

Press release
12th of March 2026

Gatwick Airport's drop in profit shows Gatwick's Big Enough, says campaign group

This week's announcement from Gatwick Airport that their profits are down by 7.3% from 2024 and passenger numbers are also down (1.1% on 2024) is a firm indication that Gatwick's Big Enough. The decline was linked to an almost 2% drop in short-haul passengers.

The evidence shows that growth in short-haul traffic has stalled. Although Gatwick Airport Limited (GAL) claims that long-haul traffic has risen by 3.3%, the current conflict in the Middle East will make that a short-lived gain. The short-haul holiday market is likely to see impacts as a result of increased fuel costs as well as passenger concern about flying east.

Peter Barclay, Chair of the Gatwick Area Conservation Campaign (GACC), said, "With falling flights and falling profits, what is the use of additional runway capacity at Gatwick?"

"It will simply end up the same as Manchester with massive investment in infrastructure resulting in dormant capacity.

"This proves what we've said all along: Gatwick's Big Enough."

Notes to Editors:

1. GAL's statement is [here](#).
2. Manchester Airport's second runway was completed in 2001. The aim was to meet growth in traffic from 12 to 40 million passengers a year. It has never been fully used. Manchester finally reached 30 million passengers in 2024, way below its planned capacity of 40m pa and at least two decades late.
3. The Gatwick Area Conservation Campaign (GACC) is the main community-based organisation monitoring and challenging Gatwick Airport's environmental and planning impacts. Established in 1968, GACC is an independent, volunteer-led body that brings together a network of individual community groups and individuals around Gatwick Airport.
4. A legal challenge to the Government's decision to allow expansion of Gatwick Airport was heard in the High Court in January. The judicial review is being brought by Peter Barclay on behalf of GACC.