

Heathrow

Heathrow's Air Quality Action Plan

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Welcome from our Chief Communications & Sustainability Officer



I am pleased to introduce Heathrow Airport's latest Air Quality Action Plan, which outlines the steps we are taking to improve air quality. Air pollution remains a serious issue affecting health in communities across the UK, including the area around Heathrow. We have made strong progress - pollution levels next to our runways have fallen steadily over the 30 years we have monitored them and are now below legal limits. But we know we need to do more to continue improving air quality.

We will carry on with the air quality weighting to landing charges we introduced over twenty years ago which has helped incentivise airlines to invest in cleaner aircraft and engines. We will maintain our investment in sustainable transport, which recently included a significant contribution to the Elizabeth line, through our Sustainable Travel Zone, and our clean vehicle policy, supported by our airside ultra-rapid charging hubs.

Air quality at Heathrow is linked to our carbon emissions and later this year, we will be publishing an update to our Net Zero Plan which already sets out how our operations, including flights, can reach our 2050 net-zero goal.

Any future expansion of Heathrow must be delivered in full compliance with legal air quality limits - and our proposals will include a detailed, independently reviewed air quality assessment to demonstrate this.

As a responsible business and neighbour, we are committed to continuous improvement in air quality. This Plan sets out how we will achieve this to further support public health, environmental progress, and sustainable growth.

NIGEL MILTON

Chief Communications & Sustainability Officer



Introduction



Springwell Junior School,
Hounslow

INTRODUCTION

Improving air quality has been a priority for Heathrow for many years. We launched our first Air Quality Strategy in 2002 and in 2004, we were one of the first airports to introduce NOx based landing charges to encourage airlines to bring their cleanest aircraft to Heathrow. We have made substantial progress in reducing emissions from airport operations and over the last decade, we have seen significant improvements in air quality at and around the airport. Our monitoring stations, which are part of a wider network of local authority and DEFRA monitors, show that pollutant levels have decreased by 39%, 37% and 35% for NO₂, PM₁₀ and PM_{2.5} respectively (2014 vs 2024 Annual Means) and levels are now below legal limits. However, the growing body of evidence on the effects of air pollution underscores the need for continued and enhanced efforts to protect the health of colleagues working at Heathrow and local communities around the airport.

Air pollution remains one of the most significant environmental factors affecting public health in the UK, contributing to impacts on health each year and placing pressure on the NHS and social care system. Strong evidence links long-term exposure to harmful pollutants with coronary and respiratory diseases, lung cancer and the worsening of asthma. Emerging research also highlights wider effects, including associations with depression, anxiety and dementia. These health outcomes are driven by emissions from key UK-wide sources such as transport, domestic combustion (particularly wood burning), industrial activity and agriculture, alongside background pollution that travels long distances from both UK and continental sources.

Addressing air pollution is intrinsically linked to our decarbonisation efforts. In 2022, we published our first Net Zero Plan. Many of the measures that reduce carbon emissions will also improve air quality.

Air pollution is not just a local issue for Heathrow; it affects all of London and many urban areas. We collaborate closely with a wide range of regional stakeholders and will continue to do so. Individuals play a crucial role too, and we will continue to fund initiatives which help drive the increase in use of sustainable transport by passengers and colleagues getting to and from the airport.

Particulate matter has been a focus of significant research in recent years. The primary air quality objective from the Government's national Clean Air Strategy is PM_{2.5}, particles that are smaller than 2.5 microns on average. Data from our monitoring network shows PM_{2.5} levels have significantly improved; however, new research highlights the need to focus on even smaller particles, known as ultrafine particles (UFPs), which are smaller than 0.1 microns and are increasingly recognised as an emerging pollutant of potential health concern. While there are currently no standards for measurement or for exposure to UFPs concentrations, we have been directly funding research on UFPs since 2016 and started continuous monitoring of UFPs at Heathrow in 2023.

While the primary concern about air pollution is its impact on human health, it also affects the broader natural environment, including habitats, ecosystems, and other species.

OBJECTIVE OF ACTION PLAN

Reduce emissions from the airport and improve air quality in the local community.

Local air quality and potential effects on public health are important concerns to communities around Heathrow.

Levels of local pollutants of concern – nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}) – have been on an improving trend, and we want to continue that trend.

We remain fully committed to playing our part in improving local air quality. This Air Quality Action Plan details how we will reduce air pollution at and around the airport both for sources of pollution that we directly control - like the gas boilers used to heat the airport – and for the sources where we have an influencing role – like promoting more sustainable travel choices to and from the airport. This document builds on previous work, including the 2018 Emissions Strategy, Air Quality Strategy 2011-2020, and 'Blueprint for Reducing Emissions' (2016).



OBJECTIVE OF ACTION PLAN (CONT.)

Connecting people and planet

This document is embedded within our broader sustainability strategy, Connecting People and Planet, which is structured around two strategic pillars: Net Zero Aviation and A Great Place to Live and Work. The objective of achieving clean air at and around the airport sits within the latter pillar, recognising the importance of air quality for both local communities and colleagues who work at the airport. However, the majority of measures to deliver this objective such as reducing aircraft and ground emissions are also central to the Net Zero Aviation agenda. This intrinsic link ensures that actions taken to decarbonise aviation simultaneously contribute to improved air quality, delivering co-benefits across both pillars of the strategy.



OBJECTIVE OF ACTION PLAN (CONT.)

Key Activities:

Aircraft

In 2004, we added an air quality element to our landing charges to create a financial incentive for airlines to use the cleanest aircraft at Heathrow. The International Civil Aviation Organization (ICAO) sets engine standards which address emissions from aircraft engines, including NOx. 63% of aircraft at Heathrow meet the latest “CAEP/8” standard, up from 35% pre COVID. Our programme to modernise airspace and to install new pre-conditioned air systems so aircraft do not need to run their engines on the ground will also help cut local pollution. Sustainable aviation fuel (SAF) further enhances air quality by reducing particulate emissions, sulphur oxides and soot. We are actively supporting significant increases in SAF adoption through strong policy advocacy, targeted charging incentives, and ongoing collaboration with industry partners to accelerate supply and uptake.



Surface access

We are committed to encouraging passengers and colleagues to travel to the airport using public transport, or by walking or cycling. We have invested in rail links, most recently contributing to the Elizabeth Line. Our Sustainable Travel Zone incentivises bus and coach travel, and we will continue to look at new bus and coach services to fill gaps in the public transport network so more people can reach the airport with no more than a single interchange. We are also supporting the national shift to electric vehicles through plans for EV charging infrastructure for passengers, colleagues, taxis and private-hire vehicles, as well as for bus and coach operators.



OBJECTIVE OF ACTION PLAN (CONT.)

Key Activities:

Airport vehicles

Work continues to transition our operational fleet to zero emission or biofuel vehicles. In 2026, we introduced an airside Ultra Low Emission Zone via our Clean Vehicle Policy. The initial standards will mirror the London ULEZ and NRMM requirements, encouraging all operators use the cleanest available petrol, diesel or electric vehicles, with limited exemptions for specialist equipment. These standards will tighten progressively, moving towards a fully electric or biofuel-powered airside fleet by 2030. To support this shift, we are installing ultra-rapid charging hubs airside. The first opened at Terminal 2 in 2024, and a total of eight hubs will be in place across the airfield.



Monitoring

The air quality monitoring network around Heathrow comprises both local authority and Heathrow-operated monitoring stations. Measured levels show a steady downward trend and are below legal limits. These improvements have been driven by reductions in our emissions from both aircraft and ground operations, as well as UK-wide trends, including the ongoing tightening of vehicle emissions standards and the growth in electric vehicles. There are also workplace exposure limits to protect colleagues from emissions that are harmful to health. Since 1995, we have conducted monitoring to assess occupational exposure, and during that time these limits have not been exceeded. We continue to monitor ultrafine particles at Heathrow and take appropriate steps to address them.



OUR STRATEGY

The air quality targets in Connecting People and Planet are closely interwoven with the goals outlined in both our Net Zero Plan and Surface Access Strategy. Many of the actions aimed at improving air quality will be delivered by our carbon and sustainable transport programmes. As a result, efforts to meet air quality targets naturally go hand in hand with those driving decarbonisation and cleaner surface access. This integrated approach ensures that Heathrow's corporate strategies are being delivered in a coordinated manner, maximising their collective impact on environmental performance and community wellbeing.

Objective: Reduce emissions from the airport and improve air quality in the local community.

[See full table of actions on page 20.](#)

Targets referencing 2019 baselines are those adopted in Heathrow's Connecting People & Planet sustainability strategy. These targets are based on the modelling that supported the original Net Zero Plan and will be reviewed as part of an upcoming Net Zero Plan refresh, in line with our five-year regulatory planning cycle.



AIR QUALITY ACTION PLAN



NET ZERO PLAN



SURFACE ACCESS STRATEGY

- 18% Reduction in ground-level aircraft NOx emissions by 2030 compared to 2019.
- 89% of aircraft to meet the latest international emissions standards (CAEP/8) by 2030.
- Cut non-aircraft emissions of air pollutants from airside operations by at least 60% by 2030 compared to 2019.
- Airside Clean Vehicle Policy introduced from 2026.
- All airport vehicles to be zero emissions or use biofuels by 2030.
- At least 45% passengers using public transport by 2026.
- No more than 57% colleague single occupancy vehicle trip mode share by 2026.
- Increase the UK population located within 1.5 hours of Heathrow by public transport by 25% and within 3 hours by 12%.
- Engagement and collaboration with local and regional stakeholders.

POLLUTANTS OF CONCERN IN THE UK

The air pollutants of most concern to public health in the UK are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}), both of which largely arise from the combustion of fossil fuels.

National air quality objectives provide limit and target values for the protection of human health.

TABLE 1: UK Air Quality Objectives

POLLUTANT	OBJECTIVE	CONCENTRATION MEASURED AS
NO ₂	200 µg/m ³ not to be exceeded more than 18 times a year	1 hour mean
	40 µg/m ³	Annual mean
Particles (PM ₁₀)	50 µg/m ³ not to be exceeded more than 35 times a year	24 hour mean
	40 µg/m ³	Annual mean
Particles (PM _{2.5})	20 µg/m ³	Annual mean
Ozone	100 µg/m ³ not to be exceeded more than 10 times a year	8 hour mean

Post-Brexit the UK has maintained the same air quality limits as the EU. Local air quality monitoring shows measured concentrations of NO₂ and PM have been on a declining trend over recent years. The legal limits, which are based on national health-based air quality objectives, were achieved in 2023 at locations both inside and outside the airport boundary. Even so, we are committed to further reducing these emissions. Many of the actions within this Action Plan are focused on reducing emissions of NO_x but will also reduce emissions of particulate matter. Other pollutants of concern include sulphur oxides (SO_x), carbon monoxide (CO), black carbon (BC), Volatile Organic Compounds (VOCs), ozone (O₃) and ultra-fine particles (UFPs). As well as NO₂ and PM, black carbon, ozone and UFPs are monitored at the Heathrow monitoring areas.

POLLUTANTS OF CONCERN IN THE UK (CONT.)

Quantifying our emissions

In order to consider the contribution of different pollutant sources to the monitored concentrations, we regularly produce airport emission inventories. Full emission inventories including surface access sources and air dispersion modelling are produced every few years, with source specific emissions inventories produced in intervening years.

The impact of onsite activity at Heathrow on air quality falls sharply with distance from the airport. This is confirmed by the air quality monitoring undertaken in the area. Within two kilometres of Heathrow, only two air quality monitoring sites have historically recorded NO₂ concentrations exceeding the legal limits and these are located next to the M4 motorway. The concentrations at these locations are predominantly due to non-airport related road traffic. Dispersion modelling indicates that all relevant receptors in the local area, including those by the M4 are now below the air quality objectives for NO₂ and PM.

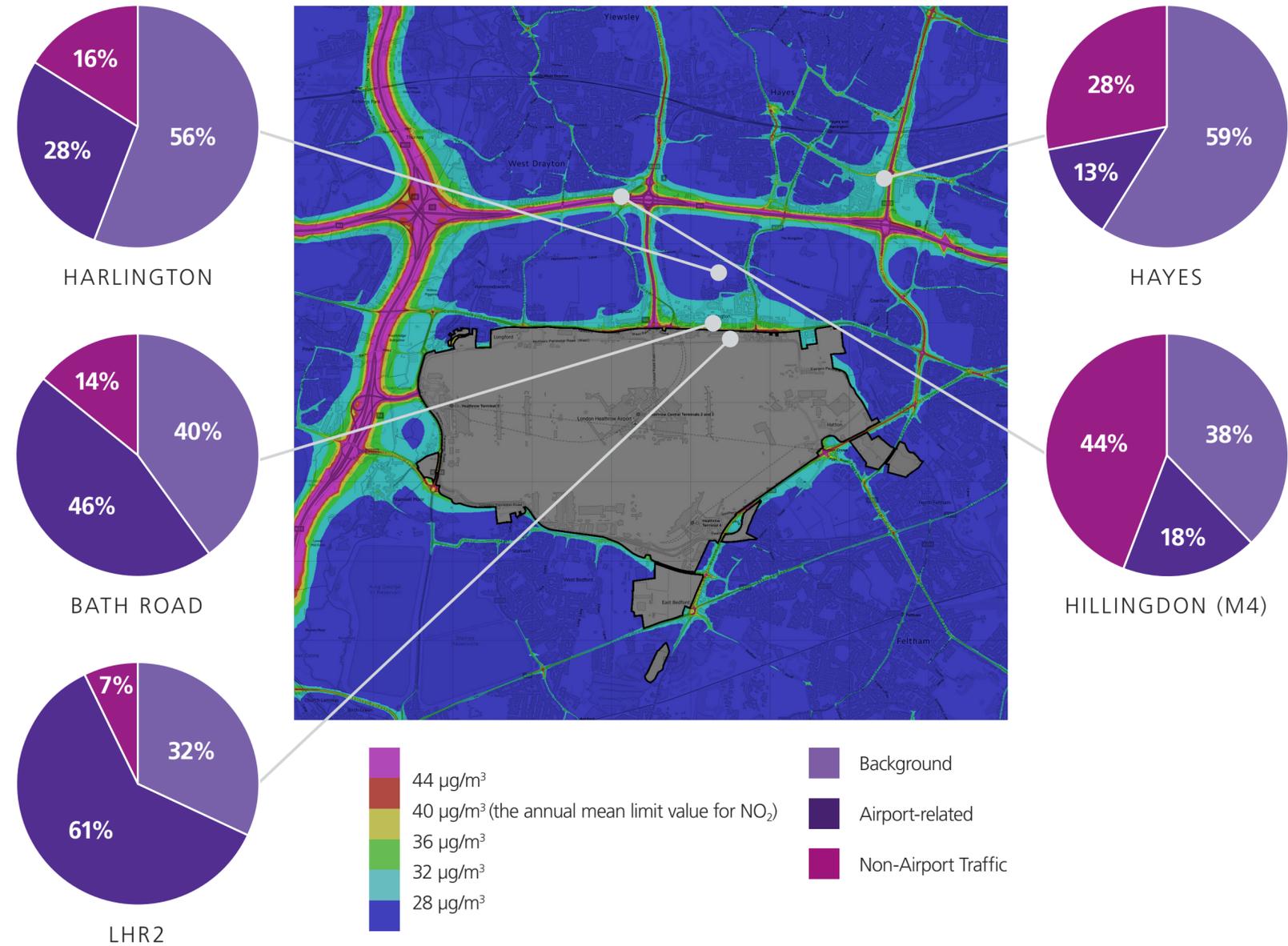


POLLUTANTS OF CONCERN IN THE UK (CONT.)

The nitrogen oxides source contributions (NO_x, of which NO₂ is one component) at our monitoring locations are shown, where the different coloured sections of the pie charts show the origins of the contributions.

The figure shows that the contribution of Heathrow to NO_x concentrations at monitoring locations varies between 60% on our runway and 13% in the nearest major town, depending upon how close to Heathrow the monitoring stations are, and whether they are situated upwind or downwind of the airport in relation to the prevailing south-westerly wind.

Modelled and Measured 2023 annual NO₂ concentrations



POLLUTANTS OF CONCERN IN THE UK (CONT.)

Ultrafine particles (UFPs)

Although not enough is known about UFPs and their impacts yet, we have been funding research for nearly a decade and have one of only six permanent monitoring stations in the country. We will continue to develop our understanding and use this data to drive future decisions.

PM₁₀ and PM_{2.5} are small (in the range of the diameter of a human hair), UFPs are significantly smaller, about 500x smaller than width of a human hair and are measured in nanometres.

There is no consensus on health implications of UFPs, however, a growing body of research suggests health impacts that are significant. Like PM, UFPs have been associated with cardiovascular and respiratory health impacts. However, because of their much smaller size, UFPs can penetrate more deeply into the lungs where they have been shown to enter the blood stream and end up in vital body organs, including the brain.

While road traffic remains the primary source of UFPs in urban areas, there is growing evidence to show that UFP emissions from aircraft engines include a high concentration of the smallest sizes of PM, including UFPs.

The relative contribution from aviation in comparison to other sources of emissions is expected to increase. This is because road transport abatement strategies will reduce UFP emissions at a faster rate than emissions from aircraft engines. The latter are particularly influenced by fuel composition and efforts to curtail the release of lubrication oil. This is expected to be partially mitigated by increasing blends of Sustainable Aviation Fuel.

We have been involved in directly funding research on UFPs since 2016 and started continuous monitoring of UFPs at Heathrow in 2023. Airports in the UK are working together through the industry coalition Sustainable Aviation, to research on the impacts of UFP emissions on public health and monitor improvement, such as resulting from increased Sustainable Aviation Fuel (SAF) use.

There are currently no national or international limits for exposure to ultrafine particles, and future regulation will need to be shaped by Government, informed by emerging scientific evidence. We will continue to play our part by supporting research, expanding monitoring, and sharing data to help build that evidence base. Importantly, the actions set out in this Air Quality Action Plan, from cleaner combustion to increased SAF use, will also contribute to reducing particle emissions overall, including UFPs.

LOCAL REGULATION

As part of the Local Air Quality Management (LAQM) process established by the Government, each local authority in the country is required to assess air quality in its area to identify areas of poor air quality where national targets will not be met. When a local authority identifies that an Air Quality Objective (legal limit) is at risk of not being achieved or is exceeded, it is obliged by law to declare an Air Quality Management Area (AQMA), as required under the Environment Act 1995.

Since then, more than 200 local authorities have identified locations within their boundaries where the EU limit values have been or are likely to be breached. This equates to 40 out of 43 UK regions having areas of exceedance within them.

The four local authorities closest to Heathrow (London Borough of Hillingdon, London Borough of Hounslow and Spelthorne Borough Council and Slough Borough Councils) have all declared AQMAs for NO₂.

These AQMAs were declared because annual average concentrations of NO₂ were found to be above the annual mean legal limit of 40 µg/m³ at certain locations, including those close to busy roads and motorways. However, the NO₂ legal limit is no longer exceeded in these AQMAs and all monitoring stations within 10kms are now below legal limits Heathrow is working especially closely with these local authorities to implement measures to improve air quality in the Heathrow area and this Action Plan is a key element of this work.

Concentrations of other significant air pollutants that can affect public health, including PM₁₀ and PM_{2.5} in the surrounding boroughs already meet legal limits and are forecast to continue to do so into the future.



KEY STAKEHOLDERS AND PARTNERS

HAQWG

The Heathrow Air Quality Working Group is a partnership between the airport, our neighbouring local authorities – London Borough of Hillingdon, London Borough of Hounslow, Slough Borough Council, Spelthorne Borough Council, and Chiltern-South Bucks District Council – the Greater London Authority (GLA) and the Environment Agency. The group works collaboratively to share best practice, provide updates on emission reduction efforts, collaborate on solutions and discuss air quality trends. The group monitors, shares and publishes data from over 20 continuous air quality monitoring stations near Heathrow.

The data collected by us, our surrounding local authorities and DEFRA is publicly available and can be found on the Heathrow Airwatch website.

KEY STAKEHOLDERS AND PARTNERS (CONT.)

CISHA

The Council for the Independent Scrutiny of Heathrow Airport (CISHA) has been set up to scrutinise Heathrow's performance and enhance community involvement. In January 2024, CISHA released a report on community views on air quality around Heathrow Airport, commissioned by Thinks Insight and Strategy. The report was based on findings from community engagement via focus groups, surveys, community engagement events and a webinar with local residents. The research resulted in five broad categories of recommendations from residents on how Heathrow can improve our air quality actions and commitments:

1

Building evidence on the impact of air pollution around Heathrow Airport on public health

2

Expanding the monitoring infrastructure around Heathrow Airport

3

Improving the way Heathrow Airport communicates and displays air quality data

4

Introducing independent oversight over Heathrow Airport's air quality targets

5

Set air quality targets and expectations for airlines and other airport suppliers

We welcome the air quality scrutiny report and agree with the intention behind the recommendations. Activity relating to each category is already in progress.

We intend to enhance community engagement on Air Quality by working with partners in local schools to increase understanding of the issues.

KEY STAKEHOLDERS AND PARTNERS (CONT.)

CISHA – Monitoring around Heathrow

Heathrow has carried out continuous air quality monitoring at locations on and around the airport since 1993, in addition to the monitoring conducted by the local authorities.

Heathrow owns five monitoring stations and supports the wider monitoring network (within 3km of the airport), including Heathrow Airwatch, a dedicated website presenting results of monitoring and the latest report of air quality in the local area.

Heathrow uses two methods to determine air quality levels:

- Continuous air quality measurements are undertaken to national standards at a number of fixed sites – providing comparison with legal limit values, as well as historical trends and a basis to enable computer models to be verified.
- Dispersion modelling gives a much clearer picture of concentrations over a large area, and ‘fills the gaps’ between monitoring stations. Because the modelling is based on an estimation of emissions in and around the airport, the impact of changing these emissions and carrying out future projections is also possible.



Appendix

TABLE OF ACTIONS

Actions to Reduce emissions from the airport and improve air quality in the local community.

No	Action	Timescale / Reporting
1	Reduce airside NOx emissions in the air	
1.1	18% Reduction in ground-level aircraft NOx emissions by 2030 compared to 2019.	Reported annually
1.2	Deliver near-term ATM efficiency improvement during H7, supported by our £18 million investment programme, while progressing the development of further ATM tools that will deliver additional efficiencies beyond H7. These measures include optimising arrival and departure operations, procedural improvements, and technology upgrades that reduce unnecessary fuel burn. Once implemented, these improvements are expected to deliver reductions in fuel consumption and associated air pollution emissions per flight by improving the efficiency of aircraft movements within existing airspace structures.	End of 2026
1.3	Continue to progress Heathrow's contribution to airspace change to support airspace modernisation, which will be delivered by the United Kingdom Airspace Design Service ('UKADS'). Modernised airspace is expected to use modern technology to optimise flight paths, cutting per flight fuel burn and lowering emission. However, the delivery and roll-out of modernised airspace is not solely within our gift. Progress and implementation depend on Government decisions and policy direction, UKADS design work, CAA approvals and the appropriate regulatory framework. Heathrow is taking an active role in working with industry partners to accelerate the benefits of airspace modernisation.	On-going
1.4	Continue to support R&D to prepare the airport infrastructure for zero emission flight.	On-going
1.5	Roll out the agreed H7 programme of Pre Conditioned Air (PCA) upgrades as part of the Carbon & Sustainability investment plan. This covers the PCA installations that have already been agreed with airlines and funded through the H7 settlement.	End of 2026
1.6	The long term goal is for all long haul stands at the airport to be equipped with PCA. Heathrow will also evaluate PCA provision on additional stands, including short haul stands, where it can be demonstrated that PCA will materially reduce emissions and where a strong business case exists. The continued roll out of PCA is not solely within Heathrow's control. Delivery beyond the H7 programme is dependent on CAA regulatory approval, and funding through the H8 settlement, which must provide the necessary allowance for continued PCA deployment.	On-going

No	Action	Timescale / Reporting
1.7	Monitor compliance of APU running time compared to the allowance in the relevant Operational Safety Instruction (OSI).	On-going, reported annually from 2026
1.8	Seek to ensure fixed electric ground power (FEGP) is available for a minimum of 99% of the time to encourage its use at fixed stands during aircraft turn around as opposed to running auxiliary power units.	Reported annually
1.9	Enhance aircraft taxiing data collection through the Technical Engagement Forum, including the continued sharing and analysis of Flight Data Recorder (FDR) data. Use these insights to improve environmental analysis, support more accurate emissions forecasting, and identify opportunities for future ground efficiency initiatives in collaboration with airlines.	On-going
1.10	Reduce departure taxi times by rolling airfield automation systems, turnaround process automation, and upgraded taxiway infrastructure to enhance departure flow management and minimise ground level emissions.	End of 2026
1.11	Monitor developments in electric taxiing and explore potential solutions at Heathrow to reduce further emissions.	On-going
1.12	89% of aircraft to meet the latest international emissions standards (CAEP/8) by 2030.	2030
1.13	Continue to incentivise the adoption of cleaner aircraft fleets through Fly Quiet and Green League initiatives.	On-going
1.14	Continue to incentivise the quietest aircraft and those with lowest contribution to air pollution through the charges airlines pay to use the airport. The current charge structure includes a 60% weighting for NOx emissions.	On-going

TABLE OF ACTIONS (CONT.)

No	Action	Timescale / Reporting
2	Reduce airside NOx emissions on the ground	
2.1	Cut non-aircraft emissions of air pollutants from airside operations by at least 60% by 2030 compared to 2019.	By 2030
2.2	Implement our thermal strategy that enables the upgrade of the airport's heating systems and other critical enabling infrastructure required to transition to low carbon heat sources and deliver associated air quality benefits.	On-going
2.3	All airside vehicles at Heathrow to be zero emissions or using biofuel by 2030.	2030
2.4	Introduction of the Clean Vehicle Policy which will align Vehicles and non-road mobile machinery (NRMM) standards to London ULEZ and NRMM standards for 2025 followed by gradually tightening standards to reach a 2030 target of all airside vehicles being zero emissions or use biofuel.	Start of 2026
2.5	Work with Team Heathrow companies to enable and accelerating the transition of airside fleet to a fully ZEV fleet.	On-Going
3	Improve air quality in the local area	
3.1	Cut emissions of air pollutants from surface access: Delivery of the Surface Access Strategy and five key priorities of the Sustainable Travel Zone.	On-going
3.2	At least 45% passengers using public transport by 2026.	2026
3.3	No more than 57% colleague single occupancy vehicle trip mode share by 2026.	2026
3.4	Increase the UK population located within 1.5 hours of Heathrow by public transport by 25% and within 3 hours by 12%, both by 2026.	2026
3.5	Continue to engage proactively with CISHA and co-ordinate the HAQWG to ensure relevant national, regional and local policy to improve air quality are fully informed of matters at Heathrow airport.	On-going

No	Action	Timescale / Reporting
4	Monitoring, reporting and compliance.	
4.1	To consistently achieve a minimum data capture rate of 90% for air quality monitoring equipment within the airport premises and in external monitoring sites, reported annually.	Reported annually
4.2	Implement an annual calculation and reporting process to determine the air pollution footprint of Heathrow Airport Limited, focusing on nitrogen oxide (NOx) and particulate matter (PM) pollutants emitted from scope 1 and scope 2 emission sources.	Reported annually
4.3	Continue to fund and maintain an automatic air quality monitoring network that operates to national standards, particularly focusing on key pollutants of concern affecting local air quality such as nitrogen dioxide (NO ₂) and particulate matter (PM).	On-going
4.4	Conduct a review of the existing automatic monitoring network and explore opportunities to expand it, aiming to enhance spatial coverage in areas affected by elevated concentrations of pollutants where feasible.	2026
4.5	Maintain active support for ongoing research and monitoring initiatives regarding ultrafine particulate matter, facilitating advancements in knowledge development and fostering shared experiences among various airports.	On-going
4.6	Ensure 100% availability of real-time monitoring data on the Airwatch website, with regular issue of quarterly and annual reports.	On-going
4.7	Continually improve the Airwatch website to deliver a user-friendly and easily accessible website providing comprehensive access to real-time monitoring results, air quality information, and resources for the public.	Reviewed and updated annually
4.8	Strengthen the evidence base on ultrafine particulates by expanding monitoring, supporting independent research, and sharing data to inform future air quality policy and mitigation. All the actions set out in that reduce emissions in this action plan, from cleaner combustion to increased SAF use, will also contribute to reducing UFPs.	On-going

Targets referencing 2019 baselines are those adopted in Heathrow's Connecting People & Planet sustainability strategy. These targets are based on the modelling that supported the original Net Zero Plan and will be reviewed as part of an upcoming Net Zero Plan refresh, in line with our five-year regulatory planning cycle.

The Heathrow logo is a stylized, dark blue 'H' with a white outline, positioned to the left of the word 'Heathrow' in a bold, dark blue, sans-serif font.

Heathrow

[heathrow.com](https://www.heathrow.com)