

MINUTES OF THE VIRTUAL MEETING BETWEEN THE FAIRFORD ACP SPONSOR AND LONDON OXFORD AIRPORT – 7 JUN 2022

7 Jun 22

Present	Role	Representing
██████████	Stakeholder (HATS)	London Oxford Airport
██████████	Sponsor	Fairford RPAS ACP

Following provision of feedback on Design Options and their potential impact on operations, the Sponsor met virtually with the Stakeholder to discuss London Oxford Airport traffic patterns further and how impacts might be minimised.

Content	Action
<p>Item 1 – Introduction</p> <p>The Sponsor thanked the Stakeholder for making time for the meeting and the comprehensive feedback already provided and briefly covered the background of the ACP and their role in it.</p>	
<p>Item 2 – Discussion of Impact on Operations</p> <p>The Sponsor referred to the Stakeholder’s feedback on departures/arrivals potentially being affected by proposed segment B, which is to the north of Fairford and designed to facilitate segregated climb away from the ATS network. The Stakeholder explained that, although operations primarily fall into the window 0630-2230, they can continue until midnight (planning constraint no moves midnight until 0600) and they do see airways joiners and leavers with routings through the proposed airspace. There was discussion of DACS provision but also the potential for flight planning restrictions that may prevent DACS or lead to a requirement to join/leave at a reporting point further away from the Danger Area. The Stakeholder acknowledged that there are still some potential problems to solve but that London Oxford Airport remains content to work with the ACP team to find suitable ways to mitigate to best achieve all aims.</p> <p>The Sponsor and Stakeholder discussed the potential for integrated OAT flight within extant controlled airspace but acknowledged that the climb/descent phase would still need to be deconflicted from the CTAs above Brize Norton and that integration in Class G airspace is less likely to be achieved in the short-term.</p> <p>The Stakeholder referred to the forthcoming Brize Norton ACP to amend the CTR and its potential impact on London Oxford Airport operations and commented that there has been little engagement yet. The Sponsor stated that the Brize ACP team have been gathering data to understand the actual requirement before proceeding, as well as conducting some pre-engagement with national aviation organisations to ensure good dialogue is maintained throughout¹.</p>	
<p>Item 3 – Closing</p> <p>The Sponsor thanked the stakeholder for making time for the meeting and agreed that there should continue to be close engagement as options are refined and supporting LoAs produced.</p>	

██████████
ACP Sponsor

¹ The Brize ACP team submitted a new SoN on 8 Jun 22.