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## Press Release: 15 October 2020

### FOR IMMEDIATE RELEASE

#### GACC SETS OUT ACTIONS NEEDED TO BUILD GATWICK BACK BETTER

GACC is today setting out the steps that need to be taken if Gatwick's operations are to become compatible with climate change imperatives and to ensure it reduces its other environmental and noise impacts, in contrast to the airport of the past decade.

At a meeting of the airport's statutory consultative committee, GATCOM, GACC laid out a series of national and local measures needed to build Gatwick back better. GACC's full statement is available at <http://www.gacc.org.uk/latest-news.php>.

Key measures include:

1. **Setting legally enforceable zero carbon targets for aviation**, as recommended by the government's official advisers, the Committee on Climate Change.
2. **Ensuring aviation pays a higher, fairer, contribution towards public finances** through more equitable taxes, focused particularly on frequent flyers.
3. **Phasing out of public subsidies** that distort the industry's economics, stimulate unsustainable demand and oblige the general taxpayer to support the small proportion of people who choose to fly frequently.

4. **Raising consumer awareness** of aviation's climate and other impacts.
5. **Putting in place effective environmental and noise regulation** that limits the industry's climate, environmental, noise and health impacts.
6. **No night flights.** People's health and welfare should be put ahead of cheap holidays for a small section of society and airline profits. There should be no more night flights at Gatwick.

GACC also called for investment in communities around Gatwick that have been badly impacted by the pandemic, directed at increasing the diversity and resilience of the region and helping to create jobs that are environmentally and economically sustainable.

Peter Barclay, Chairman of GACC said "*Gatwick's growth over the past decade has meant more CO<sub>2</sub> emissions, contributing to faster climate change, more noise impacts, more congestion and poorer air quality. That cannot continue. Building Back Better must achieve genuine environmental sustainability and a fair balance between societal needs and environmental imperatives. The old model, where the airport's shareholders gained and the environment, the climate and impacted local communities lost, has to change*".

Peter Barclay continued, "*Gatwick's size should be consistent with the achievement of CO<sub>2</sub> and other environmental and noise targets. Unless new technologies are deployed on a scale not currently foreseeable, that means that the airport should not be permitted to re-grow to its previous size, let alone to implement its master plan proposals*".

## **ENDS**

Contact Peter Barclay at GACC Campaign Office on 01293 868821 or email [info@gacc.org.uk](mailto:info@gacc.org.uk)

*Peter Barclay is Chairman of Gatwick Area Conservation Campaign.*

*GACC's aims are to protect and improve the environment in the vicinity of Gatwick Airport and to diminish any wider environmental impact of its operations, with particular regard to noise, congestion, air quality, light pollution and climate change.*