

HEATHROW EXPANSION: THE UK'S GATEWAY TO GROWTH

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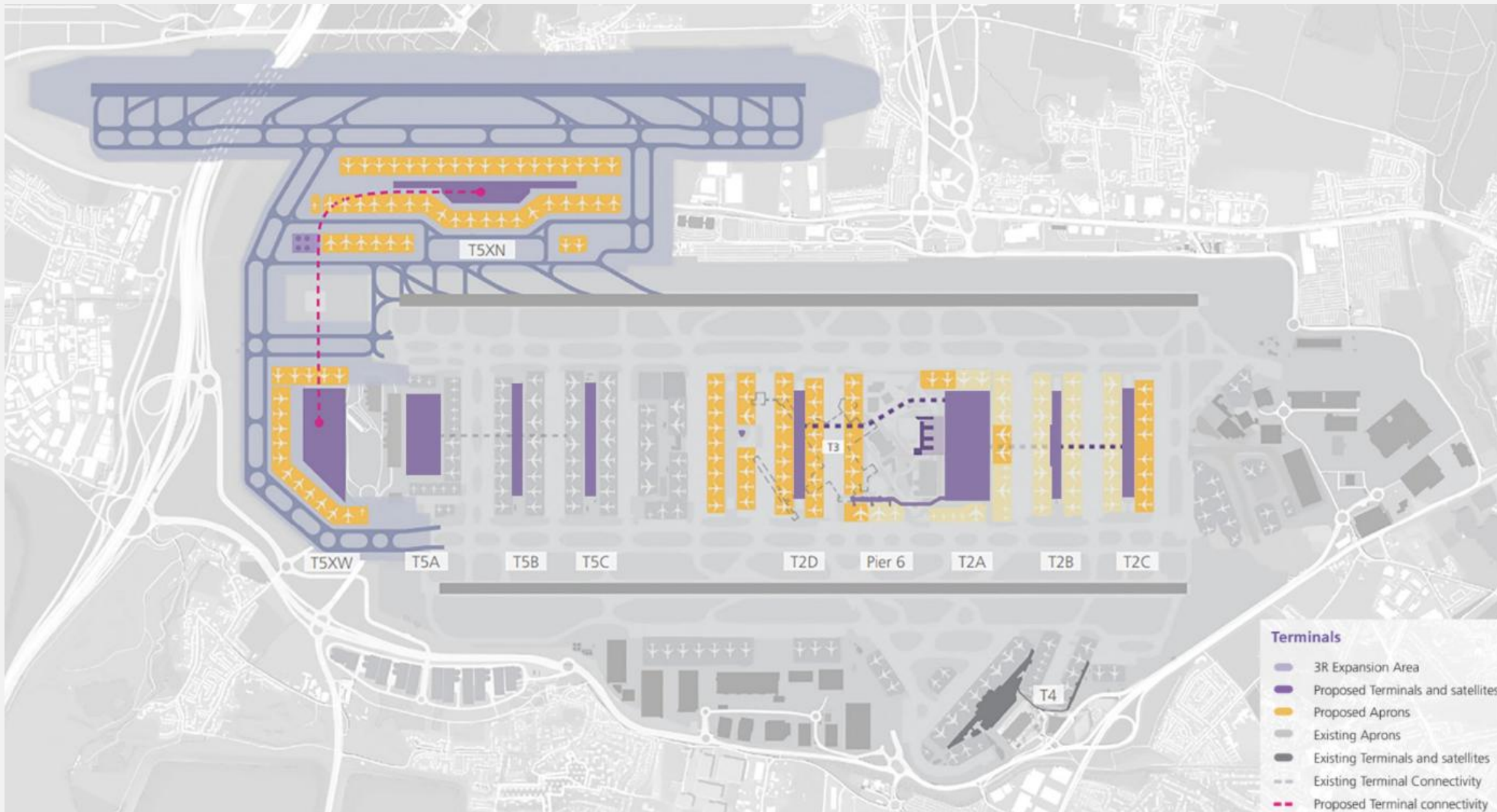
OVERVIEW

In July 2025, we submitted our proposal for Heathrow expansion following the Government's strong backing to add capacity at the UK's hub airport.

Our proposals would not only deliver a third runway, new terminal complex and upgraded airport facilities, it will also modernise the ageing Central Terminal Area, extend Terminal 2 and include the phased closure of Terminal 3.

Our planned investments include enhanced rail capacity, improved bus and coach services, and walking and cycling infrastructure, as well as environmental and community measures.





- Terminals**
- 3R Expansion Area
 - Proposed Terminals and satellites
 - Proposed Aprons
 - Existing Aprons
 - Existing Terminals and satellites
 - Existing Terminal Connectivity
 - Proposed Terminal connectivity

DELIVERING TO THE GOVERNMENT’S AMBITIOUS TIMELINE

The Government has set ambitious timeline to achieve planning consent for Heathrow expansion by 2029 and has made clear their objective is to **enable the delivery of an operational third runway in a decade.**

The timeline to delivery is ambitious but, we believe with the right Government support on policy and regulatory change, achievable. To unlock delivery, Government will need to ensure that its planning, regulatory, surface access, fiscal and environmental frameworks are aligned to support the scale and complexity of the programme. This is critical to secure consent, mobilise private capital and deliver the economic and environmental benefits of expansion.

July - Heathrow submits expansion proposal.

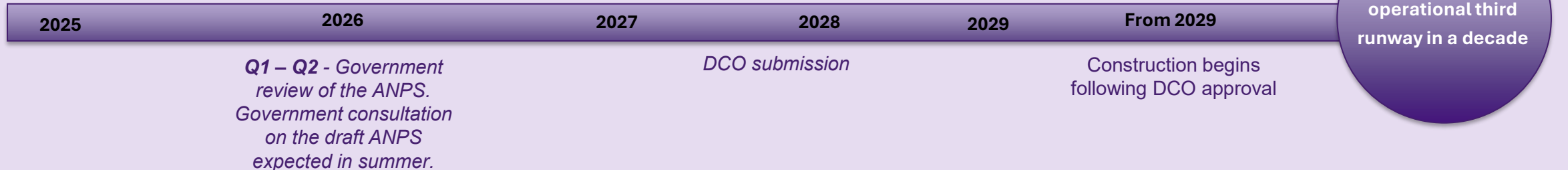
November – Government confirms Heathrow’s scheme as the basis to review the ANPS.

January – Heathrow confirms new investment to begin work on planning application.

Heathrow runs a consultation on proposals during 2026

DCO approval and immediate implementation

Delivery of an operational third runway in a decade



THE ECONOMIC BENEFITS

Heathrow expansion will deliver even more benefits for local communities through investment in jobs, skills, and inclusive economic growth.

- ❑ It would create **tens of thousands of employment opportunities** during construction and operation, as well as **long-term investment in training, apprenticeships, and community infrastructure.**
- ❑ Small and medium-sized businesses in our nine local boroughs benefit directly through providing services and products to Heathrow's operation; our current direct spend with them **exceeded £90m in 2024.**
- ❑ Heathrow expansion would **open up further opportunities for local businesses to participate in our procurement process,** strengthening our local supply chain.

Once completed, Heathrow expansion will add **0.43% to UK GDP**, create jobs and enable even more businesses across the UK to access the global economy through Heathrow.



Our plans are backed by businesses and unions.



We at Community Union are proud to support a third runway at Heathrow. This project promises to create thousands of quality jobs, both during construction and in the long term, which will provide significant economic benefits to our members and their families. Heathrow's signing of the UK Steel Charter earlier in the year demonstrates their commitment to a prosperous and thriving UK supply chain, creating economic growth and jobs across the UK"

Alasdair McDiarmid, Assistant General Secretary, Community



The UK business community supports the expansion of Heathrow with a third runway — an investment in the nation's future. The benefits are clear: for exporters, it opens up vital access to major and emerging markets; for visitors, it enhances global and domestic connectivity; and for businesses, it unlocks billions in private investment, strengthening supply chains, creating jobs, and driving skills across the country."

Confederation of British Industry, British Chambers of Commerce, MakeUK, Federation of Small Businesses, Institute of Directors



Heathrow

DELIVERING RESPONSIBLY FOR OUR LOCAL COMMUNITY

Our local communities are critical to the success of Heathrow, and we are committed to ensuring the area around Heathrow is a great place to live.

- ❑ At the heart of all our work with local communities is our **commitment to engaging openly and constructively** to understand concerns and to provide accessible information and an ongoing dialogue.
- ❑ We are the largest single-site employer in all the UK, with over 80,000 people working at the airport, and almost 16,000 more jobs supported in our supply chain across the country. Over **35,000 people working at Heathrow live in our nine local boroughs**.
- ❑ We **know that living next to an airport can impact our neighbours**. If the Government approves our plan, there will be opportunities for local communities to engage with our plans and participate in a public consultation.
- ❑ Heathrow will **consult communities via forums like the Committee for the Independent Scrutiny of Heathrow Airport (CISHA)**.
- ❑ Accountability through our community forums will **ensure that investment in Heathrow translates to investment in the local supply chain**, increased education and employment opportunities, improved transport links and the overall sustainable growth of the local area.



DELIVERING FOR THE LOCAL ENVIRONMENT

It is a legal requirement that expansion can only go ahead if our plans meet UK climate obligations and strict rules on noise, air quality and nature conservation.

MANAGING AIRCRAFT NOISE

- ❑ Expansion would be delivered alongside limiting and, where possible, **reducing Heathrow's noise footprint.**
- ❑ Through a combination of **quieter aircraft, improved flight management and operational flexibility** enabled by a third runway.
- ❑ There would be **clear and predictable periods of respite** through runway alternation, night flight restrictions, sharing the benefits of improvements in aircraft noise technology with local communities and implementing limits and controls on noise through a 'noise envelope' process.

KEY NOISE STATS

>80%

More than 80% of aircraft operating at Heathrow are Chapter 14, the quietest type of aircraft

37%

37% decrease in the 55dB Lden noise contour from 2006 to 2024

195,000

Since 2006, we have taken 195,000 people out of this 55dB Lden noise contour

Lden is the equivalent noise level (Leq) over a whole day (24-hour period), weighted to reflect increased sensitivity to noise during the evening and night-time.



DELIVERING FOR THE LOCAL ENVIRONMENT

IMPROVING AIR QUALITY

- ❑ Expansion must be delivered in **full compliance with legal air quality limits**.
- ❑ We will **continue to invest in clean technology and sustainable transport** to reduce road traffic and ensure that expansion does not compromise air quality.
- ❑ We will **submit a detailed air quality assessment**, which will be independently reviewed, to demonstrate through our application for development consent that **Heathrow expansion will not cause or contribute to any breach of legal limits**.

By 2030, we are targeting an 18% reduction in ground-level aircraft nitrogen oxide (NOx) emissions compared with 2019 and a 60% reduction in non-aircraft emissions of air pollutants from airside operations.



PUBLIC TRANSPORT

- ❑ We would **expand the Public Transport Interchange** within the Central Terminal Area.
- ❑ The interchange will **support new types of vehicles and routes** and accommodate a wider range of public transport options so we can encourage passengers and colleagues to travel to the airport in a sustainable way.
- ❑ We would build a **new Southern Road Tunnel**, linking the Southern Perimeter Road to the Central Terminal Area.
- ❑ **Bus priority lanes** in the new Southern Road Tunnel would unlock previously unviable services, particularly for communities south of the airport.
- ❑ We are also exploring **enhanced rail capacity**, including the option of promoting a new rail scheme that combines the objectives of the Western Rail Link to Heathrow and Southern Rail Access to Heathrow.



Heathrow