



Press release

Ministers are being taken for fools. The Extended Runway Plan responds to Heathrow Airport Ltd's latest 3rd Runway idea

Wednesday 17th January, 2017 – Heathrow Airport Ltd's long-awaited attempt to indicate how it proposes to build its 3rd Runway idea at an affordable cost is derided as "a Heath Robinson" plan by the rival, independent proposal to instead extend the existing Northern Runway. The extended runway concept, is cheaper, simpler and quieter and was deemed viable by the Airports Commission. And we have commissioned detailed, fully costed plans by the world's leading consultants.

A spokesman for the extended runway concept, Heathrow Hub said: "It is unbelievable that nearly six years into this process, Heathrow are still producing new ideas. This time, the Airport claims it wants to move the M25 150m to the west, dig the motorway into the ground, cut the runway length and put it on a ramp. But there is precious little detail on how this will be done in practice, or what the implications will be of closing or restricting the M25. There is no detailed breakdown of costs and how these will be passed on to passengers and airlines. It is a Heath Robinson Plan.

"Both Chris Grayling, the Transport Secretary and Theresa May, the Prime Minister, are yet again being taken for fools by a major infrastructure provider. They need to demand proper detail from Heathrow and ensure the Department for Transport understand it, rather than letting Heathrow get away with issuing yet more pictures."

Contacts

Boscobel & Partners
Jock Lowe, Heathrow Hub

0203 642 1310
07831 599 925

Notes to editors

Heathrow Hub is an independent proposal for expansion at Heathrow, by extending the existing northern runway westwards away from London, negating the need to build a third



runway. Planes would land at one end and take off at the other. The scheme is cheaper, quicker and simpler. It also destroys fewer houses. For more information and images, please visit: www.heathrowhub.com

Heathrow Hub's proposal to extend the Northern Runway has been independently costed at £3.9bn for its first phase, or £9.7bn for the full scheme. It can be funded by keeping existing passenger fees flat. IAG has previously said that Heathrow Airport's own 3rd Runway, costing at least £14bn, will cost an equivalent of an additional £80 in fees for each passenger.