

From: [Christopher Allen](#)
To: [Gatwick Airport](#)
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Having learned more about the circumstances governing flights over the southeast of England ,I consider that at present it is impossible to frame the conditions governing the conversion of the emergency runway at Gatwick to permanent,and that planning permission should be delayed.

GAL is still struggling with phase 3 of the LAS project and seems miles from a decision as to how the new runway facility should be used, the public consultation on phase 3 having been delayed until 2026 at the earliest.

This is against the background that CAA has commented that individual airports lack both the staff and the expertise to establish flightpaths for arrivals and departures and the a single overarching authority should do this.

Moreover in the meantime my neighbour Stuart Spencer has calculated that , taking into account that GAL is entirely foreign owned, a 10 million expansion of passengers using Gatwick will result in an annual outflow of £3BN from the UK economy. Two hospitals and one prison a year could be built with this money. Looking to the private side of money use, the struggling British hospitality industry could do with a boost(look at the rate of pub closures) rather than the tourist industries of Spain and Portugal .

The effects of climate change on passenger travel are still uncertain however.

I submit that the decision be delayed until the factors I have mentioned be clearer

Christopher Allen