



Heathrow Airport Ltd – Network Statement

Year ending 31 December 2027

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Glossary of Terms

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|--|---|
| ADRR | has the meaning given in section 1.4.3 below. |
| Airport Junction | means the railway junction at which the HAL infrastructure adjoins the Wider UK Rail Network. |
| Changes in Circumstances | has the meaning given in section 6.6.1 below. |
| Charging Period | has the meaning given in section 6 below. |
| Claims Allocation and Handling Agreement | means the agreement of that name approved by ORR for the allocation of liabilities and the handling of claims by third parties. |
| CTA | means Central Terminal Area serving Heathrow Airport terminals 2 and 3. |
| EC4T | means the charge which recovers the costs of providing electricity for traction purposes. |
| EC4T Tripartite Agreement | has the meaning given in section 5.3.2 below. |
| Engineering Access Statement | means details of the planning rules applicable to access on the HAL infrastructure; areas and restrictions of the infrastructure affected by inspections, maintenance, and renewals. |
| ERTMS | means European Rail Traffic Management System. |
| ETCS | means European Train Control System. |
| Great Western Railway | means First Greater Western Limited. |
| Group | means subsidiaries of Heathrow (SP) Limited. |
| GSM-R | means Global System Mobile Communications – Railway. |
| GTS | Means GTS Rail Operations Limited (branded as the Elizabeth Line). |
| HAL | means Heathrow Airport Limited. |
| HRAP | has the meaning given in section 3.4.2 below. |
| HAL infrastructure | means the rail infrastructure in respect of which HAL is the infrastructure and facility owner and which is situated in England. |
| HAL Network Code | means a common set of rules that apply to parties who have a contract for rights of access to the HAL infrastructure. |
| HEOC | means Heathrow Express Operating Company. |

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| HEP | means the Heathrow Emergency Plan. |
| HRCR | means Heathrow Rail Control Room (previously HECR). |
| infrastructure manager | has the meaning given in regulation 2 of the ROGS. |
| LUL | means London Underground Limited. |
| Movement Authority | means the permission for a train to move from one point to another according to the characteristics of the infrastructure. |
| Network Rail | means Network Rail Infrastructure Limited. |
| New Applicant | has the meaning given in section 2.2.2 below. |
| Notified National Technical Rules | has the meaning given to it in the Railways (Interoperability) Regulations 2011/3066. |
| ORR | means Office of Rail and Road. |
| Principal Change Date | means the date the working timetable comes into force December annually. See Annex A for further details. |
| Radio Block Centre | means a radio interface between a train and the infrastructure supervising the distance of the train from other trains. |
| Railways Act | means the Railways Act 1993. |
| Regulations | means the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016, as may be amended from time to time. |
| Restriction of Use | has the meaning given in Schedule 8 of the Track Access Contract. |
| RNE | has the meaning given to in section 1.7 below. |
| ROGS | means The Railways and Other Guided Transport Systems (Safety) Regulations 2006 as may be amended from time to time. |
| RPI | means the General Index of Retail Prices All Items measured by CHAW and published each month. |
| SAC | means Station Access Contract. |
| SMS | means Safety Management System. |
| SNRP | means Statement of National Regulatory Provisions. |
| TAC | means Track Access Contract. |
| Terminal 4 | means Terminal 4 (Heathrow Airport). |
| Terminal 5 | means Terminal 5 (Heathrow Airport). |

| | |
|--------------------------|---|
| Timetable Planning Rules | means rules regulating the standard timings and other matters enabling trains to be scheduled in the working timetable. |
| TPWS/AWS | means Train Protection and Warning System and/or Automatic Warning System. |
| Transport Undertaking | means any person who operates a vehicle in relation to any infrastructure but shall not include a person who operates a vehicle solely within an engineering possession. |
| TSI | has the meaning given to it in National Technical Specification Notice (NTSN) in the post EU Exit climate. The NTSN is published by the Secretary of State pursuant to regulation 3B of the Interoperability Regulations. |
| Wider UK Rail Network | means the network owned and operated by Network Rail to which the HAL infrastructure connects. |

Terms not defined in this Network Statement shall have the meanings given to them in the Regulations.

Save where the contrary is indicated, any reference in this Network Statement to a statute, directive or statutory provision shall be construed as a reference to that statute, directive or statutory provision as from time to time amended, extended, consolidated, replaced or re-enacted and shall include any orders, regulations, instruments or other subordinate legislation made under the relevant statute.

1 General

1.1 Company Information

Our company, Heathrow Airport Holdings Limited (HAL) (formerly BAA) owns and runs London Heathrow Airport, Britain's aviation hub. The company is subject to financial regulation by the Civil Aviation Authority (CAA) and the Competition and Markets Authority (CMA). In matters of safety and security we are regulated by the Government and CAA. For the rail infrastructure we are regulated by the Office of Rail and Road (ORR).

HAL owns and operates the airport and rail infrastructure and provides services at Heathrow airport.

1.1.1 Infrastructure

HAL is the owner of the HAL infrastructure and Network Rail is the infrastructure / asset manager under the Regulations. This "Network Statement" has been made in respect of the HAL infrastructure in satisfaction of the requirements of Regulation 13(4). HAL has appointed Network Rail under contract to carry out its operational asset manager obligations under Rail Regulation in respect of the HAL infrastructure including those obligations set out in ROGS.

The diagram (figure 1 page 8) shows how the HAL infrastructure is constructed.

Diagram of HAL infrastructure

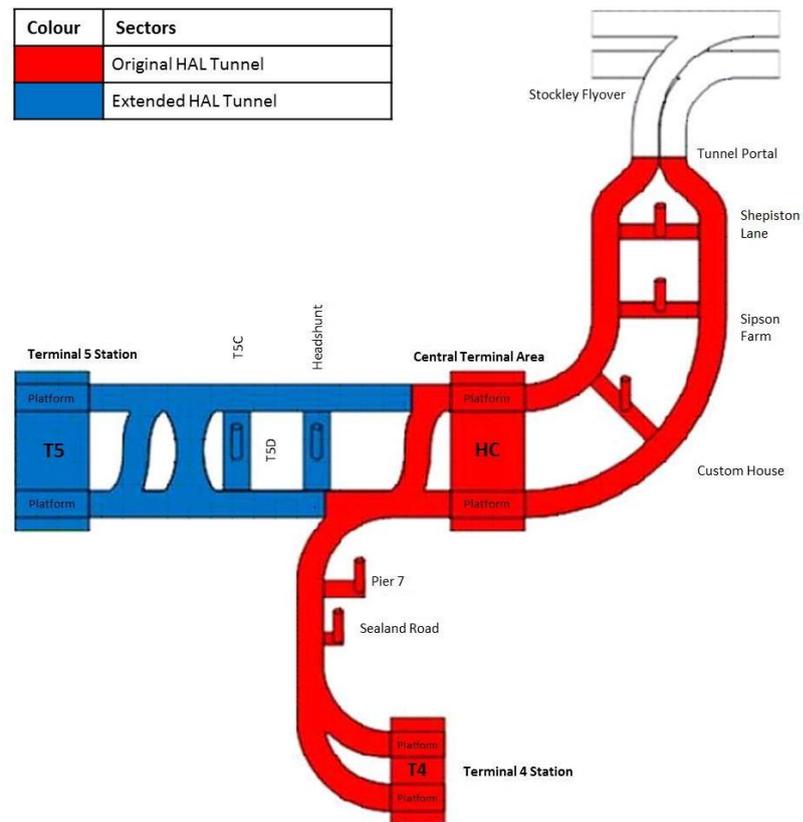


Figure 1

3.5 km from the tunnel portal there is an intermediate station (the Heathrow CTA station (the "CTA station") which provides passenger access to Heathrow Terminals 2 and 3. From the CTA station, a 2.5km long single bore tunnel connects to the Terminal 4 station and a 2.6km km tunnel connects to the Terminal 5 station. All stations have two active platforms. More detail is provided on the HAL infrastructure in section 3 below.

1.1.2 HAL Network Systems

The "HAL Network Systems" table (figure 2) provides information on the split of owner, operator, management, maintenance responsibilities between HAL and Network Rail.

Under ROGS, the infrastructure manager role is performed by Network Rail for most systems (as shown in the table below), and Network Rail holds the safety authorisation for them from the ORR. HAL holds the safety authorisation from the ORR in respect of the stations and the HRCR.

| System | IM , AM and Op | |
|------------------------------------|----------------|--------------|
| | HAL | Network Rail |
| Track | | IM / AM / OP |
| Tunnels Structures | AM | IM / Op |
| Railway Communication Systems | | IM / AM / OP |
| Ventilation | IM / AM / Op | |
| Non-Railway Communications Systems | IM / AM / Op | |
| HRCR | IM / Op | |
| Signalling | | IM / AM / Op |
| Stations | IM / AM / Op | |
| Overhead Lines | | IM / AM / Op |

Key: IM = Infrastructure Manager, AM = Asset Maintainer and Op = Operates

Figure 2

1.1.3 Current Services

There are two services currently running on the HAL infrastructure:

- **Heathrow Express** – a non-stopping service between London Heathrow Airport and London Paddington operated by Great Western Railway, on behalf of HEOC; and
- **GTS Rail Operations (branded as the Elizabeth Line)** – a GTS-operated stopping service connecting Heathrow Airport with London Paddington station and then via Central London to either stations to Shenfield via Stratford, or stations to Abbey Wood via Canary Wharf. Generally services from Terminal 5 operate semi fast from the airport to London Paddington and then call at all stations to Shenfield. Services from Terminal 4 call at all stations to Abbey Wood.

1.2 Objective of the Network Statement

The objectives of this Network Statement are to satisfy the requirements of Regulation 13(4) and to provide a single source of the essential information which will be required by a railway undertaking or prospective railway undertaking wishing to operate train services on the HAL infrastructure. It provides

general information about the HAL infrastructure, conditions of access and the criteria for capacity allocation and associated payments.

1.3 Legal Aspects

Any party seeking access to the HAL infrastructure must satisfy the requirements set out by the relevant regulating bodies.

1.3.1 Legal Framework

The legal framework of the rail industry in Great Britain is primarily governed by the Railways Act, the Railways Act 2005, the Railways and Transport Safety Act 2003, and a range of secondary legislation including the Regulations. All applicable EU railway legislation, regulations and directives have been incorporated into UK law by way of the Railways (Access, Management and Licensing of Railway Undertakings) (Amendments etc.) (EU Exit) Regulations 2019/518, 2019/1310 and 2019/82. To note Northern Ireland is under its own arrangements.

1.3.2 Status and Liability

This Network Statement is provided in compliance with HAL's obligations under the Regulations. It is not intended to be an invitation to treat or to be an offer to enter into a contract. However, when a railway undertaking enters into a TAC with HAL, the TAC will give contractual force to documents such as the HAL Network Code, Engineering Access Statement and Timetable Planning Rules that are referenced in this Network Statement.

The model TAC can be found on the Heathrow Rail Regulation webpage:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

Reasonable efforts have been made to ensure that the information provided in this Network Statement is accurate. HAL does not accept any liability for errors, omissions, or inaccuracies. Errors which are notified to HAL will be reviewed and corrected where appropriate.

1.3.3 Appeals Procedure

Any dispute for matters covered by the HAL Access Disputes Resolution Rules ("ADRR") is dealt with in accordance with the procedure prescribed in such rules, annexed to the HAL Network Code. The procedure addresses disputes arising out of TACs and SACs. The Access Disputes Committee for the Wider British Rail Network provides services under the ADRR. The charges for the provision of such services are passed on to railway undertakings in TACs and SACs.

Any disputes in relation to matters covered by the ADRR shall be dealt with in accordance with the procedure prescribed in those rules. Timetabling disputes will be referred to a Timetabling Panel (Chapter H). The ADRR provide for the referral of any other disputes to a range of suitable forums (separately, or in combination), including mediation, adjudication and arbitration. The Committee Secretary is available, on a part time basis, to answer any queries that Parties may have about the procedures, the contact email is:

secretary@accessdisputesrail.org

The ORR is the regulatory body to which an appeal may be made in accordance with the Regulations should any applicant believe it has been discriminated against or treated unfairly, or is in any other way aggrieved.

For further details, refer to HAL Network Code Annex 1 Access Dispute Resolution Rules which can be found on the HAL website:

[HAL Network Code](#)

1.4 Structure of the Network Statement

This Network Statement has been developed, using a common structure in line with RailNetEurope publications, to enable railway undertakings to find information generally under the same headings in

each network statement.

1.5 Validity Period, and Updating and Publishing

1.5.1 Validity Period

This Network Statement is valid until 31 December 2027 and will be reviewed annually. It applies to capacity requests and execution of planned transport operations (traffic movements) on the HAL infrastructure during the 2027 timetable starting on Sunday 13th December 2026 00:00 and ending on Saturday 11th December 2027 24:00.

1.5.2 Updating Process

This Network Statement will be updated and re-published on the HAL website <https://www.heathrow.com> as and when changes are made.

1.6 Contact and further details

All access documentation is available on the Heathrow website: <https://www.heathrow.com>.

Should you require further information or have any additional questions relating to this Network Statement, the HAL Network Code and/or the nature of or access to the HAL infrastructure please contact HAL:

Mailto: HAL Rail
Heathrow Airport Limited
Compass Centre
Nelson Road
Middlesex
TW6 2GW

rail@heathrow.com

Should a hard copy of this Network Statement be required, HAL are able to provide this, but reserve the right to charge the cost of production.

1.7 RailNetEurope and International Cooperation

Network Rail is a member of RailNet Europe ("RNE"), which is an umbrella organisation of European railway infrastructure managers and allocation bodies. RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools. While HAL itself is not a member of RNE, this Network Statement and the other documents and processes referred to in it, have been and are likely to be influenced by Network Rail's participation in the RNE organisation, in order to maintain alignment of this Network Statement and those other documents and processes across the HAL infrastructure and the Wider UK Rail Network.

You can find more information about RNE on: <http://www.rne.eu/organisation/rne-approach-structure/>.

2 Infrastructure

2.1 Introduction

The HAL infrastructure connects Heathrow Airport to the Great Western Main Line. Trains divert from the mainline at Airport Junction onto the HAL infrastructure which starts at the tunnel portal and is 19.913km from Paddington. There are three stations on the HAL infrastructure:

- the CTA station for connections to Terminals 2 and 3;
- the Terminal 4 station for connections to Terminal 4; and
- the Terminal 5 station for connections to Terminal 5.

The HAL infrastructure consists of a twin-bored tunnel to the CTA and Terminal 5 stations. A single-bored tunnel connects the Terminal 4 station to the network south of the CTA station. All stations have two platforms, although the Terminal 5 station does have the potential for capacity to be increased to four platforms if required.

2.2 Extent of the HAL infrastructure

This Network Statement covers the entire railway infrastructure that is owned by HAL. The HAL infrastructure extends from tunnel portal through to the Terminal 4 and Terminal 5 stations as shown in *figure 1* above.

2.3 HAL infrastructure description

2.3.1 Rail Tunnels

There are two tunnels from the tunnel portal.

The tunnels can be operated in a bi-directional manner, with facilities to crossover at the tunnel portal, the CTA station and the Terminal 5 station.

The route runs entirely within tunnels. The majority of the tunnels have been bored with the remainder being constructed using the cut and cover method.

The track formation within the tunnels utilises a concrete slab track-bed, rail lubrication and top of rail friction management is provided at several locations. The route is equipped throughout with overhead line electrification equipment, providing a traction current at 25kV.

Intervention shafts are provided at locations allowing egress and access for emergency services. Intervention points also exist at the tunnel portals and at the stations. Cross passages link the twin tunnels. All the tunnels have emergency walkways, at track level for emergency services and at platform level for passengers. A tunnel ventilation system provides a supply of fresh air that removes stale air and enables the direction of air flow to be controlled. The ventilation is controlled from the HRCR.

A wet fire main is provided throughout the running tunnels to provide the emergency services with a water supply for firefighting purposes should a fire break out on a train. This is supplemented by a forced ventilation system to ensure that passenger escape routes and access routes for emergency services are kept clear of smoke.

The maximum line speed is 80mph.

Further technical information about the infrastructure is available in the Network Rail Western and Wales Rail Sectional Appendix – route section reference GW180.

Access to the Network Rail Sectional Appendix is available:

[National Electronic Sectional Appendix - Network Rail](#)

2.3.2 Rail Stations

HAL maintains the assets within the rail stations at Terminals 2&3, Terminal 4 and Terminal 5. The operational safety and management responsibilities for the stations, as well as access, is managed by HAL.

Details of HAL Rail stations can be found in section 5.3.1.

2.3.3 Rail Control Centres

There is a single control room managing the activities on the HAL infrastructure. The control for train interface, and tunnel control and operational access to the infrastructure is managed via the HRCR. Network Rail manage train running control on the HAL infrastructure.

2.3.4 Loading Gauge

The nominal track gauge is 1435mm. The HAL infrastructure can accommodate trains that fit within Network Rail's W10 gauge with an axle weight limit of 25.4T.

2.3.5 Signalling

The route is equipped with multiple aspect track circuit block signalling with automatic train protection. All lines are signalled to allow bi-directional working. The maximum permissible line speed is 80 mph, with lower permanent speed restrictions at stations and between the CTA station and Terminal 4 station. ETCS has been installed as an overlay system and only trains fitted with ETCS can operate on the Heathrow Airport branch.

The HAL infrastructure has been upgraded and fitted with an ERTMS Level 2 overlay on the existing conventional system between Airport Junction and the buffer stops at the Terminal 4 and 5 stations.

The signalled routes, connecting to the Heathrow Airport Infrastructure, which have ERTMS Level 2 overlaid are from Acton on the Main Line and Relief Lines in both directions. In the Down direction signals SN321, SN323 and SN 325 provide the final Heathrow entry control for trains that have failed to transition into ETCS Level 2. The ETCS Movement Authority used over these routes is generated by a Radio Block Centre at Thames Valley Signalling Centre and transmitted to ETCS fitted trains over GSM-R radio links.

At ERTMS Level 2, trains communicate with the Radio Block Centre by GSM-R. The Radio Block Centre communicates with the interlocking and generates Movement Authorities which are transmitted to trains: the majority of balises mounted in the track are passive and send fixed packets of information when interrogated by the balise reader on a train. Operational requirements for the use of the ERTMS Level 2 system are available within the Network Rail Stage TB2 Operational Concept 146152-NWR-REP-OPP-000002-A04 document.

2.3.6 Communication Systems

The current communication system in use is GSM-R. This system interfaces with the signalling train describer system and allows signalling staff to address drivers of individual trains.

2.3.7 Availability of the HAL infrastructure

The HAL infrastructure remains open 365 days a year except by special arrangements between railway undertakings and HAL. The Engineering Access Statement primarily governs consumption of capacity on the HAL infrastructure for the purposes of its maintenance and other activities in the interests of quality, reliability, and availability of the HAL infrastructure.

To note one weekend per year the HAL Network is closed for our annual engineering and maintenance weekend. The details of our annual closures can be found in the applicable Engineering Access Statement. During our annual weekend shutdown rail access to the airport is provided by the London Underground Piccadilly Line. The Engineering Access Statement can be found on the Heathrow Rail website: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

2.3.8 Connecting Network

The HAL infrastructure is connected to the Wider UK Rail Network at the tunnel portal. The Wider UK Rail Network is owned and operated by Network Rail with connections at the tunnel portal.

2.4 Investments and Enhancements to the HAL infrastructure

Where investment or enhancements are required to the HAL infrastructure, then such changes shall be treated as a HAL Network Change as defined in the HAL Network Code. The provisions of PART G of the HAL Network Code, incorporated by reference into the relevant TAC and SAC accordingly, and the relevant change process will be applicable.

3 Conditions for Access

3.1 Introduction

Access to the Wider UK Rail Network is principally governed by the Regulations. The Regulations also cover rail infrastructure outside the Wider UK Rail Network unless exempted.

HAL appoint Network Rail as their contracted agent for delivering the relevant rail services included within the HAL Network Code to enable the two infrastructures to operate seamlessly. The scope of these services and the contractual agreements are incorporated within contractual agreements between HAL and Network Rail.

HAL remain accountable for the delivery of services within the HAL Network Code whilst Network Rail has responsibility for managing and delivering those services on HAL's behalf.

3.2 General access requirements

In order to secure access to and operate on the HAL infrastructure, an applicant will have to fulfil the requirements set out below.

3.2.1 Conditions for access to the HAL infrastructure

Any applicant wishing to operate trains on the HAL infrastructure must satisfy the relevant legal requirements. The principal legal requirements (certain of which are discussed in more detail in this section 2.2) include having:

- either (i) a valid licence to be a railway undertaking under Section 8 of the Railways Act or a valid exemption granted by ORR or (ii) a railway undertaking passenger licence or a railway undertaking freight licence, and an SNRP granted or recognised under the Railway (Licensing of Railway Undertakings) Regulations 2005, as amended by The Railway (Licensing of Railway Undertakings) (Amendment etc.) (EU Exit) Regulations 2019;
- a valid and current safety certificate granted under ROGS (see section 3.2.4 below);
- appropriate insurance (see section 2.3.3 below);
- a TAC in place with HAL for the infrastructure the applicant intends to use, and such other agreements as may be specified in the relevant TAC;
- a SAC in place with HAL for the stations the applicant intends to use;
- written confirmation of being a signatory of the Claims Allocation and Handling Agreement; and
- written confirmation of a TAC with Network Rail to allow access to HAL infrastructure.

Before concluding a new TAC or extending or substantially increasing the framework capacity of an existing TAC, HAL shall take into account the following:

- securing optimum use of available infrastructure capacity on the HAL Infrastructure, including the use of other networks, taking account of planned capacity restrictions;
- the legitimate commercial needs of the applicant;
- whether the applicant has demonstrated that it has the actual intention and ability to use the capacity request in the TAC including taking account of any previous failure, if any, to use framework capacity and the reasons for that failure as set out in the Regulations;
- the needs of passengers and the freight sector;
- ensuring non-discriminatory access to the HAL infrastructure and taking into account the availability of the related facilities and services supplied in these facilities as far as this information is made available to the HAL infrastructure manager;
- the HAL infrastructure manager's funding and the future development of the HAL

infrastructure;

- promoting efficiency in the operation of the HAL infrastructure and as far as possible related facilities, including planned maintenance, enhancement and renewals;
- ensuring proportionate, targeted, transparent, fair and sufficiently resourced management of the HAL infrastructure; and
- the priority criteria applying to the path allocation in the timetable procedure, as referred to in regulation 26 of the Regulations and declarations of congested infrastructure.

3.2.2 Conditions for inclusion in the timetabling process

The timetabling process is open to two classes of applicant: those party to an existing TAC with HAL, and those who have made a good faith commitment to enter such a TAC (a "New Applicant").

A New Applicant will not need to satisfy the requirements referred to below in order to participate in the initial timetabling process, but satisfaction of each requirement must be achieved prior to the actual utilisation of the train path(s) by the New Applicant.

Following an approach from a current or potential railway undertaking, HAL will:

- make available a technical compliance specification document for the HAL infrastructure;
- review capacity allocation and advise the applicant of the outcome (this will be based on the working timetable in operation at the time); and
- if the desired train paths are available, or are likely to become available, HAL will provide approval to Network Rail, and request that the applicant follow the existing HAL timetabling process and for the relevant Network Rail timetabling process for access to the HAL infrastructure. HAL takes no responsibility if an aspirant operator cannot agree the required terms with Network Rail for access.

3.2.3 Licences

The Railways Act makes it an offence to act as the operator of a train in Great Britain without holding a licence or a licence exemption granted in accordance with the Railways Act. This licensing requirement shall be deemed satisfied where a person seeking to act as the operator of a train, within the scope of the Regulations, has the benefit of either a railway undertaking passenger licence or a railway undertaking freight licence.

A railway undertaking passenger licence or a railway undertaking freight licence may be granted by the ORR. To operate train services in Great Britain, holders of a railway undertaking passenger licence or a railway undertaking freight licence must also hold an SNRP. Applications for licences, exemptions or SNRPs should be made to the ORR.

The Railways (Heathrow Express) (Exemptions) Order 1994 exempts HAL from the licensing requirements of the Railways Act. To note the regime under the Railway (Licensing of Railway Undertakings) Regulations 2005 continues to apply.

3.2.4 Safety Certificate

Applicants seeking to operate trains in Great Britain will be required to establish and maintain an appropriate safety management system and hold a safety certificate meeting the requirements of ROGS. These will be assessed and reviewed by the ORR.

3.2.5 Insurance

A railway undertaking's licence (or SNRP) will specify the requirements to be imposed on the railway undertaking regarding insurance against third party liabilities.

The minimum level of indemnity insurance for railway undertakings is approved by the ORR, with the current level being £155m.

3.3 Contractual arrangements

3.3.1 Access Contracts

Except for emergency access, each applicant must enter into a TAC and a SAC with HAL to cover the full scope of the intended operations.

Where an applicant wishes to enter into an access agreement, they should contact the HAL Rail Regulation and Access Manager at rail@heathrow.com at the earliest opportunity to discuss the requirements.

3.3.2 HAL Network Code

The HAL Network Code is a common set of rules that are incorporated into each TAC. The TAC governs the legal relationship between HAL and relevant railway undertaking. In the event there is a conflict of interpretation between the HAL Network Code and any TAC, the HAL Network Code prevails.

The HAL Network Code provides scope for HAL and/or the railway undertaking to amend:

- the working timetable;
- the rolling stock to be operated;
- the HAL infrastructure; and
- the HAL Network Code itself.

In addition, the HAL Network Code details the mechanisms whereby performance monitoring systems and/or procedures to be applied in the event of operational disruption may be established.

The HAL Network Code is in the process of being reviewed and changes to be made where applicable. The proposed changes will be consulted with our operators and stakeholders.

As noted in section 1.4.3 above, the ADRR are annexed to the HAL Network Code.

The HAL Network Code can be found on the Heathrow Rail Regulation website:

[HAL Network Code](#)

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

Any party wishing to introduce a new vehicle onto the HAL infrastructure or make a change to the operation or engineering of an existing vehicle must consider the effect of this on all other railway undertakings and on Network Rail as infrastructure manager.

Recognising that any new vehicle will need to be capable of operation on both the HAL infrastructure and Network Rail's infrastructure, to reduce the administrative burden on railway undertakings in the discharge of this function, it is expected that the requirements under Network Rail's process are first met. HAL will then undertake a review of the outcome to confirm the railway undertaking's qualification to operate on the HAL infrastructure via the specific change processes within the HAL Network Code. In the unlikely event that HAL imposes a more onerous requirement than Network Rail, further confirmation, information, or tests may be required.

In addition to this, railway undertakings must arrange for new vehicles to be assessed to prove that they are compliant with all relevant standards and specifications including TSIs and Notified National Technical Rules as part of the ORR's authorisation process; provision of this evidence facilitates an efficient compatibility assessment.

Further information on the authorisation process can be found on ORR's website.

3.4.2 HAL Rail Assurance Panel

The Heathrow Airport Limited Rail Assurance Panel ("HRAP") is an independently chaired,

competent panel assembled to assess engineering and operational applications in relation to the HAL infrastructure, including the introduction of a new railway undertaking and rolling stock onto the HAL infrastructure.

The HRAP process and terms of reference are available on request.

3.5 Operational Rules

3.5.1 Engineering Access Statement

The Engineering Access Statement sets out the rules regulating access to the HAL infrastructure when affected by inspection, maintenance, renewal, or other works.

The statement is divided into two parts, the first detailing the planning rules applicable to those requiring engineering access to the HAL infrastructure, while the second specifies the areas of the HAL infrastructure to be affected by planned inspections, maintenance, and renewal, together with details of planned restrictions of use.

The HAL Engineering Access Statement can be found on the Heathrow Rail Regulation website:

[Engineering Access Statement 2025](#)

[Engineering Access Statement 2026](#)

3.5.2 Framework Capacity Statement

HAL produces a Framework Capacity Statement each year. The purpose of the Framework Capacity Statement is to provide clarity and transparency of access rights under TACs and the likelihood of capacity requests being granted.

The Heathrow Rail Framework Capacity Statement can be found on the Heathrow Rail Regulation website: [Heathrow Framework Capacity Statement](#).

3.5.3 Timetable Planning Rules

HAL will, in consultation with all relevant railway undertakings and with a view to achieving the optimal balance between access availability and robustness of service performance, prepare the Timetable Planning Rules that apply to the HAL infrastructure.

The Timetable Planning Rules regulate the standard timings between stations and junctions, as well as other matters that enable trains to be scheduled in the working timetable on the HAL infrastructure.

Final Timetable Planning Rules will be issued with timetable bidding information prior to the commencement of the development timetable period, in readiness for the relevant Principle Change Date, and shall remain in place for 12 months.

Any revisions to the Timetable Planning Rules will be issued with bidding information prior to the commencement of the subsidiary timetable development period. The Timetable Planning Rules may only be changed twice yearly.

Timetable planning Rules (TPR) can be found on the Heathrow Rail Regulation website at:

[Timetable Planning Rules 2025](#)

[Timetable Planning Rules 2026](#)

Railway Operational Code and the Heathrow Emergency Plan

The industry-approved Railway Operational Code, incorporated in Section H of the HAL Network Code, covers operational procedures, contingency plans and control arrangements required during "out of course" events. The Heathrow Emergency Plan, (the "HEP") describes the arrangements that are specific to the HAL infrastructure and relate to the interfaces between the HAL infrastructure and Heathrow Airport. Both the Railway Operational Code and the HEP

arrangements share the objective of sustaining operation of train services on the HAL infrastructure in accordance with the working timetable, as well as where necessary restoring operation in accordance with the working timetable, having regard to (i) the needs of passengers, (ii) the interests of safety and security, (iii) the efficient and economical operation of the HAL infrastructure and of trains operating on it, and (iv) criteria published by the ORR.

The arrangements included within the Railway Operational Code and HEP cover:

- a procedure for notification of and communication in relation to disruptive events and/or reasonably foreseeable disruptive events;
- train policies;
- emergency timetable procedures in the event of extended disruption;
- arrangements for clearance of track blockages and assistance for failed trains; and
- interfaces between HAL infrastructure and Heathrow Airport.

3.5.4 Heathrow Rail Standards and Rules

All applicable Network Rail standards are adhered to in relation to HAL infrastructure and must be complied with in conjunction with the HAL SMS requirements and technical specifications. HAL operates and implements an SMS, compliant with the requirements of ROGS, as part of its safety authorisations. The requirements of the SMS are applicable to all HAL activities and those of its contractors. In addition, Heathrow Airport safety management processes augment and support the HAL SMS, and the requirements of these processes inform and guide formal interface management activities.

4 Capacity Allocation

4.1 Introduction

HAL is responsible for the allocation of capacity through grants of TACs and will be responsible for all aspects of the allocation process, including confirming that the applicant complies with all relevant national technical, operational and safety requirements.

4.2 Description of Timetabling Process

The timetabling process (governed by Part D of the HAL Network Code) is open to anyone who is a party to the HAL Network Code by virtue of having a TAC with HAL, or anyone who proposes in good faith to enter such a TAC and has agreed to be bound by Part D.

Following an approach from a current or potential railway undertaking, HAL will advise on the likelihood of train paths being available on the HAL infrastructure. This will be based on the active timetable in operation at the time. If such train paths are available or are likely to become available, HAL will guide the railway undertaking through the timetabling process and agreement / coordination with Network Rail.

4.3 Sub-contracting

HAL has sub-contracted out the responsibilities for managing the timetabling process for the HAL infrastructure (such as the responsibilities for path allocation, co-ordination, and validation of the timetable) to Network Rail, as described in the relevant parts of the HAL Network Code. These responsibilities are undertaken by Network Rail under instruction from HAL. Access to the HAL infrastructure requires entry from the Wider UK Rail Network and therefore applicants for access must not only seek rights from HAL but also from Network Rail. For simplicity, the timescale for access requests to the HAL infrastructure mirrors the timetable employed on the Wider UK Rail Network. Further details are set out in Annex 1 to Part D of the HAL Network Code.

Network Rail produces the timetable for the Wider UK Rail Network and the HAL infrastructure using the standard Network Rail protocol. Timetable requests should be sent to the Network Rail Timetable production at The Quadrant Milton Keynes.

Any requests for further information should be directed to: rail@heathrow.com

For any initial capacity requests a Capacity Request Template Form can be found on the Heathrow Rail website:

Part D of the HAL Network Code can be found on the Heathrow Rail website:

[HAL Network Code](#)

4.4 Timetable Development

4.4.1 Co-ordination process

In line with its obligations under the Regulations, HAL's procedures for dealing with requests for capacity allocation (including ad-hoc requests) are designed to ensure that all current and potential railway undertakings are treated in a fair and non-discriminatory way.

Where appropriate HAL circulates detailed plans covering the implementation of maintenance and renewal schemes to its access right holders and will make these available for any new access applicant upon request. Access right holders are required to make a formal declaration of their aspirations for train paths provided under their TACs. In accordance with Schedule 4, paragraph 2(1) of the Regulations, timetable decisions will not be made until the end of the relevant consultation period, Annex 1 shows the schedule of the timetabling process. The timetable planning process for the HAL infrastructure adopts Network Rail's industry process to allow for alignment of train paths with main line services. Railway undertakings will bid for paths under one process to Network Rail for both the Wider UK Rail Network and HAL infrastructure, as if the HAL infrastructure and the Wider UK Rail Network were one and the same.

Network Rail, as HAL's agent, will provide publication of any key documents, policies and

procedures required to manage the timetabling process. These documents include but are not limited to:

- working timetable and variations to the working timetable;
- sectional appendix;
- weekly operating notices;
- Performance Data Accuracy Code;
- Delay Attribution Guide;
- Railway Operational Code; and
- Railway Systems Code.

HAL (in coordination with Network Rail) will publish the following documents (see sections 2.4.1 and 2.4.3 above):

- Engineering Access Statement; and
- Timetable Planning Rules.

The Engineering Access Statement, the Timetable Planning Rules and the Capacity Request Form can be found on the HAL website:

[Engineering Access Statement 2025](#)

[Engineering Access Statement 2026](#)

[Timetable Planning Rules 2025](#)

[Timetable Planning Rules 2026](#)

[Capacity Request Template form](#)

4.4.2 Ad-hoc requests

In addition to making an application for a path in accordance with the annual timetable process, the potential applicant may submit variation requests for one-off individual train paths to Network Rail on HAL's behalf. HAL or Network Rail will respond as quickly as possible, and always within five working days of receipt of a request.

Requests made more than two days prior to the day the train is proposed to run will be dealt with under short term planning arrangements within the Network Rail's industry process. Any requests made on the day of running or on the two preceding days will be dealt with by the Network Rail's control team.

4.4.3 Future access options

A separate TAC, known as an Access Option, must be entered into with HAL where an applicant wishes to operate trains for which any specific infrastructure enhancement is required on the HAL infrastructure and towards which the applicant will be making a significant investment. Activation of the contract will be subject to the investment and the works having taken place.

4.4.4 Access Dispute Resolution

As described in the appeals procedure at section 1.3.3 above, any dispute concerning timetabling matters will be dealt with in accordance with the procedure described in Chapter H of the Rules. Non-timetabling disputes are managed via the process described in section 1.3.3.

If any railway undertaking bids result in disputed paths, these will be raised by the railway undertaking through Network Rail who will notify HAL of the dispute. It is the responsibility of HAL to respond to those disputes in accordance with the procedure within the HAL Network Code.

Where any railway undertaking bids and access is not available, Network Rail will notify HAL of the unavailability of the access and HAL will notify the affected railway undertaking.

For further details refer to HAL Network Code Annex 1 Access Dispute Resolution Rules, this can be found on the HAL website:

[HAL Network Code](#)

4.5 Approach to capacity management

In determining how to allocate capacity fairly, in a non-discriminatory manner, HAL will apply the procedure set out in Part D of the HAL Network Code including any, or all of the Decision Criteria. The Decision Criteria sets out the objective that HAL must endeavour to achieve and considerations that it must take account of in allocating capacity on the HAL infrastructure. The Decision Criteria can be found in Part D of the HAL Network Code, under the link provided in section 4.3 above.

4.6 Congested infrastructure

The Regulations require HAL to declare areas of its network as congested where, after the co-ordination of requests for capacity and consultation with applicants, it is not possible to satisfy all access requests. HAL is not declaring any part of the HAL infrastructure as congested currently.

In the event that all or part of HAL infrastructure becomes congested, HAL will follow the process set out in Regulation 26 of the Regulations to manage congestion. The process comprises of the identification of the areas/times of congestion, capacity analysis, developing an understanding of the options with a capacity enhancement plan, and consulting with all affected parties.

If the HAL infrastructure is declared congested infrastructure, HAL would expect to work collaboratively with each railway undertaking in respect of all matters concerning congestion and/or capacity. Where any part of the HAL infrastructure is declared congested, HAL may, in accordance with the Regulations, levy an additional charge to reflect the scarcity of capacity during the declared periods of congestion. See section 6.7 below.

With the exception of additional platforms at Terminal 5, there is no further opportunity to create capacity over and above the "as built" status on HAL infrastructure.

For further details refer to HAL Network Code that can be found on the HAL website:

[HAL Network Code](#)

4.7 Allocation of capacity for maintenance, renewal, and enhancements

HAL is responsible for the allocation of capacity for maintenance, renewals and enhancements and each instance of this work in a given timetable development period will be published annually as part of the relevant Engineering Access Statement. The capacity requirement for such work will also be specified in the Engineering Access Statement and managed as part of the train planning process. Route maintenance is restricted to periods when there are no timetabled services running or as agreed by all parties.

In the event that any restriction on capacity as a result of maintenance, renewal or enhancements occurs in a period when a timetabled service is scheduled, HAL will allocate capacity in a fair and non-discriminatory manner and will apply the prioritisation criteria set out at Condition D4.2 of the HAL Network Code.

The HAL Engineering Access Statement can be found on the HAL website:

[Engineering Access Statement 2025](#)

[Engineering Access Statement 2026](#)

The contact details for HAL are provided in section 1.7 above should further information on the timetable development process be required.

4.8 Non-Usage / Cancellation

Part J of the HAL Network Code provides a means to rescind access rights, in the event that a railway undertaking fails to use them (unless due to non-economic reasons beyond the relevant railway undertaking's control). This includes Condition J4: Failure to Use and paragraph 4.2 Use Quota and Use

Period:

[HAL Network Code](#)

The access rights may also be voluntarily surrendered by the railway undertaking if it has no current or foreseeable reasonable commercial need.

4.9 Special measures in the event of disturbance

4.8.1 Principles

When a disruptive event occurs, Network Rail, acting in conjunction with HAL, is responsible for deciding the appropriate actions to restore the working timetable as soon as is reasonably practical. This is set out in agreed contingency plans and the Railway Operational Code in Part H of the HAL Network Code. Network Rail will undertake the responsibilities for train regulation to minimise delays in line with standard industry practice. Railway undertakings are required to co-operate as regards such actions, which may include the provision of traction and train crew to clear the line.

4.8.2 Operational regulation

Network Rail, acting on behalf of HAL, develops and maintains train regulation policies so as to provide a framework to enable regulating decisions to be made by signallers in a way that is fair, consistent and in the best interests of all railway undertakings and their passengers, as far as can reasonably be achieved.

Train regulation policies are established by Network Rail in consultation with railway undertakings who may propose variations to them.

5 Services and Charges

5.1 Introduction

The Regulations provide applicants with an entitlement to a set of services for rail traffic provided by HAL. The Regulations create a presumption of access and provide any applicant with a right to apply for access to a range of services and facilities to operate rail services.

The infrastructure manager is obliged to provide: (a) the minimum access package; (b) track access to service facilities; and (c) services. These are discussed in more detail in the remainder of this section 5.

5.2 Minimum Access Package

The minimum access package comprises:

- handling of requests for infrastructure capacity; and
- the right to utilise such capacity as it is granted and, in particular:
 - the right to use such running track, points and junctions as may be necessary to utilise that capacity;
 - train control including signalling, train regulation, dispatching, communication, and the provision of information on train movements; and
 - all other information necessary to implement or operate the service for which capacity has been granted.

5.3 Access to service facilities and supply of services

5.3.1 Service facility description (HAL stations)

The extent of most facilities provided at HAL stations (Heathrow Terminals 2 & 3, Heathrow Terminal 4 and Heathrow Terminal 5) are determined by HAL. Details of the facilities at these stations can be found on the National Rail website:

https://www.nationalrail.co.uk/stations_destinations/default.aspx.

HAL maintains the assets within the rail stations at Terminals 2 & 3, Terminal 4 and Terminal 5. The operational safety and management responsibilities for the stations, as well as access, is managed by HAL.

Details that describe the requirements for requests for access are included within the HAL Site Access Permit arrangements document, which is available on request. Access is only granted with the relevant permit and issued on the basis that the requirements within that permit are met. The management of permits is managed on site by the HRCR.

Access to HAL stations is controlled by doors at the main entrances and supported by automatic ticket gate lines. These are situated at the platform level in Terminal 4 and Terminal 5 stations and at the concourse level in the CTA station.

Access to platforms is via lifts and escalators. All areas are designated as non-smoking and this policy is reinforced through signs, staff presence and CCTV monitoring. Barriers are in place to prevent passenger luggage trolleys being taken onto station platforms.

Platform design includes tactile strips to enable visually impaired passengers to assess the closeness of the platform edge. The platform edge clearances are subject to derogation from railway standards to minimise the gap between platform and train step-boards with a height of 1100mm. Platform gap fillers have been installed to reduce the risk of passenger accidents. It should be noted that these fillers will impact the platform train interface when introducing new rolling stock.

Emergency services equipment cabinets are provided throughout the station concourses. These contain emergency telephones, hydrants, hose reels, portable fire extinguishers, and emergency equipment. Station lighting is powered by two independent sources.

Systems are in place to ensure that stations are kept clean and free from refuse. All storage rooms are locked and access restricted. The storage of cleaning and maintenance materials is strictly controlled.

The CTA station complex comprises two platform tunnels separated by a mid-concourse tunnel with a platform length of 204m. Access and egress is at either end of the station by way of fixed staircases, corridors, subways, lifts, or escalators to Terminals 2 & 3. An emergency services intervention shaft is provided which contains a dedicated firefighting lift and an intervention staircase, which also serves as an emergency escape stair. Additional emergency escape stairs are provided at the north end of the station and at two intermediate points along the station. Access for emergency vehicles is provided at intervention shafts and all escape routes.

The Terminal 4 station consists of two platform tunnels, with platform lengths of 201m (Platform 1) and 209m (Platform 2) respectively, separated for part of their length by a concourse tunnel. Access and egress are via the north end of the station by way of fixed staircases, corridors, subways, or escalators. Cross passages at the northern end provide access between the platforms and concourse. Lifts connect the station concourse to Terminal 4 arrivals and departures. The escalators connect to Terminal 4 arrivals via a separate lobby. An emergency services intervention shaft is provided which contains a dedicated firefighting lift and intervention staircase, which also serves as an emergency escape stair. Emergency escape stairs are also provided at an intermediate point along the station. Escape cross passages provide access between the platforms and the emergency escape staircases. Access for emergency vehicles is provided at intervention shafts and all escape routes.

The Terminal 5 station consists of two platform tunnels, situated within the station box, and separated by the station concourse, with a useable platform length of 217m. In addition, there is a separate LUL station, comprised of two platform tunnels within the station box. This operation is fully segregated by reinforced glass and concrete panels from the Terminal 5 station managed by HAL. The station box is constructed between the main Terminal 5 car park and Terminal 5 itself. Access and egress to both the LUL and main line stations is through separate access points within Terminal 5. The Terminal 5 station layout consists of four levels: platforms, mezzanine, arrivals, and departures. Accommodation is provided on the mezzanine level including welfare, offices, and station management systems.

Access and egress from the Terminal 5 station concourse is provided by a central vertical circulation core consisting of four lifts serving arrivals and departures and an alternative escalator route. Platforms are separated from the main concourse area by reinforced glass panels with dedicated access points at the eastern and western ends of the main concourse. Emergency egress routes are provided at three points off the concourse. Egress is provided by fixed stair routes to designated places of safety within the Terminal 5 complex. Passenger lifts are used as the means of escape for mobility impaired persons and as access for emergency services under key control. Vehicle access is via the Wellington Road service route and is a restricted area with access only available to those with security clearance.

5.3.2 Use of Electrical Supply Equipment for Traction Power

HAL provides the rail infrastructure to distribute the traction power to railway undertakings, to operate on the HAL infrastructure, however, the feeder station which supplies the traction power is owned and operated by Network Rail.

The supply and payment of energy consumption for traction power on the HAL infrastructure will be governed by a separate tripartite agreement between the relevant railway undertaking, Network Rail and HAL ("EC4T Tripartite Agreement") and is excluded from the track access charges and station charges described in section 6 below.

For a description of the HAL infrastructure please refer to section 3 above.

5.3.3 Refuelling facilities

Not relevant to the HAL infrastructure.

5.3.4 Passenger stations, building and other facilities

Please refer to Section 3 above.

5.3.5 Freight terminals and marshalling yards

Not relevant to the HAL infrastructure.

5.3.6 Train formation facilities

Not relevant to the HAL infrastructure.

5.3.7 Storage sidings

Not relevant to the HAL infrastructure.

5.3.8 Maintenance and other technical facilities

Not relevant to the HAL infrastructure.

5.4 Additional Services

5.4.1 Traction current

As described in section 5.3.2 above.

5.4.2 Supply of fuel

Not a relevant service for the HAL infrastructure.

5.4.3 Services for trains

Not a relevant service for the HAL infrastructure.

5.4.4 Shunting and other services

Not a relevant service for the HAL infrastructure.

5.4.5 Services for exceptional transport and dangerous goods

Not a relevant service for the HAL infrastructure.

5.4.6 Any other additional services

Not provided by HAL.

5.5 Ancillary Services

No provision is made for ancillary services. Where there are further requirements please contact HAL at the address shown in section 1.7 above.

6 Charges

This section sets out the current charging principles for access to the HAL infrastructure, applicable for the period from 1 January 2019 until 31 December 2027 (the "Charging Period"). The charges will be subject to amendments as a result of "Changes of Circumstances" outlined below and set out in more detail in the TACs and SACs.

The Regulations establish a broad charging framework. Where relevant, and subject to the charging framework agreed with the ORR, HAL will seek to determine charges for use of the HAL infrastructure by reference to this charging framework. Charges for traction electricity are governed and managed by Network Rail.

6.1 Charging Principles

Whilst the ORR is responsible for the applicable charging framework as prescribed by the Regulations, HAL is responsible for calculating access charges within this framework. The charges to be paid by the railway undertakings operating their services on HAL's infrastructure, are calculated and will be charged in accordance with the Regulations.

The access charges are set on the basis provided for in the Minimum Access Package (see section 5.2 above) and Regulations. They comprise track access charges, station charges and charges for additional services.

The track access charges are set at the cost that is directly incurred as a result of operating train services, and so that, under normal business conditions and over a reasonable period, HAL does not experience a net financial loss or a net financial gain as a result of operating its infrastructure. In order to obtain full recovery of the costs incurred by HAL, with the approval of the ORR, HAL will recover costs which are not directly incurred as a result of operating train services by way of a mark-up and will only be levied on segments of the market deemed by the ORR to be capable of bearing the cost in accordance with paragraph 2 of Schedule 3 of the Regulations. The list of market segments subject to the mark-up is as follows:

- passenger services within the framework of a passenger services contract; and
- other passenger services.

HAL separately publishes a price list, on a yearly basis, which sets out the maximum level of charges which will be levied by HAL for the services, such costs being subject to a 60-day consultation period with railway undertakings before issue. The current price list can be found on the Heathrow – Rail Regulation website:

[2025 HAL Track Access Price List - ten trains per hour](#)

6.2 Calculation of operations, maintenance, and renewal costs

HAL, in its role as infrastructure owner, has performed a cost allocation exercise for every element of the expenditure that it reasonably expects will be incurred over the Charging Period.

Operations and maintenance costs are projected based on historic spend profile, informed by the standard of service and performance that is required.

Following industry practice, HAL has adopted an engineering cost modelling approach based on a bottom-up projection model, in accordance with the asset management plans, to calculate renewals costs. These costs have been projected up to 2049 using the standard asset management approach, which takes into consideration amongst other factors, the current performance of the assets, the remaining engineering life of the assets and the future utilisation of the HAL infrastructure. An average renewal costs for each asset system has then been used to calculate track access charges.

HAL will perform a contractual review (true up/down), via the TAC and SAC, to the Fixed Track Access Charge (see section 6.4.2 below) and Station Long Term Charge (see section 6.5.1 below) every five years or, if sooner, at the end of the relevant access agreement. The next review date is 2028. The true up/down will ensure that any under/over recovery is adjusted to ensure that HAL and the railway undertaking are not adversely impacted by amendments to the forecast renewal and enhancement expenditure as a result of unforeseen circumstances.

The true up/down adjustment will consider:

- the difference between forecast and actual renewal expenditure;
- the difference between forecast and actual enhancement expenditure and associated return; and
- the time value of money.

6.3 Methodology to derive the Access Charges

HAL has developed its access charging regime to align with cost reflectiveness principles as defined by the Regulations and by the European Commission Implementing Regulation 2015/909 (as amended and retained in domestic legislation). HAL has also aimed to align itself with industry practice, primarily Network Rail, HS1 and the Central Operating Section of the Elizabeth Line, the infrastructure manager for which is Rail for London Limited (a subsidiary of Transport for London).

A summary of the steps to be carried out is provided below.

Steps 1 to 3 involve classifying costs according to their location, nature, and driver:

Step 1) HAL has disaggregated the expenditure according to the specific location on the HAL infrastructure to ensure charges paid by each railway undertaking reflect the specific facilities used. The HAL infrastructure has been split into six different locations; these are listed below:

- section of track:
 - Airport Junction to the CTA station;
 - CTA station to Terminal 5 station; and
 - CTA station to Terminal 4 station; and
- station:
 - CTA station;
 - Terminal 4 station; and
 - Terminal 5 station.

For example:

| Cost item | Location | Apportionment basis |
|---------------------------------|---|---------------------------------|
| Switch maintenance | CTA to Terminal 4 and CTA to Terminal 5 | Number and location of switches |
| Infrastructure inspection costs | All track sections | Track length |

Step 2) HAL has categorised all costs relating to track access according to their nature as defined by the ORR:

- directly incurred costs, those costs that vary with usage and directly result from operating the train services; train movements or train weight; and
- other costs, including capacity driven costs, which need to be incurred to generate the structural capacity to provide rail services but that do not vary in the short run with usage.

For example:

| Cost item | Location | Nature |
|--------------------------------|---|-------------------|
| Switch maintenance | CTA to Terminal 4 and CTA to Terminal 5 | Directly incurred |
| Infrastructure inspection cost | All track sections | Fixed |

Step 3) HAL has identified the driver for each cost. Attributing directly incurred costs to their short-run drivers and other (fixed or capacity driven) costs to their long-run drivers has helped to allocate costs appropriately among users of the network. The costs drivers identified are:

- train movements; and
- train type (train weight).

For example:

| Cost item | Location | Nature | Driver |
|---------------------------------|---|-------------------|---------------------------|
| Switch maintenance | CTA station to Terminal 4 station and CTA station to Terminal 5 station | Directly incurred | Train type (train weight) |
| Infrastructure inspection costs | All track sections | Fixed | Train movements |

Step 4) HAL has also undertaken an exercise to consider the degree of variability of each cost item to a change in traffic to ensure the appropriate attribution of costs to directly incurred or fixed costs.

Having classified costs according to location, nature and driver and apportioned the identified costs, the next steps of the exercise involved calculating unit costs and translating them into charges for specific parts of the network.

Step 5) Each cost has been divided by the value of its main driver; either train movements or train type to calculate a cost per unit for each item/driver.

For example:

| Driver | Unit costs calculation |
|---------------------------|--|
| Train movements | Infrastructure inspection cost divided by forecast total train movements per track section |
| Train type (train weight) | Switch maintenance costs divided by forecast tonnage per track section |

Step 6) HAL has aggregated all unit costs that share the same cost driver, in order to get a total unit cost per driver, per location and per cost nature.

For example, for CTA station to Terminal 4 station track:

| Location | Nature | Driver | Total unit costs |
|---|------------------------------------|---------------------------|--------------------------------------|
| CTA station to Terminal 4 station track | Directly incurred | Train movements | Unit costs driven by train movements |
| | Fixed (i.e. not directly incurred) | Train movements | Unit costs driven by train movements |
| | Directly incurred | Train type (train weight) | Unit costs driven by train weight |
| | Fixed (i.e. not directly incurred) | Train type (train weight) | Unit costs driven by train weight |

Step 7) The last step of the exercise is to convert the costs into charges. This is done according to the nature of the costs and the location of the costs and following ORR guidance. More detail on the track access, station access and other charges is provided in the following sections.

6.4 Track Access Charges

In order to provide transparency and ensure HAL meets its obligations in respect of non-discriminatory access and costs reflectiveness, the track access charge will include the following elements:

- Variable Usage Charge; and
- Fixed Track Access Charge.

Further details of Track Access Charges can also be found in section 6.6 below.

These types of charges are applied as follows across the various sections of the HAL infrastructure:

| Location | Directly Incurred | Fixed (i.e. not directly incurred) |
|---|--------------------------|---|
| Track – Airport Junction to CTA station | Variable Usage Charge | Fixed Track Access Charge |
| Track – CTA station to Terminal 4 station | Variable Usage Charge | Fixed Track Access Charge |
| Track – CTA station to Terminal 5 station | Variable Usage Charge | Fixed Track Access Charge |

6.4.1 Variable Usage Charge

This charge is defined to recover all operational, maintenance and renewal costs that are directly incurred as a result of operating a train service. As described in the methodology section, the Variable Usage Charge payable by each train operating the network would change according to the part of the network they operate and the relevant cost driver.

HAL implements the Variable Usage Charge on a per train movement basis.

6.4.2 Fixed Track Access Charge

This charge is defined to recover the operational, maintenance and renewals costs that do not vary as a result of operating a train service (not directly incurred costs). As described in the methodology section, the Fixed Track Access Charge payable by each train operating network

would change according to the part of the network they operate, the projected number of trains and the weight of the trains used.

HAL implements the Fixed Track Access Charge on a per train movement basis.

The recovery of these charges will be by way of mark-up and is subject to the approval of the ORR and will only be levied on segments of the market deemed by the ORR capable of bearing the cost in accordance with paragraph 2 of Schedule 3 of the Regulations. The list of market segments subject to the mark-up is as follows:

- passenger services within the framework of a passenger services contract; and
- other passenger services.

6.5 Station Access Charges

In addition to the track access charges, the Regulations provide for entitlements to track access to facilities and supply of services as set out in section 5.3 above. In the case of HAL, the only relevant charges under this heading relate to passenger stations (traction electricity is addressed separately).

Further details of Station Access Charges can also be found in section 6.6 below.

The station access charges also use the same methodology as track access charges. HAL has disaggregated the expenditure according to the specific location on the HAL infrastructure. For the station access charges, these expenditures include qualifying expenditure and renewals at the CTA, Terminal 4 and Terminal 5 stations. In cases where the cost is allocated to more than one station, the allocation shows all relevant stations and cost apportionment is performed based on station size.

| Cost Item | Location | Apportionment basis |
|--------------------------|---|----------------------------|
| Water mains and Drainage | CTA station | N/A |
| Driver Only Operation | CTA and Terminal 4 stations | Station Size |
| Driver Only Operation | Terminal 5 station | N/A |
| Facilities maintenance | CTA, Terminal 4 and Terminal 5 stations | Station Size |
| Fire system maintenance | CTA, Terminal 4 and Terminal 5 stations | Station Size |

HAL has categorised all costs relating to station access according to their nature as defined by the ORR. All the expenditures are categorised by whether they are capacity driven or vary in the short run with usage.

| Cost Item | Location | Category |
|--------------------------|---|-----------------|
| Water mains and Drainage | CTA Station | Capacity Driven |
| Driver Only Operation | CTA and Terminal 4 stations | Capacity Driven |
| Driver Only Operation | Terminal 5 station | Capacity Driven |
| Facilities maintenance | CTA, Terminal 4 and Terminal 5 stations | Capacity Driven |

| Cost Item | Location | Category |
|-------------------------|---|-----------------|
| Fire system maintenance | CTA, Terminal 4 and Terminal 5 stations | Capacity Driven |

HAL has identified the driver for each cost. The directly incurred costs are attributed to their short-run drivers and other (fixed or capacity driven) costs to their long-run drivers to allocate costs appropriately among users of the stations. The costs drivers identified are train movements and train type (train weight). It is important to note that for Station Access all cost are driven by train movements.

| Cost Item | Location | Cost driver for unit charge |
|--------------------------|---|------------------------------------|
| Water mains and Drainage | CTA station | Train movements |
| Driver Only Operation | CTA and Terminal 4 stations | Train movements |
| Driver Only Operation | Terminal 5 station | Train movements |
| Facilities maintenance | CTA, Terminal 4 and Terminal 5 stations | Train movements |
| Fire system maintenance | CTA, Terminal 4 and Terminal 5 stations | Train movements |

Like track access charge methodology, HAL has also undertaken an exercise to consider the degree of variability of each cost item to a change in traffic to ensure the appropriate attribution of costs to directly incurred or fixed costs by each railway undertaking reflect the specific facilities used.

Each cost has been divided by the value of its main driver; either train movements or train type to calculate a cost per unit for each item/driver.

HAL has then aggregated all unit costs that share the same cost driver, in order to get a total unit cost per driver, per location and per cost nature.

The last step of the exercise is to convert the costs into charges. This is done according to the nature of the costs and the location of the costs and following ORR guidance.

Under the Regulations, HAL may recover the costs associated with passenger stations and applies the following charges:

- Station Long Term Charge
- Qualifying Expenditure (QX) These charges are discussed below.

6.5.1 Station Long Term Charge

This charge is defined to recover the operational, maintenance and renewals costs that do not vary as a result of operating a train service. This charge is analogous to the Fixed Track Access Charge but for those costs incurred at the stations. As described in the methodology section, the Station Long Term Charge payable by each railway undertaking would change according to the station used and the projected number of trains.

HAL implements the Station Long Term Charge on a per train movement basis.

6.5.2 Qualifying Expenditure for stations

Qualifying Expenditure recovers the operating costs of common amenities at the CTA, Terminal 4 and

Terminal 5 stations. This includes costs to cover station cleaning, refuse collection and disposal and provision of staff. It consists of a fixed element for the Charging Period and management fee element which is levied as a percentage of the fixed Qualifying Expenditure charge and recovers indirect central costs and overheads that arise from operating the HAL stations. The Qualifying Expenditure management fee also includes a profit element which aims to recover the risk associated with providing 'QXable' services on a fixed term basis.

6.6 General provisions relating to Track Access Charges and Station Access Charges

As a result of the application of the methodology prescribed above, the price list published on the website outlines the Track Access Charges and Station Access Charges applicable for the Charging Period (subject to RPI indexation and Charges Review Events). The charges will be applied equally and on a non-discriminatory basis to all railway undertakings in all relevant market segments in accordance with the Regulations. Our current price lists are:

[2025 HAL Track Access Price List - ten trains per hour](#)

6.6.1 Changes to charges

The charges are fixed for the Charging Period. However, HAL may review the charges on the occurrence of a number of "Changes in Circumstances" as follows:

- changes in utilisation (number of train passenger slots) greater or lesser than 5%;
- a change in law or regulation or regulatory decision (including ORR review of HAL charges and approval of mark-ups pursuant to paragraph 2 of Schedule 3 of the Regulations); and
- a general "catch-all" review mechanism subject to the agreement of HAL and all railway undertakings.

Any review following such an event will incorporate a consultation period with beneficiaries and interested parties, with final charges to be issued by HAL no less than 60 days before implementation, as set out in the TAC and SAC.

6.6.2 RPI

During the charging period, the charges will be amended on 1 January each year to reflect inflation indexed to RPI.

The latest HAL Price list can be found at:

[2025 HAL Track Access Price List - ten trains per hour](#)

6.7 Congestion Tariff

Paragraph 1(8) of Schedule 3 of the Regulations authorises an infrastructure manager to levy a charge to reflect the scarcity of capacity of the identifiable segment of the infrastructure during a period of congestion. If at any time the HAL infrastructure becomes congested within the meaning of Regulation 26 of the Regulations, the infrastructure manager will consider the possibility of conducting an auction for capacity on the HAL infrastructure, which could give rise to a congestion tariff.

6.8 Traction Electricity (EC4T) Charges

The payment of energy consumption for traction power on HAL infrastructure (EC4T charges) are excluded from the track access charges and station charges payable under TACs and SACs respectively. Traction power supplied by Network Rail is billed under the relevant EC4T Tripartite Agreement, by way of Network Rail invoicing and collecting payments on HAL's behalf.

Trains operating on the HAL infrastructure draw traction electricity from the overhead line electricity system. The electrical power for the HAL infrastructure overhead line electricity system is provided by a feeder station owned by Network Rail, which also provides electrical power to the Wider UK Rail Network.

The methodology for the calculation and payment of charges for traction electricity consumption on the HAL infrastructure is consistent with the Network Rail methodology for the calculation and payment of charges for traction electricity consumption on Wider UK Rail Network.

Under the EC4T Tripartite Agreement, HAL, Network Rail and the relevant railway undertaking have therefore agreed that charges for traction electricity consumption on the HAL infrastructure shall be administered by Network Rail and shall be calculated and paid substantially in accordance with the industry framework that applies on Wider UK Rail Network.

Railway undertakings have meters fitted onboard to measure EC4T consumption and are billed accordingly by Network Rail.

On-train metering enables railway undertakings to be billed for their use of traction electricity, based on metered traction electricity consumption data, rather than modelled traction electricity consumption rates.

The metered traction electricity charges are defined by the following formula:

$$\text{EC4T charge (£)} = [\text{electricity consumption (kWh)} \times (1 + \text{per cent losses uplift}) - \text{regenerated electricity (kWh)}] \times \text{tariff (pence / kWh)}$$

At the end of each financial year, Network Rail, on behalf of HAL, completes a volume reconciliation which reconciles estimated and actual electricity consumption, with any upside or downside passed on to the relevant railway undertaking.

More information on the traction electricity charges can be found in the [Traction Electricity Rules \(networkrail.co.uk\)](#) and the CP7 page of the Network Rail website:

[\(CP7 access charges - Network Rail\)](#).

More information on on-train metering is available on the Network Rail website:

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/on-train-metering/>

6.9 Performance Scheme

The Regulations require the infrastructure manager to establish a performance scheme as part of its charging system. The performance scheme must be designed so that railway undertakings and the infrastructure manager are incentivised to minimise disruption and improve the performance of the railway network.

Details of the performance scheme can be found in part B of the HAL Network Code, which can be found on the Heathrow – Rail Regulation website:

[HAL Network Code](#)

6.9.1 Schedule 8

Schedule 8 of the TAC sets out a framework by which payments are made by either HAL to the railway undertaking or vice versa, where the under-performing party causes delays above its specified performance benchmark. Payments are received when delays caused by a given party are below benchmark.

The performance regime has three key functions:

- to reduce railway undertakings' exposure to losses that arise from delay and cancellations that they cannot control, by compensating them for losses incurred as a result of delay. This reduces their level of risk from operating and investing in the industry;
- to provide HAL with financial incentives to reduce the delay they cause to railway undertakings; and
- to provide operators with financial incentives to reduce the delay they cause to other operators.

Schedule 8 payments are based on attributed delay, benchmarks, and payment rates. This means, if a party causes more delay than its benchmarked amount, it pays an amount equal to the excess delay multiplied by a payment rate. Payments are determined formulaically (instead of requiring

parties to negotiate actual losses for each delay), as a function of a payment rate and how actual performance compares to a benchmark level. This formulaic system reduces the administrative and legal costs that would be incurred if parties were required to make a claim for each individual incident.

6.9.2 Measurement

The performance of the HAL infrastructure is captured within the Network Rail monitoring systems. The process of capture and fault designation will continue in place and will be reported and managed on behalf of HAL by Network Rail. The process reflects current general practice throughout the Wider UK Rail Network.

The performance of the service will be measured in terms of its punctuality in accordance with the published timetable. Where any delay is attributed to a railway undertaking, such railway undertaking shall pay HAL for such delays and/or cancellations, in order that HAL can compensate any other railway undertaking so affected by such delay and/or cancellation.

6.9.3 Calculation

Railway undertaking payment rates will be calculated based on an estimate of the impact of the performance of the relevant railway undertaking on other railway undertakings using the HAL infrastructure, taking account of HAL's liability to those undertakings. The payment rates will be based on minutes late x £ per minute / movement / journey time levied after 3 minutes delay. Any train delayed later than the service following will be considered a cancelled service for the purpose of determining the payment rate and will be subject to the cancellation levy equal to an additional movement charge. Changes to this methodology will be proposed and consulted via railway industry forums.

6.9.4 Restriction of Use

Where HAL takes possession of the HAL infrastructure in order to carry out necessary works (known as a Restriction of Use), HAL will compensate railway undertakings at a rate agreed within the relevant TAC.

6.9.5 Variation of performance

Where any delay is attributed to a HAL infrastructure failure and causes late presentation of a train to the Wider UK Rail Network, HAL will compensate railway undertakings at the agreed rate within the relevant HAL TAC.

6.9.6 Recalibration and review

The performance scheme can be reviewed after a material change or if the Wider UK Rail Network regime is altered in any way.

Annex A

Schedule of dates, timetabling process

Timetable dates are published by Network Rail on its website. <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>.

The timetable below is provided by Network Rail for the Wider UK Rail Network and will apply to the HAL infrastructure. Any replacement or modified timetable issued by Network Rail in accordance with the applicable procedures for such replacement will be adopted by HAL in accordance with the applicable procedures for the purpose of ensuring the continued alignment of both networks.

Timetable Change Dates: 2026 – 2027

| Year | Principal Change | Subsidiary Change |
|------|-------------------------|--------------------|
| 2026 | Sunday 14 December 2025 | Sunday 17 May 2026 |
| 2027 | Sunday 13 December 2026 | Sunday 16 May 2027 |

Timetable Development Dates – December 2026 Timetables

| Timetable Development Dates | Principal Change | Subsidiary Change |
|--|------------------|-------------------|
| D73 - Formal Notification of Process Dates | 18/07/2025 | |
| Revision of Timetable Planning Rules | | |
| D64 – Start of HAL Consultation of Proposed Changes to Rules | 19/09/2025 | 20/02/2026 |
| D60 – End of HAL consultation of proposed changes to Rules | 17/10/2025 | 20/03/2026 |
| Rules to Planning Publications | 15/10/2025 | 14/05/2027 |
| D59 – Publish ‘Draft Rules’ | 24/10/2025 | 27/03/2026 |
| D54 – Operator Responses to ‘Draft Rules’ | 28/11/2025 | 01/05/2026 |
| D54 to D44 – HAL review Operator Responses | | |
| Rules to Planning Publications | 28/01/2026 | 14/05/2027 |
| D44 – Publish ‘Final Rules’ | 06/02/2026 | 10/07/2026 |
| D41 – End of Appeal Period ‘Final Rules’ | 27/02/2026 | 31/07/2026 |
| Initial Consultation Period | | |
| D64 – Publication of draft Calendar of Events | 19/09/2025 | 20/02/2026 |
| D55 – Publication of Strategic Capacity Statement | 21/11/2025 | 24/04/2026 |
| D55 – Notification by TT Participants of major TT changes | 21/11/2025 | 24/04/2026 |
| D55 – Start of Initial Consultation Period | 21/11/2025 | 24/04/2026 |
| D54 – Publication of Final Calendar of Events | 28/11/2025 | 01/05/2026 |
| D45 – NR to provide copy of ‘Prior Working Timetable’ | 30/01/2026 | 03/07/2026 |
| D48 – Notification of Provisional International Paths | 09/01/2026 | 12/06/2026 |
| D40 – Priority Date | 06/03/2026 | 07/08/2026 |
| Timetable Preparation Period | | |
| D37 - Timetable Change Risk Assessment Group | 27/03/2026 | 28/08/2026 |
| D40 – Start of Timetable Preparation Period | 06/03/2026 | 07/08/2026 |
| D32 - Timetable Change Assurance Group | 01/05/2026 | 02/10/2026 |
| D26 - NR Publish New Working TT | 12/06/2026 | 13/11/2026 |
| New WTT and associated system files available to ATOC | 12/06/2026 | 13/11/2026 |
| Operator responses to New WTT | 26/06/2026 | 27/11/2026 |
| D22 – End of Appeal Period ‘New Working Timetable’ | 10/07/2026 | 11/12/2026 |

| | | |
|--|-------------------|-------------------|
| D19 - Timetable Briefing process complete | 31/07/2026 | 01/01/2027 |
| D19 - CIF Electronic Data available | 31/07/2026 | 01/01/2027 |
| D9 - Timetable Extract taken for NRT Edit | 09/10/2026 | 12/03/2027 |
| D8 - Corresponding Day Timetable Dates Proposed to Operators | 16/10/2026 | 19/03/2027 |
| D4 - NRT Data sent to publishers | 13/11/2026 | 16/04/2027 |
| Timetable Commencement Date | 13/12/2026 | 16/05/2027 |
| Timetable End Date | 15/05/2027 | 11/12/2027 |

| Revision of The Advanced Register of Possessions (Sections 5 & 7 EAS) | Financial Year 1st Half | Financial Year 2nd Half |
|--|---|---|
| 2026 – 2027 | 05/04/2026 – 03/10/2026 | 04/10/2026 – 03/04/2027 |
| F-64 – Start of HAL Consultation of Proposed Changes to the ARP | 10/01/2025 | 11/07/2025 |
| F-60 - End of HAL consultation of proposed changes to the ARP | 07/02/2025 | 08/08/2025 |
| F-59 - Publish draft APR | 14/02/2025 | 15/08/2025 |
| F-54 - Operator Responses to draft ARP | 21/03/2025 | 19/09/2025 |
| F-54 to 46 - HAL review Operator Responses to draft ARP | | |
| F-46 - Publish revised ARP | 16/05/2025 | 14/11/2025 |
| F-43 - End of Appeal Period for revised ARP | 09/06/2025 | 05/12/2025 |
| 2027 – 2028 | 04/04/2027 – 02/10/2027 | 03/10/2027 – 01/04/2028 |
| F-64 – Start of HAL Consultation of Proposed Changes to the ARP | 09/01/2026 | 10/07/2026 |
| F-60 - End of HAL consultation of proposed changes to the ARP | 06/02/2026 | 07/08/2026 |
| F-59 - Publish draft APR | 13/02/2026 | 14/08/2026 |
| F-54 - Operator Responses to draft ARP | 20/03/2026 | 18/09/2026 |
| F-54 to 46 - HAL review Operator Responses to draft ARP | | |
| F-46 - Publish revised ARP | 15/05/2026 | 13/11/2026 |
| F-43 - End of Appeal Period for revised ARP | 08/06/2026 | 04/12/2026 |

Bank and Public Holidays 2026 – 2027

| Bank and Public Holidays | 2026 | 2027 |
|---------------------------------------|-------------|-------------|
| New Year's Day | 1 January | 1 January |
| 2 January (Scotland) | 2 January | 2 January |
| 3 January (Nationwide) | | |
| 4 January (Scotland) | | |
| Good Friday | 3 April | 26 March |
| Easter Monday | 6 April | 29 March |
| May Day Holiday | 4 May | 3 May |
| Spring Holiday | 25 May | 31 March |
| Late Summer Holiday (Scotland) | 3 August | 2 August |
| Late Summer Holiday (England & Wales) | 31 August | 30 August |
| St Andrew's Day (Scotland) | 30 November | 30 November |
| Christmas Day | 25 December | 25 December |
| Boxing Day | 26 December | 26 December |
| Christmas Holiday | | 27 December |
| Boxing Day Holiday | 28 December | 28 December |

Days Covered by Bank Holiday Excepted (BHX)

| |
|----------------------------|
| New Year's Day |
| Good Friday |
| Easter Monday |
| May Day Monday |
| Spring Holiday Monday |
| Late Summer Holiday Monday |
| Christmas Day |
| Boxing Day |