

**From:** [REDACTED]  
**To:** [Gatwick Airport](#)  
**Subject:** Gatwick  
**Date:** 09 June 2025 15:09:41

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Dear Ms Alexander

We moved to Chiddingstone in 2000 and for 14 years enjoyed a blissful quality of life; that was why we moved here

Then, as though a switch had been flicked, Gatwick changed things overnight, and has been the neighbour from hell ever since; if you were to reward it for lying, cheating and stealing, that sends a very clear message about your government's moral compass.

I'll make this as succinct as I can, and if you can soak all of this up, and remain 'minded' to allow Gatwick to blag another runway - that was never even part of the AC enquiry - by lying about 'making best use' then we will understand a lot more about you as well.

Presented as snippets -

Gatwick started a consultation to change flight paths in 2014, but withdrew it in the face of strong opposition.

It then went ahead anyway, and CAA CEO Deirdre Hutton lied about an 'increased risk of crashes and fatalities' to justify it. Cobblers.

NATS claimed a world record throughput in ACDM55 trials that the airport denied; it's triumphalist website was then taken down.

GW CEO lied that 'nothing's changed'; we were told that planes were not lower, they were 'bigger'. Paths were not concentrated, planes were 'flying more accurately'; Wingate lies for a living.

Now, the avaricious industry, bent regulator and complicit government is pushing ahead with 'airspace modernisation' which by replacing the shared burden of amenity with the creation and persecution of a minority will be handing down a death sentence to those that did nothing other than find themselves under a line on a map. No consultation, no compensation, no public awareness. Absolute disgrace.

After due deliberation, Howard Davies' Airports Commission said that an additional strip should go to Heathrow; Gatwick was not even mentioned - why is it now even being discussed, particularly when the economic case is non-existent, and demand will inevitably fall as green levies kick in.

Concurrently, Grant 'Two Planes' Shapps/Fox/Green/Stockheath came up with a masterpiece in gaslighting the public and greenwashing aviation with the massive fiction that is Jet Zero - due to be declared illegal in the Appeal Court. As indeed it should be - based on fantasy fuels, and impossibly high levels of carbon capture and BS carbon credits, it is amazing that it was ever announced with a straight face.

Aviation simply has no way to decarbonise, and it is the inevitability of demand management that means that almost all of the other reasons to stop Gatwick's piracy become irrelevant; there can be no airport expansion in a climate emergency.

Despite Wingate continuing to spout untruths - an additional 100,000 flights will be 'quieter' because of newer planes (really?) and trying to bamboozle decent people with nonsense about 'average noise' and 'noise envelopes' - ICCAN, the government's own noise body, told the inconvenient truth - aircraft noise, particularly at night, costs lives. So Shapps disbanded it.

And so it goes, on and on; and only about money for foreign shareholders. Only about money.

I fear you may have been equally misled; however laudable some may believe your 'growth' agenda, aviation is predominantly responsible for the £46,000,000,000 tourist gap that sees Brits flock to spend their money overseas. Growth in taxpayer subsidised booze ups for an entitled few does not pass the growth 'sniff test'; and why should my granny pay fuel duty to stay alive when kerosene is exempt, and why does possibly the biggest luxury of all attract no VAT?

Outrageous; but it doesn't stop there - while your government is picking the pockets of the most vulnerable in society to save £5bn, Gatwick expects the taxpayer to pick up the £9,100,000,000 carbon cost of its expansion. Pardon? Yes, you did read that.

Purely in terms of this process, the PI rejected Gatwick's audacious 'pump and dump'; that should be the end of it.

But no, somehow they were thrown the bone of 'accepting stricter noise restrictions' and guaranteed levels of passengers arriving on public transport.

Sad to say, but aircraft noise cannot be mitigated; one plane makes the noise of one

plane, ten planes make the noise of ten planes. Concentrating them over fewer people does not reduce noise by 1db - just more obfuscation.

As for public transport, Gatwick knows it cannot guarantee that 54% pf pax avail themselves of it (and also it makes a mint on parking charges) so it decided to come up with it's own 'alternative solution' by improving local roads; what an absolute middle finger to us all.

If you allow that to stand, unchallenged, I imagine m'luds will be wringing their hands in anticipation of a meaty legal case.

This is just a flavour of the disrespect that Gatwick has heaped on its 'neighbours' and will continue to do so if left unchecked.

I think this is a very important decision for the country, and for you personally; you have the opportunity to bloviate about 'growth' and rehash Gatwick's lies about jobs and economic benefit, or you could do the right thing by the planet and reassure us that common decency and honesty has not been forsaken in the trolley-dash for cash.

Stephen Haysom