

GACC NEWSLETTER

Number 146

JULY 2025

Included in this issue is our report following our AGM, news on Airspace modernisation, a joint campaign on challenging airport expansion, and of course our fund raising campaign.

Airport Expansion

GACC actively network with a huge number of organisations locally, nationally and internationally. As well as parish, district and county councils and residents associations there are many others ranging from local green groups to non-governmental organisations such as Friends of the Earth and Greenpeace and CPRE. We are also active members of the Aviation Environment Federation (<https://www.aef.org.uk>) and No Airport Expansion (<https://www.noairportexpansion.org>). All these groups are challenging in their different ways the same targets we are challenging – unsustainable expansion at Gatwick and other airports and the impacts of noise and air pollution.

Together with some of these groups we are supporting a petition to ask the government to stop airport expansion. Please see the link [here](#) or connect via the Q code in the flyer below. You should also see this [video](#) which tells us why we should sign-send it to friends and family !

STOP AIRPORT EXPANSION

Sign the petition to tell the government
we don't want expansion at any UK airport,
including Heathrow, Gatwick and Luton.

petition.parliament.uk/petitions/714927



Help us reach 100k signatures
by 24th September by
passing it on to 10 people.



No Airport
Expansion!

Fundraiser for Legal Challenges

Please donate to the campaign to help us continue to challenge the expansion of Gatwick Airport and the disastrous consequences that expansion would have on local people as well as globally. With your support we can ensure that issues like night flights, noise, air quality, and climate change do not go unnoticed. Commitments and promises dropped will not go unchallenged and we will keep on working to stop Gatwick's unsustainable expansion from becoming a terrible reality.

To meet the legal challenges that are likely to arise if the Gatwick DCO is granted GACC has launched a Crowd Justice fundraising campaign to support these legal challenges.

The link to the campaign is here: <https://www.crowdjustice.com/case/gacc/>

Alternatively donations can be made directly to our bank at :

Gatwick Area Conservation Campaign

Nat West Bank plc

Sort Code 60 – 11 – 41

A/c number 52474119

Airspace Modernisation

We mentioned in our last issue the formation of UK Airspace Design Service (UKADS). The proposal from the Department of Transport (DfT) and CAA is to create a UK ADS as a single guiding mind to coordinate and sponsor future airspace changes. UKADS will initially focus on modernising the complex airspace around London. Subject to its capability and capacity, DfT and CAA may expand its scope in the future. This organisation has now been formed and feedback is that by September 2025, the DfT and CAA will consult on a package of regulatory changes to facilitate the UKADS's work. An initial consultation for stakeholders (including GACC) is to be held this month so we'll feed back from that.

Meanwhile there's been no positive updates on the London South (Gatwick) programme so we simply await further news.

Route 4

Because of the complexities of not only the design process but also the monitoring process by the CAA the public consultation for the Route 4 proposals have now slipped back to early 2026.

We continue to press for Fair and Equitable Distribution (FED) principals to be evaluated in all of these airspace projects. (See [here](#) for the full report on FED)

Other Activities

Proposals for Heathrow's third runway have still not been submitted and suggestions of a 'cheap' short version serving European routes have been reported in some areas of the press. Such constant changes in plans must create an ever changing of face of airspace needs which all adds to delays on the wider scale.

The question of compensation for residents impacted by aircraft noise has always been limited and often blocked by out dated legislation. Usually it relates to mitigation in the form of noise insulation or similar. Compensation for noise impacts caused by overflying aircraft is not dealt in the same way and in fact has been largely ignored. GACC presented a paper to GATCOM in 2024 based on consultation results and suggested revised policies

from government. The paper was escalated to UKACC, the body representing all consultative committees and to ANEG (Airspace and Noise Engagement Group) which acts as a formal channel of communication between the Department for Transport and airspace and airport noise stakeholders. However since then very little progress has been seen. GACC are actively pursuing this with Gatcom, ANEG and other consultative committees but particularly with the DfT.

Meanwhile we are still also challenging the Night Flight regime and the process where the airport can simply submit post season a list of dispensations and the reasons for them. We feel the system is lax and offers excuses for increasing the impact of night flights.

Report from the GACC Annual General Meeting 2025

The AGM was held on the 26th June at Capel Parish Hall.

The Chairman reported on the activities since the DCO hearings closed and how we had responded to subsequent requests from the Secretary of State's office. The waiting game continues with a decision proposed to be given on or before 23rd October 2025. The Chairman pointed out that there were many factors that could change the SoS's original (February 2025) statement that she was 'minded to approve subject to caveats'. The Climate Change Committee annual report (February 2025), the statement that the ANPS (Aviation National Policy Statement) overdue by nigh on 3 years for review is likely to be reviewed this summer, the Parliamentary Environmental Audit Committee's recent hearings and the moving forward of Heathrow's possible expansion plans can all influence the final decision. The Chairman advised the meeting that legal advisers to GACC for the next stage had been appointed and were actively scrutinising government publications as they appeared.

The meeting continued with an active discussion on the future, the need for further fundraising and useful comments on social media and encouraging younger membership. The Chairman thanked all those who had contributed over the past three years to the DCO hearings and consultations and challenges. The fact that the Planning Inspectorate had in principal suggested the project be refused demonstrated the quality of our inputs. Members of the committee who were re-standing were all re-elected and the Chairman thanked all those who were standing down for their support.

The Chairman asked the meeting to record a vote of thanks to our President, Brendon Sewill, who has retired. We are now looking for a suitable candidate to fill this role. A difficult act to follow – Brendon's efforts and support in challenging Gatwick's unsustainable developments are legendary.

The meeting also agreed the Annual accounts 2024/2025 which can be viewed [here](#).

Joining GACC: please spread the word

And of course don't forget to tell others to join our organisation so we can continue to gain strength in numbers to continue to challenge the unsustainable expansion of airport and airspace that impacts us so severely.

Information on how to join is on our website [here](#):

GACC contact details

Email: info@gacc.org.uk

Website: <http://www.gacc.org.uk>