

London Oxford Airport ACC Meeting – 03rd June 2025 Data/Slide Set



OXF ACC Meeting Data Set to 25th May 2025:

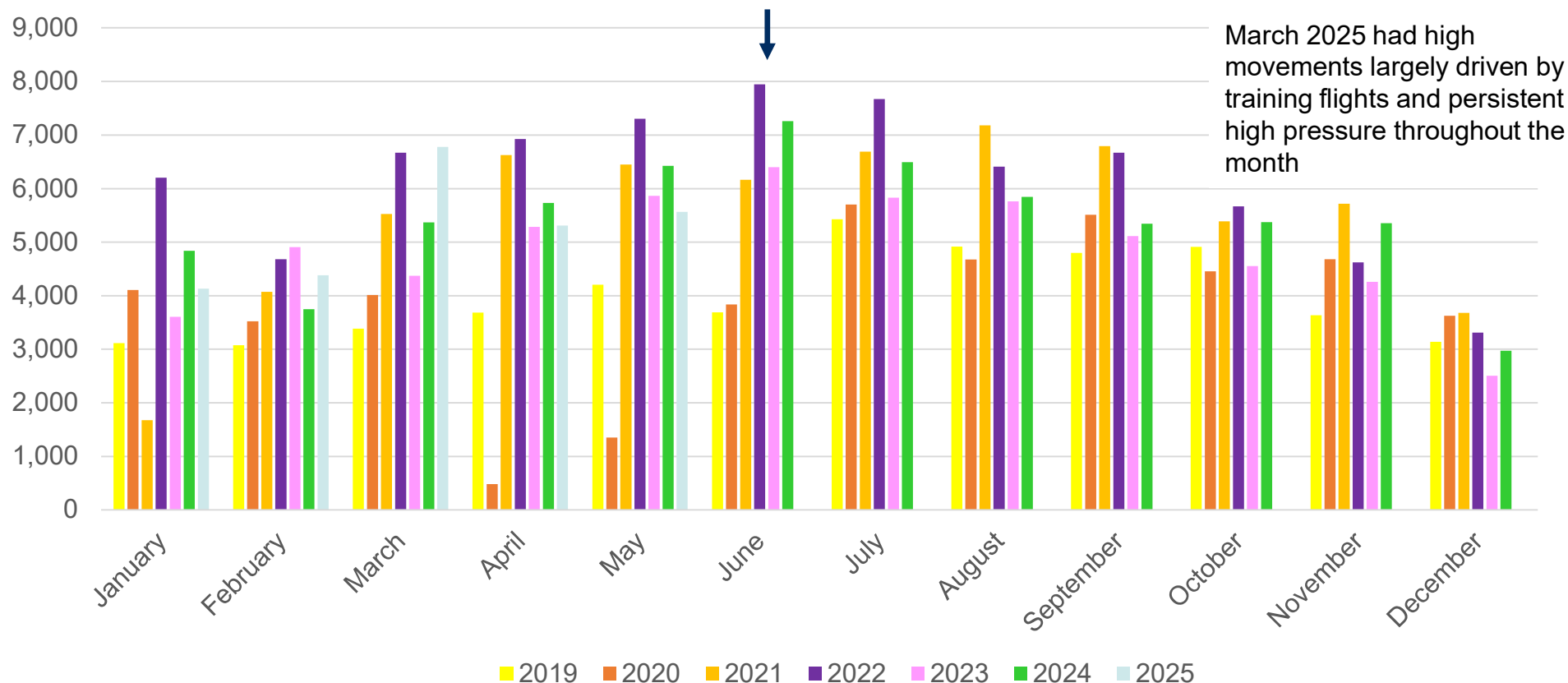
- Key/notable numbers/statistics
- 5 years-to-date monthly movements chart
- Last decade's monthly movements data table (to-date)
- Total annual movements over 25 years
- Oxford Airport's (OXF) traffic mix by aircraft category
- OXF's 'Section 106 Agreement' limits and compliance
- 2025 anticipated development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

Airport Notable Numbers:

- 2025 to date was up **3.89%** on *all movements* vs. 2024 for the same period to **26,166** (01st January 2025 to 25th May 2025)
 - of which *Training* movements were up **3.3%** (69% of overall activity)
 - of which *Helicopter* movements were level (8.9% of overall activity)
 - '*Business Aviation*' (i.e. private or business jets & turboprops) is down on average 4.2% YTD (January to April 2024 v 2025)
- Busiest day in 2025 YTD – 30th April @ **363** movements v busiest day in 2024 was **405** movements on 24th May 2024
- Airbus Helicopters UK hosted Cars & Copters on 11th May 2025. This saw a total of **99** helicopter movements v **67** on 11th July 2024.

OXF Monthly Movements 2019 – 25th May 2025 (Pre-Covid)

Busiest Month for 16 years (June 22)

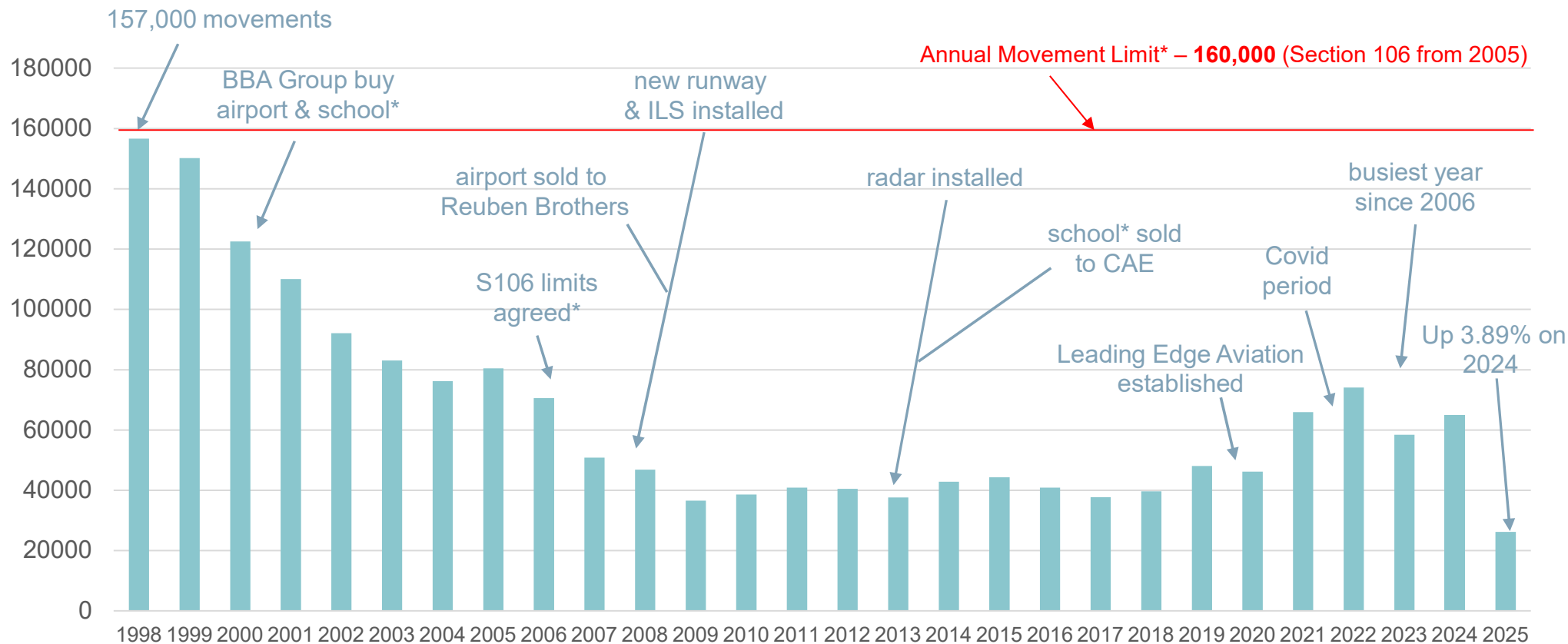


OXF Monthly Movements - Last Decade+

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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	4,129
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	4,382
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	6,779
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	5,311
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	*5,565
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	5,375	
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	5,355	
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	2,971	
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	64,759	<u>26,166</u>

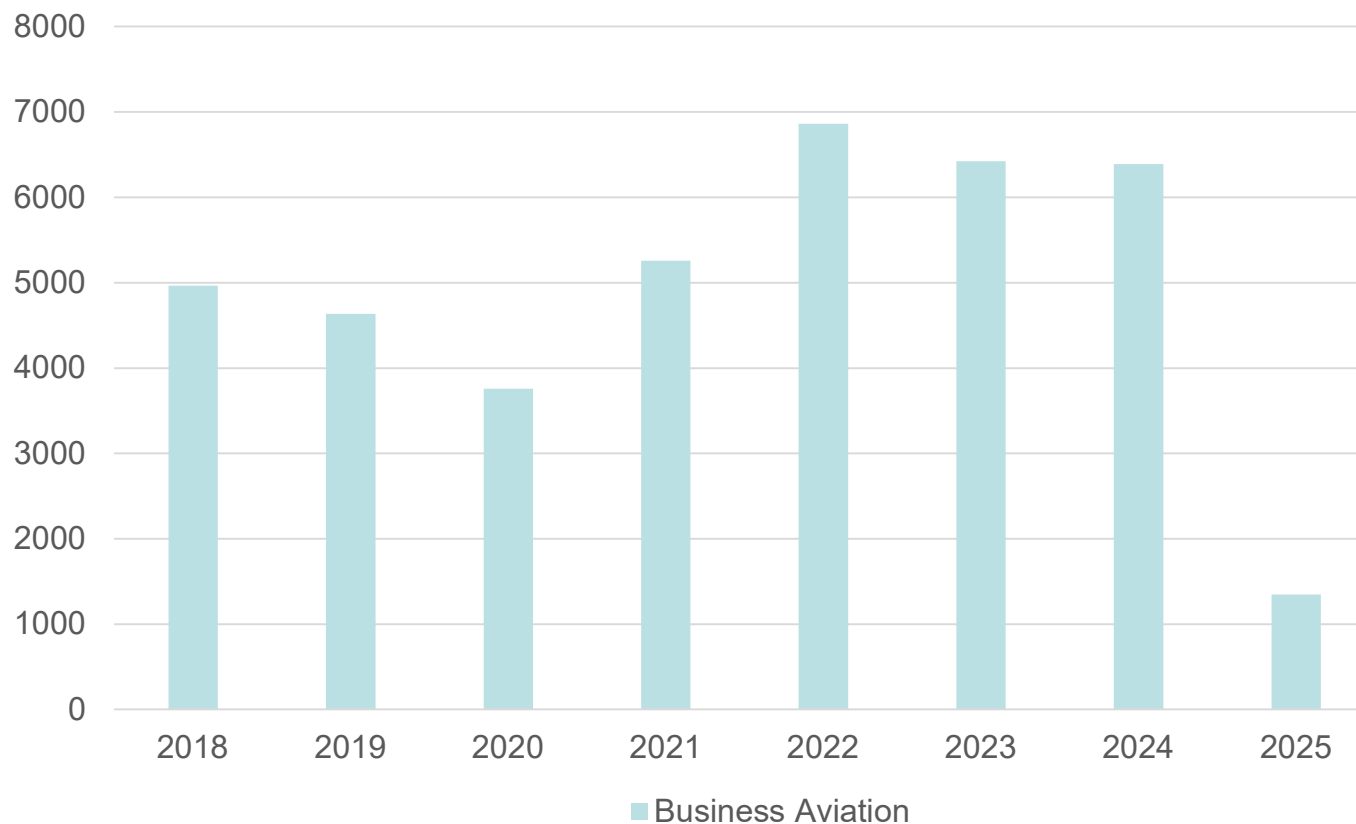
*to 25th May 2025

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

Annual Business Aviation Flights



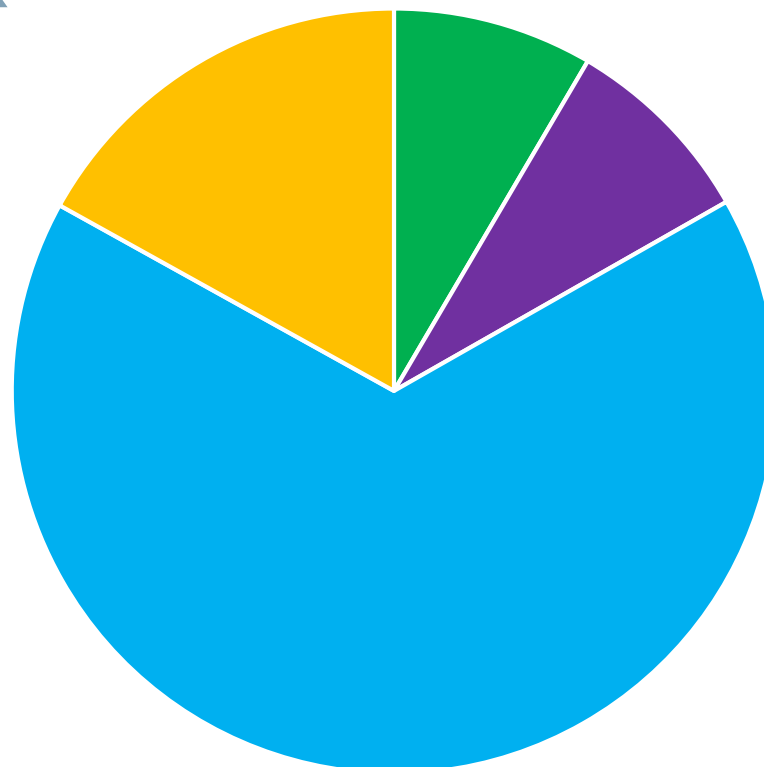
Business Aviation
January to April 2025,
down on average
4.1% YTD

'Business Aviation' is
generally deemed to be
aircraft over 6,000 lbs (2.73
tonnes Max Take-Off Weight)
with turbine engines, *not*
piston-engined – mostly jets
in this instance

London Oxford Airport *Traffic Type/Mix*

Aircraft Type Mix (2025):

Training	66%
Helicopters	8%
Jets	8%
Other	17%



- Helicopters (Rotary)
- Jet (Business)
- Training (Light GA Piston)
- Other (Light GA and Turboprops)

Note: 01st January to
30th April 2025

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

OXF Section 106 Limits & Breaches

'Night-time' is <i>after</i> midnight & <i>before</i> 06:00	S106 Ref.	Section 106 Annual Limit	JAN - MAY 2024	JAN – MAY 2025	
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	26,110	26,116	
Chapter 2 Jets (ICAO Annex 16)	4.1	500/annum	None	None	
50+ Tonne Jets	4.2	2,000/annum	12	32	
Other monitoring - <i>not reportable under Section 106 Agreement</i>					
Night Embargo Breaks - midnight to 06:00		None (YTD)			

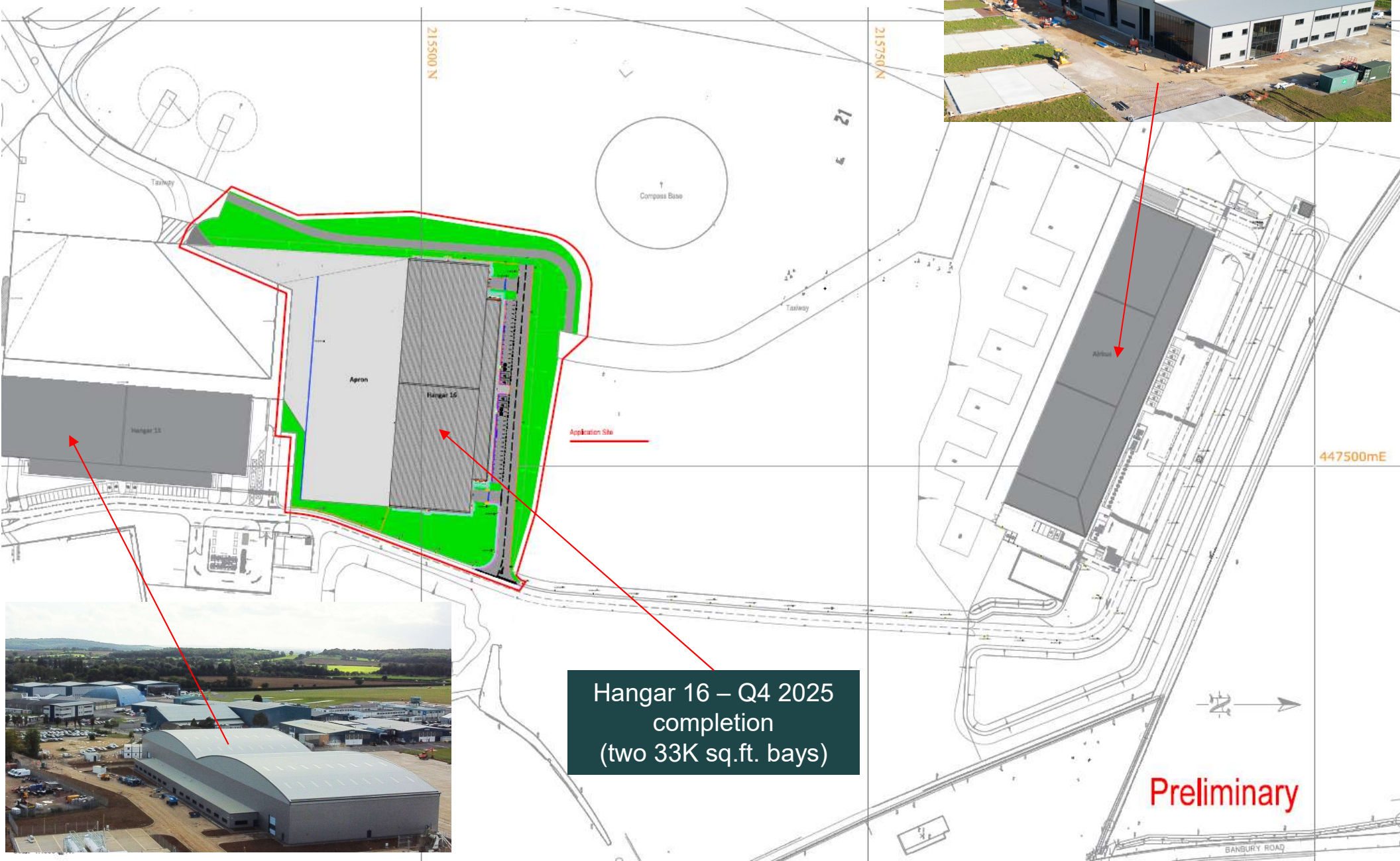
Notable Development Projects:

Hangar No.16

AEROX 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 Site & Positioning



Oxford
Airport

Airbus Helicopters New HQ

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

**‘AEROX’
R & D Science Park
@ Airport Entrance Zone
(project commenced July 2024)**

www.aerox-oxford.com

Three horizontal bars of varying shades of blue are located at the bottom of the slide.

Phase 2

Phase 1
Building B due
completion
July 2025









INDICATIVE CGI VISUALISATION OF CENTRAL COURTYARD AND CAFÉ



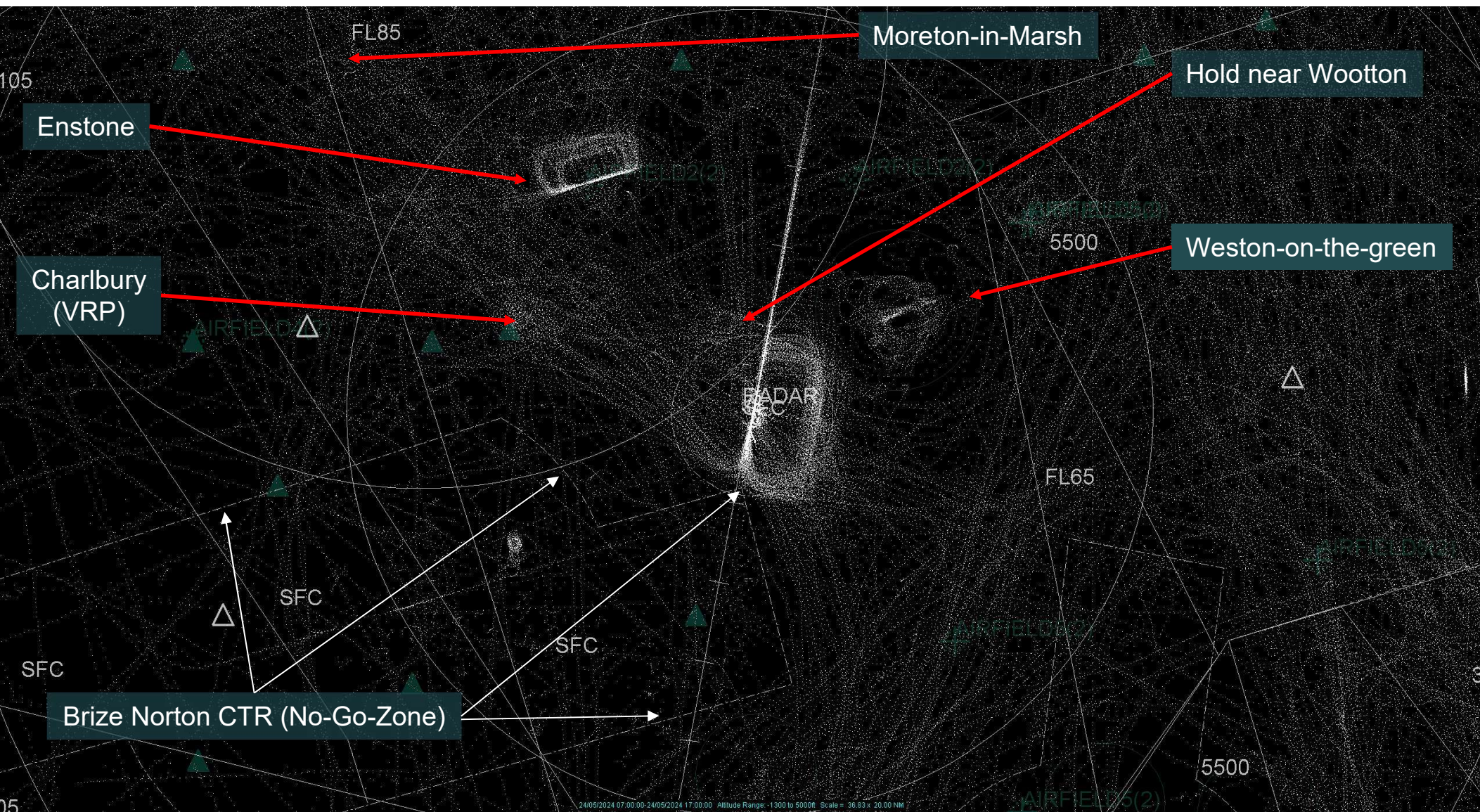
INDICATIVE OVERHEAD CGI VISUALISATION

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

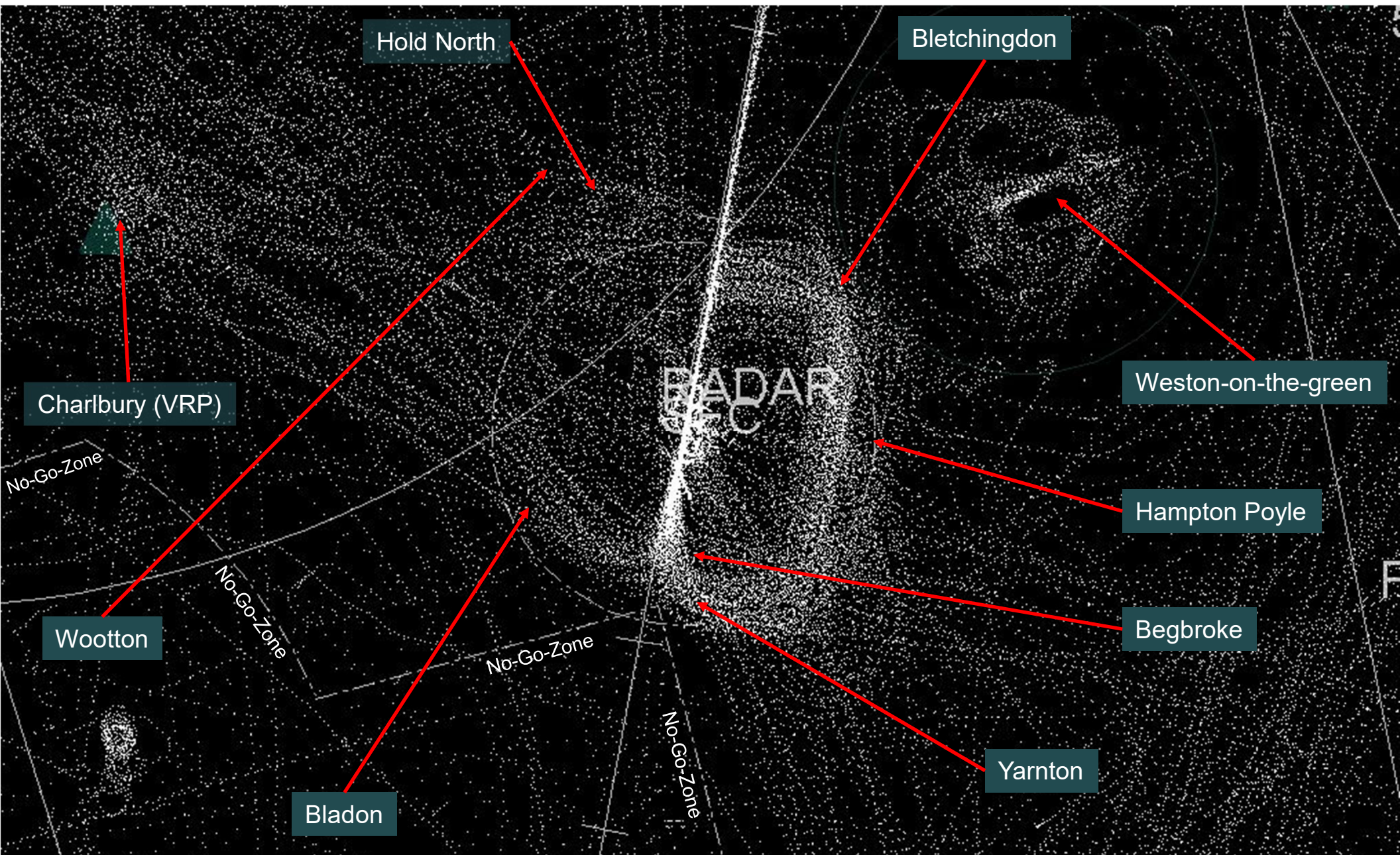
Actual Aircraft Paths

Radar Aircraft Tracks 'Heat Map'
for typical busy day

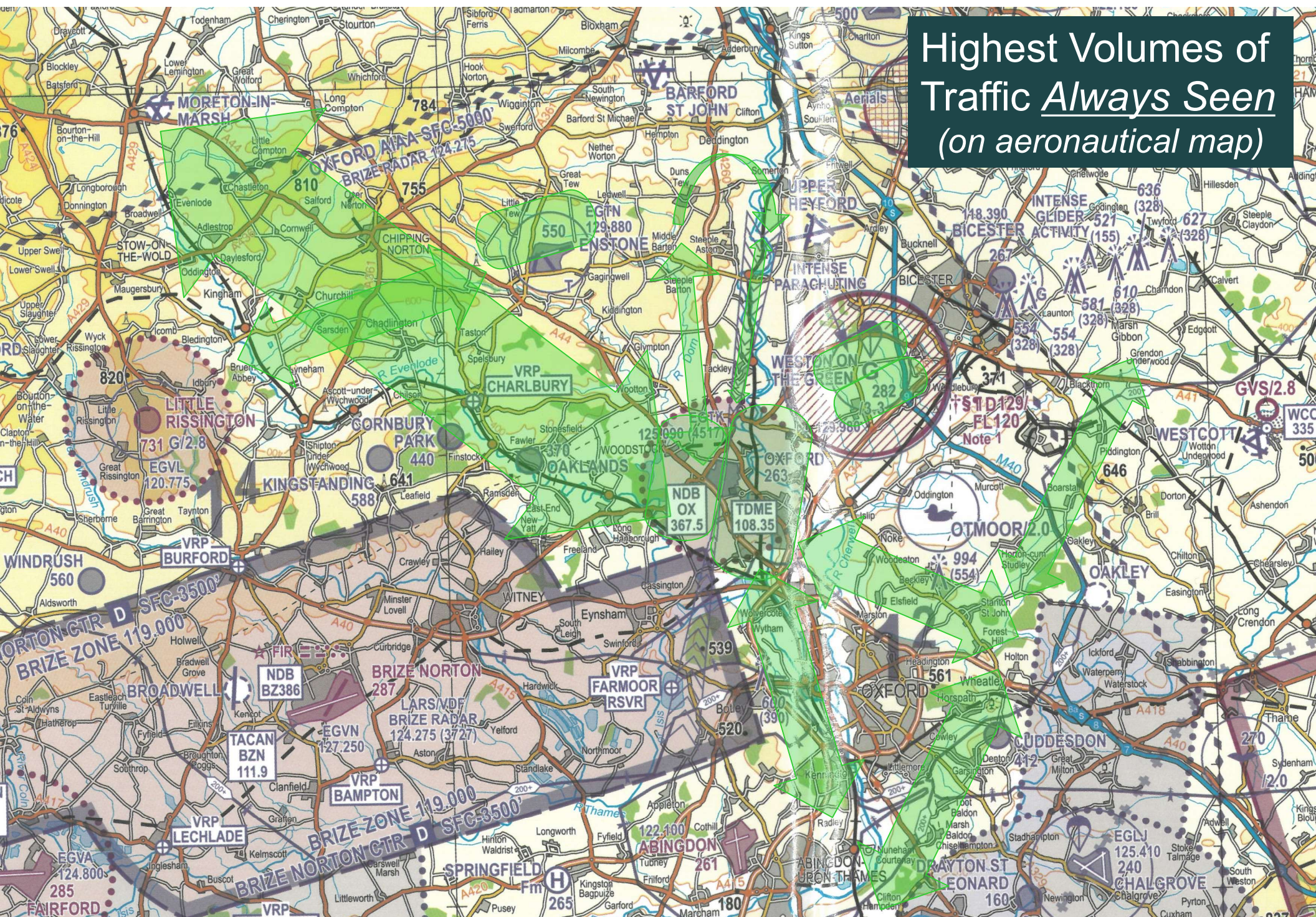
Radar Tracking 'Heat Map' to 10 miles – Airport's busiest day (400+movements) since 2021



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

