

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

Tuesday 02<sup>nd</sup> June 2026 @ 18:00 hrs

Date of Minutes- 03<sup>rd</sup> June 2026

### Attendees:

For the Airport: Will Curtis (WC) - Director, James Dillon Godfrey (JDG) - Non-Executive Director, Brigid Gleeson (BG) - Executive Assistant.

Local Representatives: John Broad (CPRE), David Knight (Wootton PC), Fiona Mackinlay (Wootton PC), John R. Watts (Upper Campsfield), Robert T. Proctor (Thrupp), Maddie McLaren (Thrupp), David Beeson (Thrupp), Nigel Simpson (Shipton PC), Nik Soheili (Kidlington Town Council), Tom Newell (LS Airmotive) James Spencer-Churchill (Woodstock), Sharone Parnes ( Woodstock Town Council), Caroline Ford (Cherwell DC)

*Chair:* James Dillon Godfrey (JDG)

**Apologies:** Edward Burford (TUI), Mark Turner, Tim Sumner (West Oxfordshire District Council), John Gibbins, Paul Buckley (Wolvercote Neighbourhood Forum)

**Provisional Date for Next Meeting:** Tuesday 1st September 2026 at 18:00 hrs in the Airport Lecture Theatre.

The meeting commenced at approximately 18:00 hours. Housekeeping notes were provided, including a reminder to sign in and details of fire exits.

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

There were no comments or amendments raised regarding the minutes of the previous meeting, and they were approved as an accurate record.

### 2. Overview of the last four month's airport activity since the last ACC meeting (February 26)

In reviewing airport activity for the period January to April 2026, it was noted that the year began slowly, largely due to weather conditions. Activity increased significantly during April, bringing overall movements to approximately 1% below the same period last year. It is

anticipated that total movements for 2026 will remain consistent with recent years at around 65,000.

Training flights continue to account for approximately 67% of activity, in line with historical trends. Helicopter movements remain stable compared to the previous year. Business aviation has increased by 35% year to date, attributed to a combination of improved weather conditions and changes affecting high-net-worth individuals, resulting in more inbound travel. The busiest day recorded was 19th March 2026, with 452 movements, which is unusually early in the year for such a peak.

#### **Section 106 Limitations- any breaches (last 4 months)**

There were no breaches of Section 106 limitations during the reporting period. A slight increase in larger aircraft movements was noted, linked to operations of a resident Boeing Business Jet. It was clarified that a “movement” refers to either a landing or a take-off.

Regarding noise abatement and community engagement, it was noted that Ed Sale, the Business Development Manager who was responsible for the noise complaint inbox, has recently left the business. Interim arrangements are in place while a replacement and improved system are implemented. A new approach is being introduced whereby complaints are passed directly to aircraft operators for response. It was acknowledged that some residents have not received timely responses, and this needs to be addressed as a priority.

Particular concern was raised by residents in the Upper Campsfield area regarding helicopter noise, specifically low-level flying and repeated circuit activity. While defined helicopter circuits and preferred routing exist, it was recognised that adherence is not always consistent. The airport explained that it has limited authority in uncontrolled airspace and cannot mandate how aircraft are flown, but it can encourage compliance. **Action Point-** WC noted that we will send a reminder to all helicopter operators of our noise ambient procedures and that he will meet with Kris Black (CEO) and John Ellis (Head of ATS) to see what the airport is able to do to try and alleviate some of the frustrations caused by the helicopter circuit.

It was agreed that a reminder would be issued to all helicopter operators regarding noise abatement procedures. Will Curtis will meet with operational and air traffic colleagues to review current procedures and consider further actions, and engagement with affected residents will continue.

Broader operational issues were discussed, including military low flying activity and glider traffic in the vicinity, both of which present ongoing challenges. The recent aviation white paper was noted, and it is anticipated that future developments may lead to changes in airspace regulation, including potential controlled airspace.

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

In terms of planning and development, the AEROX research and development scheme was discussed. Although initial demand for units was strong, interest has reduced significantly and further development has been paused. One unit has been occupied by OXCCU.

Similarly, Hangar 16 is nearing completion but currently has no confirmed tenants, reflecting a wider softening in demand.

### **4. Other Concerns & Questions**

Questions were raised regarding PFAS testing. Investigations identified the presence of PFAS in drainage water; however, this was traced to a burst water main supplying contaminated drinking water rather than airport operations. The issue is considered to have been resolved.

The potential installation of an Engineered Material Arresting System (EMAS) at runway ends was discussed as a safety measure to reduce the risk of overruns. This remains under consideration.

Concerns regarding financial pressures were also raised, including rising fuel costs and broader economic uncertainty. The vulnerability of flight training organisations was highlighted, with advice reiterated that students should avoid paying large sums upfront.

The proposed solar farm development was also discussed. The airport has worked with the developer to agree safety mitigations, including removal of panels from critical safety zones and the introduction of bird monitoring measures.

Additional discussion touched on peak activity during major events such as Silverstone and considerations around emerging technologies such as electric vertical take-off and landing aircraft. Significant concerns remain regarding the practicality, safety, and infrastructure requirements of these aircraft, and there are no plans to accommodate them at the airport.

There being no further business, the meeting closed at approximately 19:00 hours.

**Date proposed for next meeting** - Tuesday 01<sup>st</sup> September 2026 at the airport lecture theatre at 18:00

*Minutes collated by*

*Brigid Gleeson/ 01865 290 760/ bgleeson@londonoxfordairport.com*