

LONDON CITY AIRPORT

2013 SECTION 106 ANNUAL PERFORMANCE REPORT

GLOSSARY

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London City Airport 
Get closer.

GLOSSARY

For guidance only – please see the Section 106 Planning Agreement for the precise legal meaning for some of these terms.

57 dB Contour

The 57 dB LAeq, 16h Average Mode summer day contour

66 dB Contour

The 66 dB LAeq, 16h Average Mode summer day contour

69 dB Contour

The 69 dB LAeq, 16 Average Mode summer day contour

Actual 57 dB Contour

The 57 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report

Actual 66 dB Contour

The 66 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report

Actual 69 dB Contour

The 69 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report

Air Quality Action Plan

An action plan for the management and mitigation of any air quality impacts affecting the local community within the vicinity of the Airport due to the operation of the Airport (including surface access by transport to and from the Airport) including:

- (a) Volatile Organic Compounds concentrations odours (known locally as “Airport smell”); and
- (b) fallout (known locally as “black smuts, deposits and oily films/patches on ponds”); and
- (c) ambient concentrations of fine particulates (PM₁₀) and nitrogen oxides (NO_x)

Air Quality Measurement Programme

A programme to assess the potential air quality impacts of the Airport and to investigate anomalies in any resulting data and in comparison with any other measurements taken by LBN in the vicinity of the Site including:

- (a) the continued operation of the monitoring equipment for the purposes of a programme of monitoring of air quality in the vicinity of the Site in a manner which enables comparison of results with other monitoring stations run by the Council for PM₁₀ and NO₂ pollutants;

- (b) a network of passive diffusion tube samplers for NO₂ at locations in and around the Site including locations at Camel Road/Hartmann Road and Camel Road/Parker Street;
- (c) a monitoring initiative to investigate the effects of individual aircraft types;
- (d) a three month study to measure Volatile Organic Compounds concentrations and odours in and around the Site

Aircraft Categorisation

The categorisation of aircraft using the Airport according to airborne noise emitted by such aircraft

Aircraft Categorisation Review

A review of Aircraft Categorisation to reassess the methodology, categories, noise reference levels, noise factors and procedures for categorisation with the objective of providing further incentives for aircraft using the Airport to emit less noise

Aircraft Movement

The take-off or landing of an aircraft at the Airport other than for training positioning and/or evaluation

London City Airport Consultative Committee (LCACC)

The facility for users of the Airport, local authorities and persons concerned with the locality of the Site for consultation with respect to matters that relate to the management or administration of the Airport and affect those parties’ interests

Annual Performance Report (APR)

An annual report to be submitted to the Council by 1 July in each calendar year which shall (to the extent required by the obligations in S106 Planning Agreement) report on the performance of and compliance with the terms of the S106 Planning Agreement in the preceding calendar year and shall include all the annual reporting requirements contained in the S106 Planning Agreement or as agreed with the Council from time to time

CADP

City Airport Development Programme

CO₂

Carbon Dioxide

dB (Decibel)

A measure of sound pressure level

Deposits Study

Technical investigation into the incidence and origins of black smuts deposits and oily deposits in the vicinity of the Site

First Tier Works

The First-Tier Scheme will bring eligible dwellings within the 57 dB LAeq,16h noise contour up to an agreed specified level of sound insulation. Residential premises with existing single-glazing will be offered secondary glazing or a contribution towards the cost of installing double-glazed windows which meet the Airport's sound insulation standards. Residential premises in general will also be offered sound attenuating ventilators to provide background ventilation without the need to open windows.

Further Inspection of Treated Premises

All properties that have been treated under the Sound Insulation Scheme will be inspected on a ten yearly basis after initial installation of glazing elements, mechanical ventilation and/or modifications to external doors. Provided they have not been altered, rectification works will be carried out as necessary to ensure the sound insulation standard does not decline over time.

Ground Running

The ground running at any power setting of aircraft engines for testing or maintenance purposes

Ground Running Noise Limit

The noise level arising from Ground Running which shall not exceed the equivalent of 60dB LAeqT (where T shall be any period of 12 hours) free field as measured outside and at 1 metre from any existing residential premises in the vicinity of the Airport

LBN

London Borough of Newham

LCY

London City Airport

Local Area

The local labour catchment area for the Airport comprising the London Boroughs of Newham, Tower Hamlets, Hackney, Waltham Forest, Redbridge, Lewisham, Southwark, Barking and Dagenham, Greenwich, Bexley, Havering and the area of Epping Forest District Council

LAeq

The A-weighted equivalent continuous sound pressure level which is a notional continuous level that, at a given position and over the defined time period, contains the same sound energy as the actual fluctuating sound that occurred at the given position over the same time period.

London Public Transport

Docklands Light Railway, buses, and Transport for London licensed Black Taxis.

Neighbouring Authority Agreements

Two individual binding agreements to be entered into by the Airport Companies - one with the London Borough of Greenwich and the other with the London Borough of Tower Hamlets - which shall include a commitment by the Airport Companies to comply with the obligations in the S106 Planning Agreement

Noise Contour

Noise contours connect points that have the same average noise exposure. The contours are generated using computer models, based on the known characteristics of aircraft noise generation and attenuation, and calibrated from noise measurement monitors on the ground.

Noise Factor

A numerical factor applied to a noise source, dependent on the time, type or level of noise produced.

Noise Insulation Payments Scheme

A scheme which is intended to accelerate eligibility for the First Tier Works, the Public Buildings First Tier Works, Second Tier Works or the Public Buildings School Second Tier Works as the case may be by compensating landowners and developers for actual construction costs arising from the need for increased insulation against aircraft noise at residential premises and Public Buildings which as a consequence of the Development are situated on land within the Full Use Contours but outside the 1998 57dB Contour and which form part of a development that at the date of this Deed had been granted planning permission but had not been built and that at the time of application for payment under the Noise Insulation Payments Scheme remains capable of being built pursuant to such planning permission or any minor variation or modification to such planning permission resulting in substantially the same development in all material respects.

Noise Management Scheme

The noise management scheme formulated by the Airport and approved by the Council under the 1998 S106 Planning Agreement in consultation with the LCACC and which is operated continuously by the Airport in order to minimise noise disturbance from aircraft using the Airport including:

- (a) the combined monitoring of noise and track-keeping in order to identify any deviations from the standard routes that should be followed by aircraft using the Airport and to verify the noise contours;
- (b) a system of incentives and penalties which shall include financial penalties (but not in the case of track-keeping infringements) as well as operational penalties in order to:
 - (i) minimise noise disturbance from aircraft using the Airport including any aircraft overhaul facility;
 - (ii) ensure that track-keeping is maintained by aircraft using the Airport;
 - (iii) control maximum noise levels of aircraft using the Airport;
- (c) a scheme to encourage airline operators to use quiet operating procedures when conducting aircraft operations and to observe air and ground noise abatement procedures;
- (d) the minimising of noise disturbance arising from the operation of any aircraft overhaul facility or from aircraft at the Approved Ground Running Location or generally from any aircraft ground noise source subject to the requirement to ensure the safe operation of aircraft at all times;
- (e) regular meetings and consultation with the LCACC and such other statutory body or bodies as may be reasonably nominated by the Council

Noise Monitoring System

The continuous permanent system for monitoring noise at the Airport

NOMMS

A noise monitoring and mitigation strategy which is intended to improve and replace both the Noise Management Scheme and the Noise Monitoring System to provide a more robust system of noise monitoring and mitigation including the measurement and monitoring of ground based sources of noise as well as airborne noise and/or other measures agreed between LCY and the Council from time to time

Planning Permission

Formal approval sought from a council, often granted with conditions, authorising a proposed development to proceed.

PNdB

Perceived Noise Level; its measurement involves the analyses of the frequency spectra of noise events as well as the maximum level.

Predicted 57 dB Contour

The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report

Predicted 66 dB Contour

The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report

Predicted Reduced 57 dB Contour

The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years

Predicted Reduced 66 dB Contour

The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years

Public Buildings

The following types of public buildings in noise sensitive community use and any other types of public building as agreed between the Airport Companies and the Council: schools (including but not limited to Britannia Village School) colleges doctors' surgeries health centres hospitals nursing homes (including old people's homes) community centres (but not those used only as social clubs) meeting halls village halls churches and other places of religious worship libraries children's and other day centres crèches and nurseries and including any parts of buildings authorised and used for such purposes

Public Safety Zones

The public safety zones at either end of the runway at the Airport designated as such by the Department for Transport.

Purchase Scheme

A scheme pursuant to which the Airport Companies shall make a Purchase Offer for residential premises the external façade of which is situated within the Actual 69 dB Contour the terms of which shall (unless the prior written approval of the Council is obtained by the Airport Companies) be substantially in accordance with Part 14 of the Ninth Schedule

Section 106 (S106) Planning Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act.

Sound Insulation Scheme

The Sound Insulation Scheme offers the communities living close to the Airport within the Scheme boundaries the opportunity to treat their homes and community buildings against noise. The scheme is split into two tiers depending on the level of aircraft noise. The scheme also includes an obligation to inspect previously treated premises and rectify any damage caused by reasonable wear and tear.

Second Tier Works

The Second-Tier Scheme will offer eligible properties within the 66 dB LAeq,16h noise contour further treatment to bring the dwellings up to a higher standard of sound insulation. Most residential properties within the Second-Tier Scheme will have already been treated under the First-Tier scheme, and should already have secondary or double glazing as a minimum – the scheme will therefore offer secondary glazing to existing double glazed properties and/or contributions towards replacement high performance acoustic laminated glass, and sound attenuating ventilators.

Temporary Noise Monitoring Strategy

A temporary strategy to prevent the loss of noise monitoring data collection either through the failure of the Noise Monitoring System or due to external influences such as construction locally of new development or other noise-reflective surfaces and to ensure maintenance of the existing noise and track-keeping system until an alternative system is included in the NOMMS and approved by LBN

Travel Plan

A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety.

Value Compensation Scheme

A scheme which is designed to compensate for loss of value in sites which are yet to be developed caused by any extension of the Public Safety Zones for the Airport, solely as a result of the Development.

Volatile Organic Compounds

A wide range of individual organic compounds of carbon which are of sufficient volatility to exist as vapour in ambient air.