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

Tuesday 25th December 2023

Date of Minutes – 25th Sept. 2023

Attendees:

For the Airport - Will Curtis-WC (MD), James Dillon-Godfray-JDG (Head of Business Development), Christian Ackroyd-CA (Airport Operations Director), David Asten – DA (Head of Air Traffic Services)

Local Representatives – John Broad (CPRE Oxon), Tim Thompson (Hampton Gay), Dorothy Walker (Kidlington PC & CDC), B King (Cassington PC), Caroline Ford (CDC), Clive Stayt (Gosford & Water Eaton PC), Mark Turner (Kidlington), Jonathan Ficheroulle (CAE), Ken Pelton (Noke)

Approximately four or so others appeared to be present, but did not sign in.

Chair: Anthony Kedros (Oxford Airport Users Group – OAGAG.org.uk)

Apologies: Dominic Knight (Wootton), J Marlborough (Woodstock)

Provisional date for next Meeting – Tuesday October 3rd – Airport Lecture Theatre, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting & Actions Arising

a) Options for further bunding and screening of the new buildings were evaluated by the airport and spoil from the Airbus project and the new taxiway has already been utilised to extend a bund on the eastern side of the airport. Further spoil from any other projects will continue to be utilised to enhance the scale of that new bund.

b) A meeting was held subsequent to the ACC meeting with Combe PC to assess ways to discourage overflights. Following that, the pictures with recommended flight paths both for fixed wing and helicopters in the vicinity of the airport's ATZ were amended to recommend going to the east side of Combe when in the vicinity. It should be clarified however that our recommended paths around built-up areas usually only extend to the area within the Air Traffic Zone of the airport – a 2nm radius

2. Planning/Development-Related Activity

WC updated the meeting on new developments anticipated in the next year or so, which included:

a. The replacement facility for Airbus Helicopters

This is now virtually complete from the outside, but internal works will continue through to the early part of 2024. Completion is expected mid-2024 with Airbus Helicopters migrating into the facility fully by September 2024

b. The realignment of the northern taxiway

The 2nd Phase to the end of the runway is now completed with commissioning and ongoing use having commenced May 23.

c. Replacement offices and store on east end of Hangar No.14

The main structure (seen beside Langford Lane) was completed and occupied from August 23.

d. The redevelopment of the Langford Lane airport entrance zone

The planning application (23/00517/F) for the R&D science park at the entrance to the airport to the west side of the Boulevard was submitted to Cherwell District Council late February 23. Planning permission was granted in June.

The first phase will commence from early 2024, but demolition of further structures, namely the old Vida gym building, may commence before Christmas at the end of this year.

3. Overview of the last five month's airport activity since the last ACC meeting (April 23)

The accompanying slides to the ACC meeting showed the activity levels to date.

Of note, school training activity levels have declined compared with the same period last year, in part due to the migration of some of the Leading Edge Aviation activity overseas which was anticipated a year or so ago. CAE also only now train their UK CAA students at Oxford where pre-Brexit they were doing both EASA and CAA qualifications, however, both their Brussels and Norway operations have closed. CAE's primary presence is now in Pheonix and Oxford with ground school training in Gatwick. CAE's fleet at Oxford has stabilised at around five or six aircraft.

4. Noise Issues overview and key 'hotspots'

Bladon – Ongoing issues with overflights.

Wootton – Ongoing issues with overflights.

Coombe – Meeting held to understand reasons why flights occurred around and above the village (see 1(b) above)

5. Section 106 limitations – any breaches (last 4 months)

No breaches of limits (activity levels and hours of operation) were observed in the period.

It was highlighted that anyone purchasing in the area should have an understanding of the Section 106 limits and the current activity levels of the airport.

6. Other Concerns & Questions

Key questions on nuisance/noise covered in (4) above, however:

a) Consultation is ongoing on the Botley West solar farm project in close proximity to the airport which does have some implications for the airport in the immediate vicinity. The airport has engaged with the land-owner(s) and the developer, Photovolt Development Partners (www.pvdp.eu). We will have the land immediately to the south of the runway safeguarded for future approach lighting and understand plans are amended to reflect this already.

b) Thrupp & Shipton villagers have requested to take a look at the bund and discuss further screening/planting at the east side of the new Airbus Facility. The airport has confirmed this is welcome any time

7. Date proposed for next meeting – Tuesday 16th January2024, Airport Terminal

The meeting ended approximately 19:00

Minutes collated by

J D Dillon-Godfray / 01865 290 710 / jdg@londonoxfordairport.com