

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

**Tuesday 28<sup>th</sup> June 2022**

**Date of Minutes** – 8<sup>th</sup> November 2022

### **Attendees:**

*For the Airport* - Will Curtis-WC (MD), James Dillon-Godfray-JDG (Head of Business Development), David Austen - DA (Air Traffic Services Manager), Jason Ivey-JI (Airport Operations Director), Matt Brierley-MB (Airport Operations Manager)

*Local Representatives* – John Broad (CPRE), Elizabeth Poskitt (WODC), Karen Howe (Bladon PC), Barbara King (Cassington PC), David Thurling (Kidlington PC), Fabio Assandri (Bladon PC), Elizabeth Wood (Bladon PC), Andrew Morgan (Wootton), Treena Brar (PFT), Sarah Champneys (Leading Edge), Andy McFarlane (Leading Edge), Dave Alexander (Leading Edge), Clive Stayt (Gosford & Water Eaton PC), David Duche (Shipton & Thrupp), Nigel Simpson (Oxfordshire CC), Mark Taylor (Bletchingdon), Ken Pelton (Noke), Juliet Thompson (Hampton Gay).

Approximately five or so others appeared to be present, but did not sign in.

*Chair:* Anthony Kedros (Oxford Airport Users Group – OAGAG.org.uk)

**Apologies:** Dominic Knight (Wootton)

**Provisional date for next Meeting** – Tuesday 6<sup>th</sup> December – Airport Lecture Theatre, 18:00 hrs

The meeting commenced at 18:00 hours

### **1. Minutes of Previous Meeting & Actions Arising**

- a) A forecast summary ([‘Daily Training Slot Schedule and Availability’](#)) of anticipated training activity levels is now available online, showing 48 hours/2 days’ slot bookings for training flights. In peak summer season in particular, this gives neighbours some advanced view of how busy the airport might be through the day and also for evening, night training activity.
- b) Helicopter aiming points were recently established on the airport to better manage the mix of fixed wing and helicopter activity, bringing in helicopters a little more swiftly than might have been the case previously, effectively reducing loitering

## **2. Planning/Development-Related Activity**

WC updated the meeting on new developments anticipated in the next year or so, which included:

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

This is now well underway with the first steels erected in late October. Completion is expected at the end of 2023 with Airbus migrating into the facility from the 2<sup>nd</sup> quarter of 2024

### **b. The replacement Fire Station**

This facility adjacent to the terminal building will be completed early 2023 and should be fully operational by May 2023

### **c. The realignment of the northern taxiway**

The first stage of the taxiway 'Phase 1' is completed and opened on 8<sup>th</sup> November. The 2<sup>nd</sup> Phase to the end of the runway is under construction and will be completed by April next year, albeit subject to the winter's weather conditions. Night works are expected for brief periods joining the new surface to the runway and the first phase section

### **d. The redevelopment of the Langford Lane entrance zone**

At the time of writing, the formal planning application had not been submitted for this proposed business park at the entrance of the airport, but was still anticipated before the ends of the year. Road traffic assessments were being undertaken very recently on the Boulevard (entrance road) and on Langford Lane as part of the submission

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

The main structure (seen beside Langford Lane) is essentially completed, but the tenant fit-out and completion is not due for completion until April 2023

## **3. Overview of the last four month's airport activity since the last ACC meeting (Feb 22)**

The accompanying slides to the ACC meeting showed the activity levels to date.

#### **4. Noise Issues overview and key 'hotspots'**

**Wootton** – ongoing issues with volume of traffic regularly holding or passing above Wootton. Main schools have been asked again to consider flying either east or west of Wootton when flying north, north-west, ideally using the line of the A44 on the ground as a visual guide. New Noise Abatement maps have subsequently been drawn up for promulgation through the usual channels to highlight the recommended path.

**Bladon** – Ongoing issues with overflights. With the proximity of the Brize Norton CTR, aircraft do tend to turn swiftly as soon as they are off the end of the runway when coming off the south end to avoid entering the CTR, which, often takes aircraft across Bladon. Nevertheless, as per the scenario with Wootton above, a new Noise Abatement Map has been drafted and promulgated to recommend a path between Long Hanborough and Bladon.

#### **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**

Key questions covered in (4) above.

#### **7. Date proposed for next meeting – Tuesday 6<sup>th</sup> December 2022, Airport Terminal**

The meeting ended approximately 19:00

#### **Addendum**

- a) On the 3<sup>rd</sup> November a consultation was launched on a huge solar farm project in close proximity to the airport which does have some implications for the airport in the immediate vicinity. We will be engaging with the land-owner(s) and the developer in due course.
- b) A significant tall crane structure has been erected south of the airport at Begbroke which has had implications for operations at the airport. The airport has issued a NOTAM amending the decision heights for pilots and expects the changes to be in place for the next year.

*Minutes collated by*

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