

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

Tuesday 22nd February 2022

Date of Minutes – 21st June 2022

Attendees:

For the Airport - Will Curtis-WSC (MD), James Dillon-Godfray-JDG (Head of Business Development), David Austen (Air Traffic Services Manager), Jason Ivey (Airport Operations Director)

Local Representatives – the sign-in sheet was unfortunately misplaced, so no record can be assured (JDG apologies for this – author moved offices shortly after this meeting....)

Chair: Anthony Kedros (Oxford Airport Users Group)

Apologies: N/A

Provisional date for next Meeting – Tuesday 28th June – Airport Terminal, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting

- a. *Action* – JDG to update the [Airport Noise Abatement Policy](#) and post on ACC page of website - *done*

Note: also added since last ACC meeting are (1) [OXF noise contours](#), (2) UK [National Aviation Policy](#) (released this month – UK Gov '10 Year Plan')

2. Planning/Development-Related Activity

WC highlighted a number of new developments anticipated in the next year or so, which included:

- a. **The replacement facility for Airbus Helicopters**

After the Secretary of State approval for this replacement facility, the project has now been given the go-ahead replacing the three 1940s 'Bellman'-type hangars with a single new, three-bay modern facility approximately 600 meters due north of their main site today. Where today's Airbus operation accommodates up to 250 employees, the new facility will host up to 300 or so.

The replacement facility for Airbus Helicopters (cont.)

The program has commenced with a 400m onsite access road to the new site and groundworks are commencing this summer for the footings of the new facilities. The program overall is likely to take some 2 years to complete.

b. The replacement Fire Station

A £1.7m replacement fire station will be placed on the footprint of what were some pre-existing WWII and 1960's temporary structures adjacent to the executive terminal building and next to Hangar No.6. This will replace dilapidated, non-compliant facilities that the CAA have insisted have to be replaced. The preparation of the footprint has commenced and the program should be complete by May 2023

c. The realignment of the northern taxiway

As the current taxiway needs refurbishment/replacement, the decision was made to relocate with a new line for increased operating efficiencies and causing minimum disruption to operations during the program. The new location will be parallel with the runway in what is a conventional positioning, some 158m from the runway, as is compliant for a Code 3C (our category) runway. This has the added advantage of being some 300m further to the west from the nearest point of the current northern taxiway position to Thrupp, therefore reducing aircraft noise on the ground for those to the east of us. Work on this new taxiway is anticipated to commence this summer and be completed by early 2023

d. The redevelopment of the Langford Lane entrance zone

The airport is proposing to redevelop the entrance zone of the airport opposite the Oxford Technology Park with our own 7.7-acre business park, focused on meeting demand for the start-up science and technology sector with mixed-use B1 amenities including laboratory-compatible spaces. The Oxford region being one of the leading areas in Europe for tech start-up investments with over £12.5 billion invested in the UK for the first five months of 2022, there is a high demand and yet little supply locally for such facilities at this time. A planning application is likely to be presented towards the Autumn at the time of writing. Meanwhile the old training school accommodation block (148 rooms) has been demolished and the aggregate from that is being reused for the Airbus project footings. A brief overview of the development was included in the [ACC slide/data pack](#)

e. Replacement offices and store on east end of Hangar No.14

A £1.7m project has commenced to build a new office block and store on the east end of hangar No.14, replacing what was a temporary structure to meet the needs of tenant, Volare Aviation, an expanding aircraft maintenance and refurbishment business.

General development vision also included the potential in the future for power self-generation and storage onsite, a mix of both solar and other evolving technologies. The airport will assess all options and is likely to move forward with some resolutions in the next couple of years.

3. Overview of the last four month's airport activity since the last ACC meeting

Overall movements are up in almost all sectors since the last ACC meeting except helicopter activity. January was exceptionally busy but February was curtailed due to the storms. Where 2021 was closing in on 70,000 total movements in the year, it is anticipated that 2023 will be more than that with the ongoing post-pandemic 'bounce-back' in all our sectors. Business aviation (jets and turboprops) is up 37% on pre-pandemic levels (2019), 45% up on 2018, with typically 20 such flights a day now. Some of that is directly related to Oxford's ongoing prominence with the inward-investment into science and technology activities.

The accompanying Slide/Data Pack elaborates with actual data for this previous period.

Clarification was given on the current flying school mix and prominence of activity for each. There are three professional pilot schools, the largest now being [Leading Edge Aviation](#), then [CAE](#), then [Go-Fly-Oxford](#) (who also do private flight training). Lastly there is [Pilot Flight Training](#) (PFT) who are the main private flying training school. There is no intent to court any further training companies to the airport. Training still constitutes of 75% of all of the airport's flying activity (where historically it was nearly 95%).

4. Noise Issues overview and 'hotspots'

The main conversation revolved around the circuit pattern above Kidlington. The circuit is a standard configuration and is supposed to be contained with an airport's Air Traffic Zone, a 2nm radius from the centre of the runway. In the case of Oxford, it needs to be to the east of the airport, in part avoiding the Brize Norton CTR. It cannot readily be redesigned and relocated, having to adhere to standard aviation law requirements. Its presence across the middle of Kidlington has been the same for several decades. One noise mitigation embodied is that Oxford's circuit height is a few hundred feet higher than what is the norm, but it can't go any higher.

Steeple Aston and area – It was pointed out that aircraft joining the northern approach into the airport would tend to have a stabilised approach about 6 miles from the threshold and that is more or less in line with Steeple Aston. Accordingly, it is to be expected that aircraft will be joining the ILS at any point north of say Rousham and often in the vicinity of Steeple Aston. This is normal. The [Local Airspace Guide](#) on the airport's website has been amended to highlight this.

5. Section 106 limitations – any breaches (last 4 months)

No breaches of limits (activity levels and hours of operation) were observed in the period

It was highlighted that anyone purchasing in the area should have an understanding of the Section 106 limits and the current activity levels of the airport.

6. Other Concerns & Questions

ACP – Airspace Change Proposals This was raised in so much that a year or so ago, the airport was trying to introduce new GPS (satellite) approaches which could help with efficiency of operations, in particular for aircraft coming in from the south. ACP consultations are painfully slow in the United Kingdom and typically it takes five or more years and several hundred thousand pounds to make any fundamental change to routings. Having not been successful with the last ACP to introduce some controlled airspace to the north of the airport, we are now contemplating how at least to just get some new GPS-based (satellite) approaches again. The challenge now is that the UK has decided to not participate in the European system – EGNOS and hasn't yet determined an alternative resolution. Accordingly, it could be several years before we have any further changes to the current set-up at Oxford. Any such change would be open to extensive public consultation, as is the norm.

Public Meeting - in the previous ACP period there was a request to consider the airport attending a public meeting, predominantly for the Kidlington and Yarnton area residents. On consideration, WC determined that the best forum to promulgate anticipated developments and answer queries on the airport's activities were the ACC meeting with local designated representatives from those communities. That was essentially the purpose of the ACC. Having had experience of such meetings before at previous airports, it was deemed that public meetings were not particularly helpful when often descending into sometimes chaotic, uninformed debate.

7. Date set for next meeting – Tuesday 28th June 2022, Airport Terminal

The meeting ended approximately 19:00

Addendum

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

Another PDF file is available elaborating on the airport's local airspace format and design.

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/>

Lastly, a complete data set of information relating to the airport's historic activity levels up to the date of the associated ACC meeting will be promulgated along with the minutes, as a separate PDF file.

Minutes collated by

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