



Press Release

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Extended runway concept for Heathrow wins patent approval

Heathrow Hub, the independent proposal to extend the northern runway at Heathrow Airport, has received a huge boost in its campaign to provide the UK with the additional aviation capacity that the country urgently needs.

On 26 January 2016 the Intellectual Property Office, part of the UK Patent Office, granted patent approval for our runway arrangement application, which involves extending the northern runway at Heathrow airport to 6,800 metres and dividing it into two with a 650m safety zone.

This means that should our concept be chosen by the Department for Transport it can be implemented quickly. Heathrow Hub does not own the airport and our preferred option is to license or sell the concept to Heathrow Airport Ltd for delivery.

The extended runway is cheaper and simpler than Heathrow Airport Ltd's third runway proposal, involves demolishing substantially fewer houses and brings no new communities into the noise footprint.

Jock Lowe, Director of Heathrow Hub, said:

"This is a significant moment: the approval of our runway plan by the Patent Office confirms the viability and commercial application of our design proposal and we are ready to give the country the aviation expansion solution which it requires.

"Our independent proposal - which from its inception has been designed to be politically and socially acceptable - is still very much in the game, being considered by the Department of Transport alongside Heathrow Airport Ltd's third runway and a second runway at Gatwick.

"There can be no doubt that expansion at Heathrow is in the best economic interests of the entire country and our extended runway is cheaper, simpler and less disruptive than Heathrow Airport's own third runway scheme. It also brings no new areas into the noise footprint."

The independent Heathrow Hub scheme provides the required additional capacity with the minimum disruption and at the lowest feasible cost. It is a long runway, not a third runway and avoids bringing new areas into aircraft noise contours. It also eliminates the need to destroy local villages and



important facilities such as the Lakeside Energy from Waste Plant, the Home Office's immigration removal centres, and BA's headquarters.

The construction can be in distinct phases, matching expansion with demand, reducing risk and enabling the Government to ensure noise and emissions targets are met. We continue to advocate the elimination of night quota flights before 6am.

Meanwhile the inadequacies of the case for Gatwick expansion are being exposed. There has been no convincing economic argument made to overturn the Commission's principal judgement that the greatest benefits to the entire UK would be delivered by expanding Heathrow as opposed to Gatwick. Surface transport improvements to Gatwick would be prohibitively expensive and in any case the two businesses are in completely different leagues. Heathrow has substantially higher passenger numbers and assets, with more than six times the passenger revenue of Gatwick.

Contacts

James Devas / Marina Burton

0207 379 5151

jdevas@maitland.co.uk

mburton@maitland.co.uk

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