Appendix A

Glossary of Abbreviations

Heathrow
Making every journey better

09L/27R	The northern runway on easterly / westerly operations
09R/27L	The southern runway on easterly / westerly operations
'Actual' Mode	The 'actual' mode is modal split of the airport i.e. the average number of arrivals and departures to and from the west and the east over a given period, for example on a particular day or over the course of a year.
ADMS-Airport	Atmospheric Dispersion Modelling System, developed for modelling airport related emissions to atmosphere.
AOD	Above Ordnance Datum
APU	Auxiliary Power Unit
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Standard
'Assessed' Mode	The 'assessed' mode is the modal split adopted for the assessment of effects. The 'assessed' mode considers historic modal splits and current and future changes in climatic condition to represent a forecast average number of arrivals and departures to and from the west and the east over a given period, for example on a particular day or over the course of a year.
ATC	Air traffic Control
ATM	Air Traffic Movement
Background Concentrations	A concentration that exists well away from sources of pollution. Estimates of background concentrations are available from http://www.airquality.co.uk/archive/laqm/tools.php?tool=background04. In the context of the environmental statement background concentration can also be used to describe the concentration of a pollutant that is derived from all sources excluding those that are explicitly modelled.
BAP	Biodiversity Action Plan
bgl	below ground level
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CDA	Continuous Descent Approach
CEMP	Construction Environmental Management Plan
CHP	Combined Heat and Power Unit

CLG	Communities and Local Government (Department of)
CLP	Clockhouse Lane Pit
CO	Carbon Monoxide
COPC	Chemicals of Potential Concern
CPRE	Campaign to Protect Rural England
CSM	Conceptual Site Model
CTA	Central Terminal Area
dB	Decibel (A-weighted Sound Pressure Level)
DETR	Department of the Environment, Transport and the Regions
DfT	Department for Transport
Dispersion Model	A mathematical model that simulates the atmospheric processes that transports and dilute pollutant emission to calculate the resulting ground-level concentrations at specified receptors or receptor grid
DPD	Development Plan Document
DRMB	Design Manual for Roads and Bridges
EBR	Eastern Balancing Reservoir
EEA	European Environment Agency
EH	English Heritage
EIA	Environmental Impact Assessment
Emission Inventory	Is an estimate of the amounts and the type of pollutants that are emitted to the air from defined sources over a given period (typically one year. In the context of this environmental statement sources of air pollution, include aircraft, other airside activities and landside surface access activities.
END	Environmental Noise Directive (European)
Engine spool up	Initial start-up of aircraft engine
ERCD	Environmental Research and Consultancy Department
ES	Environmental Statement
EqIA	Equality Impact Assessment
EU	European Union
FRA	Flood Risk Assessment
Fugitive emissions	Gaseous emissions that are lost to atmosphere through leakage, spillage and other accidental releases.
GDPO	General Permitted Development Order

GLA	Greater London Authority
GSE	Ground Support Equipment
HAL	Heathrow Airport Limited
HDVs	Heavy Duty Vehicles
HEPPG	Historic Environment Planning Practice Guidance
HEqIA	Health and Equalities Impact Assessment
HGV	Heavy Goods Vehicle
HRA	Habitat Regulations Assessment
Hydrocarbons	Compound containing the elements carbon and hydrogen only
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
LAEI	London Atmospheric Emissions Inventory
Landside	The areas of the airport which do not require full security screening to gain access
LAQM	Local Air Quality Management
L_{Aeq}	A-weighted equivalent continuous sound level
$L_{Aeq, 16h}$	Equivalent continuous sound level of aircraft noise in dB. For conventional historical contours this is based on the daily average movements that take place in the 16 hour period (0700-2259 hrs local time) during the 92 day period between the 16 June and 15 September inclusive.
$L_{Aeq, 8hr}$	Equivalent continuous sound level of aircraft noise in dB. For the assessment, the indicator has been used to present the daily average movements that take place in the 8 hour period (0700-2259 hrs local time) during the 92 day period between the 16 June and 15 September inclusive.
L_{day}	The A-weighted equivalent continuous sound level calculated using the annual average of aircraft movements over the 12 hour day period of 0700 - 1859 hrs local time.
$L_{evening}$	The A-weighted equivalent continuous sound level calculated using the annual average of aircraft movements over the 4 hour evening period of 1900- 2259 hrs local time
L_{night}	The A-weighted equivalent continuous sound level calculated using the annual average of aircraft movements over the 8 hour night period of 2300 – 0659 hrs local time
L_{den}	The day, evening, night level, Lden is a logarithmic composite of the L_{day}, $L_{evening}$, and Lnight levels but with 5 dB being added to the $L_{evening}$ value and 10 dB being added to the L_{night} value

L_{max}	The maximum recorded noise level. For aircraft noise the results usually use the 's' time weighting.
LBH	London Borough of Hillingdon
LDD	Local Development Document
LDF	Local Development Framework
LDV	Light Duty Vehicle
Leq	Equivalent continuous sound level
LNR	Local Nature Reserve
LTO	Landing and Take Off
	The landing and take off cycle describes aircraft operations from the ground up to a height of 1,000m (3,000 feet). It includes the approach, landing, taxi-in from the runway to the stand, taxi-out from the stand to the runway, take off roll and climb phases. These phases are linked to different engine thrust (power) settings and times in each operating mode.
Model Test	A verification study designed to compare modelled concentrations arising from emissions calculated from activity data recorded during a specified period with actual measured concentrations measure during the same period.
Mppa	Million passengers per annum
NAEI	National Atmospheric Emissions Inventory
NATS	National Air Traffic Service
Nitrogen Deposition	Atmospheric mechanism by which nitrogen (in various chemical forms) in the atmosphere is deposited onto the ground or onto vegetation.
	Can occur as wet deposition (washout by rainfall) or dry deposition (direct interaction of gaseous nitrogen compounds with the ground or vegetation).
Noise Contour	Map contour line joining points of equal noise exposure in dB
NNR	National Nature Reserve
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Oxides of Nitrogen
NPPF	National Planning Policy Framework
NPR	Noise Preferential Route
	NPRs are a specific airspace design feature which aim to minimise noise exposure for people living close to the airport. These routes are often designed, where possible, to route aircraft over less densely

	populated areas such as fields and farmland. In addition the NPRs may be combined with departure procedures requiring the use of minimum safe power settings whilst over-flying any populated areas.
NPSE	National Policy Statement for England
OLS	Obstacle Limitation Surfaces
PM_{10}	Particulate matters less than 10 micrometers
$PM_{2.5}$	Particulate matters less than 5 micrometers
PPE	Personal Protective Equipment
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PRT	Personal Rapid Transport
PSDH	Project for the Sustainable Development of Heathrow
QinetiQ	A commercial research and contracting company
RAT	Runway Access Taxiway
RDB	Red Data Book
RET	Rapid Exit Taxiway
SAC	Special Area of Conservation
SEL	Sound Exposure Level.
	The level generated by a single aircraft at the monitoring point. This normalised to a 1 second burst of sound and takes account of the duration of the sound as well as its intensity.
Sensitive Receptor	Locations where members of the public are likely to be regularly present and are likely to be exposed over the averaging period of the objective
Shoulder Period	Shoulder periods are the first half hour and last hour of night i.e. 2300-2329 hrs and 0600-0659 hrs (local time) before and after the night quota period.
SIDS	Standard Instrument Departure Route
	SIDs are the routes which aircraft will take upon departure and in the case of Heathrow Airport will initially be consistent with the NPR.
SINC	Site of Importance for Nature Conservation
'Single' Mode	''Single' mode occurs when the aircraft arrive and depart in one direction i.e. 100% to the west or 100% to the east. 'Single' mode air noise contours do not take into account historical or operational parameters affecting runway usage.
SLL	Spout Lane Lagoon

SMI	Site of Metropolitan Importance
SO_2	Sulphur Dioxide
SOR	Start of Roll
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SPZ	Source Protection Zone
SSSI	Special Site of Scientific Interest
'Standard' Mode	The 'standard' mode is the average modal split of the airport i.e. the average number of easterly and westerly arrivals and departures. It is DfT policy define the 'standard' mode over the past 20 years. Air noise contours produce for the 'standard' mode are referred to as 'standard' air noise contours.
STARS	Standard Arrival Routes
SuDS	Sustainable urban Drainage Systems
SWMP	Site Waste Management Plan
SWOT	Surface Water Outfall Tunnel
TEAM	Tactical Enhanced Arrivals Mode
TEDM	Tactical Enhanced Departures Mode
UDP	Unitary Development Plan
UNESCO	United Nations Educational, Scientific and Cultural Organisation
VOC	Volatile Organic Compound
ZOI	Zone of Influence