

Minutes of the London Oxford Airport Consultative Committee (ACC) Meeting

Tuesday 8th June 2021

Date of Minutes – 28 June 2021

Attendees:

For Airport - Will Curtis-WSC (MD), James Dillon-Godfray-JDG (Head of Business Development), Mark Perkins (Air Traffic Services Manager), Jason Ivey (Airport Operations Director), Kris Black (Airport Operations Manager).

Local Representatives – Tim Thompson, Anthony Kedros, John Broad, James Marlborough, Dom Knight, David Duthie, Fiona Newton, Alan Graham, Ian Middleton, Nils Bartleet, Andrew Morgan (*all as signed-in on evening, a few others were present, but didn't sign-in*)

Apologies - TBA

Provisional dates for next Meeting (TBC) – 21st or 28th September – Airport Terminal, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting – *not reviewed due to expiry of time since 21st August 2019*

2. Overview

JDG Welcomed attendees and apologised for the delay in reconvening ACC meetings. He told those present that various factors had made it difficult to convene the ACC including the COVID 19 pandemic along with significant change in the airport management team. Mike Sparrow, the former host of the ACC meetings (as the then Airport Manager) had left and as such we will decide how to routinely manage the meetings from this point onwards.

LOA now wanted to restart the ACC on a regular basis and in a slightly adjusted format. A new independent Chair would need to be appointed and the terms of reference reviewed and if necessary updated.

JDG then introduced the new LOA management team – all of whom were new arrivals since the last ACC meeting pre-pandemic.

Movements

JDG outlined current aircraft movement statistics and it was noted that for the past 7 years annualised movements have remained between 40-45,000 movements per annum. Between 4,000 and 5,000 of these were business jets or turboprops which contributed a disproportionately high revenue.

Over the past 20 years, professional pilot training movements had declined from circa 160,000 to circa 35,000 per annum. This reduction in light aircraft revenue had been offset by an increase in business aviation revenues. Business aviation was now critical to the survival of LOA. (See Annex 3 for share of movements by aircraft category today).

Strategy

WSC outlined the current airport business and development strategy. This included aiming to attract more aircraft maintenance companies to the airport and facilitate established engineering businesses being able to expand in order to extract more revenue from each landing.

An aircraft visiting for the day to collect or drop passengers paid a landing fee and perhaps purchased some fuel, but other than that, made no further contribution to LOA or the wider community. Conversely, an aircraft arriving to visit a maintenance facility in order to undertake a maintenance input might spend up to 4 weeks in the maintenance hangar and could incur a bill of over £2 million, a significant proportion of which would be labour cost, thereby contributing GVA to the local economy through employment of local residents, many of whom might still be at school today. This approach would produce opportunities for local youngsters to be apprenticed as aircraft technicians after which they might reasonably go on to earn circa £85,000 p.a. in today's money. The provision of skilled, high-value jobs in the local area, filters through to the immediate local economy and was arguably of importance to the local community helping to keep local youngsters in the local area.

The meeting asked how many such jobs might be created. WSC responded that it was envisaged that 1,500 new jobs might be created over a 15-year period.

A discussion over the merits of this approach ensued. Some suggested that 1,500 jobs did not excite them because local unemployment was already low.

New Hangar(s)

The subject of new hangar construction was addressed. Various members of the meeting opined that the airport had failed to engage the local community over plans to construct the new building now under construction (No.15). WSC pointed out that this was Permitted Development pursuant to the UK Airport's GPDO rights and as such there was no legal requirement to consult. The planning laws of the UK were clear – if the proposed project did not require an Environmental Impact Assessment (EIA) as determined by government guidelines, then no planning permission was required.

Regardless, a number of those present felt that consulting the local community was important if LOA was to bring the community with it. It was suggested that developments at the airport were a political matter and therefore local communities should be consulted with a little more sympathy towards local sentiment. WSC said that whilst this was not a statutory requirement in law and that permitted development was 'permitted development' he, nevertheless undertook to bear this in mind.

Mr. Tim Thompson from Hampton Gay Farm was unhappy with both the new hangar under construction and with the proposal for the new Airbus facility which he regarded as a cynical attempt on the part of LOA to push through under Permitted Development without following the planning process or consulting with local residents and stakeholders.

WSC pointed out that in this matter the planning process was being followed to the letter and that in the case of the Airbus proposal as submitted, Cherwell District Council had reached the decision that an EIA was required. Were LOA to progress the Airbus hangar in this location, it would need to undergo the normal planning process in full and in that regard, local residents would be consulted. In an elected democracy it was the local council who were arbiters of when the point at which permitted development would be inappropriate. Being a matter of expert opinion as opposed to subjective feeling, that was not a decision for local residents other than through their elected bodies.

It was suggested that the new hangar under construction might be screened by trees in order to reduce its visual impact.

However, WSC pointed out that certain tree varieties can create a habitat for birds which could cause a hazard on an aerodrome – indeed it was for this reason that the trees on the airport access road had been pollarded quite recently. After some discussion WSC undertook to look at options for screening.

Noise Abatement

The meeting discussed noise abatement and noise nuisance. Residents from Wootton made representations relating to aircraft operated by leading Edge Aviation and CAE in the main which Mr. Dom Knight told the meeting are seen to overfly Wootton, in his view unnecessarily, on a regular basis. JDG undertook to speak with LEA and CAE once again. WSC suggested importing a policy used at London Biggin Hill Airport – a ‘three strikes and you’re out’ policy for pilots whereby if a pilot is told more than three times to adhere to the airport’s noise abatement guidelines, they might potentially be excluded from using LOA.

A general discussion took place regarding local noise nuisance. WSC pointed out to the meeting that over the past 20 years light aviation at LOA had reduced from 235,000+ movements a year at its peak to around 45,000 over the last few years. This would have resulted in a commensurate reduction in local noise levels. He also questioned why anyone would buy a house adjacent to or under the flight path or circuit of an airport and then complain about aircraft noise. Surely, they would factor this in much as a house buyer would do if purchasing property adjacent to a busy road. The airport had, after all, been in the same place and active for over 85 years. Its existence could hardly be said to be secret.

Further general discussion took place around noise amelioration measures.

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A draft revision of the Noise Abatement Scheme is now available to all to review on the airport's website at the Noise Abatement page - www.oxfordairport.co.uk/noise-abatement/

Also on this page are diagrams (downloadable) of the aircraft circuit pattern and the recommended helicopter access routes in and out of the airport.

When these minutes are distributed, another PDF file will be available elaborating on the airport's local airspace format and design.

Amendments to the Noise Abatement Scheme can be reviewed and adopted at the next ACC meeting in September.

Additionally, since the ACC meeting, further notes have been added at the bottom of the web page to bring attention to noise and nuisance 'hot-spots', some of which were discussed at the ACC. These advisory notes will be updated from time to time where any new hot-spots arise.

Subsequent to the meeting it has since been advised that the airport is happy to brief a number of local residents about current flying practices and activity levels in an extra meeting at the airport when one of the ex-training school lecture theatre becomes available by the autumn.

The meeting ended at 19:45

3. Actions Arising from This Meeting

- A commitment from the airport to consider screening options for the new hangar (No.15)
- Consideration of some form of penalty for repeat offenders (pilots) not adhering to the airport's noise abatement guidelines
- Independent Chair to be appointed

4. Planning Considerations

- Reconsideration of the position and location for a replacement facility for Airbus Helicopters is under review and submissions to Cherwell District Council are being prepared at the time of writing

5. AOB

- Subsequent to the meeting, Mr Dillon-Godfray confirmed to Mr Ian Middleton that a stand-alone briefing to local residents on normal practices and activity levels could be arranged at the airport when some new lecture facilities become available later in the autumn

6. Date of Next Meeting:

- The next meeting is provisionally pencilled in for either Tuesday 21st September or Tuesday 28th September – the final choice will be promulgated to the ACC e-mail broadcast list by August.

UK National Aircraft Movement Data for the main UK airports including Oxford can be found here for each month and for several decades:

<https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

Minutes contributed to by Will Curtis and collated by

J D Dillon-Godfray / 01865 290 710 / jdg@londonoxfordairport.com

Annex 1 – Section 106 Compliance Data

Four monthly reports required by the Section 106 Agreement between Oxford Airport and Cherwell District Council Ref: 04/02743/F

	S106 Ref	Section 106 Annual limit	Jan – May* 2021	YTD
Night time Emergency Services movements	1.2.1	No Limit	None	None
Night time Air Ambulance movements	1.2.2	500	None	None
Night time Any Emergency Movements	1.2.3	No Limit	None	None
Night time Diversion movements	1.2.4	No Limit	None	None
Total Movements	3	160,000	24,353	24,353
Stage 2 Jets	4.1	500	None	None
50 Tonne Jets	4.2	2000	5	5

Other monitoring not reportable under Section 106 Agreement

2021 Embargo breaks*	None
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Note: Section 106 Agreement, Section 5 (Static engine testing) dictates that Jet engine testing should not take place for more than six hours a day (Monday to Friday) or three hours (weekends). No static testing of jet aircraft engines shall take place before 07:00 am or after 19:00 pm on any day.

*Embargo period is from midnight to 06:00

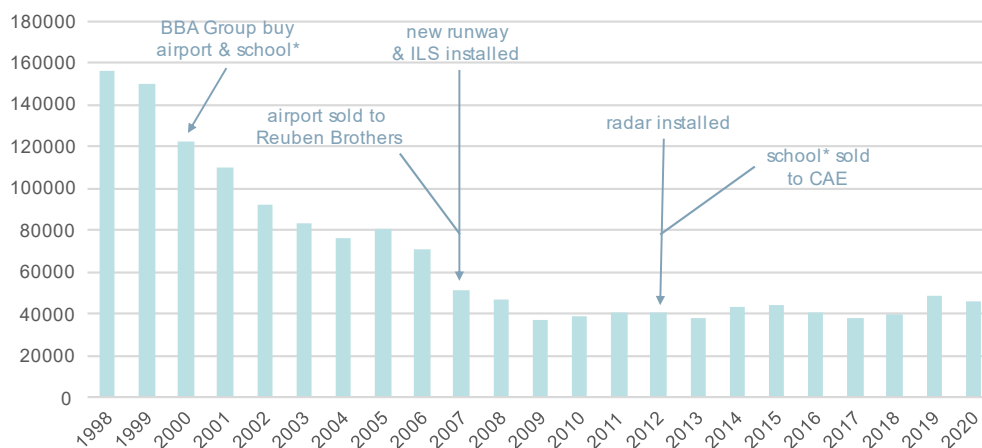
***Five months for this ACC report since year start due to absence of previous meetings in 2020 to date.**

Annex 2 – Historic Movements by Month and Year

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
January	2,481	1,843	2,161	2,592	2,495	2,323	2,013	3,115	4,107	1,677
February	2,692	2,703	2,717	3,490	3,532	2,679	2,512	3,077	3,524	4,074
March	3,478	2,703	3,595	3,401	3,637	3,328	2,739	3,384	4,014	5,524
April	2,814	3,298	3,999	4,443	4,067	3,585	3,126	3,685	481	6,628
May	4,647	2,791	3,941	4,049	4,687	3,411	3,631	4,204	1,353	6,450
June	3,502	3,795	4,892	4,844	3,277	3,797	4,468	3,687	3,836	5,712
July	4,454	4,441	4,681	4,365	3,999	3,614	4,374	5,430	5,702	
August	4,162	4,096	3,918	4,245	3,540	3,643	4,249	4,915	4,678	
September	3,887	3,178	4,085	4,287	3,461	3,268	3,926	4,800	5,509	
October	3,049	2,770	3,101	3,468	2,956	3,043	3,367	4,914	4,454	
November	3,136	3,624	2,928	2,606	3,288	3,158	2,860	3,636	4,679	
December	2,183	2,414	2,799	2,522	1,971	1,862	2,363	3,139	3,624	
TOTALS	40,485	37,656	42,817	44,312	40,910	37,711	39,628	47,986	45,961	30,065

at
27/6/21

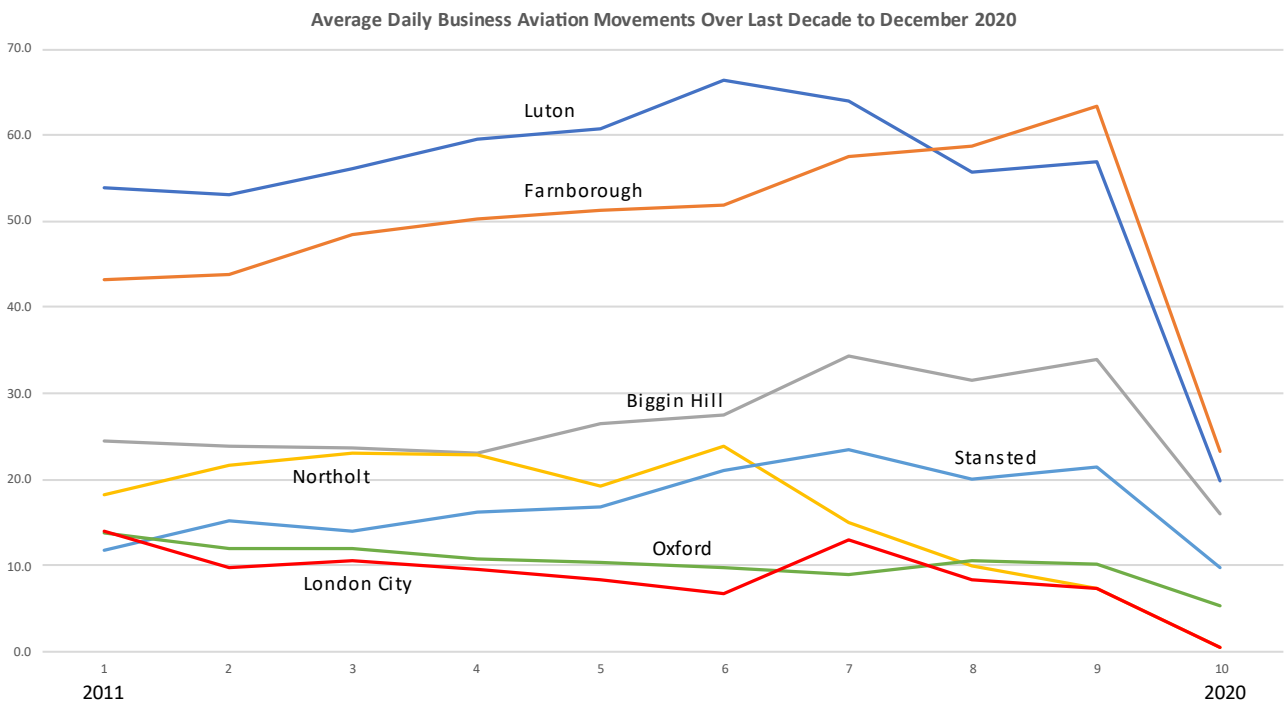
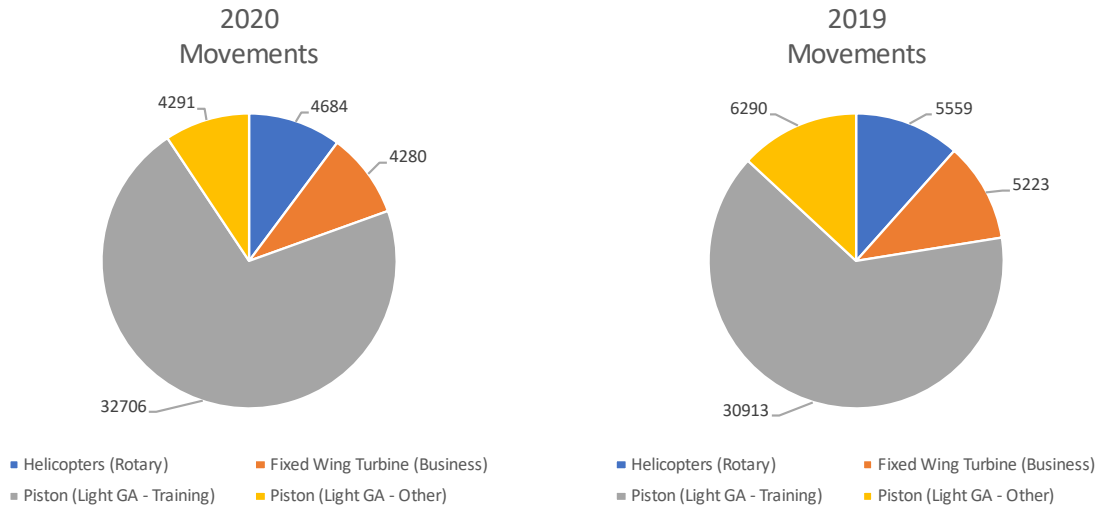
Annual Movements



*Main Pilot School was CSE Aviation / Oxford Aviation Training / Oxford Aviation Academy

Annex 3 – Share of Movements by Aircraft Category

London Oxford Airport Annual Movements



Annex 4 – Noise Complaint ‘Hot Spots’ over Previous ACC Period

The following noise and nuisance concerns in particular will have been discussed and addressed recently whilst being brought to the attention of pilots as currently promulgated on the airport’s website (pilot’s Noise Abatement page):

As of June 2021:

- With an increase in aircraft transiting between Oxford Airport and Enstone Aerodrome, there has been a corresponding increase in aircraft flying over the village of **Wootton**. We request that all flights avoid overflying Wootton. The easiest way to achieve that is to *follow the line of the A44 to the west of the village rather than the river Glyme*.
- There are continued breaches of the guidance for helicopters using the airport from the east side where they are crossing over the village of **Thrupp or Shipton-on-Cherwell**. We ask that as per the guidance promulgated above, those accessing to or from the east side do so *south of Thrupp and on south of Hampton Gay and Hampton Poyle*
- A reminder for those on the fixed wing circuit that they are to turn just south of **Bletchingdon**, unless on an extended downwind leg if instructed by Air Traffic Control
- **Night Flying & Circuits** – we are currently restricting the number of evenings we are able to accommodate those doing night training and circuits this summer and as such capacity is limited and slots need to be organised in advance through Operations and ATC. Regardless of capacity, no such activity will be permitted beyond 22:30.