



Press Release

11 November 2015

Heathrow Hub wins decisive legal victory and secures new financial backing

Heathrow Hub, the independent proposal to expand Heathrow by extending the northern runway, has received a significant double boost in its campaign to be selected by the UK government as the best solution to the UK's aviation capacity challenge.

In the last two weeks Heathrow Hub scored a decisive legal victory regarding a patent first lodged in the US by Daniel Gellert.

Mr Gellert, a retired American airline captain, alleged that the UK patent originating from his US patent would be infringed by Heathrow Hub's proposal. Heathrow Hub sought a declaration of non-infringement.

A ruling from the Intellectual Property Office has stated that Heathrow Hub's proposal would not infringe Mr Gellert's patent.

Separately Heathrow Hub has received commitments of additional financial backing from a consortium of City investors in recent days.

Jock Lowe, Director of Heathrow Hub, commented:

"Heathrow Hub is my concept, based on decades of aviation experience. We are very pleased that the Intellectual Property Office has recognised the originality of our proposal over Mr Gellert's patent. Separately we welcome the clear vote of confidence that this additional investment indicates in our proposal and our prospects of success.

"We are still very much involved in the process: The UK Government has yet to complete its assessment and it will deliver its own verdict by the end of this year. We continue to liaise with ministers and civil servants to ensure our proposal is properly understood as the superior and more politically deliverable option."

Of the three concepts shortlisted by the Airports Commission, the northern runway extension is the only one which has been designed from the beginning to be a pragmatic and politically



realistic solution. It was awarded a “silver medal” by Sir Howard Davies when he announced the Commission’s findings in July.

Our proposal has five key advantages over the 3rd runway:

- **Quicker, and easier to construct.** The first phase, costing £4.8bn and providing approximately 70,000 additional movements, could actually be completed as soon as 2023.
- **Cheaper.** We estimate our entire scheme costs £6bn less and the Commission estimates £3bn less. This leaves financial headroom to pay for surface access upgrades, potentially saving the taxpayer some £5bn.
- **Less disruption.** We take less land, would destroy fewer buildings (242 homes as opposed to 783 for the 3rd runway) and do not need to move the Lakeside Waste to Energy Plant;
- **Noise mitigation.** Our proposed enhanced operating techniques and flight paths would reduce the noise footprint and so remove 130,000 people from the current noise footprint.
- **Phasing and conditionality.** A unique opportunity of our scheme is that it can be constructed in phases, so new capacity need only be released when noise and air quality targets are met, thereby reducing environmental and financial risks.

We have also submitted a significantly revised surface access and roads plan to the Department for Transport, quite different to our original submission. We are confident this allows air quality targets to be met. The Airports Commission assessed our runways plan with a surface access plan of their own devising, rather than one proposed by us. That has now been corrected.

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Notes to editors

The Intellectual Property Office ruling can be found [here](#).

Heathrow Hub is an independent proposal to expand Heathrow by extending the northern runway.

The concept:

- provides the same capacity
- can be built at a much lower cost
- is much less risky because it can be developed in phases
- has a smaller land take and does not require the destruction of two villages



For more information, please visit: www.heathrowhub.com