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16 September 2026

Dear airline customers,

On 24 August 2026, Heathrow issued its consultation on proposed 2027 airport charges effective from 1 January 2027.

At the time the consultation was published, the Civil Aviation Authority's (CAA) Final Decision on the 2027 Holding Cap had not yet been issued. As outlined in the consultation document, Heathrow committed to publishing a short addendum following the CAA's determination to reflect any changes to the proposed 2027 charges arising directly from that decision.

The CAA has now published its Final Decision ([CAP3308](#)). In response, Heathrow is issuing this addendum to set out the resulting updates to the proposed 2027 charges.

The scope of this addendum is limited solely to changes directly attributable to the CAA's Final Holding Cap determination. All other proposals set out in the original consultation document remain unchanged.

The following sections of the consultation have been updated to reflect the CAA's Final Decision:

- Forecast 2027 revenue; and
- Proposed airport charges effective from 1 January 2027.

All updated information is presented in the pages that follow.

We thank our airline customers for their continued engagement with the consultation process and welcome any comments on the updates set out in this addendum.

Yours sincerely,

A handwritten signature in black ink that reads "EGoose".

Edward Goose

Head of Aviation Revenue

Forecast revenue for 2027

	Traffic Volume Units	Traffic Volume	2027 Tariff	Forecast Revenue
Movement Charge				
Noise Charge				
<u>Fixed wing aircraft exceeding 16 metric tonnes – outside Night Quota Period</u>				
Maximum	[Landings]	0	£51,361.80	£0
Ultra high	[Landings]	1,038	£8,560.32	£8,886,634
Super High	[Landings]	22,423	£4,280.15	£95,975,420
High	[Landings]	9,758	£2,568.09	£25,060,248
Base	[Landings]	57,473	£1,712.06	£98,397,180
Low	[Landings]	11,398	£1,198.44	£13,659,333
Super Low	[Landings]	60,140	£941.63	£56,630,096
Ultra Low	[Landings]	74,691	£856.03	£63,937,408
Total	[Landings]	236,922		£362,546,319
<u>Fixed wing aircraft exceeding 16 metric tonnes – outside Night Quota Period</u>				
Maximum	[Departures]	0	£51,361.80	£0
Ultra high	[Departures]	1,038	£8,560.32	£8,886,634
Super High	[Departures]	22,423	£4,280.15	£95,975,420
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Super Low	[Departures]	60,140	£941.63	£56,630,096
Ultra Low	[Departures]	74,691	£856.03	£63,937,408
Total	[Departures]	236,922		£362,546,319
<u>Fixed wing aircraft exceeding 16 metric tonnes – Night Quota Period</u>				
Maximum	[Landings]	0	£256,809.00	£0
Ultra high	[Landings]	0	£42,801.60	£0
Super High	[Landings]	17	£21,400.75	£359,450
High	[Landings]	16	£12,840.45	£208,087
Base	[Landings]	0	£8,560.30	£0
Low	[Landings]	31	£5,992.20	£187,536
Super Low	[Landings]	96	£4,708.15	£449,855
Ultra Low	[Landings]	40	£4,280.15	£171,863
Total	[Landings]	200		£1,376,791
<u>Fixed wing aircraft exceeding 16 metric tonnes – Night Quota Period</u>				
Maximum	[Departures]	0	£256,809.00	£0
Ultra high	[Departures]	0	£42,801.60	£0
Super High	[Departures]	17	£21,400.75	£359,450
High	[Departures]	16	£12,840.45	£208,087
Base	[Departures]	0	£8,560.30	£0
Low	[Departures]	31	£5,992.20	£187,536
Super Low	[Departures]	96	£4,708.15	£449,855
Ultra Low	[Departures]	40	£4,280.15	£171,863
Total	[Departures]	200		£1,376,791
Emissions Charge on landing				
Total kg Nox rating	[kg]	6,044,756	£22.30	£134,798,065
Average kg Nox per landing	[kg]	25.4		£134,798,065
Carbon Charge on landing				
Total Carbon kg	[kg]	1,039,446,505	£0.05	£47,173,447
Average Carbon kg per Landing and Take-off Cycle	[kg]	4,384		£47,173,447
Total Movement Revenue	(a)			£909,817,731

	Traffic Volume Units	Traffic Volume	2027 Tariff	Forecast Revenue
Aircraft landing/take-off fees (calculated based on departing passengers)				
Aircraft Landing/Take-Off Fee calculated per Embarking Passenger (other than Transfer Passengers or Transit Passengers)				
Domestic	[Dep Pax]	1,172,393	£15.41	£18,066,576
Common Travel Area	[Dep Pax]	1,225,854	£15.66	£19,196,878
European	[Dep Pax]	12,186,008	£22.91	£279,181,448
Rest of World	[Dep Pax]	19,271,412	£52.56	£1,012,905,427
Total	[Dep Pax]	33,855,668		£1,329,350,328
The Aircraft Landing/Take-Off Fee calculated per Embarking Passenger who is a Transfer Passenger or Transit Passenger				
Domestic	[Dep Pax]	973,036	£7.71	£7,502,110
Common Travel Area	[Dep Pax]	302,336	£9.40	£2,841,956
European	[Dep Pax]	2,383,142	£13.75	£32,768,198
Rest of World	[Dep Pax]	5,218,703	£31.54	£164,597,897
		8,877,217		£207,710,161
Remote Stand Rebate				
Remote Stand Rebate	[Dep Pax + Arr Pax]	6,876,167	-£6.15	-£42,288,429
SAF Incentive				-£68,444,811
Total Departing Passenger Charge Revenue	(b)			£1,426,327,250
Parking Charge				
Narrow bodied Chargeable Period	[Units of 15 minutes]	502,271	£55.81	£28,031,770
Wide bodied Chargeable Period	[Units of 15 minutes]	809,899	£117.20	£94,920,111
Total Parking Charge	(c)	1,312,170		£122,951,881
Terminal Pax Flights: Total Revenue				£2,459,096,862
Non-Terminal Pax Flights (GA, Troops etc)				
Non-Terminal Pax Flights				
Movement Revenue	(e)			£1,031,049
Aircraft landing/take-off revenue (calculated based on departing passengers)	(f)			£1,616,382
Parking Revenue	(g)			£139,335
Total Non-Terminal Pax Flights Revenue				£2,786,765
Total Regulated Revenue				
Total Regulated Revenue				
Movement Revenue	(a) + (e)			£910,848,780
Aircraft landing/take-off revenue (calculated based on departing passengers)	(b) + (f)			£1,427,943,631
Parking Revenue	(c) + (g)			£123,091,216
Total Regulated Revenue				£2,461,883,627
Total Passengers				85,900,000
Total Regulated Yield				£28.66

Proposed airport charges tariffs effective 1 Jan 2027

	2026 £ GBP	2027 £ GBP
Charges on Movement	2026	2027
Fixed wing aircraft exceeding 16 metric tonnes – outside Night Quota Period (Departures & Landing)		
Maximum	£43,336.50	£51,361.80
Ultra high	£7,222.76	£8,560.32
Super High	£3,611.38	£4,280.15
High	£2,166.83	£2,568.09
Base	£1,444.55	£1,712.06
Low	£1,011.19	£1,198.44
Super Low	£794.50	£941.63
Ultra Low	£722.28	£856.03
Fixed wing aircraft exceeding 16 metric tonnes – Night Quota Period (Departures & Landing)		
Maximum	£216,682.50	£256,809.00
Ultra high	£36,113.80	£42,801.60
Super High	£18,056.90	£21,400.75
High	£10,834.15	£12,840.45
Base	£7,222.75	£8,560.30
Low	£5,055.95	£5,992.20
Super Low	£3,972.50	£4,708.15
Ultra Low	£3,611.40	£4,280.15
Fixed wing aircraft exceeding 16 metric tonnes – Peak Night Quota Period (Departures & Landing)		
Maximum	£346,692.00	£410,894.40
Ultra high	£57,782.08	£68,482.56
Super High	£28,891.04	£34,241.20
High	£17,334.64	£20,544.72
Base	£11,556.40	£13,696.48
Low	£8,089.52	£9,587.52
Super Low	£6,356.00	£7,533.04
Ultra Low	£5,778.24	£6,848.24
Helicopters (Departures & Landing)	£985.92	£1,077.56
Fixed wing aircraft not exceeding 16 metric tonnes (Departures & Landing)	£1,950.77	£2,132.07
Emissions charge (Landing)	£20.09	£22.30
Carbon charge (Landing)	£0.04	£0.05
Charges on aircraft landing/take-off (calculated based on departing passengers)	2026	2027
Origin and Destination		
Domestic	£13.86	£15.41
Common Travel Area	£14.11	£15.66
European	£21.36	£22.91
Rest of World	£49.10	£52.56
Transfer and Transit		
Domestic	£6.93	£7.71
Common Travel Area	£8.47	£9.40
European	£12.82	£13.75
Rest of World	£29.46	£31.54
Remote Stand Rebate	-£6.15	-£6.15
Minimum charge - Domestic	N/A	N/A
Minimum charge - Common Travel Area	£846.60	£939.60
Minimum charge - European	£1,644.72	£1,764.07
Minimum charge - Rest of World	£3,928.00	£4,204.80
Charges on aircraft parking	2026	2027
Narrow bodied	£49.16	£55.81
Wide bodied	£103.24	£117.20