



## Press Release

Thursday 31 March 2016

# Heathrow Hub's extended runway concept is overtaking rival airport expansion options

Heathrow Hub, the independent proposal to extend the northern runway at Heathrow, is coming out ahead of the other two options for airport expansion being considered by the Department for Transport, on the basis of new research.

A recent report by the Mayor of London, Boris Johnson, claimed that Heathrow Airport's own third runway proposal should be dropped on environmental grounds, such as noise. But the report failed to mention our proposal which already deals with most of the concerns raised by Mr Johnson.

New research from Heathrow Hub demonstrates that Heathrow Airport Ltd's third runway would require up to 30% of planes arriving to cross in the air in order to land at whichever runway is closest to the terminals they need. The resulting complex flight paths would bring large areas of London into the noise footprint for the first time, as aircraft crossed overhead.

For example, a flight arriving from the south but requiring the new Terminal Six would cross with one arriving from the north requiring Terminal Two.

By contrast, Heathrow Hub's own proposal to extend the existing northern runway is much simpler and brings no new communities into the noise footprint. Its simplicity also means it is sufficiently flexible to allow steeper and curved approaches, reducing noise for those who already get noise from arrivals. Heathrow Hub has also advocated an end to night quota flights arriving before 6am.

The complex new flight paths for the third runway would make it very difficult for Heathrow Airport Ltd to introduce noise mitigation measures, such as steeper and curved approaches.

Heathrow Hub also believes that the third runway's complex new flight paths increase the risk that it could face legal challenge.



Bringing significant new communities into the noise envelope via numerous new flight paths over London runs contrary to the Government's existing 2013 Air Policy Framework, which states that "it is desirable to concentrate aircraft along the fewest possible number of specified routes."

Jock Lowe, Director of Heathrow Hub, says: "Boris Johnson is right to raise these environmental concerns, which is why we have addressed them. Our compelling research demonstrates the third runway presents a major environmental and political problem because it would bring significant new communities into the noise footprint. By contrast, our cheaper and simpler proposal to extend the existing runway would not do so."

Mr Lowe added: "As for Gatwick, the Mayor is right. It is not a hub and is just in the wrong place for the majority of the country."

The new research by our consultants is available on the Heathrow Hub website and has been submitted to the Department for Transport as part of its review process. Heathrow Hub is one of the three options being considered by the Government for airport expansion in the South East of England.

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#### **Notes to editors**

Heathrow Hub is an independent, proposal for an integrated air and rail facility that doubles Heathrow's capacity and creates new opportunities for noise mitigation. For more information, please visit:

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