

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

Tuesday 03rd October 2023

Date of Minutes – 15th Oct. 2023

Attendees:

For the Airport - Will Curtis-WC (MD), James Dillon-Godfray-JDG (Head of Business Development)

Local Representatives – John Broad (CPRE Oxon), Katie Broadhurst (Leading Edge Aviation), Tim Thompson (Hampton Gay), David Thurling (Kidlington PC), David Duthie (Shipton-on Cherwell), Fabio Assandri (Bladon), David Richardson (Kirtlington).

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

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

Apologies: Ian Middleton (OCC, CDC Kidlington), Nigel Simpson (CDC), Mark Turner, Penny & Martin Wainwright (Thupp)

Provisional date for next Meeting – Tuesday January 16th 2024 – Airport Lecture Theatre, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting & Actions Arising

- a) Options for further bunding and screening of the new buildings were evaluated by the airport and spoil from the Airbus project and the new taxiway has already been utilised to extend a bund on the eastern side of the airport. Further spoil from any other projects will continue to be utilised to enhance the scale of that new bund. Subsequent to the ACC meeting representatives from Thrupp, Shipton and Hampton Gay will meet at the airport to view the current bund and see how that might evolve over time.
- b) Commented on late posting of minutes – will endeavour to improve!

2. Planning/Development-Related Activity

JDG 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 virtually complete from the outside, but internal works will continue through to the early part of 2024. Completion is expected mid-2024 with Airbus Helicopters migrating into the facility fully by September 2024. Operations are likely to commence from the area from the summer 2024.

b. The redevelopment of the Langford Lane airport entrance zone

The planning application (23/00517/F) for the R&D science park at the entrance to the airport to the west side of the Boulevard was submitted to Cherwell District Council late February 23. Planning permission was granted in June 2023.

The first phase (in front of Langford Lane) will commence from early 2024 (most likely around April at time of going to print), but demolition of further structures, namely the old Vida gym building, may commence before the end of this year.

c. Intent to table another Airspace Change Proposal (ACP)

WC elaborated on this matter. Several years ago, the airport, alongside a separate application by RAF Brize Norton, applied for an Airspace Change Proposal to add new satellite-based (GPS guided) approaches to both ends of the runway and to change the airspace in the immediate vicinity to have greater control for aircraft on those 'precision' approaches. That application was ultimately rejected, in part through objections from airspace users who didn't want any more controlled airspace in this part of the country. The need for a precision approach on the south end (Runway 01) has never gone away and accordingly the airport is preparing for a new ACP again. The new approaches would essentially be GPS-based/guided overlays on top of established ground-based navigation system patterns, so no real change. What may change is if the airport was given any new controlled airspace in conjunction with that, up to typically 2,300 feet above ground level in the immediate vicinity. Aircraft within that zone would need to have a transponder (for identification) and would be compelled to talk to the airport if passing through. The intent is to create a 'known environment' which adds further to the situational awareness for all parties concerned and safety in general.

The new ACP application is in its infancy and could take some years to go through numerous consultations with all stakeholders. Progress and related links will be posted on an 'ACP' page on the airport's website in due course after first consultations with the CAA. Thereafter, the CAA will also post all details periodically as each stage is undertaken. The process is defined under UK CAA CAP 1616 procedures.

3. Overview of the last five month's airport activity since the last ACC meeting (April 23)

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

Of note, school training activity levels have declined compared with the same period last year, in part due to the migration of some of the Leading Edge Aviation activity overseas which was anticipated a year or so ago. CAE also only now train their UK CAA students at Oxford where pre-Brexit they were doing both EASA and CAA qualifications, however, both their Brussels and Norway operations have closed. CAE's primary presence is now in Pheonix and Oxford with ground school training in Gatwick. CAE's fleet at Oxford has stabilised at around five or six aircraft.

4. Noise Issues overview and key 'hotspots'

Bladon – Ongoing issues with overflights

Wootton – Ongoing issues with overflights

Thrupp/Hampton Gay/Shipston – helicopter overflights in particular

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 on nuisance/noise covered in (4) above, however:

- a) Consultation has been had on the Botley West solar farm project in close proximity to the airport which does have some implications for the airport in the immediate vicinity. The airport has engaged with the land-owner(s) and the developer, Photovolt Development Partners (www.pvdp.eu). We would require the land immediately to the south of the runway safeguarded for future approach lighting and understand plans are amended to reflect this already. We would be concerned in particular with matters such as glare, ground turbulence, activity of birds, electro-magnetic interference with navigation and other systems.
- b) Thrupp & Shipton villagers have requested to take a look at the bund and discuss further screening/planting at the east side of the new Airbus Facility. The airport has confirmed this is welcome any time (scheduled at time of going to print on 6th November)

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- c) The Cherwell District Council Local Plan 2040 is undergoing the Regulation 18 consultation phase imminently. The airport will be making representations to this consultation by the November deadline. As per previous consultations, we seek again to have greenbelt boundary considerations reassessed, in particular on the eastern side, where pre-existing development is already established. New on this occasion, is the support and desire to have the County Council-proposed 'Transport Hub' on the western side in the vicinity of the Bladon roundabout. Our representation should be in the public domain on the Cherwell DC website in due course, but we will place a copy on our website once submitted.

7. Date proposed for next meeting – Tuesday 16th January 2024 and then Tuesday 4th June 2024, Airport Terminal

The meeting ended approximately 19:00

Minutes collated by

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