

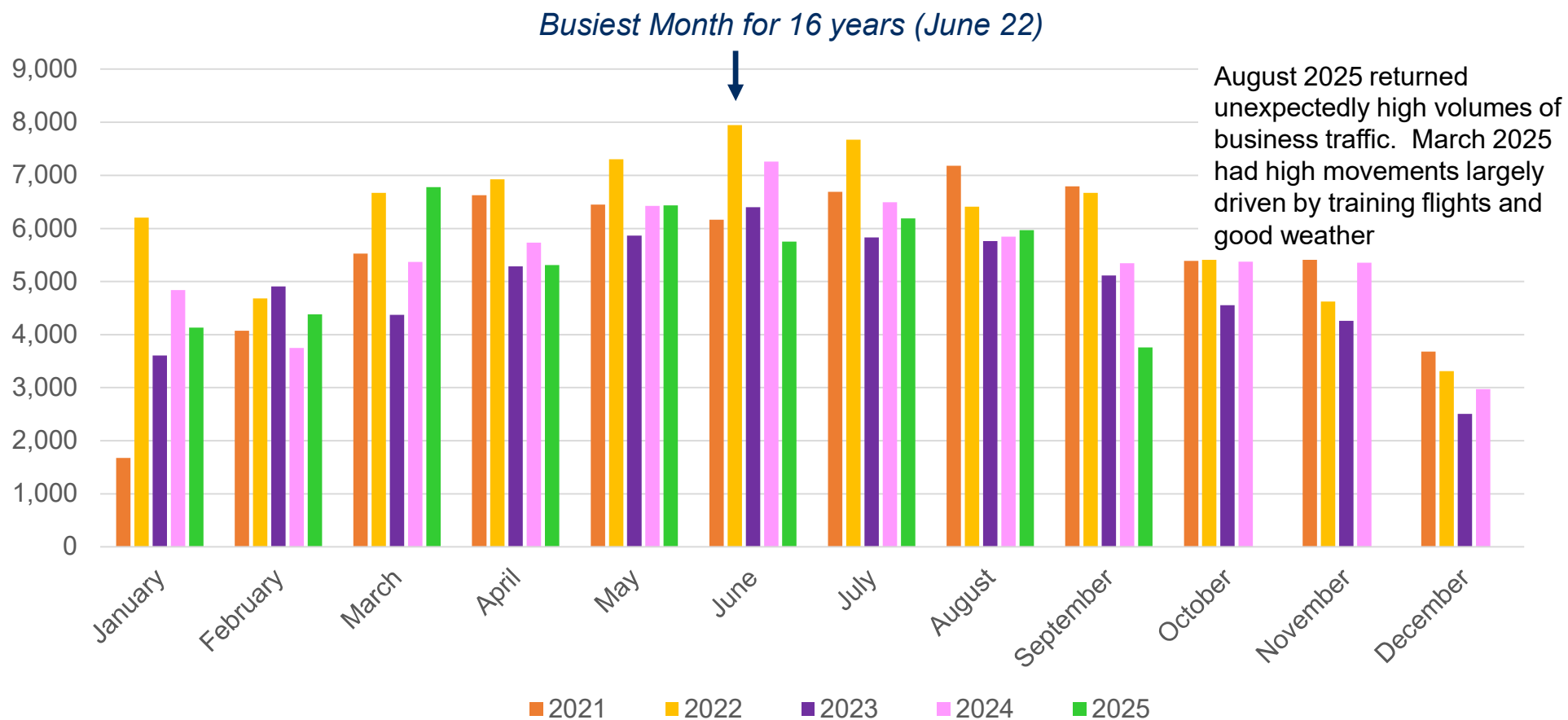
London Oxford Airport ACC Meeting – 07th October 2025 Data/Slide Set



Airport Notable Numbers:

- 2025 to the 21st September is **down ~2.4%** on the same period in 2024 for all movements. To the 25th May 2025 total movements were up approx. 3.5%. Reduced activity over the Summer.
 - *Training* movements are **down 3.2%** (67% of overall activity)
 - *Helicopter* movements are **down 6%** (9% of overall activity)
 - '*Business Aviation*' (business jets & turboprops) movements increased to be level with 2024 (8% of overall activity)
- Busiest day in 2025 YTD remained as the 30th April @ **363** movements v busiest day in 2024 was **405** movements on 24th May 2024

OXF Monthly Movements 2021 – 21st September 2025

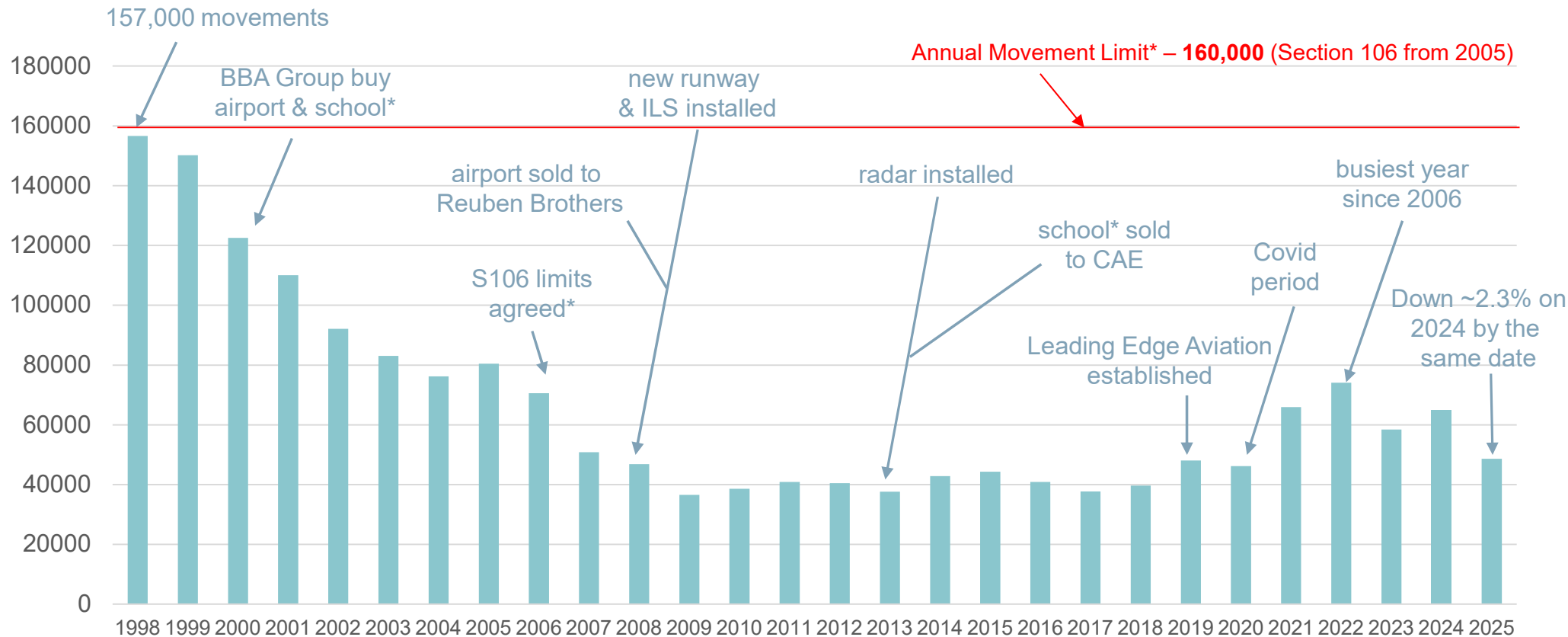


OXF Monthly Movements - Last Decade+

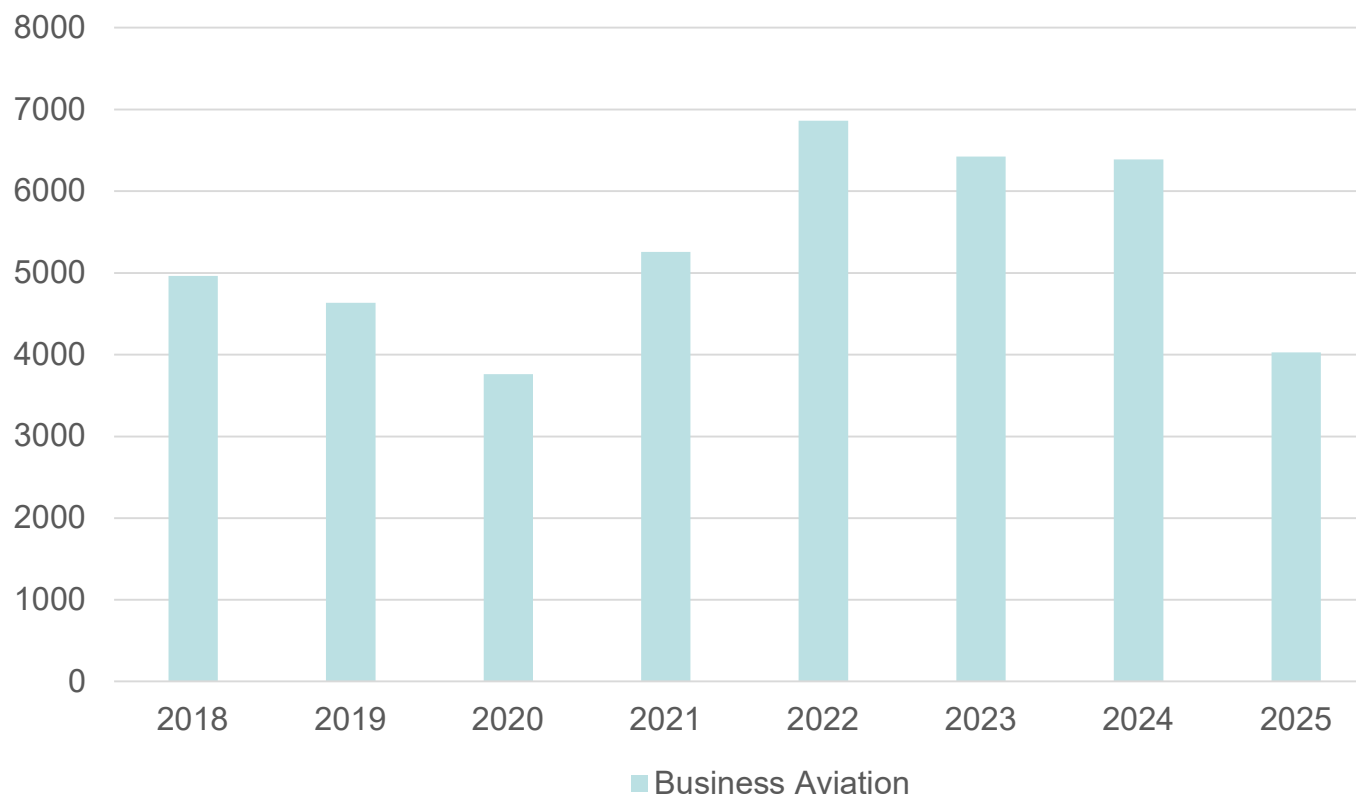
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
January	2,592	2,495	2,323	2,013	3,115	4,107	1,677	6,205	3,606	4,837	4,129
February	3,490	3,532	2,679	2,512	3,077	3,524	4,074	4,682	4,906	3,748	4,382
March	3,401	3,637	3,328	2,739	3,384	4,014	5,524	6,670	4,374	5,369	6,779
April	4,443	4,067	3,585	3,126	3,685	481	6,628	6,928	5,287	5,732	5,311
May	4,049	4,687	3,411	3,631	4,204	1,353	6,450	7,305	5,867	6,424	6,344
June	4,844	3,277	3,797	4,468	3,687	3,836	6,095	7,946	6,402	7,262	5,754
July	4,365	3,999	3,614	4,374	5,430	5,702	6,702	7,673	5,829	6,494	6,190
August	4,245	3,540	3,643	4,249	4,915	4,678	7,192	6,408	5,761	5,846	5,968
September	4,287	3,461	3,268	3,926	4,800	5,509	6,789	6,671	5,112	5,346	3,759*
October	3,468	2,956	3,043	3,367	4,914	4,454	5,388	5,669	4,553	5,375	
November	2,606	3,288	3,158	2,860	3,636	4,679	5,716	4,620	4,258	5,355	
December	2,522	1,971	1,862	2,363	3,139	3,624	3,680	3,309	2,508	2,971	
TOTALS	44,312	40,910	37,711	39,628	47,986	45,961	65,915	74,086	58,463	64,759	<u>48,616</u>

*to 21st September 2025

Annual Movements – Past 27 Years



Annual Business Aviation Flights



Business Aviation

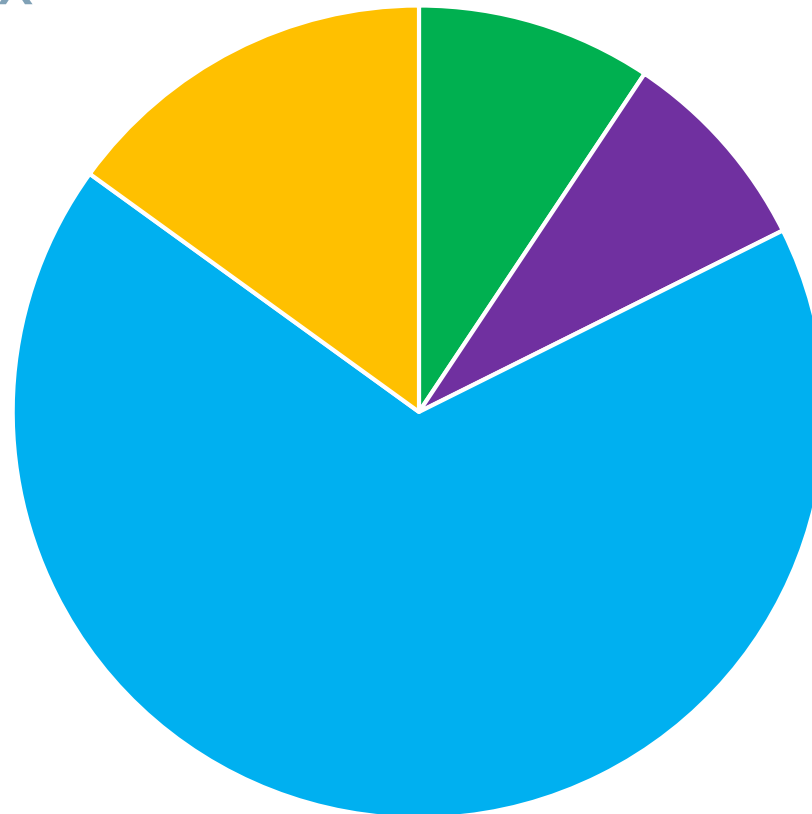
January to September
2025, level with 2024
for the same period

'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

London Oxford Airport *Traffic Type/Mix*

Aircraft Type Mix (2025):

Training	67%
Helicopters	9%
Business	8%
Other	16%



■ Helicopters (Rotary) ■ Business ■ Training ■ Other (Light GA)

Note: 01st January to
21st September 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 2025	JUN – SEPT 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	26,945	21,671	
Chapter 2 Jets (ICAO Annex 16)	4.1	500/annum	None	None	
50+ Tonne Jets	4.2	2,000/annum	32	32	
Other monitoring - <i>not reportable under Section 106 Agreement</i>					
Night Embargo Breaks - midnight to 06:00		None (YTD)			

Noise Abatement Actions in Q2 / Q3 2025

- Meetings held with neighbours both on-site and off-site to better understand the issues
 - Meetings held and offered to parish / district and county councillors
- 'Line Judge' system established placing OASL staff members in select locations on a random basis
 - One official warning issued to a private owner pilot
- Meeting held with airport based Flight Training Organisations 'FTO's' to discuss Noise Abatement Schedule
 - Bi-monthly noise meetings being established with FTO's
 - FTO's taking responsibility for noise complaints received
- Education of neighbours regarding rules and regulations including difficulties and intricacies that can be experienced operating in this airspace leading to why aircraft go where they go
- Direct approach to fixed and rotary wing operators when complaints justified

Guidance

UK CAA - Noise - Overview | UK Civil Aviation Authority

Aircraft noise is not currently a statutory nuisance in the UK. It is not covered by the Environmental Protection Act 1990 or the Noise Act 1996. This means that local authorities do not have the legal power to take action on matters of aircraft noise, and nor does the CAA have the legal power to prevent aircraft flying over a particular location or at a particular time for environmental reasons.

Additionally

Providing the aircraft is operating in accordance with the Rules of the Air Regulations and any air traffic control clearance which they may have been given, there are no restrictions on the amount of time that it can spend over a particular area.

Rules of the Air

Any aircraft shall be exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice.

Notable Development Projects:

Hangar No.16

AEROX Science Park

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

Hangar 16



Hangar 15



Airbus UK





Oxford
Airport

Hangar 16

Airbus Helicopters UK

**‘AEROX’
R & D Science Park
@ Airport Entrance Zone**

www.aerox-oxford.com

Three horizontal blue stripes of varying shades (light blue, medium blue, and dark blue) are located at the bottom of the slide.

AEROX

LONDON
OXFORD
AIRPORT

Phase 1
Completed





Any other concerns & questions

Next Meeting

03rd February 2026