

Heathrow Airport Reporting Criteria 2018

Emissions data has been calculated in accordance with the UK Government's 'Environmental Reporting Guidelines' (June 2013) using the latest emissions factors from the UK Government GHG Conversion Factors for Company Reporting (2018)*. Emissions are calculated in carbon dioxide equivalents (CO₂e) and include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride. All data unless otherwise stated covers the reporting year ending 31 December 2018.

Data is collected and reported in a way that is fully consistent with GHG and Airport Carbon Accreditation (ACA) Protocols. Reporting is generally based on operations in which Heathrow Airport Limited has full operational control and is aligned with the GHG Protocol 'Operational Control' approach under which a company accounts for 100% of emissions from operations over which it or one of its subsidiaries has operational control.

In order to represent the overall airport wide impact, the reporting of Scope 2 emissions follows the ACA guidelines in that all electricity imported on to site is captured, with metered third-party usage included in the Scope 3 emissions. Scope 3 also includes aircraft Landing Take Off (LTO) cycles and surface access.

Assumptions used in calculating our data are outlined in the table below:

Total CO ₂ e emissions (tonnes)	<p>Scope 1 emissions are comprised of direct CO₂e emissions from;</p> <ul style="list-style-type: none"> • Fuel consumption from utilities • Fuel consumption from operational vehicles & equipment (including Fire Training Ground LPG) • Refrigerant top ups <p>Scope 2 emissions are comprised indirect CO₂e emissions from;</p> <ul style="list-style-type: none"> • Purchased electricity consumption (Based on supplier invoices. Where invoice data is not available appropriate assumptions are made) <p>Scope 3 emissions are comprised of indirect CO₂e emissions from;</p> <ul style="list-style-type: none"> • Aircraft in Landing Take off cycle (BOSS and ICAO EDB data used to create footprint data, based on total aircraft movements in reporting period) • Business Travel (Distance travelled by method of transport based on employee expense data) • Third-party electricity consumption (includes Heathrow Express depot) • Third-party fuel consumption (includes Heathrow Express depot)
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* <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018>

	<ul style="list-style-type: none"> • Third-party operational vehicles & equipment • Passenger Surface Access (Emissions related to passenger journey to airport). The passenger distances (km) used were based on the 2017 CAA dataset then scaled up to represent 2018 using 2018 HAL passenger throughput data. • Staff Surface Access (Emissions related to employee's commute). Based on the outputs of the HEM-CM and the 2018 Heathrow Employment survey). • Waste generation • Water consumption
Total CO2e emissions from energy used in our buildings (tonnes)	Comprised of fuel consumption from utilities and purchased electricity consumption
CO2e Emissions from colleague travel (tonnes)	Comprised of Staff Surface Access
CO2e emissions from HAL (owned/ controlled) vehicles (tonnes)	Comprised of operational vehicles & equipment (including Fire Training Ground LPG)
CO2e emissions from aircraft on the ground and to 3000ft (tonnes)	Comprised of Aircraft in Landing Take off cycle (LTO)

* <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018>