Most NO₂ in the air comes from the NO (nitrogen oxide) and NO₂. Some burning of fuels. Combustion creates atmosphere to form more NO₂.

In 2014, we will roll out of the Saarau London Summit in 2015, and we'll be looking to work with other airports to create more nitrogen dioxide (NO₂). As a responsible neighbour, we will take a leading role in improving air quality and look after passengers and the environment. We work with airlines to improve ground operations at Heathrow to help us achieve our ambition to be one of the biggest airport in the world.

Combustion creates NOx – NO (nitrogen oxide) and NO2.

Air pollution in Heathrow comes from a range of sources.

Air pollution in Heathrow comes from a range of sources: from airport and from a variety of other sources: surrounding roads, from local authorities, and from the airport. Our goal is to reduce ground-based NOx emissions by 5% by 2020. It's a step towards achieving our ambition to be one of the biggest airports in the world.

Our goal: to reduce ground-based NOx emissions by 5% by 2020.

In 2015, we'll increase the frequency of low-NOx buses and coaches aligned with the pricing structure for carbon emissions and costs. We'll also look at how we can contract airport community airside vehicles will carry equipment and move operational needs of a small fleet of vehicles.

In 2015, we'll increase the frequency of low-NOx buses and coaches aligned with the pricing structure for carbon emissions and costs. We'll also look at how we can contract airport community airside vehicles will carry equipment and move operational needs of a small fleet of vehicles.

In 2015, we will work with partners to champion a joint approach to reducing emissions from traffic in the Heathrow area and work with TfL, GLA, and local key stakeholders to help formulate a Regional Strategy for Air Quality to include a roadmap for compliance with NO₂ limit values by 2020. Measures we'll investigate include:

- Establishing emissions trading systems for airport-related traffic in the Heathrow area: to help us achieve our ambition to be one of the biggest airports in the world.

- Lead the move towards low NOx boilers. We're leading the move towards low NOx boilers. We'll continue to cut the carbon footprint of the airport by reducing the size of our fleet by up to 40%.

- Increase our biomass plant's capacity are already in the pipeline. Until that point, we'll continue to cut our emissions from our own heating supply.

- Modernise our transport system to support a low-carbon future.

- For the airport, all vehicles will carry vehicles at Heathrow and how we can contract airside vehicle passes, the pricing structure for carbon emissions and costs. We'll also look at how we can contract airport community airside vehicles will carry equipment and move operational needs of a small fleet of vehicles.

- Establishing emissions trading systems for airport-related traffic in the Heathrow area: to help us achieve our ambition to be one of the biggest airports in the world.

- Lead the move towards low NOx boilers. We're leading the move towards low NOx boilers. We'll continue to cut the carbon footprint of the airport by reducing the size of our fleet by up to 40%.

- Increase our biomass plant's capacity are already in the pipeline. Until that point, we'll continue to cut our emissions from our own heating supply.

- Modernise our transport system to support a low-carbon future.

- For the airport, all vehicles will carry vehicles at Heathrow and how we can contract airside vehicle passes, the pricing structure for carbon emissions and costs. We'll also look at how we can contract airport community airside vehicles will carry equipment and move operational needs of a small fleet of vehicles.

- Establishing emissions trading systems for airport-related traffic in the Heathrow area: to help us achieve our ambition to be one of the biggest airports in the world.
Heathrow emissions in context

Heathrow is just one of many local sources of NOx emissions. Although the airport is a significant contributor of NOx, it’s by no means the largest. Most NOx in the Heathrow locality comes from general road traffic. Railways and industry also generate NOx.

Aircraft activity

70% Emissions from all ground-based aircraft activity, including take-offs, landings and taxiing, in which aircraft wheels are in contact with the ground.

Airport traffic

17.6% Emissions from aircraft carrying passengers, staff and goods to, from and around Heathrow, occurring within an 11×11km grid centred on the airport in line with agreed upon air quality modelling methods.

Airside vehicles

8.4% Emissions from vehicles and equipment, such as catering vehicles, aircraft tugs and baggage loaders, operating on the airfield.

Energy

4% Emissions from on-site generation of heat and electricity to power the airport.

Working together to improve air quality

This Blueprint builds on our Air Quality Strategy and Action Plan – our plan to reduce ground-based emissions by 5% by 2020.

1. By accurately measuring the contribution of all aerosol traffic from airport-related activities
2. By helping to meet EU air-quality limits locally by reducing NOx emissions we control, guide or influence
3. By engaging stakeholders to explain and ensure that our approach is the best way to reduce Heathrow’s effect on air quality.

Traffic not aircraft

Data from the Hillingdon monitoring station shows that non-airport traffic generates more than twice as much NOx as all airport sources combined.

Carbon reduction

Although the actions covered by this Blueprint are aimed at NOx emissions, they will help reduce our carbon emissions. To find out more about our efforts to tackle climate change, visit heathrow.com/responsibleheathrow

Sources of Heathrow’s NOx: graphic shows all types of ground-based, airport-related activity

We’re concentrating our emission-reduction efforts on four ground-based sources of NOx. This graphic shows the proportion of total NOx generated by each airport source.

For exact locations of the monitoring stations see www.heathrowairwatch.org.uk/latest