

Gatwick Airport Ltd's response to David Everson's comments, made at the Eastbourne Borough Council Scrutiny Committee – January 2023

- Gatwick's Economic Impact Assessment, published in 2021 by leading international economic consultancy Oxera, provided supporting information for the Northern Runway Preliminary Environmental Information Report (PEIR). This report demonstrates that the Project will have economic impacts at national, regional and local levels.
- The report features three study areas; the Gatwick Diamond, Coast to Capital LEP and the Five Authorities Area (county councils of West Sussex, East Sussex, Kent, Surrey and the unitary authority of Brighton & Hove). Each study area will benefit through direct, indirect and catalytic jobs as a result of the project. More than half of the UK-wide economic footprint would occur within the Gatwick Diamond, however the vast majority of the remaining economic impact would be split across the wider regional area.
- Mr Everson's calculation of remaining Scope 1 and 2 emissions is incorrect. The 1990 baseline used for emissions is 82,843.5 tCO₂e; an 80% reduction would be a reduction of 66,274 tCO₂e, leaving 16,569 tCO₂e remaining.
- Decarbonisation of Scope 1 and Scope 2 emissions is independent of passenger growth. Mr Everson's calculations suggested that there would be an increase in line with potential passenger growth, which is incorrect. This is because these emissions relate to assets rather than the number of passengers. As an example, the heating of a terminal building does not increase for each additional passenger in that building. There would not be an increase in Scope 1 and 2 emissions in the event of increasing passenger numbers; our action on decarbonisation would instead mean a significant reduction in emissions.
- Gatwick reports Scope 3 emissions (including take-off and landing cycles) through our Decade of Change progress reports. The figures given by Mr Everson are a significant way off the actual figures. Rather than 700,000 tCO₂e, the figure for 2019 was 426,923 tCO₂e, 118,318 for 2020 and 76,361 for 2021. Likewise, Mr Everson's calculation of 16 billion tCO₂e by 2032 is a significant overcalculation compared to projections in the PEIR of 2038 emissions from all sources (including all international aviation) at 7.575 MtCO₂e, compared with 6.188 MtCO₂e without the Northern Runway Project. In addition, neither of these calculations include more widespread use of decarbonisation mechanisms, such as increased engine efficiency and use of sustainable aviation fuels.
- The suggested figure for surface access emissions is also overinflated – the PIER projects these emissions to be 0.457 MtCO₂e by 2038. These operational emissions incorporate both baseline emissions and the additional emissions that would occur as a result of the Project, so as to represent the total emissions for Gatwick with the Project in 2038.
- This figure does not take into account any shift in mode of transport used or the impact of increasing numbers of passengers arriving by public transport or the encouragement of other lower carbon modes of transport for those accessing the airport. Through our Decade of Change, Gatwick is actively working to increase the share of surface access by low- or zero-carbon modes of transport, including public transport, electric vehicles and active travel.
- The use of sustainable aviation fuel (SAF) has been shown to have significant reductions in overall CO₂ lifecycle emissions compared to conventional fossil fuels – as much as 80%. As noted, SAF is a "drop in" fuel, meaning that it can be used in existing engines in combination with kerosene. Gatwick has already successfully flown SAF flights and is prepared for further uptake. There is currently an issue with

low supply, which is why Gatwick, as part of the Sustainable Aviation coalition, is actively engaged in persuading the Government to take the action needed to develop a world leading SAF industry here in the UK in order to increase this supply.

- We would also like to note that SAF is not the only sustainable and low-carbon alternative to kerosene that the aviation industry is developing. There have been successful test flights of aircraft fuelled by both electricity and hydrogen. Both of these options could hold the key to carbon-free flight and Gatwick will consider what infrastructure changes might be needed to facilitate these flights as the technology continues to develop.
- Gatwick follows industry best practice in choosing which offsets to purchase. We only invest in offsets that have been externally verified as effective. These are more expensive than other offset options available, but we believe that it is important to invest in the most effective schemes. As the airport moves towards achieving net zero, we will purchase removals rather than offsets to mitigate our environmental impact further still.
