

# London Oxford Airport ACC Meeting – 8<sup>th</sup> October 2024 Data/Slide Set



## OXF ACC Meeting Data Set:

- Key/notable numbers/statistics
- 5 years-to-date monthly movements chart
- Last decade's monthly movements data table (to-date)
- Total annual movements over 25 years
- Oxford airport's (OXF) traffic mix by aircraft category
- OXF's 'Section 106 Agreement' limits and compliance
- 2024/2025 anticipated development projects – update
- Aircraft tracks and guidance information/examples

## Airport Notable Numbers:

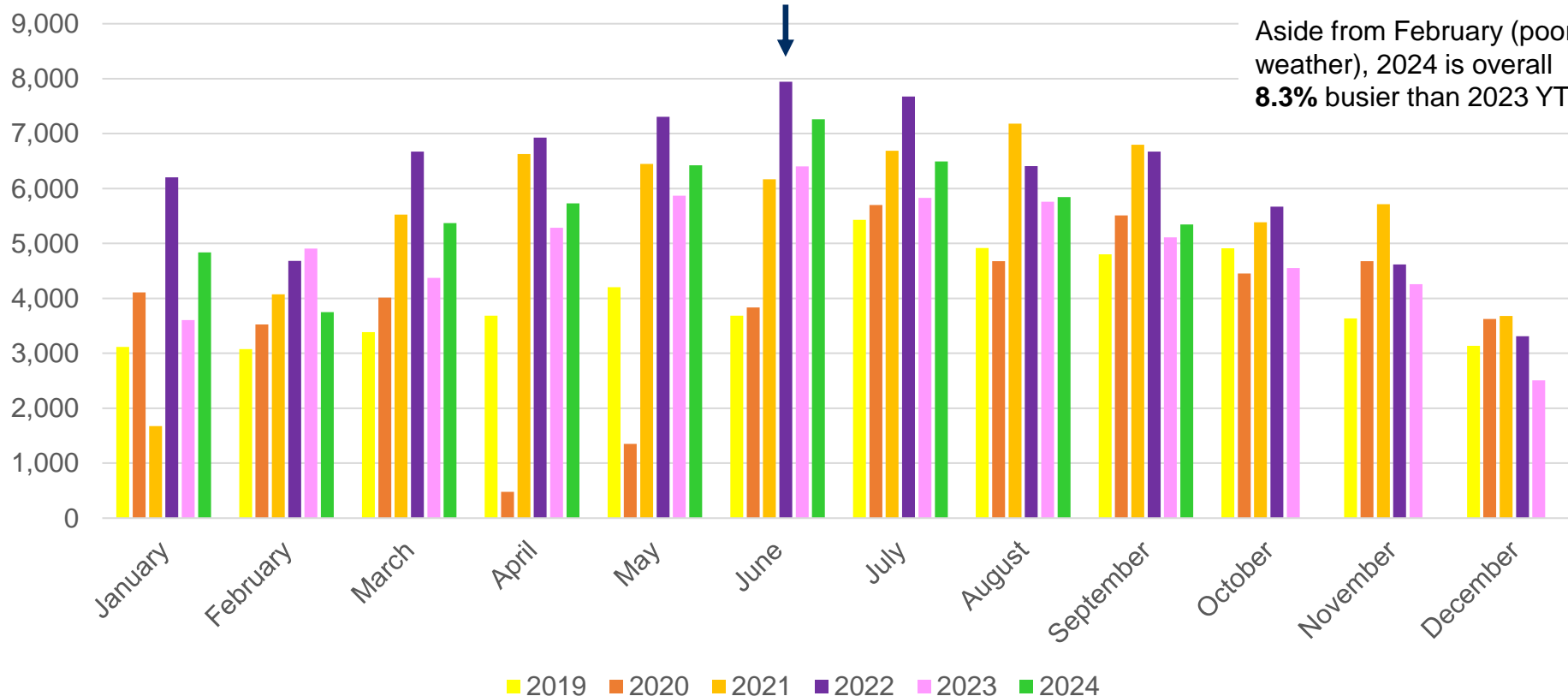
- 2024 YTD (9 full months) is up **8.3%** on *all movements* vs. same period in 2023
  - of which *Training* movements are up **12.2%** (68% of overall activity)
  - of which *Helicopter* movements are up **3.5%** (9.7% of overall activity)
  - '*Business Aviation*' (i.e. private or business jets) is *down 6%* YTD (8.1% of overall activity)
- Busiest day YTD – was May 24<sup>th</sup> @ **404** movements vs. busiest day since pre-pandemic period which was May 26<sup>th</sup> 2021 @ **415**
- Last year saw approx. **12,000+** passengers use Oxford to/from **330** different international destinations

# OXF Monthly Movements – 2019 - 2024

*Busiest Month for 16 years (June 22)*



Aside from February (poor weather), 2024 is overall **8.3%** busier than 2023 YTD

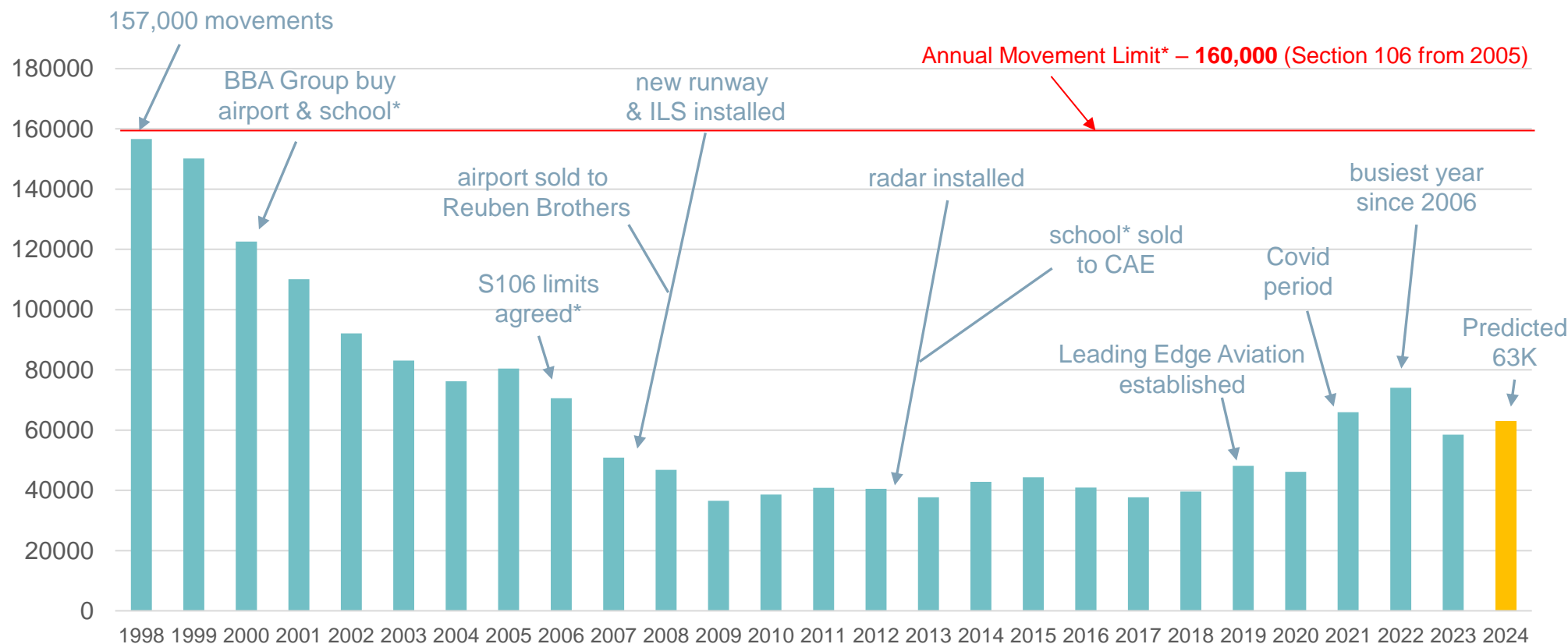


# OXF Monthly Movements - Last Decade

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	2,481	1,843	2,161	2,592	2,495	2,323	2,013	3,115	4,107	1,677	6,205	3,606	4,837
February	2,692	2,703	2,717	3,490	3,532	2,679	2,512	3,077	3,524	4,074	4,682	4,906	3,748
March	3,478	2,703	3,595	3,401	3,637	3,328	2,739	3,384	4,014	5,524	6,670	4,374	5,369
April	2,814	3,298	3,999	4,443	4,067	3,585	3,126	3,685	481	6,628	6,928	5,287	5,732
May	4,647	2,791	3,941	4,049	4,687	3,411	3,631	4,204	1,353	6,450	7,305	5,867	6,424
June	3,502	3,795	4,892	4,844	3,277	3,797	4,468	3,687	3,836	6,095	7,946	6,402	7,262
July	4,454	4,441	4,681	4,365	3,999	3,614	4,374	5,430	5,702	6,702	7,673	5,829	6,494
August	4,162	4,096	3,918	4,245	3,540	3,643	4,249	4,915	4,678	7,192	6,408	5,761	5,846
September	3,887	3,178	4,085	4,287	3,461	3,268	3,926	4,800	5,509	6,789	6,671	5,112	5,346
October	3,049	2,770	3,101	3,468	2,956	3,043	3,367	4,914	4,454	5,388	5,669	4,553	
November	3,136	3,624	2,928	2,606	3,288	3,158	2,860	3,636	4,679	5,716	4,620	4,258	
December	2,183	2,414	2,799	2,522	1,971	1,862	2,363	3,139	3,624	3,680	3,309	2,508	
TOTALS	40,485	37,656	42,817	44,312	40,910	37,711	39,628	47,986	45,961	65,915	74,086	58,463	<u>63,000*</u>

*\* Estimate for year-end*

# Annual Movements – Past 25 Years

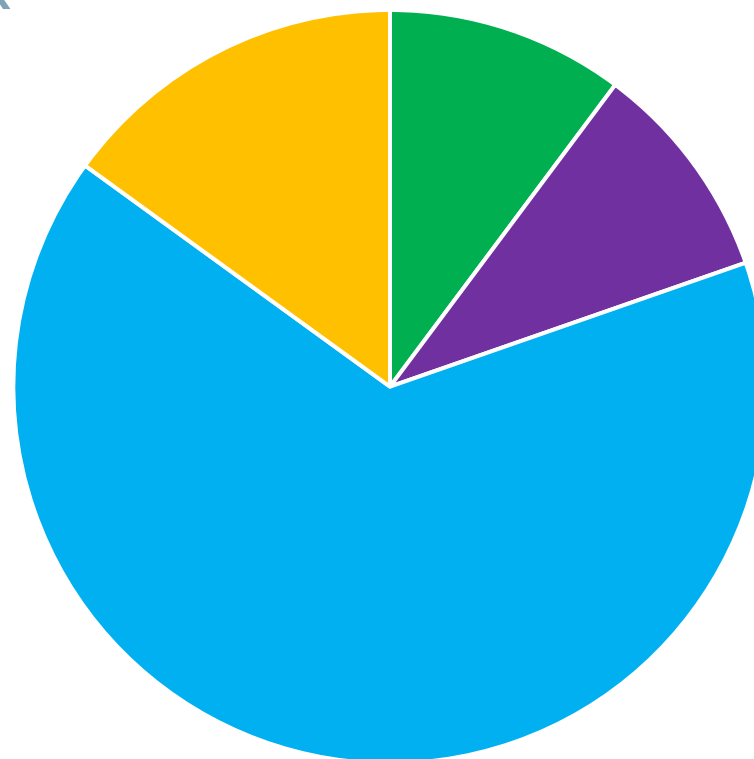


\*Main OXF Pilot School was CSE Aviation / Oxford Aviation Training / Oxford Aviation Academy / CAE – now **Leading Edge Aviation** is the largest school

# London Oxford Airport Traffic Type/Mix

## Aircraft Type Mix (2024):

Piston-engined	79%
Helicopters	10%
Jets	8%
Turboprops	3%



■ Helicopters (Rotary)  
■ Training (Light GA Piston)

■ Jet (Business)  
■ Other (Light GA and Turboprops)

Note: **Business Aviation** movements have now *increased 37%* since 2019 (pre-pandemic)

'Business Aviation' is generally deemed to be aircraft over 6,000lbs with turbine engines, *not piston*

# OXF Section 106 Limits & Breaches

<b>'Night-time' is <i>after</i> midnight &amp; <i>before</i> 06:00</b>	<b>S106 Ref.</b>	<b>Section 106 Annual Limit</b>	<b>JUN - SEP 2023</b>	<b>JUN – SEP 2024</b>	
Night-time Emergency Services movements	1.2.1	No Limit	None	None	
Night-time Air Ambulance movements	1.2.2	500/annum	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/annum	24,040	24,948	
Chapter 2 Jets (ICAO Annex 16)	4.1	500/annum	None	None	
50+ Tonne Jets	4.2	2,000/annum	6	9	
<b>Other monitoring - <i>not reportable under Section 106 Agreement</i></b>					
Night Embargo Breaks - midnight to 06:00		None (YTD)			



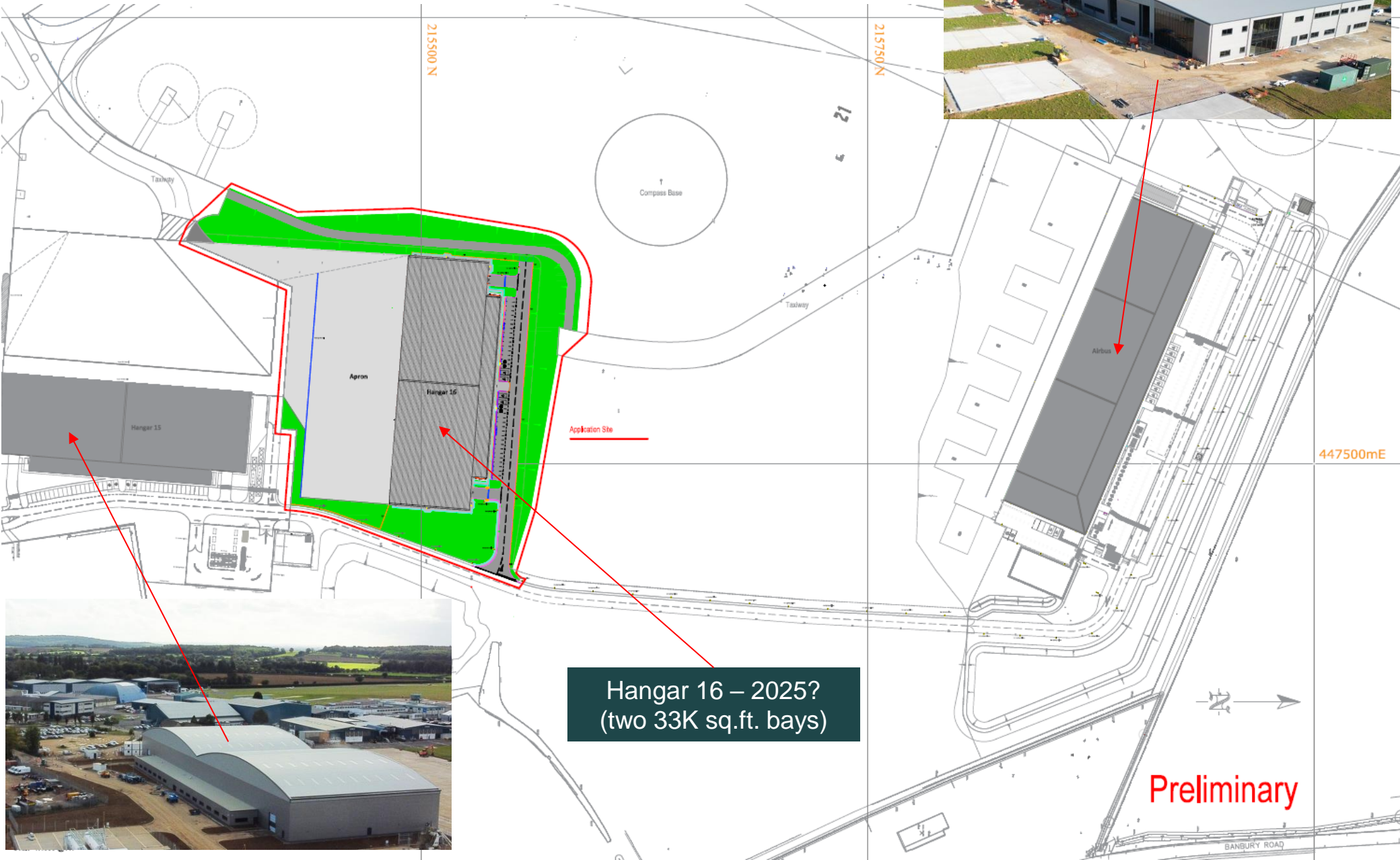
# Notable Development Projects:

Hangar No.16

R & D Science Park at Entrance

A decorative horizontal bar at the bottom of the slide, consisting of three parallel lines with a blue-to-white gradient.

# Hangar 16 Proposed Site & Positioning



Hangar 16 – 2025?  
(two 33K sq.ft. bays)

Preliminary



## Hangar 16 Proposed Site & Positioning

Airbus Helicopters New HQ

Hangar 16 – 2025?  
(two 33K sq.ft. bays)



R & D Science Park  
@ Airport Entrance Zone  
(project commenced July 2024)

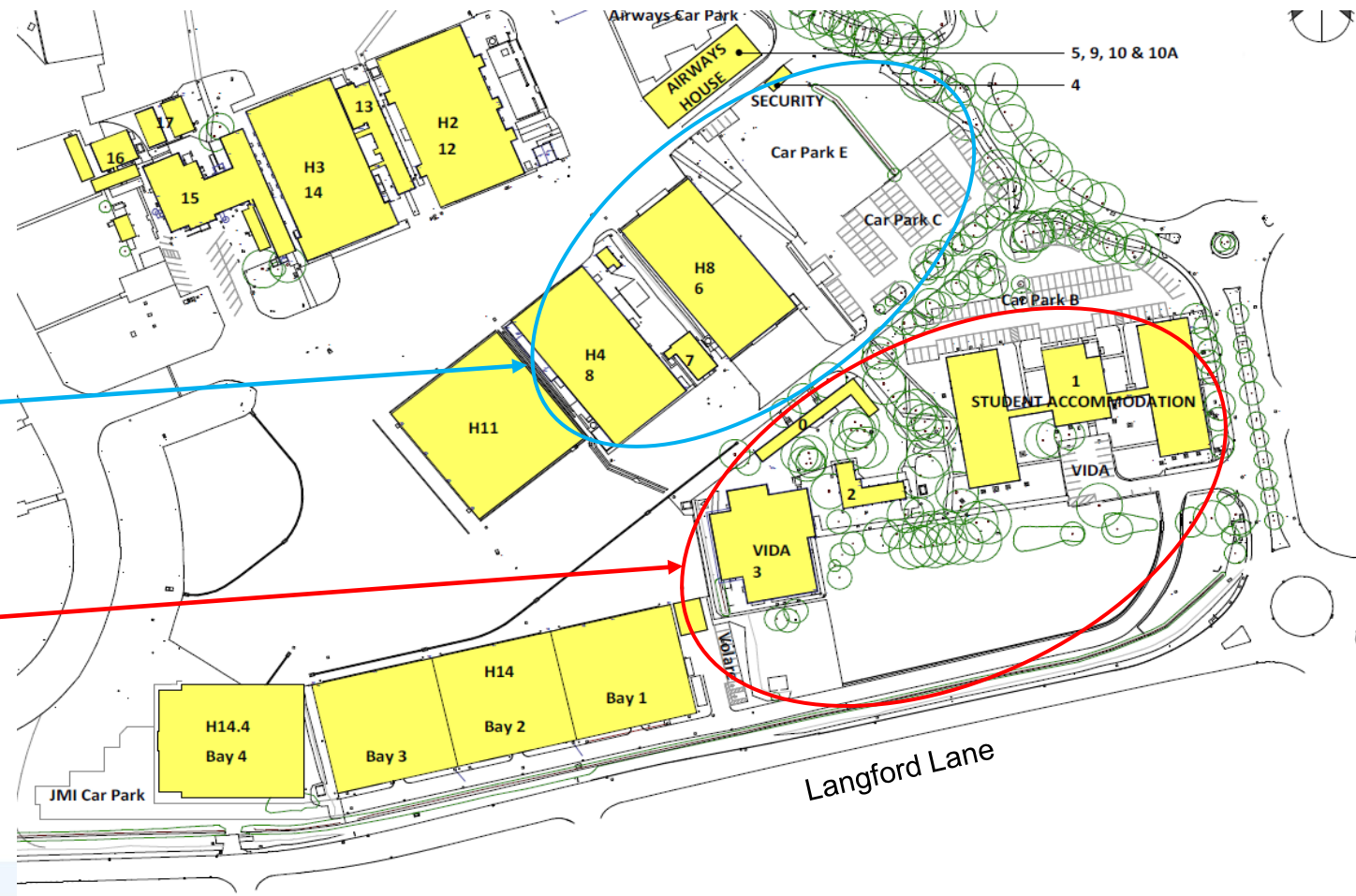


# Airport Business Park Proposal

(Existing Layout)

Phase 2

Phase 1

















INDICATIVE CGI VISUALISATION OF CENTRAL COURTYARD AND CAFÉ



INDICATIVE OVERHEAD CGI VISUALISATION

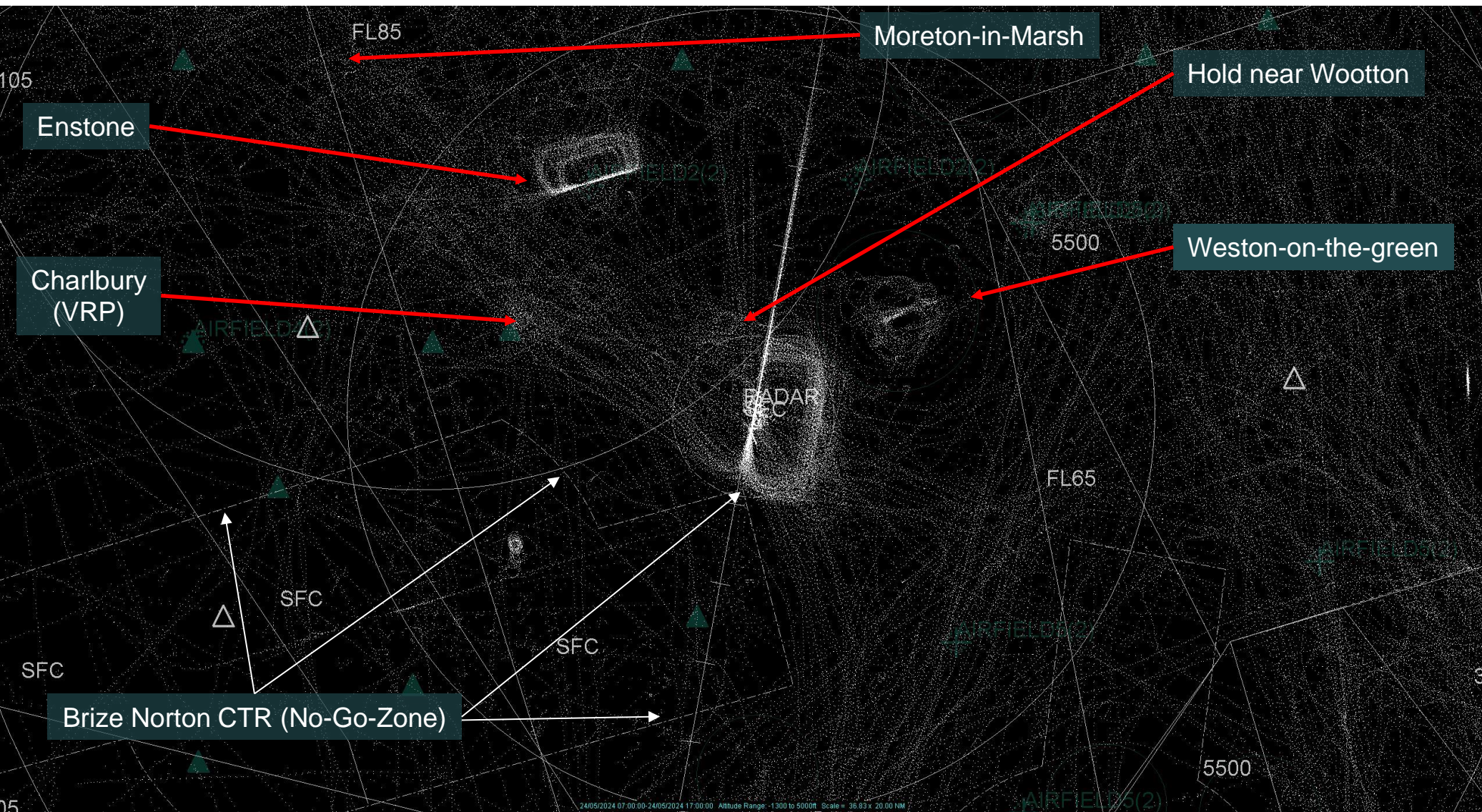
London-Oxford Airport... a year in the life!



# Actual Aircraft Paths

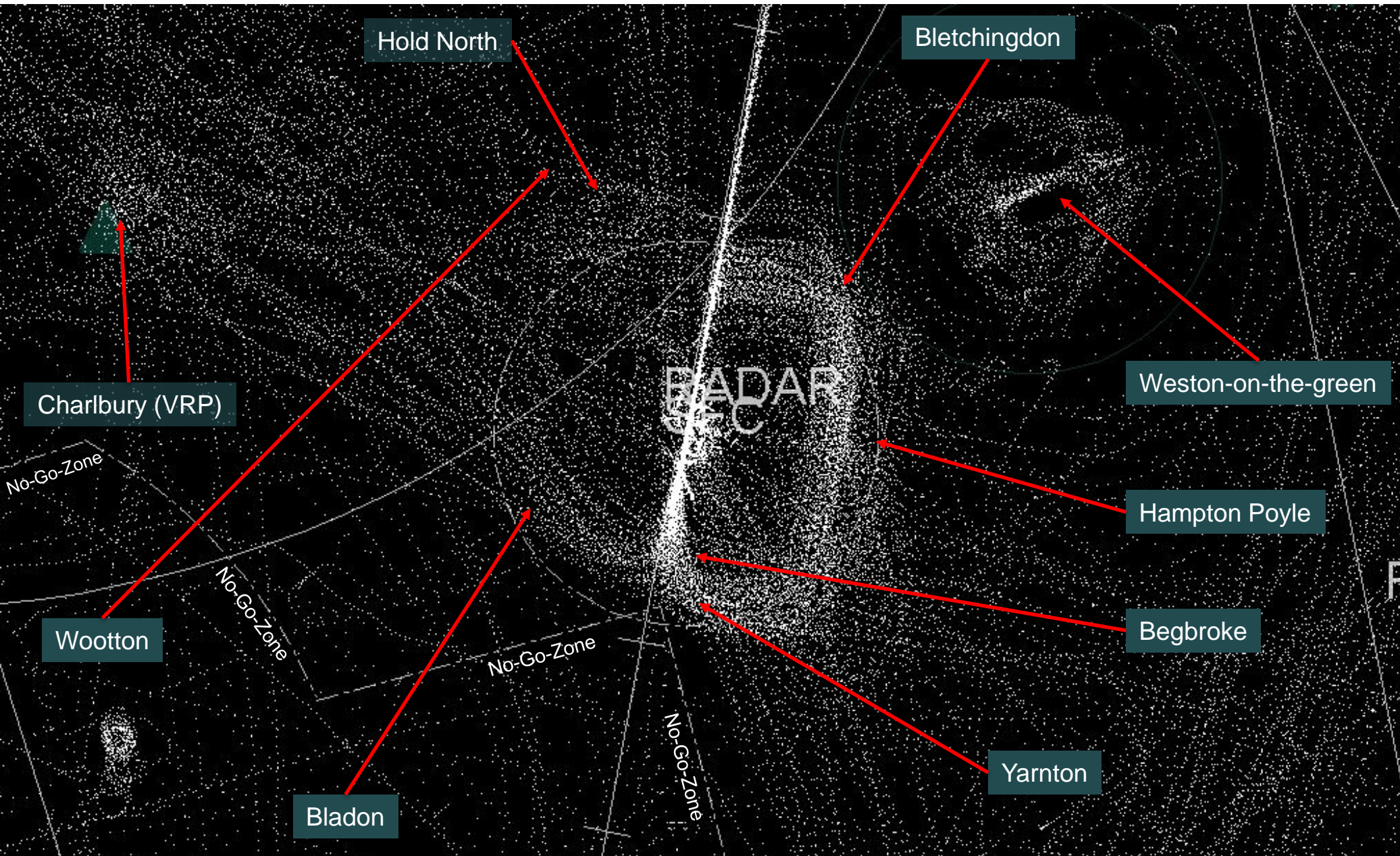
Radar Aircraft Tracks 'Heat Map'  
for typical busy day

# Radar Tracking 'Heat Map' to 10 miles – Airport's busiest day (400+movements) since 2021





# Radar Tracking 'Heat Map' to 4 miles – Airport's busiest day (400+movements) since 2021





Highest Volumes of Traffic Always Seen (on aeronautical map)



Note the relatively narrow gaps between Yarnton and Kidlington or Kidlington and Hampton Poyle

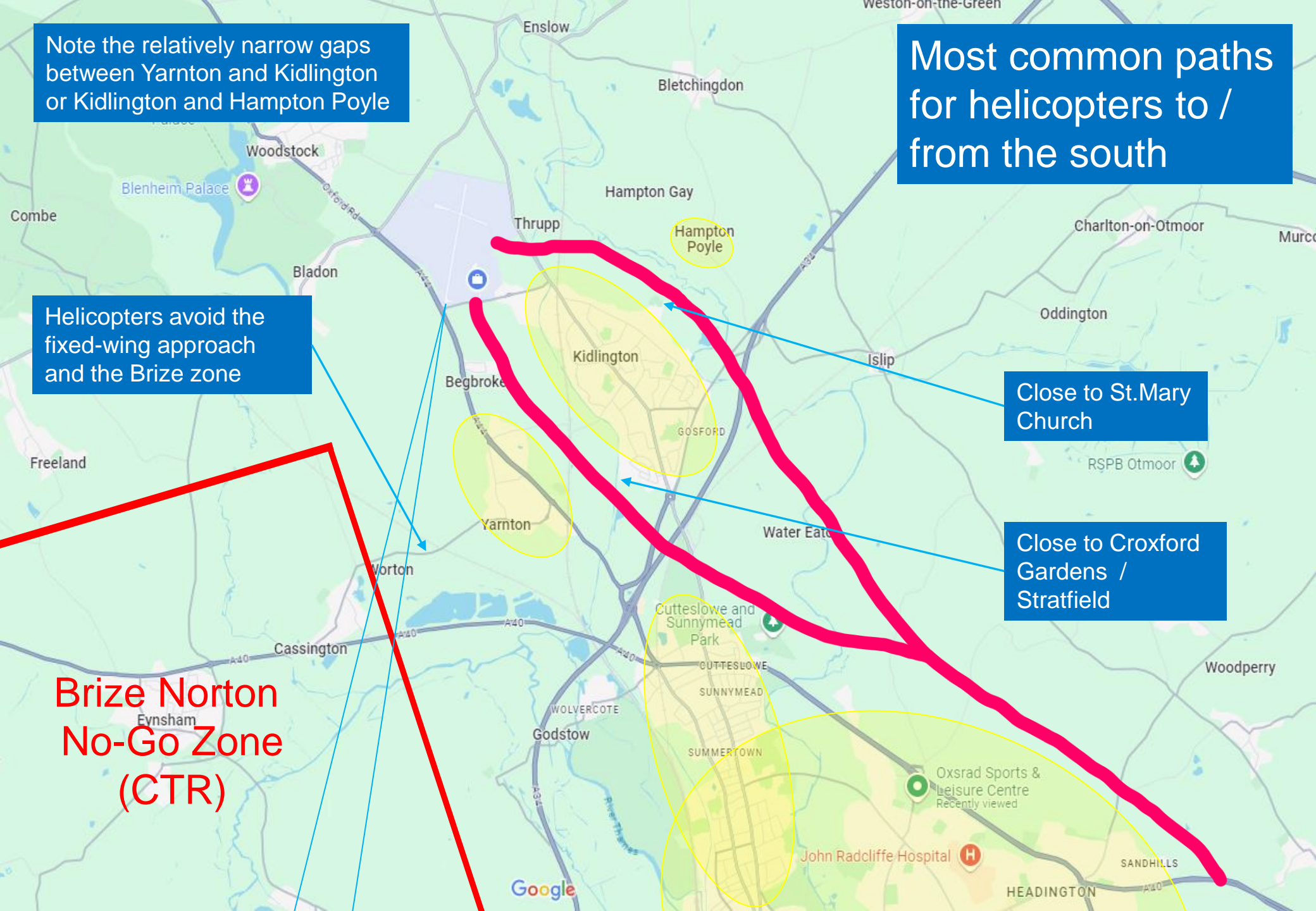
Most common paths for helicopters to / from the south

Helicopters avoid the fixed-wing approach and the Brize zone

Close to St.Mary Church

Close to Croxford Gardens / Stratfield

Brize Norton  
No-Go Zone  
(CTR)



# Recommended Noise Abatement Flight Tracks



