal decision should be around 28 July 2026.

If we are granted permission, the Court's target for hearing the case is 30 October 2026

These are targets, rather than hard deadlines so they might slip, but probably not by much.

There are no targets for handing down a judgment, but it would be expected to be within 1-4 months.

Naturally proceeding with an Appeal incurs further costs and funding is critical.

Our Crowd Justice Funding page is still active - [Link to Crowd Justice](#)

Please spread the word !

We need to continue our fund raising programme. We have two events, a family sponsored walk around Gatwick on 12th September and a Quiz Night at Gildings Barn, Newdigate on 16th October in the process of being arranged. If you wish to participate in either of these please email info@gacc.org and we'll make sure you get the details.

Noise

In amongst the legal activity the Dep for Transport and the CAA released the long awaited results of their noise surveys, ANN ([Aviation Night Noise Effects](#)) and [ANAS \(Aviation Noise Attitudes Survey\)](#). Finally these have been released and demonstrate what we have

been telling both authorities since release of the WHO (World Health Authority) 2018 data that far more people are affected by aircraft noise than our government has been prepared to admit.

The Aviation Environment Federation has analysed the findings and the view is the government needs to urgently review its policies in the light of these findings:

There should be no airport expansion unless and until current policies have been comprehensively modernised and new processes and noise reduction targets agreed. Aircraft noise policy, regulation and management are profoundly inadequate to deal with the level of community annoyance and harms identified.

Noise reduction targets should be set, monitored and enforced at all airports. Existing planning approvals were based on policy and data that the Department for Transport has known for many years is materially out of date. The government should set new noise reduction targets for all major airports using powers in the Civil Aviation Act 1982 and the Transport Act 2000. Those targets should require noise and harm to reduce rapidly. Any growth in aircraft numbers should only be allowed once new targets have been agreed and achieved, and new flightpaths – meant to deliver noise and emissions reductions – have been determined.

Airspace modernisation processes should be required to prioritise material reductions in the harms caused by aircraft noise rather than just increases in capacity and reductions in industry costs.

Increasingly we're discovering that airport expansion in the UK and obviously that includes Gatwick does not meet the governments four tests – economic benefit, air pollution, noise and climate change targets.

Whatever the outcome of our legal challenges we must continue to fight against this unsustainable expansion plan.

