



# Gatwick Airport Interim Master Plan

Executive Summary

[www.gatwickairport.com](http://www.gatwickairport.com)

The full version of the interim master plan is available on Gatwick's website – [www.gatwickairport.com](http://www.gatwickairport.com)  
Printed copies of the plan can be requested by emailing [gatwick\\_masterplan@baa.com](mailto:gatwick_masterplan@baa.com) or calling 01293 503822.

The paper used in this report is Revive silk and contains 75% recycled de-inked post-consumer waste.  
The paper is Elemental Chlorine Free (ECF) and is recyclable and bio-degradable. The mill used in the production of the paper is ISO 140001 accredited.

Looking forward to 2015

# Foreword

Gatwick, like any business, needs to plan how it is going to develop in the future. As a result of Government policy in 2003, we issued an outline of our master plan in Spring 2005. Following wide ranging consultation, we have updated that outline plan in the light of the comments we received.

We will further update the master plan in 2008, for example to report the outcome of Government studies into the feasibility of increasing capacity at Heathrow and it is likely there will be a full review of the plan in 2011.

This summary of the interim plan explains the implications of Gatwick's growth as a single runway airport up to 2015 – and how we propose to make the best use of the runway to enable the airport to grow and flourish as a sustainable business.

We must also look beyond 2015 to the implications of Gatwick handling up to 45 million passengers on one runway, or perhaps 80 million if there were two. This possibility of a second runway at Gatwick has been identified in Government policy but we remain committed to a legal agreement that precludes starting construction of a second runway before 2019.

The plan is not in itself a legally binding document. But it is underpinned by our section 106 legal agreement with Crawley Borough Council and West Sussex County Council. This binds BAA Gatwick to a programme of sustainable activities to manage the environmental impacts of growth.

In particular, these commitments seek to secure proportionally greater use of public transport for journeys to and from Gatwick to meet our targets, and reduce emissions. A new surface transport strategy is due for publication in Spring 2007.

Ongoing and constructive engagement with our business partners to understand their needs at Gatwick is fundamental to our way of doing business. We are also committed to working closely with our local authorities, local businesses, community groups and other stakeholders.

Supported by BAA's new owners, Airport Development and Investment (ADI), my team and I look forward to Gatwick's future with enthusiasm and confidence: and in 2015, a key date for this plan, we will also pass a remarkable milestone – Gatwick's one billionth air traveller.

I joined Gatwick as Managing Director in February from BAA's Aberdeen Airport and it's fitting that one of my first jobs is to introduce this important document which outlines our future plans.



**Andy Flower** Managing Director  
Gatwick Airport Limited

# Background

## The character of Gatwick

Aviation began at Gatwick in 1930 – since when the airport has handled over 665 million passengers.

Annual passenger numbers now exceed 34 million. Gatwick is the UK's second busiest airport and is notable for delivering the world's most productive single runway operation. The airport is integral to the economic and social life of the South East and the nation. It has a growing choice of scheduled, low cost and charter services within Europe and a wide variety of long-haul routes, with around 100 airlines flying to more than 250 destinations. Our aim is to make Gatwick the most successful leisure airport in Europe and a leading UK airport for business travel.

It is also fundamentally important that Gatwick should be a considerate neighbour and a great place to work.

## Government airports policy

In December 2003 the Government published a White Paper\* about the need for airport development in the UK up to 2030 (on which progress was updated in December 2006). In common with other airport owners, BAA Gatwick was asked to prepare a master plan to explain what the Government's policies could mean for the airport and its neighbours.

The Government's priority for London's airports is to maximise the use of existing runways. However, as runway capacity in the South East will soon become exhausted, the White Paper also favours building a second runway at Stansted – and then possibly a third runway at Heathrow. The White Paper says that a second runway at Gatwick should remain an option, in case the Heathrow option can't be delivered.

Government guidance is that airport master plans should be reviewed every five years. However, over the next period Gatwick's future development will be affected by a number of significant external factors notably:

- the outcome of studies into a possible third runway at Heathrow, and
- the outcomes of the Civil Aviation Authority's quinquennial review of charges at BAA's London airports and the UK Office of Fair Trading's market study of UK airports which is looking at possible benefits from increased competition.

---

**Since June 2006, BAA has been owned by the ADI consortium, led by Grupo Ferrovial, the largest private infrastructure operator in the world. Headquartered in Spain, Grupo Ferrovial is a multinational group with activities in Europe, North America, Australia and Latin America.**

---

\*The Future of Air Transport

# Gatwick in 2015

Gatwick in 2015 may not look or feel vastly different to Gatwick today – though there will be changes as we plan and deliver a better airport experience.

## Forecasts

We predict that by 2010, we will be working at or close to our capacity as a single runway operation. However, an increase in average aircraft size should enable us to handle up to 40 million passengers a year by 2015, around 86% of whom would start or end their air journeys at Gatwick.

The surface origins or destinations of the vast majority will continue to be Greater London, East Anglia or the South East. This was true for almost 88% of passengers in 2005.

The overwhelming majority will, as now, be UK residents and travelling for leisure purposes.

Nevertheless, journeys by business passengers exceed five million a year, meaning that Gatwick is the UK's second most important airport for business passengers.

Our forecasts for aircraft movements, air passengers and air cargo tonnage at Gatwick in 2015 compared with 2005 are:

2005 actual

**261,274**

Aircraft movements

**32.7m**

Passengers

**222,795**

Cargo tonnage

2015 forecast

**282,000**

Aircraft movements

**40.0m**

Passengers

**330,000**

Cargo tonnage



The proposed future development of Gatwick and an increase in aircraft size will enable the airport to handle up to 40 million passengers by 2015.

The land area currently available for airport use at Gatwick is 674 hectares, and the land use plan for 2015 is largely the same as the current layout. Some new buildings will be required, existing ones may be enlarged and ageing airport facilities will, over time, need to be modernised or replaced.

The most significant changes are likely to be:

- alterations to the terminals to suit airline and passenger needs, with annual capacities of around 20 million passengers in each terminal in 2015
- an increase in the number of pier-served stands, potentially achieved by extending Pier 6
- modifications to some apron areas and piers, if and when the new A380 aircraft begins regular operations at Gatwick

- a reduction in the size of the southern aircraft maintenance area, with any new hangars likely to be in the zone to the north of the runway
- some increase in car parking and ancillary activities at the airport, mainly in the North West Zone and on surplus land in the southern maintenance area.



# Social and economic considerations

Civil aviation provides many people with livelihoods and enables others to travel on business or to realise their holiday dreams.

But it can also directly affect other people's lives. We are committed to responsible growth – growth that addresses Gatwick's adverse impact on its locality whilst realising its social and economic benefits.

Communities close to Gatwick or beneath the flightpaths can be affected by the noise of aircraft, the volume of road traffic and other environmental consequences of our operation. Gatwick is fully committed to the UK aviation industry's Sustainable Aviation strategy, published in June 2005\*.

The primary benefits of the airport, to the neighbouring area and the broader South East region, are associated with employment and wealth creation. The jobs it creates produce aggregate earnings in excess of £7 million a week for those working within the boundaries of the airport itself.

We forecast that there will be 27,300 jobs at Gatwick in 2015 and that the airport will support a further 14,550 jobs elsewhere.

The overall total (41,850) is slightly higher than at present but around 3,400 fewer than in 2001 as a consequence of considerable productivity gains.

## Surface access

Our transport strategy is currently being updated and, when published in Spring 2007, will complement this plan. It will contain our strategic objectives and a number of targets relating to the mode of travel chosen by staff and air passengers.

The key target is that 40% of non-transfer passengers will use public transport for their surface journeys when annual air passenger numbers reach 40 million. This should mean that although the numbers of passengers have increased, there will be proportionally less growth in road traffic.

The strategy will have separate targets for various types of transport and for staff. It will also explain how we aim to reduce the proportion of car users by developing the attractiveness of public transport. This will mean expanding the range of destinations served, service frequency, reliability, comfort and value for money.

**In 2005, our non-transfer air passengers journeyed to or from the airport by:**

**51.3%**

Private car

**2.3%**

Hire car

**14.1%**

Taxi

**6.7%**

Bus/coach

**25.2%**

Rail

Pier 6, which connects the North Terminal to 11 new aircraft stands, is used by more than three million passengers a year and will result in 50,000 fewer coach journeys a year.



# Environmental impacts

We take our environmental responsibilities seriously and recognise that our operations have significant impacts.

---

**'We are on track to achieve the overall BAA Group 2010 target for energy reduction, with a significant contribution from Gatwick.'**

---

We are continually working with a number of partners, including airlines and the National Air Traffic Service to ensure that future aircraft are substantially quieter and more fuel efficient with much reduced NOx (oxides of nitrogen) than some of those currently operating today.

The operation of the airport itself also has a range of environmental impacts above and beyond those of the aircraft that use it. BAA is one of the UK's top 20 industrial consumers of energy, and we have a target to reduce our absolute CO<sub>2</sub> emissions from energy use by 15% over 1990 levels by 2010.

We are on track to achieve the overall BAA Group 2010 target, with a significant contribution from Gatwick.

Our interim plan explains what we are doing to mitigate the environmental impacts of the airport. Gatwick signed a ground-breaking legal agreement in 2001.

We made more than 140 sustainable development commitments designed to protect communities from the impact of future growth, including important issues such as:

- climate change
- energy use
- air quality
- air noise
- ground noise
- visual impact and landscaping
- biodiversity
- management of the water environment
- waste management
- land take and heritage.

Climate change is a significant international issue, with the burning of fossil fuels in flight being a small but growing contributor to global warming.

Among the actions that BAA is taking to mitigate its impact is voicing strong support for the inclusion of aviation in an EU-wide emissions trading scheme. BAA Gatwick also has a target to achieve 40% of non-transfer air passengers using public transport to access the airport by the time it is handling 40 million passengers a year.

Local to Gatwick, air quality and air noise are the matters that arouse greatest concern.

We have been continuously monitoring air quality at the airport since 1992 and in recent years have implemented a number of commitments in relation to air quality.

There is a possibility that future off-airport levels of nitrogen dioxide could exceed EU limits in a small part of Horley. We will be modeling 2010 and 2015 air quality as soon as feasible in 2007, will make the results publicly available and will also incorporate them into our final master plan.

In August 2005 we introduced two schemes to mitigate the impact of air noise in defined areas close to Gatwick – one relating to the insulation of community buildings and the other providing relocation assistance to residents. We are also committed to introducing a residential noise grants scheme in Spring 2007.

However, our forecast for air noise for 2015 shows it being at similar levels to 2008, representing a slight reduction compared with 2004.

We believe that ground noise will be no greater in 2015 than that predicted for 2008 – and will probably be less significant.

---

**'BAA Gatwick also has a target to achieve 40% of non-transfer air passengers using public transport to access the airport by the time it is handling 40 million passengers a year.'**

---



# Gatwick in 2030

In 2030, Gatwick might have one runway, or it might have two. While our business focus is on Gatwick's known future as a single runway airport, we believe that it is right and proper to describe the alternative in this plan.

**'While Gatwick's future plans are based on a one-runway operation, the Government's White Paper says a second runway at Gatwick should remain an option'**

Our plan's first scenario is that Gatwick remains a single runway airport, with the overall land use very similar to 2015. By 2030, all aircraft maintenance activity would probably be in the airport's North West Zone (with none to the south of the runway).

The second scenario, which is a response to the Government's White Paper, sees two runways at Gatwick. If a second runway is needed and permitted, it could not happen before 2019 and if construction were to begin that year, the runway could open in 2023/24. It would be likely to be approximately 1km south of the existing runway.

The land use plan for this scenario shows a third passenger terminal and aircraft stands occupying much of the land between the runways. However, if the passenger capacity of the airport were to be significantly less than the projected 80 million, it is possible that the construction of a large new terminal between the runways would enable the existing South Terminal to be replaced.

The plan shows airport extensions totalling 667 hectares – which is slightly less than the area within our current operational boundary. The extensions largely occupy the open land between the airport and the M23.

The plan recognises that, if planning permission is ever sought for a second runway, surface access, environmental issues and the mitigation of the runway's adverse impacts, would require very thorough study. The precise proposals for a second runway could consequently be different from those indicatively shown in the interim master plan.

But the time for that work is not now. If the construction of a second runway were to start in 2019 its design would probably not begin until 2011.

