

CAP3286 – Heathrow capacity expansion: Update on the approach to the regulatory framework

Response by Heathrow Airport Ltd

Supporting Document 1: DCO timelines and milestones

13 August 2026

Feedback on CAA workplan, September 2026 publication & Heathrow information provision:

The process of determining the long-term regulatory framework for Expansion, must also coincide with both the continued maturity of information of the overall programme, and the milestones and submission of the overall Development Consent Order (DCO) application itself. As above, early certainty on key elements of the framework unlocks investment decisions, but it also allows for the DCO submission to reflect the likely conditions that Heathrow can deliver the programme under. Without this, the CAA risk creating uncertainty within the application, caveats due to models or frameworks still being considered, ultimately added impact to the consumer if costs, mitigations or other requirements have not been considered.

Below, Heathrow is sharing with the CAA its timeline between now and 2029 – when the DCO will be submitted. The CAA must reflect on this timeline when it considers its workplan, but not only this, the decisions that the CAA will take that could have an influence on the quality of the application. Heathrow also commits to sharing detailed information as part of its 2027-29 Business Plan, which will be submitted to the CAA before they consult on the next phase of early costs.

2025-2029:



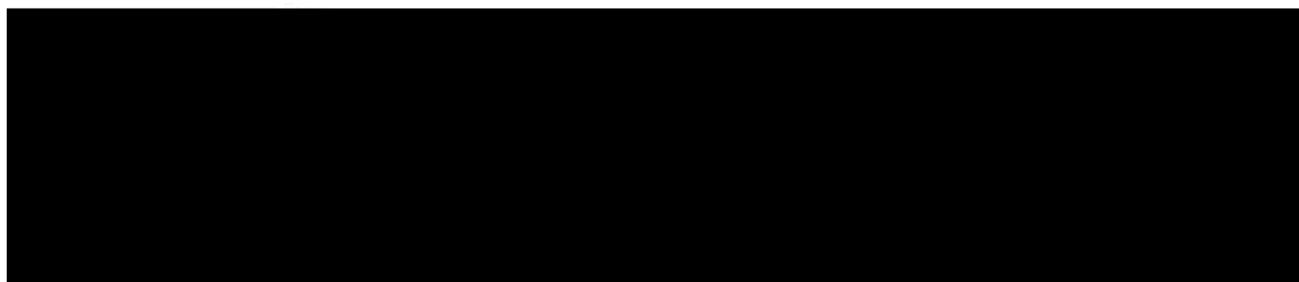
The current indicative timeline is dependent on planning reform

During the period before submission, there are two phases:

- Phase 1: Prepare the Consultation (Current), including but not limited to:
 - o Develop the scheme design to a sufficient level for consultation
 - o Gather data for and carry out modelling – surface access the preliminary environmental information (PEI)

- Develop property policies and land acquisition plans
- Carry out public consultation, including material and documentation
- Develop further construction and logistics plans
- Phase 2: Prepare the DCO submission, including but not limited to:
 - Incorporation of Consultation feedback
 - Further scheme development, integration and refinement (design and supporting drawings for DCO submission)
 - Ongoing review and development of Surface Access Strategy, Environmental Modelling & Mitigation Requirements
 - Prepare the DCO, including all core and supporting documents (e.g. application form, planning statement, consultation statement, draft DCO, legal agreements, etc.)
 - Agree with statutory bodies the approach to permits, licences and secondary consents
 - Report on construction methods, logistics strategies, and environmental impacts
 - Incorporate feedback from stakeholders into the construction and logistics plans

After DCO submission, there will be 18 months from submission to a decision. This will incorporate Phase 3 DCO Examination and Outcome, which will focus on engagement with examination process, including attendance at hearings and submission of written representations. An initial estimation of the time period before decision and PINS process, is set out below.



Heathrow understands the many moving parts of the CAA's work around the long-term framework, and the complexities this brings with the programme that continues to move at pace to support the Government's timetable ambitions. Heathrow commits to sharing information and timelines as they begin to develop but believes it is important that the CAA reflect on when information can realistically be shared, and at what stage of maturity. For example, the 2027-29 Business Plan requirement from the CAA will have varying degrees of uncertainty and ranges, due to the accelerated timescales sought. This will involve regular discussion and engagement, rather than waiting for a consultation document to be published.