

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

Tuesday 16th September 2026 @ 18:00hrs

Attendees:

For the Airport: James Dillon Godfrey (JDG)-Chair, Kris Black (KB) - CEO, Edward Cousins(EC)- Head of Business Development, Brigid Gleeson (BG) – Executive Assistant.

Local Representatives: John Broad (CPRE), Timothy Faltermeyer (CDC), Andy Bateson (CDC), Mark Turner (Independent), Rob Packard (CDC), Jan Carter (Independent) , Sue Smithson (independent), Robert Procter (independent), David Beeson (Thrupp), Peter Matthew (Thrupp), Maddie McLaren (Thrupp), Phillip Bond (Yarnton), Nik Soheili (Kidlington Council), Nigel Sumpson (Shipton Parish Council), Tim Sumner (West Oxfordshire District Council), Jon Clark (CDC), John Watts (Upper Campsfield), David Knight (Wootton Parish Council), Penny wainwright (Thrupp), John wainwright (Thrupp).

Chair: James Dillon-Godfrey (JDG)

Welcome and Apologies

JDG welcomed attendees and apologised for the change of venue due to a scheduling conflict in the usual lecture theatre.

Attendees were advised that, in the event of an emergency, they should proceed to the front of the terminal building.

Apologies: The Duke of Marlborough, John Gibbins

1. Minutes of Previous Meeting and Actions Arising

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

2. Overview of Airport Activity Since the Previous ACC Meeting (June 2026)

EC presented an overview of airport activity and operational statistics for the year to date. Total aircraft movements stood at approximately 47,500, with flight training operations accounting for around 67% of all movements. Business aviation movements had increased by 3.8% compared with the same period in the previous year.

The busiest day of the year remained 19 March, during which 452 aircraft movements were recorded. Overall airport movements were approximately 5.9% higher than the equivalent period last year to the end of August. Weather conditions played a significant role in activity levels: the period from January to March was comparatively quiet due to poor weather, while June, July and

August experienced strong growth as a result of favourable flying conditions. July recorded the highest monthly movement total since June 2022, and annual movements are currently projected to exceed 60,000 and may approach 65,000 by year end.

With regard to business aviation, approximately 4,500 movements had been recorded to date, with no significant changes reported beyond the overall growth trends already discussed.

Section 106 Limitations- any breaches (last 4 months)

In relation to Section 106 monitoring, approximately 21,000 aircraft movements were recorded during the reporting quarter. Movements involving aircraft over 50 tonnes increased by approximately 20% compared with the previous year. No breaches of the Section 106 agreement were recorded during the reporting period.

3. Other Concerns and Questions

Noise Management and Community Engagement

JDG outlined the actions undertaken during the year to support community engagement and noise management. These included meetings with local parish councils and community representatives to explain airspace usage and flight training operations, ongoing engagement with aircraft operators where complaints had been received, and the reissue of noise abatement procedures to airport operators and tenants. Aircraft-specific complaints are now referred directly to the relevant operator to allow direct engagement with complainants, and noise abatement guidance continues to be routinely circulated to airport users and new tenants.

Operator Engagement

Members asked how operators typically respond to complaints. KB advised that responses vary. While some operators engage proactively with the airport's noise management requirements, others have been less responsive. The airport is developing a clearer understanding of which operators consistently support noise abatement measures and intends to increase direct engagement where necessary. Leading Edge and other major operators were highlighted as key stakeholders whose cooperation can play an important role in improving compliance.

Community Concerns Regarding Noise

A substantial part of the meeting focused on concerns raised by residents, particularly from Thrupp and Upper Campsfield Road. Residents reported a noticeable increase in aircraft and helicopter noise over recent months, together with longer periods of engine running and aircraft ground testing. Concerns were also expressed about low-level helicopter activity, aviation fuel fumes, difficulties using outdoor spaces because of noise, and the perceived impact of airport activity on when trying to sell homes.

Several residents felt that the increase in disturbance was attributable not only to aircraft movements but also to ground-based activity, particularly engine testing and maintenance

operations. One resident presented a video recording of an aircraft engine run, stating that the activity had continued for approximately 25 minutes.

In response, JDG explained that maintenance organisations based at the airport are required to conduct engine tests following maintenance work and that high-power engine testing is restricted to designated locations under the airport's Section 106 agreement. The impact of such testing can vary significantly depending on wind direction. All engine-testing activities are logged and recorded. Airport management agreed to investigate the reports of increased engine-testing noise and determine whether any operational changes may have contributed to the concerns raised.

Helicopter Operations

Residents also raised concerns regarding helicopter operations, including repetitive circuit patterns, flights perceived to be directly over residential areas, hover and handling exercises conducted near local communities, and concerns that some operators were not adhering to published routing guidance.

The airport confirmed that recommended helicopter routes are published and that operators are regularly reminded of noise abatement procedures. It was noted that some helicopter movements are associated with maintenance-related test flights and that additional monitoring and analysis of flight-track data is currently being developed.

Flight Tracking Initiative

KB advised that the airport is implementing systems capable of analysing historical flight-track data. The objective is to identify recurring routing issues, distinguish between resident and visiting aircraft, better target corrective action where required, and reduce reliance on resident-submitted reports. A progress update will be provided at the next ACC meeting.

Visiting Aircraft and Noise Abatement

The Committee discussed the challenges posed by visiting pilots who may be unfamiliar with local noise-sensitive areas. The airport advised that a new online booking system is being introduced which will require pilots to acknowledge local noise abatement procedures as part of the booking process. The new system is expected to improve opportunities for enforcement and follow-up where procedures are not adhered to.

Community Liaison

The airport proposed establishing a more structured dialogue with residents of Thrupp. This would include identifying a community representative, holding a dedicated meeting with residents after operational data analysis has been completed, and comparing airport data with evidence provided by residents to better understand concerns and identify possible solutions. Residents welcomed the proposal for further engagement.

Kidlington Resident Complaint

A representative from Kidlington Town Council raised concerns regarding aircraft reportedly operating below expected circuit altitudes and the lack of acknowledgement or feedback provided in response to a resident's complaint. The airport acknowledged that service levels had declined during

a recent staffing transition and apologised for this. EC will investigate the complaint process and ensure a response is provided.

Security Alarm Query

A representative reported a complaint regarding a loud alarm that had been heard around midnight in Thrupp. It was agreed that further details of the date and time would be provided so that the airport could review security records and alarm logs and report back on any findings.

Planning and Development Matters

An update was requested on the proposed solar farm development. The airport advised that most safeguarding concerns previously raised had now been addressed. Discussions continue regarding wildlife management implications, while several flying schools have raised separate operational flight-safety concerns through the planning process.

Discussion also took place regarding the proposed housing development opposite Upper Campsfield Road. The airport confirmed that no aviation safeguarding objections currently exist. However, representations had been made emphasising the site's proximity to airport operations and the importance of ensuring that prospective residents are fully informed of potential aircraft and helicopter noise before purchasing properties.

4. Any Other Business

Residents raised concerns regarding repetitive training circuits flown by some aircraft, particularly at weekends, the amount of time certain aircraft spend taxiing or waiting before departure, and what they perceived to be increased levels of activity compared with previous years.

Airport representatives reiterated that training circuits remain a fundamental part of airport activity and have operated in a similar manner for many years. It was confirmed that operational procedures would be reviewed to identify any recent changes that may have contributed to community concerns, and feedback would be provided at the next meeting

Next Meeting

The next Consultative Committee meeting is expected to take place during the **second or third week of January**, with the precise date to be confirmed and circulated.

Minutes collated by

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