



LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2023-033¹

CAP 1616 DESIGN PRINCIPLES PHASE 1B

ANNEXES



¹ [Link to CAA Portal](#)

LIST OF ANNEXES

Annex	Title	Page
A	List of Stakeholders	A-1
B	Stakeholder Engagement Log and OASL Correspondence	B-1
C	Stakeholder Engagement Material	C-1
D	Stakeholder Correspondence	D-1
E	Stakeholder Feedback	E-1
F	Glossary	F-1

ANNEX A

LIST OF STAKEHOLDERS

1. The following is the list of Stakeholders who were informed by OASL of this Airspace Change Proposal.

Parliamentary Constituencies		
Constituency	MP	Email Contact
Aylesbury	[REDACTED]	[REDACTED]
Banbury	[REDACTED]	[REDACTED]
Buckingham	[REDACTED]	[REDACTED]
Daventry	[REDACTED]	[REDACTED]
Henley	[REDACTED]	[REDACTED]
Kenilworth and Southam	[REDACTED]	[REDACTED]
Oxford East	[REDACTED]	[REDACTED]
Oxford West and Abingdon	[REDACTED]	[REDACTED]
South Northamptonshire	[REDACTED]	[REDACTED]
Stratford-On-Avon	[REDACTED]	[REDACTED]
The Cotswolds	[REDACTED]	[REDACTED]
Wantage	[REDACTED]	[REDACTED]
Witney	[REDACTED]	[REDACTED]
Wycombe	[REDACTED]	[REDACTED]

County and District Councils		
Council	Type	Email Contact
Buckinghamshire	Unitary authority	[REDACTED]
Cherwell	Local authority district	[REDACTED]
Cotswold	Local authority district	[REDACTED]
Gloucester	Unitary authority	[REDACTED]
Oxford	Unitary authority	[REDACTED]
South Oxfordshire	Local authority district	[REDACTED]
Stratford-On-Avon	Local authority district	[REDACTED]
Vale of White Horse	Local authority district	[REDACTED]
West Northamptonshire	Local authority district	[REDACTED]
West Oxfordshire	Local authority district	[REDACTED]

Town or Parish Council	Email Contact
Abingdon-on-Thames Town Council	[REDACTED]
Adderbury Parish Council	[REDACTED]
Addington Parish Council	[REDACTED]
Adlestrop Parish Council	[REDACTED]
Adwell Parish Meeting	[REDACTED]
Akeley Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Aldsworth Parish Council	[REDACTED]
Alvescot Parish Council	[REDACTED]
Ambrosden Parish Council	[REDACTED]
Appleford Parish Council	[REDACTED]
Appleton-with-Eaton Parish Council	[REDACTED]
Ardington and Lockinge Parish Council	[REDACTED]
Ardley with Fewcott Parish Council	[REDACTED]
Arcott Parish Council	[REDACTED]
Ascott-under-Wychwood Parish Council	[REDACTED]
Asthall Parish Council	[REDACTED]
Aston le Walls Parish Council	[REDACTED]
Aston Rowant Parish Council	[REDACTED]
Aston Tirrold and Upthorpe Parish Council	[REDACTED]
Aston, Cote, Shifford and Chimney Parish Council	[REDACTED]
Avon Dassett Parish Council	[REDACTED]
Aynho Parish Council	[REDACTED]
Bampton Parish Council	[REDACTED]
Banbury Town Council	[REDACTED]
Barcheston & Willington Parish Council	[REDACTED]
Barford St. John and St. Michael Parish Council	[REDACTED]
Barrington Parish Council	[REDACTED]
Barton Hartshorn Parish Council	[REDACTED]
Barton-On-The-Heath Parish Council	[REDACTED]
Batsford Parish Council	[REDACTED]
Baulking Parish Meeting	[REDACTED]
Beckley and Stowood Parish Council	[REDACTED]
Begbroke Parish Council	[REDACTED]
Benson Parish Council	[REDACTED]
Berinsfield Parish Council	[REDACTED]
Berrick Salome Parish Council	[REDACTED]
Besselsleigh Parish Meeting	[REDACTED]
Bicester Town Council	[REDACTED]
Biddlesdon Parish Council	[REDACTED]
Black Bourton Parish Council	[REDACTED]
Blackbird Leys Parish Council	[REDACTED]
Blackthorn Parish Council	[REDACTED]
Bladon Parish Council	[REDACTED]
Bledington Parish Council	[REDACTED]
Blenheim Parish Council	[REDACTED]
Bletchingdon Parish Council	[REDACTED]
Blewbury Parish Council	[REDACTED]
Bloxham Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Boarstall Parish Council	[REDACTED]
Bodicote Parish Council	[REDACTED]
Bourton-On-The-Water Parish Council	[REDACTED]
Bourtons (Banbury) Parish Council	[REDACTED]
Brackley Town Council	[REDACTED]
Brailes Parish Council	[REDACTED]
Brightwalton Parish Council	[REDACTED]
Brightwell Baldwin Parish Meeting	[REDACTED]
Brightwell-cum-Sotwell Parish Council	[REDACTED]
Brill Parish Council	[REDACTED]
Britwell Salome Parish Meeting	[REDACTED]
Brize Norton Parish Council	[REDACTED]
Broadwell Parish Council	[REDACTED]
Broughton Parish Council	[REDACTED]
Buern Parish Meeting	[REDACTED]
Buckingham Town Council	[REDACTED]
Buckland Parish Council-Ox	[REDACTED]
Bucknell Parish Council	[REDACTED]
Burford Town Council	[REDACTED]
Burmington Parish Council	[REDACTED]
Buscot Parish Council	[REDACTED]
Calvert Green Parish Council	[REDACTED]
Carterton Town Council	[REDACTED]
Cassington Parish Council	[REDACTED]
Catmore Parish Council	[REDACTED]
Caversfield Parish Council	[REDACTED]
Chacombe Parish Council	[REDACTED]
Chaddleshall Parish Council	[REDACTED]
Chadlington Parish Council	[REDACTED]
Chalgrove Parish Council	[REDACTED]
Charlbury Town Council	[REDACTED]
Charlton-on-Otmoor Parish Council	[REDACTED]
Charndon Parish Council	[REDACTED]
Charney Bassett Parish Council	[REDACTED]
Chastleton Parish Meeting	[REDACTED]
Chearsley Parish Council	[REDACTED]
Cherington & Stourton Joint Parish Council	[REDACTED]
Cherington Parish Council	[REDACTED]
Chesterton & Kingston Parish Council	[REDACTED]
Chesterton Parish Council	[REDACTED]
Chetwode Parish Council	[REDACTED]
Childrey Parish Council	[REDACTED]
Chilson Parish Meeting	[REDACTED]

Town or Parish Council	Email Contact
Chilton Parish Council	[REDACTED]
Chilton Parish Council	[REDACTED]
Chinnor Parish Council	[REDACTED]
Chipping Norton Town Council	[REDACTED]
Chipping Wardon And Edgecote Parish Council	[REDACTED]
Cholsey Parish Council	[REDACTED]
Churchill and Sarsden Parish Council	[REDACTED]
Clanfield Parish Council	[REDACTED]
Clapton Parish Council	[REDACTED]
Claydon with Clattercote Parish Council	[REDACTED]
Clifton Hampden Parish Council	[REDACTED]
Coleshill Parish Council	[REDACTED]
Combe Parish Council	[REDACTED]
Compton Beauchamp Parish Council	[REDACTED]
Compton Parish Council	[REDACTED]
Cornbury And Wychwood Parish Council	[REDACTED]
Cottisford Parish Council	[REDACTED]
Crawley Parish Council	[REDACTED]
Cropredy Parish Council	[REDACTED]
Croughton Parish Council	[REDACTED]
Crowmarsh Parish Council	[REDACTED]
Cuddesdon and Denton Parish Council	[REDACTED]
Culham Parish Council	[REDACTED]
Culworth Parish Council	[REDACTED]
Cumnor Parish Council	[REDACTED]
Curbridge & Lew Parish Council	[REDACTED]
Cuxham with Easington Parish Meeting	[REDACTED]
Deddington Parish Council	[REDACTED]
Denchworth Parish Meeting	[REDACTED]
Didcot Town Council	[REDACTED]
Donnington Parish Council	[REDACTED]
Dorchester Parish Council	[REDACTED]
Dorton Parish Council	[REDACTED]
Drayton (Abingdon) Parish Council	[REDACTED]
Drayton (Banbury) Parish Council	[REDACTED]
Drayton Parish Council	[REDACTED]
Drayton St Leonard Parish Council	[REDACTED]
Duns Tew Parish Council	[REDACTED]
East Hagbourne Parish Council	[REDACTED]
East Hanney Parish Council	[REDACTED]
East Hendred Parish Council	[REDACTED]
East Isley Parish Council	[REDACTED]
Eastleach Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Eaton Hastings Parish Meeting	[REDACTED]
Elsfield Parish Council	[REDACTED]
Enstone Parish Council	[REDACTED]
Epwell Parish Council	[REDACTED]
Evenley Parish Council	[REDACTED]
Evenlode Parish Council	[REDACTED]
Ewelme Parish Council	[REDACTED]
Eydon Parish Council	[REDACTED]
Eynsham Parish Council	[REDACTED]
Faringdon Town Council	[REDACTED]
Farnborough Parish Council	[REDACTED]
Farthinghoe Parish Council	[REDACTED]
Fawler Parish Meeting	[REDACTED]
Fawley Parish Council	[REDACTED]
Fencott and Murcott Parish Council	[REDACTED]
Fernham Parish Meeting	[REDACTED]
Fifield Parish Meeting	[REDACTED]
Filkins and Broughton Poggs Parish Council	[REDACTED]
Finmere Parish Council	[REDACTED]
Finstock Parish Council	[REDACTED]
Forest Hill with Shotover Parish Council	[REDACTED]
Freeland Parish Council	[REDACTED]
Frilford Parish Meeting	[REDACTED]
Fringford Parish Council	[REDACTED]
Fritwell Parish Council	[REDACTED]
Fulbrook Parish Council	[REDACTED]
Fyfield and Tubney Parish Council	[REDACTED]
Garford Parish Meeting	[REDACTED]
Garsington Parish Council	[REDACTED]
Glympton Parish Meeting	[REDACTED]
Goosey Parish Meeting	[REDACTED]
Gosford and Water Eaton Parish Council	[REDACTED]
Grafton And Radcot Parish Council	[REDACTED]
Great Haseley Parish Council	[REDACTED]
Great Milton Parish Council	[REDACTED]
Great Rissington Parish Council	[REDACTED]
Great Tew Parish Meeting	[REDACTED]
Greatworth and Halse Parish Council	[REDACTED]
Grendon Underwood Parish Council	[REDACTED]
Grove Parish Council	[REDACTED]
Hailey Parish Council	[REDACTED]
Hampton Gay and Poyle Parish Meeting	[REDACTED]
Hanborough Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Hanwell Parish Council	[REDACTED]
Hardwick Parish Council	[REDACTED]
Hardwick-with-Yelford Parish Meeting	[REDACTED]
Harwell Parish Council	[REDACTED]
Hatford Parish Council	[REDACTED]
Helmdon Parish Council	[REDACTED]
Hethe Parish Council	[REDACTED]
Heyford Park Parish Council	[REDACTED]
Heythrop Parish Council	[REDACTED]
Hillesdon Parish Council	[REDACTED]
Hinton Waldrist Parish Council	[REDACTED]
Hogshaw Parish Council	[REDACTED]
Holton Parish Council	[REDACTED]
Holwell Parish Meeting	[REDACTED]
Honington Parish Council	[REDACTED]
Hook Norton Parish Council	[REDACTED]
Horley Parish Council	[REDACTED]
Hornton Parish Council	[REDACTED]
Horspath Parish Council	[REDACTED]
Horton-cum-Studley Parish Council	[REDACTED]
Ickford Parish Council	[REDACTED]
Idbury Parish Meeting	[REDACTED]
Idlicote Parish Council	[REDACTED]
Ipsden Parish Council	[REDACTED]
Islip Parish Council	[REDACTED]
Kelmscott Parish Meeting	[REDACTED]
Kencot Parish Meeting	[REDACTED]
Kennington Parish Council	[REDACTED]
Kiddington With Asterleigh Parish Council	[REDACTED]
Kidlington Parish Council	[REDACTED]
Kingham Parish Council	[REDACTED]
Kings Sutton Parish Council	[REDACTED]
Kingsey Parish Council	[REDACTED]
Kingston Bagpuize with Southmoor Parish Council	[REDACTED]
Kingston Lisle Parish Council	[REDACTED]
Kirtlington Parish Council	[REDACTED]
Langford Parish Council	[REDACTED]
Launton Parish Council	[REDACTED]
Leafield Parish Council	[REDACTED]
Letchlade-on-Thames Town Council	[REDACTED]
Letcombe Bassett Parish Council	[REDACTED]
Letcombe Regis Parish Council	[REDACTED]
Lewknor Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Little Compton Parish Council	[REDACTED]
Little Coxwell Parish Council	[REDACTED]
Little Faringdon Parish Meeting	[REDACTED]
Little Milton Parish Council	[REDACTED]
Little Tew Parish Meeting	[REDACTED]
Little Wittenham Parish Council	[REDACTED]
Littlemore Parish Council	[REDACTED]
Littleworth Parish Meeting	[REDACTED]
Long Compton Parish Council	[REDACTED]
Long Crendon Parish Council	[REDACTED]
Long Wittenham Parish Council	[REDACTED]
Longborough Parish Council	[REDACTED]
Longcot Parish Council	[REDACTED]
Longworth Parish Council	[REDACTED]
Lower Heyford Parish Council	[REDACTED]
Lower Slaughter Parish Council	[REDACTED]
Ludgershall Parish Council	[REDACTED]
Lyford Parish Meeting	[REDACTED]
Lyneham Parish Meeting	[REDACTED]
Maids Morton Parish Council	[REDACTED]
Marcham Parish Council	[REDACTED]
Marsh Gibbon Parish Council	[REDACTED]
Merton Parish Council	[REDACTED]
Middle Aston Parish Meeting	[REDACTED]
Middle Claydon Parish Council	[REDACTED]
Middleton Cheney Parish Council	[REDACTED]
Middleton Stoney Parish Council	[REDACTED]
Milcombe Parish Council	[REDACTED]
Milton (Abingdon) Parish Council	[REDACTED]
Milton (Banbury) Parish Meeting	[REDACTED]
Milton-under-Wychwood Parish Council	[REDACTED]
Minster Lovell Parish Council	[REDACTED]
Mixbury Parish Meeting	[REDACTED]
Moulsford Parish Council	[REDACTED]
Nether Winchendon Parish Council	[REDACTED]
Newington Parish Council	[REDACTED]
Noke Parish Meeting	[REDACTED]
North Hinksey Parish Council	[REDACTED]
North Leigh Parish Council	[REDACTED]
North Moreton Parish Council	[REDACTED]
North Newington Parish Council	[REDACTED]
Northmoor Parish Council	[REDACTED]
Nuffield Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Oakley Parish Council	[REDACTED]
Oddington Parish Meeting	[REDACTED]
Old Marston Parish Council	[REDACTED]
Over Norton Parish Council	[REDACTED]
Oxhill Parish Council	[REDACTED]
Piddington Parish Council	[REDACTED]
Poundon Parish Council	[REDACTED]
Prescote Parish Meeting	[REDACTED]
Preston Bissett Parish Council	[REDACTED]
Pusey Parish Meeting	[REDACTED]
Pyrton Parish Council	[REDACTED]
Quainton Parish Council	[REDACTED]
Radley Parish Council	[REDACTED]
Radstone Parish Council	[REDACTED]
Radway Parish Council	[REDACTED]
Ramsden Parish Council	[REDACTED]
Ratley And Opton Parish Council	[REDACTED]
Risinghurst & Sandhills Parish Council	[REDACTED]
Rollright Parish Council	[REDACTED]
Saint Helen Without Parish Council	[REDACTED]
Salford Parish Council	[REDACTED]
Sandford St Martin Parish Council	[REDACTED]
Sandford-on-Thames Parish Council	[REDACTED]
Shabbingdon Parish Council	[REDACTED]
Shalstone Parish Council	[REDACTED]
Shellingford Parish Meeting	[REDACTED]
Shenington with Alkerton Parish Council	[REDACTED]
Shilton Parish Council	[REDACTED]
Shipston On Stour Parish Council	[REDACTED]
Shipton-on-Cherwell and Thrupp Parish Council	[REDACTED]
Shipton-under-Wychwood Parish Council	[REDACTED]
Shirburn Parish Meeting	[REDACTED]
Shotteswell Parish Council	[REDACTED]
Shrivenham Parish Council	[REDACTED]
Shutford Parish Council	[REDACTED]
Sibford Ferris Parish Council	[REDACTED]
Sibford Gower Parish Council	[REDACTED]
Somerton Parish Council	[REDACTED]
Souldern Parish Council	[REDACTED]
South Hinksey Parish Council	[REDACTED]
South Leigh Parish Council	[REDACTED]
South Moreton Parish Council	[REDACTED]
South Newington Parish Council	[REDACTED]

Town or Parish Council	Email Contact
South Stoke Parish Council	[REDACTED]
Southrop Parish Council	[REDACTED]
Sparsholt Parish Council	[REDACTED]
Spelsbury Parish Council	[REDACTED]
Stadhampton Parish Council	[REDACTED]
Standlake Parish Council	[REDACTED]
Stanford-in-the-Vale Parish Council	[REDACTED]
Stanton Harcourt Parish Council	[REDACTED]
Stanton St. John Parish Council	[REDACTED]
Steeple Aston Parish Council	[REDACTED]
Steeple Barton Parish Council	[REDACTED]
Steeple Claydon Parish Council	[REDACTED]
Steventon Parish Council	[REDACTED]
Stoke Lyne Parish Council	[REDACTED]
Stoke Talmage Parish Meeting	[REDACTED]
Stonesfield Parish Council	[REDACTED]
Stow-On-The-Wold Parish Council	[REDACTED]
Stratton Audley Parish Council	[REDACTED]
Stretton-On-Fosse Parish Council	[REDACTED]
Sulgrave Parish Council	[REDACTED]
Sunningwell Parish Council	[REDACTED]
Sutton Courtenay Parish Council	[REDACTED]
Swalcliffe Parish Council	[REDACTED]
Swerford Parish Council	[REDACTED]
Swinbrook and Widford Parish Council	[REDACTED]
Swyncombe Parish Council	[REDACTED]
Sydenham Parish Council	[REDACTED]
Syresham Parish Council	[REDACTED]
Tackley Parish Council	[REDACTED]
Tadmarton Parish Council	[REDACTED]
Taynton Parish Meeting	[REDACTED]
Tetsworth Parish Council	[REDACTED]
Thame Town Council	[REDACTED]
The Baldons Parish Council	[REDACTED]
The Wolfords Joint Parish Council	[REDACTED]
Thenford Parish Council	[REDACTED]
Thorpe Mandeville Parish Council	[REDACTED]
Tiddington-with-Albury Parish Council	[REDACTED]
Tingewick Parish Council	[REDACTED]
Todenham Parish Council	[REDACTED]
Toot Baldon Parish Council	[REDACTED]
Towersey Parish Council	[REDACTED]

Town or Parish Council	Email Contact
Turweston Parish Council	[REDACTED]
Twyford Parish Council	[REDACTED]
Tyso Parish Council	[REDACTED]
Uffington Parish Council	[REDACTED]
Upper Heyford Parish Council	[REDACTED]
Upper Winchendon Parish Council	[REDACTED]
Upton Parish Council	[REDACTED]
Waddesdon Parish Council	[REDACTED]
Wallingford Town Council	[REDACTED]
Wantage Town Council	[REDACTED]
Warborough Parish Council	[REDACTED]
Wardington Parish Council	[REDACTED]
Warkworth Parish Council	[REDACTED]
Warmington Parish Council	[REDACTED]
Watchfield Parish Council	[REDACTED]
Water Stratford Parish Council	[REDACTED]
Waterstock Parish Meeting	[REDACTED]
Watlington Parish Council	[REDACTED]
Wendlebury Parish Council	[REDACTED]
West Challow Parish Council	[REDACTED]
West Hagbourne Parish Council	[REDACTED]
West Hanney Parish Council	[REDACTED]
Westbury Parish Council	[REDACTED]
Westcote Barton Parish Meeting	[REDACTED]
Weston and Weedon Parish Council	[REDACTED]
Weston and Weedon Lois Parish Council	[REDACTED]
Weston-on-the-Green Parish Council	[REDACTED]
Westwell Parish Meeting	[REDACTED]
Wheatfield Parish Council	[REDACTED]
Wheatley Parish Council	[REDACTED]
Whichford Parish Council	[REDACTED]
Whitfield Parish Council	[REDACTED]
Wigginton Parish Council	[REDACTED]
Windrush Parish Council	[REDACTED]
Witney Town Council	[REDACTED]
Woodeaton Parish Council	[REDACTED]
Woodham Parish Council	[REDACTED]
Woodstock Town Council	[REDACTED]
Woolstone Parish Meeting	[REDACTED]
Wootton (Abingdon) Parish Council	[REDACTED]
Wootton (Woodstock) Parish Council	[REDACTED]
Worminghall Parish Council	[REDACTED]
Worton Parish Meeting	[REDACTED]

Town or Parish Council	Email Contact
Wotton Underwood Parish Council	[REDACTED]
Wroxton & Balscote Parish Council	[REDACTED]
Wyck Rissington Parish Council	[REDACTED]
Wytham Parish Meeting	[REDACTED]
Yarnton Parish Council	[REDACTED]

NATMAC		
Organisation	Representative(s)	Email Contact
Airlines UK	[REDACTED]	[REDACTED]
Airport Operators Association (AOA)	[REDACTED]	[REDACTED]
Airfield Operators Group (AOG)	[REDACTED]	[REDACTED]
Aircraft Owners and Pilots Association (AOPA)	[REDACTED]	[REDACTED]
Airspace Change Organising Group (ACOG)	[REDACTED]	[REDACTED]
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[REDACTED]	[REDACTED]
Aviation Environment Federation (AEF)	[REDACTED]	[REDACTED]
British Airways (BA)	[REDACTED]	[REDACTED]
BAe Systems	[REDACTED]	[REDACTED]
British Airline Pilots Association (BALPA)	[REDACTED]	[REDACTED]
British Balloon and Airship Club	[REDACTED]	[REDACTED]
British Business and General Aviation Association (BBGA)	[REDACTED]	[REDACTED]
British Gliding Association (BGA)	[REDACTED]	[REDACTED]
British Helicopter Association (BHA)	[REDACTED]	[REDACTED]
British Microlight Aircraft Association (BMAA)	[REDACTED]	[REDACTED]
British Skydiving	[REDACTED]	[REDACTED]
Drone Major	[REDACTED]	[REDACTED]
General Aviation Alliance (GAA)	[REDACTED]	[REDACTED]
Guild of Air Traffic Control Officers (GATCO)	[REDACTED]	[REDACTED]
Honourable Company of Air Pilots (HCAP)	[REDACTED]	[REDACTED]
Helicopter Club of Great Britain (HCGB)	[REDACTED]	[REDACTED]
Isle of Man CAA	[REDACTED]	[REDACTED]
Light Aircraft Association (LAA)	[REDACTED]	[REDACTED]
Low Fare Airlines	[REDACTED]	[REDACTED]

NATMAC		
Organisation	Representative(s)	Email Contact
Military Aviation Authority (MAA)	[REDACTED]	[REDACTED]
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	[REDACTED]	[REDACTED]
NATS	[REDACTED]	[REDACTED]
Navy Command HQ	[REDACTED]	[REDACTED]
PPL/IR (Europe)	[REDACTED]	[REDACTED]
UK Airprox Board (UKAB)	[REDACTED]	[REDACTED]
UK Flight Safety Committee (UKFSC)	[REDACTED]	[REDACTED]
United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).	[REDACTED]	[REDACTED]

External Aviation	
Name	Email
621 VGS	[REDACTED]
Aeros	[REDACTED]
BGGC	[REDACTED]
Bicester Aero	[REDACTED]
Birmingham Airport	[REDACTED]
BMAA	[REDACTED]
Booker Aviation	[REDACTED]
Brize Flying Club	[REDACTED]
CAA Infringements	[REDACTED]
CastleAir Academy	[REDACTED]
Chiltern Aero	[REDACTED]
Chirp	[REDACTED]
Clifton Aviation Ltd	[REDACTED]
Cotswold Aero Club	[REDACTED]
Cotswold Gliding	[REDACTED]
Cotswolds Airport	[REDACTED]
Cranfield Airport	[REDACTED]
Enstone Aerodrome	[REDACTED]
Enstone Flying Club	[REDACTED]
Farnborough Airport	[REDACTED]
Fernham Fly	[REDACTED]
Finest Hour Experiences	[REDACTED]
GASCO	[REDACTED]
Gloucestershire Airport	[REDACTED]
Gryphon	[REDACTED]

Heli Air	[REDACTED]
Heliflights UK	[REDACTED]
Heligroup	[REDACTED]
Hinton Airfield	[REDACTED]
JK Helicopter Training	[REDACTED]
London Gliding Club	[REDACTED]
Lyneham Aviation	[REDACTED]
NPAS	[REDACTED]
Oaksey Park Airfield	[REDACTED]
Oxford Gliding Club	[REDACTED]
Skyborne	[REDACTED]
Staverton Flying School	[REDACTED]
Swindon Gliding Club	[REDACTED]
Thames Valley Air Ambulance	[REDACTED]
Turweston	[REDACTED]

Based-Operators	
Organisation/Name	Email Contact
Airbus Helicopters	[REDACTED]
[REDACTED]	[REDACTED]
Ameriana Aviation	[REDACTED]
[REDACTED]	[REDACTED]
Angus Monro	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Anyway Aviation	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
CAE	[REDACTED]
[REDACTED]	[REDACTED]
Capital Air Services	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Children's Air Ambulance	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Clarity Global	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Based-Operators	
Organisation/Name	Email Contact
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Dentcomm	[REDACTED]
Diamond Flight Training Ltd	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
G-HIRE	[REDACTED]
Go Fly Oxford	[REDACTED]
[REDACTED]	[REDACTED]
Industriflyg	[REDACTED]
Ineos ops	[REDACTED]
[REDACTED]	[REDACTED]
JCB	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
JMI	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
K&N Aviation Limited	[REDACTED]
Kingham Aviation	[REDACTED]
Leading Edge	[REDACTED]
Livingstone Skies	[REDACTED]
[REDACTED]	[REDACTED]
LS Aviation	[REDACTED]
[REDACTED]	[REDACTED]
MAC Aviation	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Marvel Aviation	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Based-Operators	
Organisation/Name	Email Contact
[REDACTED]	[REDACTED]
OAGAG	[REDACTED]
Ortac	[REDACTED]
Oxford Aeroplane Co	[REDACTED]
P3 Engineering	[REDACTED] [REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
PFT & Volare	[REDACTED]
Pilot Flight Training	[REDACTED] [REDACTED]
Recreational International Inc	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
RPM Aviation	[REDACTED]
[REDACTED]	[REDACTED]
SaxonAir	[REDACTED]
[REDACTED]	[REDACTED]
Spirejet	[REDACTED]
[REDACTED]	[REDACTED]
Synergy Aviation	[REDACTED] [REDACTED]
TAG Ops	[REDACTED] [REDACTED]
Techtest	[REDACTED]
Time Air	[REDACTED]
[REDACTED]	[REDACTED]
Via Global /Ventus International Aviation	[REDACTED]
Volare Aviation	[REDACTED] [REDACTED]
Voler Aviation	[REDACTED]
Whitewind Company	[REDACTED]
Whitewind Company Operations	[REDACTED]
Yellow skies LLP	[REDACTED]

Added during Initial Engagement	
Name	Email
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
One Planet Abingdon Climate Emergency Centre	[REDACTED]
[REDACTED]	[REDACTED]

ANNEX B

STAGE 1B STAKEHOLDER ENGAGEMENT LOG

Details of Stage 1B Stakeholder Engagement is in the following table with details of OASL initial emails to stakeholders for the engagement below:

Date	Stakeholder	Type of Engagement	Subject of Engagement	Location of Engagement Evidence
03/10/2023	ACC	Meeting	Standard ACC meeting with a brief on the ACP, see minutes	Annex C, Appendix 1
30/01/2023	ACC	Meeting	Standard ACC meeting with a brief on the ACP, see minutes	Annex C, Appendix 2
15/02/2024	TOM	Meeting	Standard TOM meeting with brief on the ACP, see minutes	Annex C, Appendix 3
07/03/2024	LRST	Meeting	Standard LRST meeting with a brief on the ACP, see minutes	Annex C, Appendix 4
13/03/2024	All	Document	Current Operations and DPs, 6-week Stakeholder Engagement	Annex C, Appendix 6
13/03/2024	NATMAC	By email	Stakeholder Engagement Phase 1B (6-Week Consultation)	Annex D
13/03/2024	Aviation	By email	Stakeholder Engagement Phase 1B (6-Week Consultation)	Annex D
13/03/2024	Non-Aviation	By email/Post	Stakeholder Engagement Phase 1B (6-Week Consultation)	Annex D
18/04/2024	NATMAC	By email	Reminder of end of Stakeholder Engagement Phase 1B date	Annex D
18/04/2024	Aviation	By email	Reminder of end of Stakeholder Engagement Phase 1B date	Annex D
18/04/2024	Non-Aviation	By email	Reminder of end of Stakeholder Engagement Phase 1B date	Annex D
08/05/2024	RAUWG	Meeting	Standard RAUWG meeting with brief on Oxford activity and the ACP	Annex C, Appendix 7
23/05/2024	NATMAC	By email	Stakeholder Engagement Phase 1B – Update on DPs (2-Week Consultation)	Annex D
23/05/2024	Aviation	By email	Stakeholder Engagement Phase 1B – Update on DPs (2-Week Consultation)	Annex D
23/05/2024	Non-Aviation	By email	Stakeholder Engagement Phase 1B – Update on DPs (2-Week Consultation)	Annex D
24/05/2024	All	Document	Outcome of 6-week engagement and proposed DPs, 2-week Stakeholder Engagement	Annex C, Appendix 8
04/06/2024	ACC	Meeting	Standard ACC meeting with a brief on the ACP, see minutes	Annex C, Appendix 10

ANNEX C

STAKEHOLDER ENGAGEMENT MATERIAL

One stakeholder noticed minor errors within the Stakeholder Engagement document regarding activity at some of the local airfields; whilst these have no impact on the current operation, or on the draft DPs the Stakeholder Engagement document reproduced at Appendix 4 has been corrected (corrections in Red). The original Stakeholder Engagement document can be found on the CAA Airspace Portal [here](#).

Appendices:

1. [ACC Minutes – Meeting held on 03/10/2023.](#)
2. [ACC Minutes – Meeting held on 30/01/2024.](#)
3. [TOM Minutes – Meeting held on 15/02/2024.](#)
4. [LRST Minutes – Meeting held on 07/03/2024.](#)
5. [Update to ACP Page on Website dated 13/03/2024.](#)
6. [Stakeholder Engagement Document dated 13/03/2024 and OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.](#)
7. [RUAWG Minutes – Meeting held on 08/05/2024 \(email confirming engagement\).](#)
8. [Second Stakeholder Engagement Document dated 24/05/2024.](#)
9. [Update to ACP Page on Website dated 31/05/2024.](#)
10. [ACC Minutes – Meeting held on 04/06/2024.](#)



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

Tuesday 03rd October 2023

Date of Minutes – 15th Oct. 2023

Attendees:

For the Airport - [REDACTED] (MD), [REDACTED] (Head of Business Development)

Local Representatives – [REDACTED] (CPRE Oxon), [REDACTED] (Leading Edge Aviation), [REDACTED] (Hampton Gay), [REDACTED] (Kidlington PC), [REDACTED] (Shipton-on Cherwell), [REDACTED] (Bladon), [REDACTED] (Kirtlington).

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

Chair: [REDACTED] (Oxford Airport Users Group – OAGAG.org.uk)

Apologies: [REDACTED] (OCC, CDC Kidlington), [REDACTED] (CDC), [REDACTED] (Thrupp)

Provisional date for next Meeting – Tuesday January 16th 2024 – 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. Subsequent to the ACC meeting representatives from Thrupp, Shipton and Hampton Gay will meet at the airport to view the current bund and see how that might evolve over time.
- b) Commented on late posting of minutes – will endeavour to improve!

Cont. 2



2. Planning/Development-Related Activity

■ 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. Operations are likely to commence from the area from the summer 2024.

b. 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 2023.

The first phase (in front of Langford Lane) will commence from early 2024 (most likely around April at time of going to print), but demolition of further structures, namely the old Vida gym building, may commence before the end of this year.

c. Intent to table another Airspace Change Proposal (ACP)

■ elaborated on this matter. Several years ago, the airport, alongside a separate application by RAF Brize Norton, applied for an Airspace Change Proposal to add new satellite-based (GPS guided) approaches to both ends of the runway and to change the airspace in the immediate vicinity to have greater control for aircraft on those 'precision' approaches. That application was ultimately rejected, in part through objections from airspace users who didn't want any more controlled airspace in this part of the country. The need for a precision approach on the south end (Runway 01) has never gone away and accordingly the airport is preparing for a new ACP again. The new approaches would essentially be GPS-based/guided overlays on top of established ground-based navigation system patterns, so no real change. What may change is if the airport was given any new controlled airspace in conjunction with that, up to typically 2,300 feet above ground level in the immediate vicinity. Aircraft within that zone would need to have a transponder (for identification) and would be compelled to talk to the airport if passing through. The intent is to create a 'known environment' which adds further to the situational awareness for all parties concerned and safety in general.

The new ACP application is in its infancy and could take some years to go through numerous consultations with all stakeholders. Progress and related links will be posted on an 'ACP' page on the airport's website in due course after first consultations with the CAA. Thereafter, the CAA will also post all details periodically as each stage is undertaken. The process is defined under UK CAA CAP 1616 procedures.

Cont. 3



- 3 -

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

Thrupp/Hampton Gay/Shipston – helicopter overflights in particular

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 has been had 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 would require the land immediately to the south of the runway safeguarded for future approach lighting and understand plans are amended to reflect this already. We would be concerned in particular with matters such as glare, ground turbulence, activity of birds, electro-magnetic interference with navigation and other systems.
- 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 (scheduled at time of going to print on 6th November)

Cont. 4



- 4 -

- c) The Cherwell District Council Local Plan 2040 is undergoing the Regulation 18 consultation phase imminently. The airport will be making representations to this consultation by the November deadline. As per previous consultations, we seek again to have greenbelt boundary considerations reassessed, in particular on the eastern side, where pre-existing development is already established. New on this occasion, is the support and desire to have the County Council-proposed 'Transport Hub' on the western side in the vicinity of the Bladon roundabout. Our representation should be in the public domain on the Cherwell DC website in due course, but we will place a copy on our website once submitted.

- 7. **Date proposed for next meeting** – Tuesday 16th January 2024 and then Tuesday 4th June 2024, Airport Terminal

The meeting ended approximately 19:00

Minutes collated by





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

Tuesday 30th January 2024

Date of Minutes – 31st January 2024

Attendees:

For the Airport - [REDACTED] (MD), [REDACTED] (Head of Business Development), [REDACTED] – Head of Air Traffic Services

Local Representatives – [REDACTED] (Shipton & Thrupp), [REDACTED] (Cassington), [REDACTED] (OAGAG), [REDACTED] (Kidlington), [REDACTED] (Gosford & water Eaton), [REDACTED] (Thrupp), [REDACTED] (Thrupp), [REDACTED] (Yarton), [REDACTED] (Begbroke), [REDACTED] (Combe), [REDACTED] (Bletchingdon), [REDACTED] (Combe), [REDACTED] (Kidlington & Cherwell)

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

Chair: [REDACTED] (Oxford Airport Users Group – OAGAG.org.uk)

Apologies: [REDACTED] (OCC, CDC Kidlington), [REDACTED] (CPRE & Cherwell), [REDACTED] (Woodstock), [REDACTED] (Kirtlington)

Provisional date for next Meeting – Tuesday June 4th 2024 – Airport Lecture Theatre, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting & Actions Arising

- a) No specific actions arising, aside from a commitment to review the prospective tree-planting on the east side bund

Cont. 2



2. Planning/Development-Related Activity

██████████ 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 with internal works being finished off by the spring. Completion is expected at the start of the summer with Airbus Helicopters commencing migration into the facility from July and to be fully occupied by September 2024. A launch event for the formal opening of the facility is anticipated around the 18th/19th of September. Accordingly, operations are likely to commence from the area from mid-summer. With the establishment of the new site, we will be looking at reducing the number of helicopters accessing the airport from the east side (i.e. across the fields south of Thrupp, close to the Jolly Boatman pub). The level of activity at the new facility will be much the same as the existing levels, with similar numbers of employees.

b. The redevelopment of the Langford Lane airport entrance zone (Science Park)

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 2023.

The first phase (in front of Langford Lane, Building 'B') will commence from around April at time of going to print, including demolition of further structures, namely the old Vida gym building. An associated Section 106 obligation relating in part to pedestrian access in the vicinity of Langford Lane is near completion at the time of writing.

When fully occupied the science park might accommodate up to 400+ employees, but an extensive travel plan analysis and ongoing monitoring for the next five years is already a prerequisite for the development.

c. Intent to table another Airspace Change Proposal (ACP)

██████████ elaborated on this matter. Several years ago, the airport, alongside a separate application by RAF Brize Norton, applied for an Airspace Change Proposal (ACP) to add new satellite-based (GPS guided) approaches to both ends of the runway and to change the airspace in the immediate vicinity to have greater control for aircraft on those 'precision' approaches. That application was ultimately rejected, in part through objections from airspace users who didn't want any more controlled airspace in this part of the country. The need for a precision approach on the south end (Runway 01) has never gone away and accordingly the airport is preparing for a new ACP. By 2030 we will need new precision approaches regardless.

Cont. 3



Intent to table another Airspace Change Proposal (ACP) – Cont.

The new approaches would essentially be GPS-based/guided overlays on top of established ground-based navigation system patterns, so no real change. What may change is if the airport was given any new controlled airspace in conjunction with that, up to typically 2,300 feet above ground level in the immediate vicinity. Aircraft within that zone would need to have a transponder (for identification) and would be compelled to talk to the airport if passing through. The intent is to create a 'known environment' which adds further to the situational awareness for all parties concerned and safety in particular. This should add benefits to the local aircraft-related noise footprint beyond our current 2nm ATZ as we would have greater control of a larger zone, in particular to the north and south. We may end up with the new approaches but not the additional controlled airspace, but we wish for both.

The new ACP application is in its infancy and could take some years to go through numerous consultations with all stakeholders. Progress and related links will be posted on an 'ACP' page on the airport's website in due course after first consultations with the CAA. Thereafter, the CAA will also post all details periodically as each stage is undertaken. The process is defined under UK CAA CAP 1616 procedures. We are currently at Stage 1 in which we must decide what design principles we will use and that requires further engagement with all stakeholders. There are seven formal stages and there will be an 'engagement list' produced early on which will include the Airport Consultative Committee. The whole exercise might take a good three years or more based on UK/CAA precedent and will likely cost several hundred thousand pounds to undertake.

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 and historically.

Of note, school training activity levels have declined 29% in 2023 compared with 2022, 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 Phoenix and Oxford with ground school training in Gatwick. CAE's fleet at Oxford has stabilised at around five or six aircraft. Overall, in 2023 flights reduced 21% compared with 2022. [REDACTED] explained that this was really a settling down of activity after the post-pandemic peaks seen in 2022, which was our busiest year for 16 years.

Cont. 4



4. Noise Issues overview and key 'hotspots'

Bladon – Ongoing issues with overflights. We try to encourage using the gap between Hanborough and Bladon

Wootton – Ongoing issues with overflights – also the fact that the RWY 01 hold pattern is just south of the village (01 is used 30% of the time due to wind direction)

Thrupp/Hampton Gay/Shipston – helicopter overflights in particular

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

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

Of the limits and associated movements recorded pertaining to the Section 106, there were a handful (12) of larger jet movements over 50 tonnes in the last third of 2023 – an airport-based Boeing BBJ (737-700)

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. This was cited in particular to the developers of new housing in the vicinity where developers and their sales and letting agents ought to clarify to buyers the relevance of the proximity of the airport.

6. Other Concerns, Discussion Points & Questions

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

- a) Consultation has been had 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 would require the land immediately to the south of the runway safeguarded for future approach lighting (extending some 450m from the runway threshold typically) and understand plans are amended to reflect this already. We would be concerned in particular with matters such as glare, ground turbulence, activity of birds, electro-magnetic interference with navigation and other systems. Any details from due technical safeguarding studies on this front will not have been in the public domain at this stage of the consultation process. The latest draft of the Cherwell Local Plan Review 2040, including core policy No.77, elaborates on safeguarded areas for the airport, in particular sections - 6.49, 6.60. [REDACTED] (Yarnton) asked if we were objecting to the whole project to which [REDACTED] responded that we did not have a position on the project in its entirety, merely the initial and ongoing concern over safeguarding our own approaches, in particular on the southern end of the airport.

Cont. 5



- b) Part of the government's drive for businesses to meet their GHG Protocols – i.e. 'Scope, 1, 2 & 3' environmental standards, means the airport itself is looking at our own solar farm options on our own land, or on other properties belonging to the parent company's group of property businesses which also includes several horse racecourses. Battery storage solutions will also be considered.
- c) Thrupp & Shipton villagers having taken a look at the bund (spoil heaps) developing on the east side of the new developments (namely Hangar No.15 and the new Airbus Helicopters facility) last year, asked again when planting might be carried out upon the bund as discussed previously. [REDACTED] committed to pursue that as an action on his part and hopefully will be able to elaborate on what could be done before the next ACC meeting. Spoil from any other projects on the airport continue to be deposited in that vicinity, progressively increasing the height, in particular at the northern end of the access road to the new Airbus facility.
- d) The Cherwell District Council Local Plan Review 2040 has undertaken the Regulation 18 consultation last year. The airport made representations to this consultation by the November deadline. As per previous Local Plan consultations, we sought again to have greenbelt boundary considerations reassessed, in particular on the eastern side, where pre-existing development is already established. New on this occasion, was the support and desire to have the County Council-proposed 'Transport Hub' on the western side in the vicinity of the Bladon roundabout. Our representation should be in the public domain on the Cherwell DC website in due course (if not already), but we will place a copy on our website.
- e) A representative from Combe noted that flights over the village appeared to have reduced, but wondered if there was a way of comparing flight tracks between two different periods. [REDACTED] commented that NATS were able to produce 'heat maps' showing densities of flight tracks over a particular area on request, albeit this is a charged-for service.
- f) [REDACTED] commented that two of the older hangars are likely to come down as part of the Science Park development second phase, however, government policy on building efficiency regulations may force the airport to have to remove others were they to fail to comply with such regulations in the future. EPC compliance constraints are going to stop older industrial/commercial properties from being able to be re-let, in particular from 2030 and the costs of retrofitting measures to meet compliance can be prohibitive. Accordingly, the airport is assessing further options to take down other buildings and replace with new alternatives.
- g) One attendee asked if we had concerns about potential glare issues relating to the new football stadium site. Having already met with the developers, we have assurances about lighting being essentially directed downwards, minimising such glare – we will review further in any detailed design stage. Such developments do tend to give this appropriate attention.

7. Date proposed for next meeting – Tuesday 4th June 2024 in the airport lecture theatre

The meeting ended approximately 19:00

Minutes collated by

[REDACTED]

Summary	
Meeting name	Tenants and Operators Meeting
Date of Meeting	15/02/2024 00:00 -15/02/2024 15:45
Attendees	[REDACTED]
Minuted By	[REDACTED]
Date of Minutes	
Description	OXF/EGTK Tenants and Operators Seasonal Airport Update – 1st Half 2024 - Thursday 15th February 15:00 – 15:45 - via MS Teams

FAO: All OXF-based aircraft Owners/Pilots, Operators or Management Companies – please forward to other syndicate owners/pilots as appropriate

This is an invitation to join an MS Teams call (15:00-15:45 hrs) on Thursday 15th February for a brief update on the airport from a development and operational perspective primarily. Having reinstated such 'TOM's (Tenant and Operator Meetings in CAA parlance) last year, the intent is to do this every six months moving forward. We have of course regular safety briefings with the main based fleet operators routinely – this is more a general overview of activity and changes and a look ahead for the airport.

The update and agenda will likely include:

Development-related:

- Front entrance Science Park project - update/schedule
- Hangar No.16 anticipated plan
- Airbus Helicopters anticipated moves (and possible Hangar No.s 5, 6, 7 futures)
- Car parking situation (TBA) – year ahead

Operational matters:

- Aircraft parking protocols/changes
- Hangar discipline/cleanliness
- FBO (business aviation terminal) matters – plans, staff etc.
- Terminal car park protocols
- Other airside operational matters/concerns
- ATC and approach plans
- Security protocols

There will be an opportunity for questions at the end, but to minimise the time allocated for the meeting, if you have specific queries you'd like to raise, or concerns to air, do by all means relay those in advance directly to [REDACTED] at:

[REDACTED]
Tel: [REDACTED]
Mob: [REDACTED]

We'll try and cover those queries received in advance, within the brief. Details below to join (do cut & paste into calendars as appropriate – not sending a separate MS Teams calendar invite):

Microsoft Teams meeting - Join on your computer, mobile app or room device:

Thursday 15th February 15:00 – 15:45

[Click here to join the meeting](#)

Meeting ID: [REDACTED]
Passcode: [REDACTED]

[Download Teams](#) | [Join on the web](#)

Minutes of the meeting and any issues raised can be circulated post meeting to all on request.

Kind regards

██████

████████████████

Agenda Items		Actions
1	Welcome and Introduction	0
2	Development Update- █████	0
3	Update from Airport Operations- █████	0
4	Update from Head of Air Traffic Services	0
5	Update from Terminal Operations	0
6	Correspondents, questions and AOB	0

Action Summary (in due date order)				
Ag. Item	Action	Owner	Due On	Completed
No actions				

1 - Welcome and Introduction

■ welcomed everyone online and in person to the meeting

2 - Development Update

■ updated the various developments, some of what have started the construction and some are in their infancy and remain at the planning stage.

- The Science Park-

at the entrance to the airport the Science park has commenced some of the clearing works in preparation for excavation and building to start in the next couple of months. This will be completed in phases and information will be updated once this is realized in greater depth.

There's understanding to be impact on parking capacity and Hangar 14 as the build starts in earnest but the level of the impact is yet to be determined.

-Airbus New facility-

The New Airbus facility is progressing well and plans for Airbus to move from current to future site in early summer.

-Airbus current Hangars-

Airbus will vacate their current Hangars. The Airport is currently exploring future options for these.

-Hangar 16-

The potential for Hangar 16, was highlighted to the group. This would sit at 90 degrees to Hangar 15.

Currently no timeline for this new Hangar

3 - Update from Airport Operations

■ (AOM) updated the group with the following development in the operation and invited people from the respective areas to update accordingly...

- Terminal offering has had gone through some significant improvements and continues to do so. A more through update will be shared by ■ (Customer Operations Supervisor)

- Health and Safety-

■ advised ■ (Property & Facilities Manager) has been reviewing the updated Fire Risk Assessments for LOA and leased properties. ■ will share copies of Risk Assessments and request to see copies from Tenants/Operators.

- Ground Handling update-

■ advised a new Ground Handling Manager had been appointed ■

The team is going through some additional changes with new equipment (2 new Tugs and a New De-icer) and also recruiting for new Handlers to meet a newly improved structure with supervisory coverage.

■ will now hand over to respective areas for update.....

4 - Update from Head of Air Traffic Services

■ Head of Air Traffic Services updated the group on the follows...

- Radar operational hours increasing from 1st March 2024 (07:30-20:30) - **Correction 20:00**

- ACP design principles being created, estimated 2-3 years to conclude (ACP-2023-033)

- ■ - queries etiquette of those on the runway post landing not vacating expeditiously ■

acknowledged but highlighted difficult to address.

5 - Update from Terminal Operations

█ (Customer Operations Supervisor) updated the group of developments and enhancements that have occurred and planned for the future within the Terminal Operations offering

Areas covered by this update included -

- Investment into the department and Terminal Improvements - staff have recently been on a Butler course. Plans for bathrooms to be refreshed and lounge improvements ongoing.
- Reminder for dedicated lounges for Executive handling passengers, Jet Crew lounge, executive Aurora lounge, crew snooze lounge and GA lounge. The importance of keeping the lounges for dedicated crew and pax.
- Services included for handling and non-handled flights
- Brakes signs and prop position
- High viz jackets – Only escorted pax exempt (every other crew member including flight attendants are required to wear one each)
- Green pedestrian crossing use- please don't deviate
- Importance of ensuring ID is in date and contact pass office if not
- All GAR's to be completed online, customer names sent for the customer services team for handled flight
- Online times for aircraft (if sent via email, ensure a confirmation of receipt). Please give as much notice as possible, GA aircraft can take up to 2hrs from notice of notification to being online (highlighting position in the hangar, online can be affected)
- To treat staff with respect

The Terminal Team are to send out further information before the summer to update on some of the points highlighted and elaborate on other developments.

6 - Correspondents, questions and AOB

█ - query raised by █ around ID passes.

The 60 day cut off for passes to be parked is set by the Department for Transport rather than LOA. However, ID passes can be unparked by way of telephone call and/or email with the I.D/Pass office.

Reminder of the Pass Office opening hours:-

Mon, Tues and Thurs 09:00-15:30

Weds and Fri 09:00- 13:30

█ - query around GNSS approaches.

█ updated previously in the meeting to confirm ACP work ongoing. No current direct plan to replace NDB/DME but this would be assessed as assessment of the PPN procedures.

█ - query raised regarding Run up area for Taxiway Alpha

█ confirmed no current plans to reinstate previous alpha run up area but plans remains in the background as would need to be done effectively and robustly to future proof eg if a full length Taxiway was to be built it would form part of this work.

█ asked about current status of Foxtrot.

█ confirmed currently closed due water logging but would be back in service when condition improves and pre summer rolling complete

█ - asked when surfaced would be swept.

Further elaborated the surfaces had a considerable amount of 'FOD' which had caused prop damage. █ agreed and further supported prop damage was being incurred by loose material on surfaces.

█ advised a sweeping regime was being followed and spot repairs of the damaged surface areas.

█ requested operators inform LOA if they have an occurrence of potential prop or other aircraft damage.

█ Requested update on phase 2 of the science park

█ confirmed phase 2 was dependent on progress of phase 1.

[REDACTED]

From: [REDACTED]
Sent: 22 February 2024 11:19
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Minutes for the TOM

Sorry, I took that from initial email I received some time ago- sorry!

Sent from my iPhone

On 22 Feb 2024, at 10:51, [REDACTED] wrote:

Hi,

Correction to the minutes,

- 4 - Update from Head of Air Traffic Services
- Radar operational hours increasing from 1st March 2024 (07:30-20:30)

the radar hours will be 07:30 to 20:00 from 1 March 2024

Regards

[REDACTED]

From: [REDACTED]
Sent: Thursday, February 22, 2024 8:23 AM
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Minutes for the TOM

Hi All,

Please see attached the minutes from last weeks Tenant and Operators Meeting (thanks to those who conveyed their piece as part of the meeting). These minutes have been sent in a separate email to the Tenants and Operators originally invited.

Regards,

[REDACTED]

London Oxford Airport
Langford Lane
Kidlington
Oxon
OX5 1RA

Tel: [REDACTED]
Mob: [REDACTED]
Email: [REDACTED]
Web: www.oxfordairport.co.uk

<image001.jpg>

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of OASL and/or any of its clients or associates, with another party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

Summary	
Meeting name	Local Runway Safety Team
Date of Meeting	07/03/2024 14:00 -07/03/2024 15:00
Attendees	[REDACTED]
Minuted By	[REDACTED]
Date of Minutes	19/03/2024
Description	

Agenda Items	Actions
1 Attendees	0
2 Apologies	0
3 Review of Incidents with emphasis on Runway Incursions	0
5 Identification of runway safety issues including hotspots and AIP review	0
6 Identification of operational communication issues	0
7 Review of runway entrances and visual aids are adequate / correctly located / unambiguous	0
8 Operational issues with an emphasis on runway incursions	0
9 Effect of planned airport development / changes on runway incursions	0
10 Review the effectiveness of implemented operational solutions including SPIs	0
11 Requirements for publication of safety / guidance / best practice material	0
12 Review of training material / programmes for airside operations including airside driving	0
13 Forum / Open Discussion	0
14 Feedback to the SRB	0
15 AOB	0

Action Summary (in due date order)				
Ag. Item	Action	Owner	Due On	Completed
No actions				

1 - Attendees

■ welcomed all to the meeting, both those in the Brabazon meeting room and those online.
Full list of attendees captured.

2 - Apologies

Apologies received from:-
- ■ (Go Fly Oxford)
- ■ (LOA)

3 - Review of incidents with emphasis on Runway Incursions

■ Reviewed minutes of last meeting held 21/09/2023.

Review of Incidents since last meeting...

Runway incursion

Runway Excursion

Lazer strike

Road Traffic incident involving a vehicle breaching the Northern boundary fence due ice on the Straight Mile

Various other

TCA's RA's

ATZ Infringements

Drone sightings

5 - Identification of runway safety issues including hotspots and AIP review

■ - Highlighted water collecting at Alpha 1 hold point post significant rainfall give current saturation of grass surfaces in this area.

6 - Identification of operational communication issues

■ Asked group if current communication methods were enabling group to receive information from LOA that they needs. It was agreed Centrik working well in this aspect.

7 - Review of runway entrances and visual aids are adequate / correctly located / unambiguous

■ previously mentioned water pooling at Alpha 1 post extreme weather. Anticipated to diminish as the better weather returns as per previous springs.

8 - Operational issues with an emphasis on runway incursions

■ 1 Runway incursion cited in last reporting period but not related to an operational issue requiring any changes.

■ confirmed previously raised concerns around activity in MA4 had greatly improved as had the issue around Helix being sent to MA4.

9 - Effect of planned airport development / changes on runway incursions.

- update the group surrounding the ACP work ongoing. Deemed not to be quick process but much work is going on to make this a robust submission.
- described the amended Radar hours at OXF from 01st March. These will now be 07:30-20:00L.
- Updated group on confirmed plans for the operation of the new Airbus facility from an ATC perspective. Consultation has been ongoing with Airbus to ensure the workable options are explored and established.
- 2nd April work will commence on the Science park being built at entrance to the Airport. First phaser to include roadway.
- advised it won't be until subsequent phases that any impact to airside boundary is affected.
- Described change to OXF published Runway length. Changes will include some painting tot he 01 end but the surface itself will not receive any physical change of length.

10 - Review the effectiveness of implemented operational solutions including SPIs.

- Freeranging changes last year are still operating well and without safety concern.

11 - Requirements for publication of safety / guidance / best practice material

LOA sends out regular updates of procedures and as a consequence of learning from safety occurrences. This will continue with assessing best practice and guidance from regulabon and industry.

12 - Review of training material / programmes for airside operations including airside driving

- Advised OXF RFFS maintain offering various training including Airside Safety Awareness and Airside Driver Training. This can be booked direct with the RFFS team.

13 - Forum / Open Discussion

- Updated to group around Blenheim estate having signed up to use the Altitude Angel platform for managing Drone requests (OXF already use the system). This doesn't change anything in a detrimental way but adds a more robust and clear mechanism for the Drone Pilot, Blenheim Estate and OXF to have visibility and manage such activity.

14 - Feedback to the SRB

Nothing noteworthy was highlighted to feedback to the SRB

15 - AOB

- Query raised around Sustainable Aviation Fuel being supplied at OXF
- - Advised the work was occurring in the background for OXF to provide SAF and the accounting elements were set-up and ready for the start. OXF will communicate accordingly hen SAF is ready to be sold to operators, albeit there's a known shortage of supply at present in Europe. It was discussed the potential start date of Airbus in their new facility. 1st July is the current known date with some dual location operations before colocation of the equipment and operations complete.
- - advised Taxiway Foxtrot and Grass parking area will receive some rolling and repair work in due course, in readiness for the months ahead.

[REDACTED]

From: [REDACTED]
Sent: 13 March 2024 10:56
To: [REDACTED]
Cc: [REDACTED]
Subject: Update to ACP page on website
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Hi [REDACTED]

On our <https://www.oxfordairport.co.uk/the-airport/public-consultation-2/> page, can we update with the following:

Update: 13th March 2023 - Oxford Aviation Services Limited is the owner of London Oxford Airport and we have now formally commenced an Airspace Change Proposal (ACP) - [ACP-2023-033](#).

We are at Stage One of a seven-stage process as part of the Civil Aviation Authority's [CAP 1616](#) "Airspace Change Process" and [CAP1616E](#) "Guidance on Airspace Change Process for Permanent Airspace Change Proposals". We have identified and contacted many relevant stakeholders required for this process. This stage is about informing them of our current operation and suggesting draft design principles for them to consider and respond to. You can download a document [here](#) that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached an MS Word document [here](#) – 'Design Principles Stakeholder Questions', to capture responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within the '[OXF-ACP-2023-033 Stage 1b -StakeholderEngagement](#)' overview document.

There are multiple stakeholders to be contacted and some of the contact details we have may be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact, if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft 'Design Principles' must be received by **24 April 2024**.

If you have any questions, please contact acp@londonoxfordairport.com

The two downloadable docs are attached.

Many thanks

[REDACTED]
[REDACTED]

Head of Business Development - London Oxford Airport

Langford Lane, Kidlington, Oxon, OX5 1RA, UK

Tel: [REDACTED]

Mobile: [REDACTED]
Email: [REDACTED]
Web: www.londonoxfordairport.com

Now CAT 6 RFF all-hours with operations possible from 06:00 - midnight, 7 days



 *London Oxford Airport*  *London Oxford Airport*
 *@OxfordAirportUK*  *@londonoxfordairport*
@LOXOXFEGTK *@oxfordatc (ATC)*

A multi award-winning GA airport dedicated to MRO, business aviation and professional pilot training



ACP Team
Oxford Aviation Services Ltd
Oxford Airport
Kidlington
Oxford
OX5 1RA
United Kingdom

Tel: [REDACTED]
Fax: [REDACTED]

Email: ACP@londonoxfordairport.com

Date: 13 March 2024

Dear Stakeholder,

AIRSPACE CHANGE PROPOSAL - ACP-2023-033¹

CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Oxford Aviation Services Limited (OASL), the operator of London Oxford Airport proposes to modernise its air navigation procedures and associated infrastructure. To progress this, we are required to commence a formal Airspace Change Proposal (ACP) process which is regulated and overseen by the United Kingdom (UK) Civil Aviation Authority (CAA).

The purpose of this document is to advise you of an important initial step in our ACP, explained in more detail below. A Glossary is at [Annex A](#) and an abstract of our Statement of Need is at [Annex B](#). Please study its contents and respond if you wish. We welcome all feedback as this will help us to ensure that we take everyone's points of view into account as we develop potential solutions to the issues we have set out in this document.

We are looking to consult with stakeholders in the area within the diagram to the right, predominantly within the yellow area which is approximately 20 miles from the airport. In addition, consultation will take place with other aviation stakeholders in a wider area.

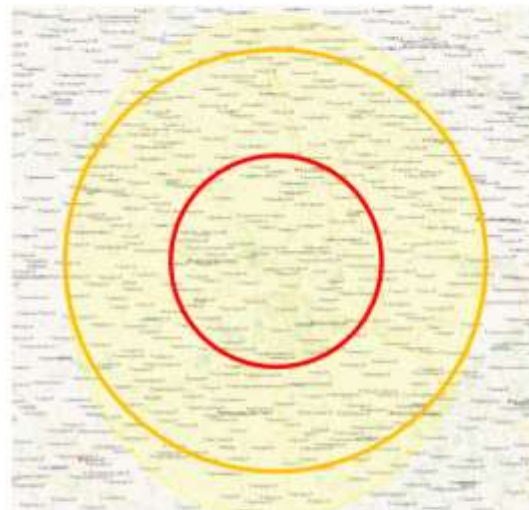


Figure 1 Main Consultation Area (the Red Ring is a 10-mile radius, and the Amber Ring is a 20-mile radius).

If now, or at any point, you no longer consider yourself a Stakeholder in this change process, please advise us. If you can identify someone who has taken over that role or would have an interest, please kindly forward this document with a request that they identify themselves to, us, the Airspace Change Sponsor.

¹ [Link to CAA Portal](#)

Introduction

OASL operates London Oxford Airport.

London Oxford Airport (OXF/EGTK - Kidlington) is the primary regional and business aviation airport in the Thames Valley area and is the only civilian airport operating with Radar Surveillance between the larger airports of London Heathrow and Birmingham. A history of the airport can be found here: [History of the Airport](#).

London Oxford Airport is in the heart of one of Europe's fastest growing regions. The airport lies midway between the capital and the UK industrial heartland of the Midlands. The businesses based at the airport offer ad-hoc air charter, air taxis, the sale of aircraft and helicopters, their support, management, modification, and maintenance.

Current-Day Scenario

London Oxford Airport owns and operates no aircraft itself, but plays host to pilot training schools, aircraft maintenance companies, business aircraft and air taxi operators, with aircraft from two seats to 150 seats. In essence the airport provides facilities, a runway and air traffic services during its opening hours. The airport is open from 06:30 to 22:30 Local Time, seven days a week, and can operate between 06:00 to midnight Local Time where an opening extension has been agreed. Under a Section 106 of the Town and Country Planning Act 1990 agreement, the airport may not open between midnight and 05:59 Local Time for planned movements, see extract from the Section 106 at [Annex C](#). Since 2012, there have been 468 different aircraft types visiting London Oxford Airport. Noise abatement procedures can be found at the following link: [Noise Abatement Procedures](#). The local airspace configuration and some of the other airfield locations are indicated in the diagram below:



Owing to the proximity of Royal Air Force (RAF) Brize Norton to London Oxford Airport, there is an operational agreement in place allowing London Oxford Airport traffic to enter the RAF

Brize Norton Control Zone for the purpose of arrivals to Runway 01 and, where necessary, for departures from Runway 19. RAF Brize Norton and OASL work in close cooperation with each other in order to manage access to the airspace effectively.

CAP1616 requires the following information to be included as part of the 'current-day' scenario:

- **Airspace Design:** Airspace within the UK is based on an ICAO classification system, see [Annex D](#). London Oxford Airport lies within uncontrolled Class G airspace, where aircraft are not subject to mandatory compliance with air traffic control (ATC) instructions, aircraft can enter, leave, and transit the airspace without ATC permission. Those aircraft under a service agree to follow a set of flight rules.

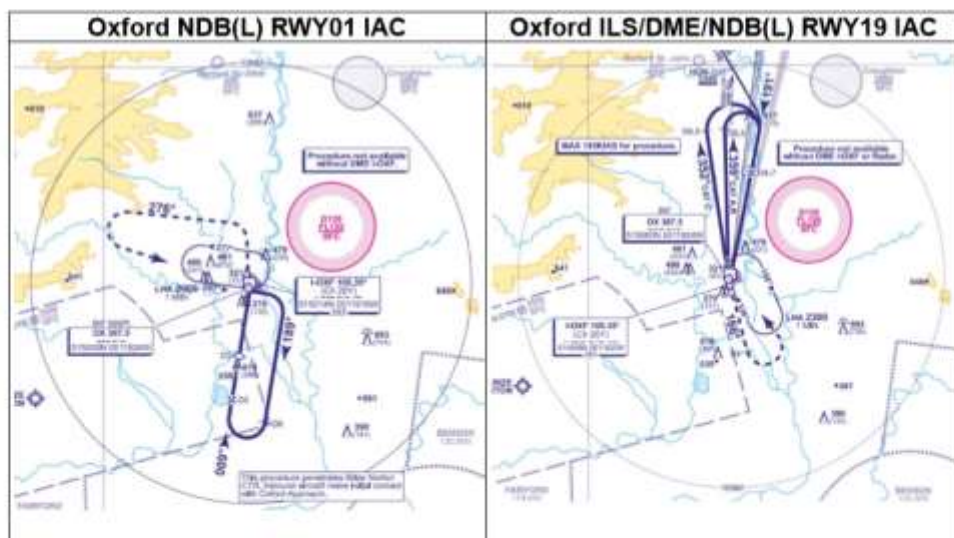
- **Current Structures.**
 - **Aerodrome Traffic Zone (ATZ).** London Oxford Airport has a Class G ATZ of radius 2 nautical miles (NM), centred at 515013N 0011912W on the longest notified runway (01/19) with an upper limit of 2000ft above ground level (AGL) and a lower limit of the surface. All aircraft require the permission of OASL to enter during the airport's opening hours. This airspace structure is currently the only airspace structure the airport manages other than an Unmanned Aircraft Systems (UAS) Flight Restriction Zone (FRZ) (EGRU117A OXFORD /EGRU117B OXFORD Runway 01/EGRU117C OXFORD Runway 19). The shape of FRZ is constructed by using the airfield's existing ATZ and two Runway Protection Zones with a shape five kilometres by one kilometre starting from the point known as the 'threshold' at the end of each of the airfield's runways. Both zones extend upwards to a height of 2,000 feet above the airfield. An Aerodromes FRZ and RPZ(s) are contiguous irrespective of how mapping tools may portray them. It is illegal to fly any UAS (also known as a drone) at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself (the UK Integrated Aeronautical Information Package (IAIP) Section ENR 1.1 contains information for UAS operators and aerodromes in relation to requesting and granting permission for any unmanned aircraft flight within an FRZ/RPZ).

 - **Other Airspace Structures.** There are other airspace structures in the vicinity of London Oxford Airport that are not the responsibility of the airport; these include RAF Brize Norton Control Zone (Class D), D129 Weston on the Green (Parachuting Area and a gliding site at weekends when D129 is not active), RAF Benson Military Air Traffic Zone, Hinton-in-the Hedges (a Parachuting area), and Little Rissington ATZ. There are also smaller airfields that do not have any associated airspace such as Bicester, Enstone, and Turweston. Activity in the locations within this paragraph can influence the routings of aircraft; some pilots do not wish to contact the operating authority and would sooner route around these airspace structures rather than request a transit through this airspace.



In addition, NATS En Route operates within controlled airspace that lies above London Oxford Airport which is described later in this document.

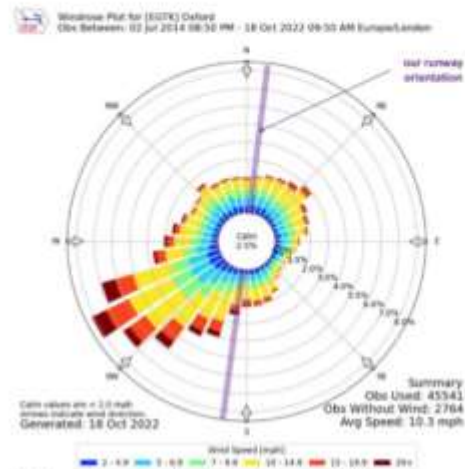
- **Routes.** There are no defined routes from/to London Oxford Airport other than the IAPs that are published on the AIP Website. The London Oxford Airport's circuit pattern is described below and can be found here: [Circuit Pattern](#)
- **Instrument Flight Procedures.** The Airport has Instrument Approaches to both runways, an Instrument Landing System (ILS) and Non-Directional Beacon (NDB) to Runway 19 and an NDB only approach to Runway 01. Two of the Instrument Approach Charts (IAC) are depicted below:



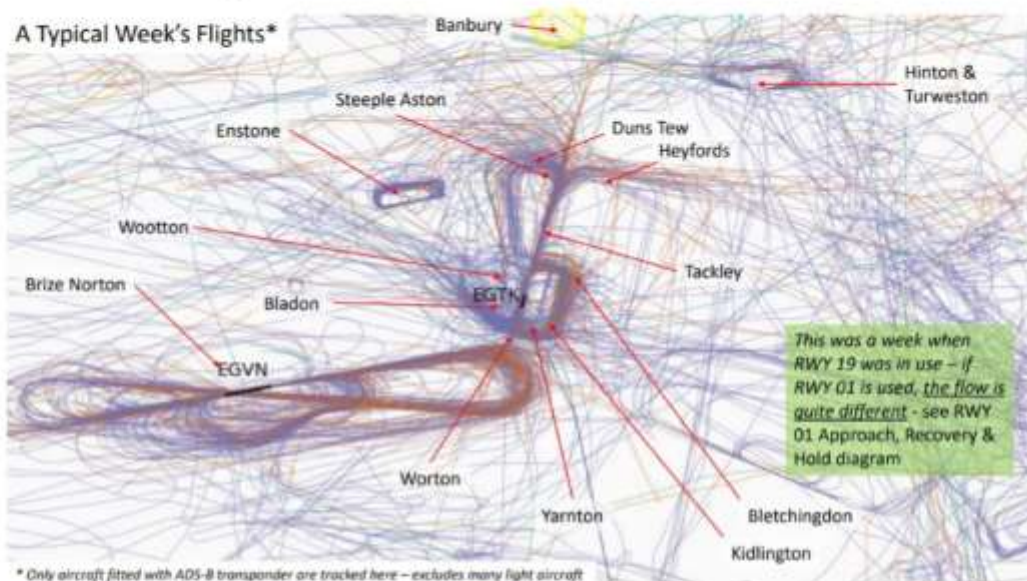
During the published hours of radar (07:30 to 20:00 Local Time), most aircraft are sequenced by our air traffic control officers using heading and level changes utilising UK Flight Information Services to establish on the final approach track on a stabilised approach between 6-8 NMs from the start of the runway in use; these tend to be random tracks based on where the aircraft is arriving from, there are no Standard Arrival Routes (STARs) or Standard Instrument Departures (SIDs). Some training aircraft will undertake the full procedures depicted above during radar hours and these procedures are used outside of radar hours when the Unit operates without radar. There is an instrument hold in the overhead of London Oxford Airport; the lowest holding level at the 'OX' radio beacon in either holding pattern for Runway 01 or Runway 19 is 3500' above sea level with other London Oxford Airport aircraft restricted, when necessary, to 2,500ft above sea level beneath the hold. Many modern aircraft are no longer required to be equipped with the automatic direction finder necessary to carry out NDB approaches as this is older technology. Therefore, some aircraft are not equipped to conduct an Instrument Approach to Runway 01 which typically is used about 30% of the time due to prevailing winds. In addition, fewer pilots are in current practice to fly NDB approaches. The trend has been for more pilots to accept an ILS approach to Runway 19 despite the possibility of a tailwind. Although aircraft can still land safely it brings added workload on the flightdeck and the possibility of reduced margins in terms of the landing distance required. It is, therefore, normally considered best practice to arrange to land into the prevailing wind. If an aircraft is not able to complete an approach once established on the final approach track owing to weather and/or pilot or controller intervention, the pilot would normally initiate a missed approach as detailed within the IACs. This would normally involve a climb to 2,500ft and a turn back into the hold unless bespoke missed approach instructions have been previously provided by air traffic control.

- **Flight Behaviours/Patterns.** London Oxford Airport is located within an 'Area of Intense Aerial Activity' (AIAA). The airport's primary aim is to ensure the safety of the airspace for all users, first and foremost. However, the volume of aircraft is not controlled by the airport, it is demand-led and often seasonal and weather-dependent, and the state of the economy. It is always the case that the fairer the weather, the higher the volume of traffic.

- Wind Direction.** Wind direction is key to which runway is being used and, therefore, the aircraft's route on arrival or departure and how noise might be carried on a given day in the local area. The diagram shows the average annual trends for wind direction at Oxford and strength of those winds 70% or so of the time traffic will fly in from the north and depart to the south. On-airport noise is heard more by the village of Thrupp than Bladon due to the prevailing wind direction.



- Local Area.** The diagram below shows the typical patterns flown in the airspace when Runway 19 is in use at London Oxford Airport, the diagram would be different if Runway 01 was in use:



- IFR Training Routes.** There are IFR training routes primarily by General Aviation training organisations that cross the Oxford AIAA. This training involves both London Oxford Airport-based training organisations and those based at other airports, including Gloucestershire Airport and Cranfield Airport. Most of these aircraft crossing the Oxford AIAA, particularly in the vicinity of London Oxford Airport, will request and Air Traffic Service from OASL. These aircraft will either complete a navigational exercise either including an Instrument Approach at London Oxford Airport or will cross the

airspace enroute to another facility. London Oxford Airport-based training organisations will conduct both Instrument Approaches at London Oxford Airport and/or will conduct a navigational exercise following beacons which may include joining the controlled airspace structure, working NATS En Route, or will remain with OASL and/or be handed over to another Air Traffic Service Provider.

- **Controlled Airspace.** Diagrams showing the Upper and Lower controlled airspace above London Oxford Airport are depicted below within "Overflight and Operational Diagrams". Some of London Oxford Airport's commercial aircraft join and leave the controlled airspace structure at the following points (other points may be used):

- DTY
- IXURA
- KENET
- BADIM
- WCO
- SILVA
- CONKO

Aircraft may be vectored in a way that the required joining level is achieved, this may mean that a direct route is not always possible, often due to having to avoid unknown aircraft, that are not communicating with OASL or transponding, causing increased flight time, fuel usage, CO2 and noise.

- **Local Agreements.** By local agreement as a good neighbour, subject to traffic conditions and weather, aircraft being radar vectored are normally not be descended below the following altitudes above sea level:

- 3000 ft within 1 NM of the overhead of Enstone Airfield.
- 3000 ft within 1 NM of Turweston Airfield.
- 3500 ft within 2 NM of the overhead of Weston-on-the-Green gliding site when promulgated as active.
- Aircraft being radar vectored shall not be vectored within 3 NM of Hinton-in-the-Hedges when notified as active with para-dropping.

- Airspace Usage Survey and Analysis.** London Oxford Airport lies within the Oxford AIAA, a very busy area of Class G airspace used mainly by General Aviation, including light aircraft and gliders, that operate from many light landing strips and airfields located within and around the area, see the London Oxford Airport brief on local airspace, including overflight routes, at this link: [Local Airspace to London](#)

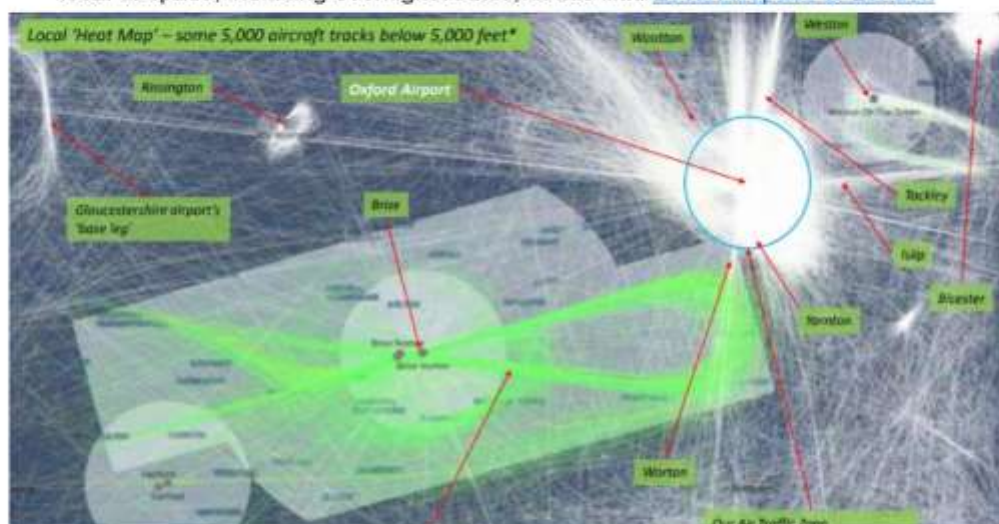


Figure 3 Taken from CAP2359 "Brize Norton CTR / Fairford MATZ / D129 with Military (Green) & Non-Commercial (White) traffic movements, from the CAA's Airspace Analyser Tool." Source CAA.

Oxford Airport. The CAA conducted an [Airspace Classification Review - Cotswold Report in 2021 \(CAP 2235\)](#) in 2021 and published its final report [Airspace Classification Review - Cotswold Region Final Findings Report 2022 \(CAP2359\)](#) in 2022; the findings relating to Oxford can be found at paragraphs 147 to 154 within the report. The diagram above, taken from CAP2359 (paragraph 119) shows 5000 (the maximum the system can display) of the 41643 tracks picked up by the CAA's analyser tool, operating within the year 2019 and at or below FL50. Note that the bright white area to the north-east of the Brize Norton Control Zone is London Oxford Airport and that the airport's movements post Covid-19 have increased since this was produced. CAP2359 also included a Figure (paragraph 152) showing glider tracks crossing the region within the same report, see below:

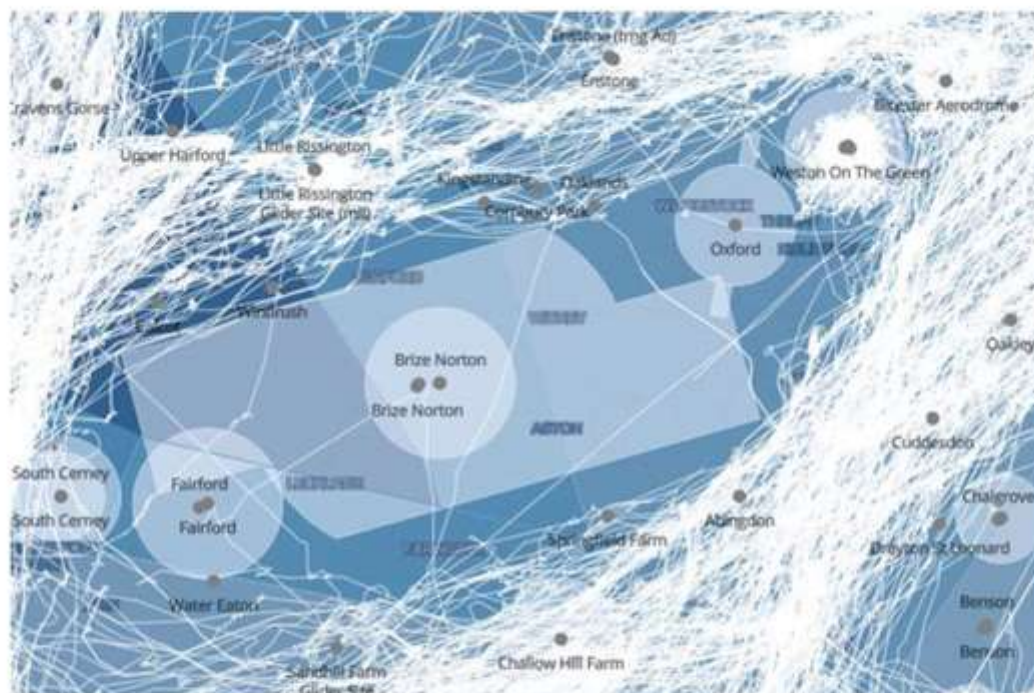


Figure 4. Taken from CAP2359: "Oxford ATZ and surrounding area with glider tracks selected under 5000ft (21st - 29th August 2021) from the CAA's Airspace Analyser Tool." Source CAA.

The avoidance of other aircraft within Class G is the responsibility of the pilot but this is greatly assisted by the employment of electronic conspicuity devices and participation in Air Traffic Control services. Multiple daily Instrument Flight Rule departures and arrivals must be sequenced by vectoring and/or level changes through this busy airspace by a team of highly skilled Air Traffic Control Officers (ATCOs) using the current UK Flight Information Service² rules and relying upon a modern air traffic control radar system. As there are no Standard Instrument Departures or Standard Arrival Routes, all routings joining or leaving controlled airspace are directed to/from the airways joining points by the most efficient route. All the routes are random as the controllers must vector the aircraft away from unknown aircraft making the operation not efficient but maintaining a high level of safety utilising the rules available to the controllers; aircraft are routed from any direction and level below controlled airspace. Most aircraft operate between 1,000ft and 3,000ft, with numbers of aircraft reducing steadily above 3000ft. Choke points to the operation are the 0.4NM gap between D129 Weston on the Green Parachute area and the London Oxford Airport Aerodrome Traffic Zone (ATZ) and the area to the north of the airport between Enstone and Hinton in the Hedges which crosses the instrument approach routings. A survey of unknown aircraft was conducted by air traffic control staff between August and October 2023; this found that in 304 hours surveyed between the hours of 0800-1800, 779 unknown and non-communicating aircraft crossed the Runway 19 final approach track within the ILS approach area (an average of 2.6 per hour), 46% of which were non-transponding³. The peak rate was

² The UK Flight Information Services (CAP 774) details the suite of air traffic services (ATS) which (excluding aerodrome services) are the only services provided in class G airspace within the UK Flight Information Region.

³ In air navigation, a transponder is an automated transceiver in an aircraft that either emits a coded identifying signal in response to an interrogating received signal or transmits a signal automatically. Non-transponding means that no signal is being emitted.

36 per hour (92% of which were non-transponding) during an organised gliding competition in which the planned route crossed the Oxford instrument procedures. The main potential safety risk is that of a mid-air collision owing to the number of unknown aircraft that transit the area without contacting Air Traffic Control at London Oxford Airport (these pilots are operating legally under the rules of Class G, they do not have to speak to the Air Traffic Services unit at the airport). There have been many airborne conflicts within this airspace that have resulted in 81 safety events since June 2018 of which 63 were subject to Mandatory Occurrence Reporting, with 41 Air Proximity (AIRPROX)⁴ and 22 Traffic Collision Avoidance System Resolution Advisory (TCAS RA)⁵ events.

- **Current Airspace Users.** The Class G airspace surrounding London Oxford Airport lies within the main General Aviation transit routes, for aircraft that do not wish to join controlled airspace, from the South/South East of England to the North East/North West of England and vice-versa, and helicopters routing from/to the London Heliport at Battersea. This airspace is affected by official events such as London flypasts, aircraft can hold and/or route through the airspace, the Royal International Air Tattoo, which is held at RAF Fairford, the Cheltenham Festival, the Silverston F1 event, including the lead up and the racing weekend, and numerous helicopters transiting the overhead above the airport. The London Oxford Airport operation lies within this airspace and any type of aviation activity can take place within the Class G airspace from gliding to micro lights, to Sports General Aviation, Business Aviation and flying training into/from other airports or training flights across the airspace, and military flying through the area. These activities do not have to contact the OASL and air traffic control and London Oxford Airport is not responsible for them. The current operation at London Oxford Airport consists of:
 - A mixture of Business Aviation (business jet and turbo prop) aircraft from Cessna Citation Jet size up to Boeing B737 BBJ, Airbus A319, or Embraer E195 size.
 - Helicopter traffic (many arriving for maintenance at Airbus Helicopters located at the airport).
 - Flying training for Commercial Pilot's Licence (CPL).
 - Flying training for Private Pilot's Licence (PPL).
 - Flying clubs and other general/private aviation flying activity

These activities are conducted under both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) in the local area, primarily within 20NM, not all aircraft are under a service from London Oxford Airport and these aircraft often fly beyond this airspace.

- Some of the other structures and airspace users include:

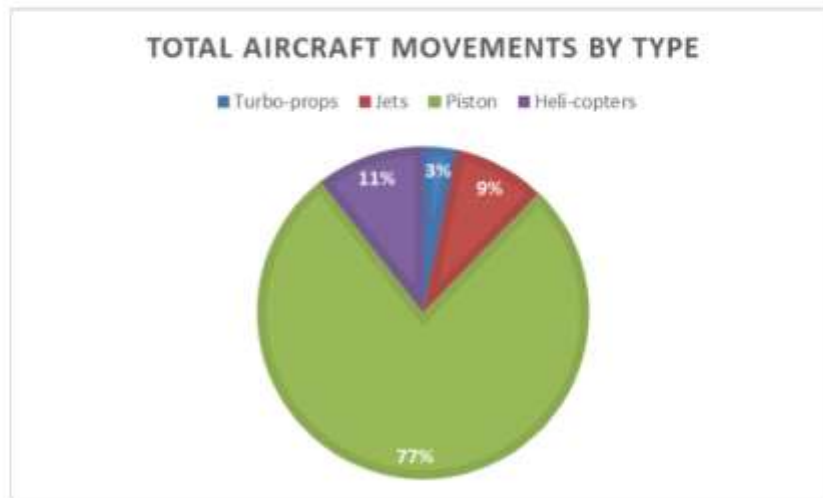
⁴ An AIRPROX is a situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised.

⁵ TCAS RA is an indication given to the flight crew recommending: a) a manoeuvre intended to provide separation from all threats; or b) a manoeuvre restriction intended to maintain existing separation.

- **RAF Brize Norton.** RAF Brize Norton lies to the south and south west of London Oxford Airport and has a Class D Control Zone from ground level to 3,500ft above sea level. RAF Brize Norton is the home to the RAF's transport fleet and operates large military aircraft including the C17, A400, and the A330. Other military aircraft operate from the base at times and also there are some General Aviation civilian flights, both large and small aircraft. RAF Brize Norton provides a Lower Airspace Radar Service generally within 30 NM of Brize Norton below other controlled airspace from 0900 to 1700 Local Time subject to controller capacity. RAF Brize Norton and London Oxford Airport operate extremely closely together under a Local Operating Agreement as all London Oxford Airport's IFR approaches to runway 01 have to transit through this Class D airspace and also some departures from runway 19.
- **RAF Benson.** RAF Benson lies to the south east of London Oxford Airport and has a Military Air Traffic Zone, which also includes an ATZ. RAF Benson operates Puma and Chinook Helicopters and Tutor aircraft.
- **Cranfield Airport.** Cranfield has an ATZ and ATC. It is a Procedural unit without no radar but can be busy with General Aviation.
- **Gloucestershire Airport.** Gloucestershire Airport has an ATZ has ATC. It is a Procedural unit without no radar but is busy with General Aviation, particularly the lighter end.
- **Weston on the Green (D129).** Weston on the Green has para jumping activity and gliding at the weekends.
- **Other Surrounding Airfields.** There are several civilian smaller airfields in the vicinity that operate General Aviation aircraft and/or glider aircraft. A description of them and their activity, which can change and London Oxford Airport has no control over, include:
 - **Enstone Airfield.** Enstone Airfield is a General Aviation aerodrome that has AGCS operations. It can have intense CCT operations and some flying training activity. SOHO Farm-House, an exclusive members club, is situated on the North-Eastern corner of the aerodrome and attracts significant helicopter activity.
 - **Turweston Aerodrome.** Turweston Aerodrome is a General Aviation aerodrome that is managed by AGCS operation. It can have intense CCT and flying operations on good weather days and is also the base to some helicopter operations. It is situated just to the East of Hinton-In-The-Hedges aerodrome and its associated Parachuting Operation.

- **Silverstone.** Silverstone has helicopter operations, not just for the F1 motor racing. The location is a magnet for General Aviation traffic as a navigation point.
- **RAF Little Rissington.** RAF Little Rissington acts as a satellite airfield for RAF Syerston and is the home to 637 VGS. The site is also used by nearby RAF Brize Norton as a parachute training area and by Joint Helicopter Command for helicopter training. Little Rissington has an ATZ that is active on Sat, Sun and Bank Holidays, 2NM from the surface to 2000ft.
- **Hinton-in-the-Hedges.** Hinton in the Hedges is a small private airfield that hosts a significant Parachute School that routinely conducts Free-Fall skydiving activity from FL120. Other GA aircraft are based there, including some gliding activity.
- **Upper Heyford.** Upper Heyford is a disused USAF Military aerodrome that has ad-hoc flying use, normally associated with the location being used for filming purposes.
- **Bicester Aerodrome.** Bicester Aerodrome is in the process of changing use from a busy gliding operation into a centre for Vintage Motoring activities. Gliding operations have ceased but some General Aviation aircraft still utilise its grass runways. Bicester has just been announced as one of the locations for a Vertiport for eVTOL aircraft.
- **Sywell Aerodrome.** Sywell Aerodrome is a General Aviation aerodrome which can get very busy. Lots of their traffic operates within the Oxford AIAA.
- **Dalton Barracks.** Dalton Barracks is a disused former RAF Airfield that is now occupied by the Army. It has occasional activity with all types of aircraft.
- **Chalgrove Airfield.** Chalgrove Airfield is a former RAF airfield that was closed in 1946. The airfield is primarily used by Martin Baker for testing Ejection seats and has a Beach King-Air shuttle to its sister operation in Ireland.
- **Oakley Aerodrome.** Oakley Aerodrome is a site of microlight activity, mainly at weekends.
- **Oaklands Farm Strip.** Oaklands Farm strip is utilised for Micro-light and vintage aircraft; predominantly non-radio and non-EC equipped.
- **Cornbury Park.** Cornbury Park is a private landing site.

- **Kingstanding.** Kingstanding is a private landing site.
 - **Shotteswell.** Shotteswell is a private landing site.
 - **Edge Hill.** Edge-Hill is a gliding Site located at Shenington Airfield.
 - **Finmere.** Finmere is a busy general aviation aerodrome near Milton Keynes that has safety com operations.
 - **Princess Risborough.** Princess Risborough is a gliding site.
 - **Other Minor Airfields.** Lastly, there are other minor airfields of Wycombe Air Park, Halton Airport, Elstree Aerodrome, and Denham Aerodrome whose General Aviation traffic calls OASL frequently for a service to the south-east of London Oxford Airport.
- **Aircraft Types.** There have been over 468 different aircraft types that have operated from London Oxford Airport since 2012. Most aircraft operated from the airport are light piston-engine General Aviation aircraft. The percentage of aircraft movements by type since 2012 is:



- **Frequency/Number of Movements.** The movements into and from London Oxford Airport between 2018-2023 were as follows:

London Oxford Airport Movement Totals						
Month	2018	2019	2020	2021	2022	2023
Jan	2,012	3,115	4,109	1,677	6,138	3,605
Feb	2,508	3,072	3,524	4,069	4,668	4,904
Mar	2,735	3,382	4,013	5,521	6,660	4,373
Apr	3,123	3,681	478	6,621	6,909	5,277
May	3,618	4,201	1,344	6,448	7,273	5,856

London Oxford Airport Movement Totals						
Month	2018	2019	2020	2021	2022	2023
Jun	4,459	3,684	3,830	6,157	7,917	6,391
Jul	4,366	5,428	5,699	6,672	7,629	5,825
Aug	4,239	4,911	4,676	7,171	6,384	5,759
Sep	3,924	4,798	5,509	6,789	6,624	5,105
Oct	3,368	4,912	4,453	5,383	5,646	4,551
Nov	2,860	3,634	4,668	5,700	4,626	4,280
Dec	2,362	3,138	3,622	3,736	3,306	2,502
Total	39,574	47,956	45,925	65,944	73,780	58,428
% Change		+21.18%	-4.24%	+43.59%	+11.88%	-20.81% ⁶

In addition to the above movements, air traffic control also provides a service to aircraft transiting the vicinity of Oxford. Whilst the Lower Airspace Radar Service unit is RAF Brize Norton, the Unit encourages aircraft to contact Oxford where their flight could affect the airport's flight paths. London Oxford Airport has started to record transit aircraft from March 2022, see table 'Transit Aircraft'.

Transit Aircraft		
Month	2022	2023
Jan	No Data	524
Feb	No Data	552
Mar	801	581
Apr	958	833
May	894	1017
Jun	1042	1165
Jul	1175	924
Aug	1049	977
Sep	823	943
Oct	756	703
Nov	570	555
Dec	337	294
Total	8,405	9,068
% Change		+7.3%

- Typical Altitudes.** Owing to the random nature that aircraft depart and arrive, typical altitudes depend on the weather for aircraft flying under VFR and for IFR aircraft it is dependent on the airways joining level, if joining airways, or the requested transit level otherwise. VFR aircraft would normally operate in the band 1,000ft to 3,000ft with transit or training IFR aircraft operating 1,500ft to 5,000ft. This is all heavily weather and background traffic dependent owing to the nature of the Class G airspace. There is currently no specific level band.

- Overflight and Operational Diagrams.** Controlled airspace lies above London Oxford Airport that contain both Lower and Upper Airways; this airspace is controlled by NATS En Route:

⁶ Following a progressive increase in traffic over the years 2021 to 2022 inclusive, the decrease in 2023 was expected because a major flying training unit at London Oxford Airport had relocated several of its DA40 training aircraft to a fair-weather base in Spain. In addition, 2023 saw an increase in the number of days with rain and/or strong wind that contributed to the reduced numbers.

- Operational Efficiency, Complexity, Delays and Choke Points.** The operation at London Oxford Airport is as efficient as it can be, given the Class G airspace that surround the airport. Class G airspace is available for everyone to use safely following the rules and applying good airmanship. As such there are aircraft that do not contact air traffic control and route, as they legally can, across the climb out and recovery lanes and operate close to London Oxford Airport – often without operating their transponder - without contacting air traffic control, see image to the right showing an example of an aircraft at about 10NM being vectored onto the ILS but having to avoid the two aircraft not in contact with OASL at 6NM finals heading into Enstone, with the southerly one commencing a left hand orbit. Air traffic control must call these unknown aircraft to aircraft provided with an air traffic service that may affect their routing and under a Duty of Care, provide information, including vectors and levels where necessary, to reduce the chance of a mid-air collision occurring. This makes the service less efficient as more track miles are flown by aircraft causing delays that uses more fuel and produces more noise and CO2 emissions. This situation is not unique to one area, it can happen at any location, but specific points are avoidance of Enstone airfield traffic, and aircraft routing around D129. There is an extant choke point between the London Oxford Airport ATZ and D129 Western on the Green where there is a gap of 0.4NM and aircraft route through this gap which interferes both with the visual circuit and the climb out path for Runway 01 and the final approach for Runway 19, there have been numerous safety reports raised due to this choke point which was featured within the AIRPROX Insight Magazine October 2023 Edition which can be found here: [Insight October 2023](#), which was based on Airprox 2023073 which can be found here: [AIRPROX REPORT No 2023073](#).



- Any Potential Safety Risk.** The highest safety risk is a mid-air collision. There could be several safety events that would occur every day if it were not for the skill of the air traffic controllers and the UK's Flight Information Service (CAP774) rules that allow controllers to vector, sequence and allocate levels to aircraft within Class G. Notwithstanding, there have been AIRPROX and TCAS RA events that have occurred despite the interventions of the air traffic controllers.

- **Local Features below 7,000 feet:**

- **Designated areas such as Air Quality Management Areas (AQMA).** The City of Oxford has an AQMA, although the AQMA plan does not specifically mention aviation, this AQMA relates to nitrogen dioxide only.

The area lies about 2.8 miles south of London Oxford Airport and is just to the east of the climb out for Runway 19 and the Approach for Runway 01. The visual circuit routinely routes across the northern part of this area but not lower than 1000ft.



- **National Parks.** There are no national parks within the London Oxford Airport ATZ and none known within the area within which OASL operates.

- **Areas of Outstanding Natural Beauty (AONB).** The eastern part of the Cotswolds is covered within 18km of London Oxford Airport. The next closest AONB are the Chilterns and the North Wessex Downs, the northern most edges of both are just inside the 18km radius from the airport.



- **National Scenic Areas (NSA).** There are no NSAs within the London Oxford Airport ATZ and none known within the area within which OASL operates.

- **Designated Quiet Areas.** There are no known DQAs within London Oxford Airport ATZ and none known within the area within which OASL operates.

- **European sites overflown below 3,000 feet:**

- **Special Areas of Conservation (SAC) and possible SACs.** There are only two designated SACs close to Oxford inside of 10 miles, see Figure 5 (there are only the two same SACs inside 18km from the Threshold of Runway 01): Oxford Meadows

(UK0012845) and Cothill Fen (UK0012889) – which is also a Special Site of Scientific Interest; both SACs are outside of the ATZ and are overflown, a situation that will not change. Oxford Meadows is 4 miles to the south-south-



Figure 5 SACs close to London Oxford Airport

east of the airport and can be overflown by traffic in the visual circuit (both runways) and aircraft departing or executing a missed approach from Runway 19. Cothill Fen is 6.8 miles to the south of the airport, just to the east of the final approach track to Runway 01, and all inbound aircraft to Runway 01 and outbound aircraft from Runway 19 to the south fly close to this SAC. Other SACs are Aston Rowant (UK0030082), Hackpen Hill (UK0030162), Little Wittenham (UK0030162) which are between 15-20 miles from London Oxford Airport and Hartslock Wood (UK0030164) which is about 24 miles from London Oxford Airport. There are no known potential SACs within the area.

- **Special Protection Areas (SPA⁷) and potential SPAs.** There are no SPAs within the ATZ. The closest SPA is the Upper Nene Valley Gravel Pits SPA and Ramsar site⁸ (the south-western extremity of which is over 33 miles (54km) away from the airport. Although it is not unknown for aircraft to manoeuvre over this area, the aircraft are normally under a Basic Service and are not radar monitored by OASL unless they ask for a surveillance service, normally on recovery back to London Oxford Airport. There are no other known sites within the area within which OASL operates. Although not an SPA, there is one Royal Society for the Protection of Birds (RSPB) site 6.5 miles (11 km) from London Oxford Airport; this area is regularly overflown by London Oxford Airport traffic today, primarily by aircraft operating VFR who would be adhering to the CAA's vertical level rules above the ground; aircraft flying an Instrument Approach would normally not be below 1,800 feet in this area.
- **Ramsar⁹ sites (wetlands of international importance) and proposed Ramsar sites.** There are no Ramsar sites or proposed Ramsar sites within the ATZ. The closest Ramsar site is the Upper Nene Valley Gravel Pits SPA and Ramsar site (the south-western extremity of which is over 33 miles (54km) away from the airport. Although it is not unknown for aircraft to manoeuvre over this area, the aircraft are normally under a Basic Service

⁷ SPAs provide increased protection and management for areas which are important for breeding, feeding, wintering or migration of rare and vulnerable species of birds.

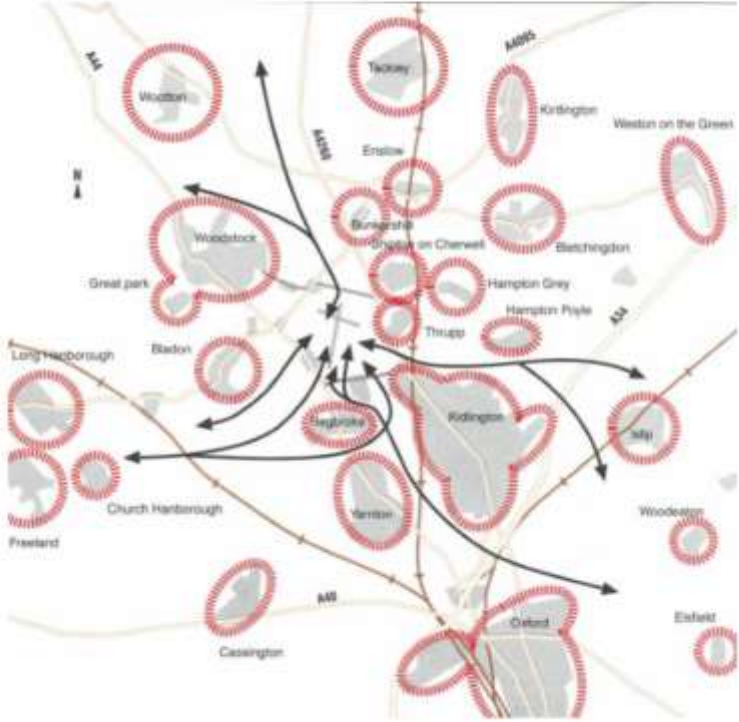
⁸ The SPA and Ramsar site boundaries for the Upper Nene Valley Gravel Pits are identical.

⁹ A 'Ramsar' site is a wetland of international importance designated under the convention of wetlands of international importance, especially as waterfowl habitat.

Similarly, the basic Noise Abatement Recommended paths for Helicopter VFR Flights are depicted below:



This is linked to promulgated avoidance of noise sensitive areas for VFR Helicopter operations as depicted in the diagram to the right:



- **Local context:**
 - **Planning agreements, conditions and other relevant agreements (for example, section 106 of the Town and Country Planning Act 1990 agreements).** An extract from London Oxford Airport's Section 106 agreement is at [Annex C](#). There will be no changes from these conditions because of this ACP.
 - **Noise Action Plans.** Noise Action Plans are available on the London Oxford Airport website at the following link: [Noise Action Scheme](#)
 - **Noise Preferential Routes or Noise Abatement Procedures Relevant to the Airspace Change Proposal.** The current-day noise abatement procedures are available on the London Oxford Airport website at the following link: [Noise Abatement Procedures](#). Several diagrams have been incorporated above within the bullet: "Environmental impacts relevant to the airspace change proposal including current-day noise and local air quality impacts on people, greenhouse gas emissions, tranquillity and biodiversity".

What is this Airspace Change Proposal About?

At London Oxford Airport, we aim to introduce a 3D Instrument Approach to Runway 01 and, in order to satisfy the regulatory requirement to introduce Required Navigation Performance (RNP) Approaches to airports within the UK to meet the International Civil Aviation Organisation (ICAO) Performance-Based Navigation (PBN) mandate and associated statements within the UK [Airspace Modernisation Strategy](#) (AMS), the airport must introduce RNP Approaches to runways 01 and 19 with associated airspace. In addition, the AMS introduces changes to the provision of Air Traffic Services that can be offered within Class G airspace along with the projected replacement of the ATZ with a Radio Mandatory Zone.

The dimensions of the extant ATZ surrounding London Oxford Airport have been in place for over 40 years with no changes. With the mix of aircraft types now using the airport, coupled with the criteria used to design the IFR procedures, the current ATZ is, arguably, no longer sufficient in size to support airport's arrival and departure profiles because it does not adequately contain the existing instrument approaches and departures and does not adequately contain aircraft operating within the visual circuit as some aircraft regularly leave the protected confines of the ATZ in order to maintain separation from other air traffic.

Airspace Change Proposal

London Oxford Airport has initiated an Airspace Change Proposal to develop proposals designed to offer a safe operating environment and equitable access for all airspace users and to modernise and contain existing instrument flight procedures.

Changes to UK airspace are legally required to follow the process laid down in the CAP 1616, details of which can be [found online here](#). This seven-step process aims to ensure a fair and transparent dialogue between the Change Sponsor (us) and any affected stakeholders. It also ensures that changes are not arbitrarily applied without full engagement and formal public consultation. The CAA, as an impartial regulator and as part of its decision-making responsibility, will hold Change Sponsors to account and ensure that the Airspace Change Process set out in CAP 1616 is followed correctly.

The CAP 1616 process encompasses seven stages. Each stage is considered separately and sequentially by the CAA based on a pre-agreed timeline. The process is not solution driven and each stage informs the next.



In this instance, the proposal to modernise and contain new instrument flight procedures was presented to the CAA at the outset of this, the first stage of the Airspace Change Proposal process. The CAA agreed that an Airspace Change is an appropriate means by which to take this forward and classified this as being a Level 1 change. All documentation relating to this Airspace Change Proposal can be found on the CAA's Airspace Portal ([link to CAA Portal page](#)).

Design Principles – Stage 1: Define Step b: Design Principles

The creation of any new airspace or procedures first requires airspace Design Principles to be developed, which are then referred to throughout this process and when developing route options later in the airspace change process. Design principles provide a framework to support the development of the options to address the statement of need and therefore they must be informed by the objectives and intended outcomes as set out in the statement of need. They must also adequately cover the criteria that will be used to inform the subsequent development of design options and design principle evaluation that must be developed by the change sponsor in Stage 2.

CAP 1616 has both Mandatory Design Principles (MDP) which must be used and Discretionary Design Principles which are elective and into which we hope that you will choose to have some input. These are detailed within CAP 1616f at Page 20, "Stage 1 – DEFINE", Paragraph 2.42.

OASL is keen to engage with stakeholders and is asking for your feedback on the initial draft Design Principles we have set out below. Once we have your feedback, we, the Change Sponsor will submit our final Design Principles document to the CAA for consideration.

OASL will engage with the CAA's National Air Traffic Management Advisory Committee (NATMAC) members and has also carefully selected a wide range of local stakeholders from an area within a radius approximately 20 miles of London Oxford Airport.

OASL has compiled a set of draft design principles that are set out below. At this stage we are not seeking feedback on the wider airspace change proposal. Stakeholders will have an opportunity to engage regarding specific design/route options later in the Airspace Change process and once any proposal has been developed in greater detail.

OASL would like to understand which elements of the airspace design principles you, as another airspace user or local non-aviation stakeholder, deem as being important and would like considered. As a stakeholder you are now invited to consider the draft design principles. The list is not exhaustive, but you may wish to comment on the following:

- Do you agree with the design principles as proposed?
- Are there any other design principles you would like OASL to consider?

- Would you like the OASL to amend/discount any of its draft design principles?
- Should the OASL prioritise some design principles ahead of others?
- Would you like any more detail to be included in the design principles?

Any additional detail and reasoning behind your feedback is encouraged.

Draft Design Principles

Letter	DP	Rationale
	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
a	Provide a safe environment for all airspace users	Provide a safely designed airspace structure to ensure the safe operation of all airspace users. Safety is the highest priority, and the airspace must be as safe or safer than today for all stakeholders that are affected by the airspace change.
	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
b	PANS OPS Compliant Approaches	a. The CAA's published AMS Part 1 (CAP 1711) and Part 2 (CAP 1711A) and any current or future plans associated with it. b. UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 requires an exclusive use of PBN (Article 5) from 6 June 2030 as per Article 7. Aerodromes will, therefore, be required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima ¹⁰ .
c	Reduce the Workload on Air Traffic Control (ATC)	ATC vector and sequence aircraft throughout the airspace under the rules of UK Flight Information Services to ensure that aircraft are safely and efficiently routed to/from the Airport. Aircraft that are unknown to Oxford cause increased workload and the potentially for safety events. If we could encourage pilots to be in contact with Oxford and/or have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.
d	Comply with any containment requirements	Conform to the CAA's Design of CAS Structures Version 2 dated 12 October 2023 (Policy for the Design of Controlled Airspace Structures SARG126_V3.pdf) where controlled airspace is deemed to be required.
	MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017
e	Improved profiles for noise and Carbon dioxide (CO ₂)	Aircraft currently arrive from all directions as there are no defined routes to/from Oxford Airport other than for IFR traffic they would be routed to a 6-8 NM final for the

¹⁰ LPV is part of the Mandated UK Regulation but is not supported in the UK.

Letter	DP	Rationale
		required stabilised approach. We should explore the possibility of reducing noise and/or CO ₂ where we can. Where lateral and/or vertical changes to existing tracks are required to achieve improved environmental and operational performance, options should: <ol style="list-style-type: none"> a. Deliver an overall reduction in flight plannable track miles. b. Minimise population numbers newly overflown. c. Avoid overflying the same communities with multiple routes to and from Oxford Airport.
f	Remove dependence from adjacent ATC structures where possible	Use standard airspace structure where possible (conformity, safety, and simplicity) and conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures Version 2 dated 12 October 2023 (SARG Policy 126) where controlled airspace is deemed to be required..
g	Meet Future Demand	Design should be capable of accommodating and containing new aircraft both operating at the Airport and within the local airspace.
h	Making best use of fleet capabilities	Facilitate design using modern navigational technology.
i	Consider all aircraft types that operate from the Airport	The Design Principle Improved profiles for noise and CO ₂ above could prevent some of the lighter General Aviation aircraft from being able to follow the most efficient routes such that separate routes may have to be considered.

We would like your feedback on the above draft Design Principles.

Additional Questions

A chance to provide additional feedback.

1. What is your biggest concern, if any, about the Design Principles?
2. Are there any other Design Principles you would like OASL to consider?
3. Are there any draft Design Principles you would like OASL to consider removing/rewording?
4. Should OASL prioritise some design principles ahead of others?
5. Would you like any more detail to be included in the design principles?
6. Would you like a face-to-face meeting to discuss specific questions regarding our proposal? If so, please leave contact details.
7. Please provide additional information you would like to add that we should consider relevant to this stage.

Feedback

All the details of this airspace change proposal are available on the CAA's Airspace Change Portal. The Airspace Change Proposal identification number is [ACP-2023-033](#).

Feedback can be provided in the following ways:

- Email: acp@londonoxfordairport.com
- Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom
- Word Documentation: see email attachment
- Microsoft Forms Link: [Form](#)

The use of forms or word documentation is not mandatory. We appreciate feedback in your preferred method. We would be grateful if you could respond even where you have no comment.

Please advise if you require further engagement and, if so, your preferred point of contact.

Responses regarding the draft Design Principles must be received by 24 April 2024.

ACP Sponsor

Annexes:

- A. Glossary.
- B. Statement of Need.
- C. Extract from London Oxford Airport Section 106 Agreement.
- D. Classification of Airspace.

GLOSSARY

Acronym	Meaning
ACP	Airspace Change Proposal
AGL	Above Ground Level
AMS	Airspace Modernisation Strategy
ANO	Air Navigation Order
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
ATS	Air Traffic Services
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAT	Commercial Air Transport
CPL	Commercial Pilot's Licence
DME	Distance Measuring Equipment
DP	Design Principles
GA	General Aviation
GNSS	Global Navigation Satellite System
HATS	Head of Air Traffic Services
HF	Human Factors
ICAO	International Civil Aviation Organisation
IFP	Instrument Flight Procedures
IFR	Instrument Flight Rule
ILS	Instrument Landing System
LNAV	Lateral Navigation
LPV	Localiser Performance with Vertical Guidance
MDP	Mandatory Design Principles
NATMAC	National Air Traffic Management Advisory Committee
NDB	Non-Directional Beacon
NM	Nautical Mile
OASL	Oxford Aviation Services Limited
PBN	Performance-Based Navigation
PPL	Private Pilot's Licence
RAF	Royal Air Force
RMZ	Radio Mandatory Zone
RNP	Required Navigation Performance
SARG	Safety and Airspace Regulation Group
TCAS RA	Traffic Collision Avoidance System Resolution Advisory
UK	United Kingdom
VMC	Visual Meteorological Conditions
VFR	Visual Flight Rule
VNAV	Vertical Navigation

STATEMENT OF NEED VERSION 3 (ABSTRACT)

In response to customer demand and having regard to the changes set out in the recently published Airspace Modernisation Strategy (AMS), London Oxford Airport seeks to define new GNSS based instrument flight procedures along with suitable regulated airspace in order to protect them and to facilitate safer flight conditions for all airspace users.

London Oxford Airport currently serves commercial pilot training, helicopter maintenance and Business Aviation jet traffic; Business Aviation jet traffic has been steadily increasing, supported by our operational expansion in new hangars and Business Aviation jet terminal improvements. These Business Aviation jets range in size from relatively small Cessna Citation Mustang to Falcon 7X, GLEX, G7000, and 737 BBJ size aircraft and customers are requesting modern Instrument Flight Procedures.

ICAO requires airports to implement PBN procedures and the UK State has signed up to this intent. Hence, there is a requirement to develop such procedures and any required associated airspace in accordance with UK CAA containment policy for Instrument Flight Procedures.

In support of the AMS, London Oxford Airport plans to add instrument approach redundancy by developing RNP Instrument Approaches to both runways as part of rationalisation of NDB with the potential for RNAV Substitution as set out within CAP1781, see Additional Information below; RNP would require 5LNCs. This will potentially require the determination of new airspace volumes appropriate to reasonably protect the large passenger carrying business jet aircraft.

There have been approaches from aircraft operators regarding the commencement of small-scale Commercial Air Transport (CAT) operations at the airport, but controlled airspace may be needed to facilitate this type of operation. We need to understand what the requirements for CAT are before we can decide whether such operations are viable or not.

EXTRACT FROM LONDON OXFORD AIRPORT SECTION 106 AGREEMENT

4. SECTION 106 AGREEMENT

4.1. SECTION 106 AGREEMENT

In December 2005, a Section 106 agreement was entered into between Cherwell District Council and Oxford Airport which imposed the following restrictions upon the operation of the airport:

No movements are permitted between 23:59 local and 06:00 local except for:

- a) Emergency services.
- b) Air Ambulance.
- c) Any emergency.
- d) Diversion from other airports for weather conditions or temporary emergency restrictions at other airports.
- e) No training circuits between 2300 local and 0700 local.

Except in cases of Emergency, not more than:

- a) 160,000 movements per year (*of any aircraft type/size*).
- b) 500 movements of Stage 2 jets per year (the older, noisier jets).
- c) 2,000 movements of 50 tonne jets per year (typically larger airliner types).

Static testing of jet engines shall:

- a) Only take place in the testing zone (currently Taxiway 'D').
- b) Not take place for more than six hours per day weekdays Mon - Fri between 0700 - 1900 and 3 hours at weekends not before 0900 or after 1700.

Written records of daily movements shall be retained for five years. Every four months the airport will provide records of movements as follows to the Airport Consultation Committee (ACC) and Cherwell District Council:

- a) Total number of movements.
- b) Number of Stage 2 jet movements (if any).
- c) Number of 50 tonne jets (if any).
- d) Separately, the number of movements in the closed period of Emergency Services, Air Ambulance, any emergency, diversions due to weather or temporary emergency restrictions.

CLASSIFICATION OF AIRSPACE

ATS airspace is classified and designated in accordance with the following:

- Class A. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.
- Class B. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.
- Class C. IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.
- Class E. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.
- Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.
- Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The UK does not currently use Class B or Class F airspace.

(ICAO Annex 11: Air Traffic Services, Chapter 2, Section 2.6)

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	
2. Email address	
3. Phone number	
4. Organisation (if applicable)	
5. Postal address (Complete if you wish to receive further correspondence by mail)	
6. Postcode	
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	
8. Are there any other design principles you would like OASL to consider?	

9. Please detail the other design principles you would like OASL to consider	
10. Would you like the OASL to amend/discount any of its draft design principles?	
11. Please detail the draft design principles you would like OASL to amend/discount	
12. Would you like any more detail to be included in the design principles?	
13. What is your biggest concern, if any, about the Design Principles?	
14. Should OASL prioritise some design principles ahead of others?	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	
PANS OPS Compliant Approaches	
Reduce the Workload on Air Traffic Control (ATC)	
Comply with any containment requirements	
Improved profiles for noise and Carbon dioxide (CO2)	
Remove dependence from adjacent ATC structures where possible	
Meet Future Demand	
Making best use of fleet capabilities	
Consider all aircraft types that operate from the Airport	

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

RAUWG MINUTES – 8 MAY 2024

The RAUWG minutes have not yet been published. An email confirming the engagement occurred has been received and is published below:

[REDACTED]

From: [REDACTED]
Sent: 11 June 2024 17:54
To: [REDACTED]
Subject: 20240611-Oxford BZN ACP Engagement-O

EXTERNAL


Good evening [REDACTED],

Thank you for your attendance at the recent RAUWG and delivering / taking questions on the Oxford ACP progress.

I apologise the minutes have yet to be published, they will be in due course.

Kind regards

[REDACTED]

[REDACTED] | TATCC(S) Cdr | RAF Brize Norton | Carterton | Oxfordshire | OX18
3LX | Mil [REDACTED] | Civ [REDACTED] | VOIP [REDACTED]  [REDACTED]



ACP Team
Oxford Aviation Services Ltd
Oxford Airport
Kidlington
Oxford
OX5 1RA
United Kingdom

Tel: [REDACTED]
Fax: [REDACTED]

Email: ACP@londonoxfordairport.com

Date: 24 May 2024

AIRSPACE CHANGE PROPOSAL - ACP-2023-033¹

CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT – TWO WEEK REVIEW

Introduction

On 13 March 2024, the London Oxford Airport CAP1616 Design Principles (DP) Stakeholder Engagement document, which included the requirements for the current operation, was distributed via email and post to over 620 stakeholders with an end date of 24 April 2024. A reminder of the closure date of the Stakeholder Engagement was distributed by email on 18 April 2024.

We have now reviewed the responses received against the proposed draft DPs that were originally issued and following consideration of the comments we have modified the DPs to include one new DP to cover airspace access and to split the environment DP (e) into two separate DPs, one for noise and one for emissions.

We would like you to consider the updated DPs and provide us with any comments by Friday 7 June 2024.

Original Proposed Draft DPs

The proposed draft DPs were contained on page 23 and 24 of the Stakeholder Engagement documentation and were as follows:

Letter	DP	Rationale
	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
a	Provide a safe environment for all airspace users	Provide a safely designed airspace structure to ensure the safe operation of all airspace users. Safety is the highest priority, and the airspace must be as safe or safer than today for all stakeholders that are affected by the airspace change.

¹ [Link to CAA Portal](#)

Letter	DP	Rationale
	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
b	PANS OPS Compliant Approaches	<p>a. The CAA's published AMS Part 1 (CAP 1711) and Part 2 (CAP 1711A) and any current or future plans associated with it.</p> <p>b. UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 requires an exclusive use of PBN (Article 5) from 6 June 2030 as per Article 7. Aerodromes will, therefore, be required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima².</p>
c	Reduce the Workload on Air Traffic Control (ATC)	ATC vector and sequence aircraft throughout the airspace under the rules of UK Flight Information Services to ensure that aircraft are safely and efficiently routed to/from the Airport. Aircraft that are unknown to Oxford cause increased workload and the potentially for safety events. If we could encourage pilots to be in contact with Oxford and/or have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.
d	Comply with any containment requirements	Conform to the CAA's Design of CAS Structures Version 2 dated 12 October 2023 (Policy for the Design of Controlled Airspace Structures SARG126_V2.pdf) where controlled airspace is deemed to be required.
	MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017
e	Improved profiles for noise and Carbon dioxide (CO ₂)	<p>Aircraft currently arrive from all directions as there are no defined routes to/from Oxford Airport other than for IFR traffic they would be routed to a 6-8 NM final for the required stabilised approach. We should explore the possibility of reducing noise and/or CO₂ where we can.</p> <p>Where lateral and/or vertical changes to existing tracks are required to achieve improved environmental and operational performance, options should:</p> <ol style="list-style-type: none"> Deliver an overall reduction in flight plannable track miles. Minimise population numbers newly overflown. Avoid overflying the same communities with multiple routes to and from Oxford Airport.
f	Remove dependence from adjacent ATC structures where possible	Use standard airspace structure where possible (conformity, safety, and simplicity) and conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures Version 2 dated 12 October 2023 (SARG Policy 126) where controlled airspace is deemed to be required.
g	Meet Future Demand	Design should be capable of accommodating and containing new aircraft both operating at the Airport and within the local airspace.
h	Making best use of fleet capabilities	Facilitate design using modern navigational technology.

² LPV is part of the Mandated UK Regulation but is not supported in the UK.

Letter	DP	Rationale
i	Consider all aircraft types that operate from the Airport	The Design Principle Improved profiles for noise and CO ₂ above could prevent some of the lighter General Aviation aircraft from being able to follow the most efficient routes such that separate routes may have to be considered.

The Stakeholder Engagement period was between 13 March 2024 and 24 April 2024. Most stakeholders chose not to respond. From the responses received:

- 13 responses requested to be removed from the Stakeholder Engagement.
- 8 responses had no comment and/or were content as proposed.
- 19 responses were content with the DPs but suggested ranking changes.
- 6 responses were very concerned with noise and emissions.
- 3 responses were concerned about airspace access.
- 1 response was discounted as it addressed a nearby solar farm only.
- 1 objected to the ACP based on perceived change of use and the environment.

Many of the responses requested more information about our plans for the airport, options for airspace, and intended tracks over the ground which at this stage of the process we do not know as CAP1616 Stage 1b is primarily about the current operations and the DPs. One aviation stakeholder suggested that the DPs should be limited to consideration of Class E, TMZ and RMZ possibilities. However, the requirement is not known and there should not be any stated limitations; this will be consulted in future stages of the CAP1616 process.

Of those that did respond and who ranked the draft proposed DPs (not all respondents ranked the DPs and some did not rank all of the DPs), the responses to the draft proposed DPs were as follows:

RESPONSES MADE TO THE PROPOSED DPs										
DP Letter:	Mode ³ :	Prefer a	Prefer b	Prefer c	Prefer d	Prefer e	Prefer f	Prefer g	Prefer h	Prefer i
a	1	21	0	1	0	0	0	0	0	0
b	2	0	9	3	1	2	4	1	1	0
c	3	0	3	10	2	6	0	1	0	0
d	4	0	1	2	12	0	2	1	1	1
e	5	2	6	0	1	9	1	2	0	1
f	6	0	1	2	0	3	10	3	1	1
g	7	0	0	0	3	0	2	10	2	3
h	8	0	0	1	0	0	1	0	14	4
i	9	0	2	3	2	1	1	2	1	9

³ The value that occurs most frequently in a given set of data.

According to the Mode average from the responses received that ranked their responses, most responses chose the proposed draft DPs in the ranked order given. However, following analysis of the feedback received, we found some recurring themes that we have considered. Several aviation stakeholders stated that there should be continued GA access to the area as at present. It should be noted that Oxford would not seek to deny access to anybody who asked for access. Indeed, today Oxford encourages pilots to contact Air Traffic Control as 'known' aircraft in communication with Oxford can be managed more efficiently and effectively when compared to unknown aircraft. Any aircraft that requires access to the Aerodrome Traffic Zone today who has no radio, is granted access, where safe to do so, under bespoke letters of agreements or similar arrangements such as a telephone call. However, we recognise that access to airspace and consideration of all airspace users is an issue for some aviator groups; to provide clarity and ensure that designs are measured against a relevant DP, we have agreed to add the following additional DP:

DP: "Consider all aircraft types that operate in the area."

Rationale: "Airspace design should minimise disruption and, to the greatest extent possible, maximise accessibility for all airspace users in accordance with the airspace rules."

One of the main concerns running throughout many of the responders that commented was the environment. A theme amongst several of the non-aviation respondents was a request to separate DP 'e' "Improved profiles for noise and Carbon dioxide (CO2)" into two independent DPs; this we will do as noise and CO2/Emissions.

There was also a comment regarding DP 'a' "Provide a safe environment for all airspace users" in the rationale where the word 'stakeholders' could be taken only those who took part in the 'Stakeholder Engagement'. We considered replacing the word 'stakeholders' with 'airspace users' but in internal discussion it was agreed that 'stakeholders' also captured the non-aviation element who might be affected by changes to the airspace structure. We believe that 'stakeholders' captures everyone, so we have decided to keep the rationale wording as it is. An analysis of the Stakeholder Engagement responses is at Annex A.

Following the changes, the updated proposed DPs are as follows (changes in red):

UPDATED PROPOSED DRAFT DPs		
Letter	DP	Rationale
	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
a	Provide a safe environment for all airspace users	Provide a safely designed airspace structure to ensure the safe operation of all airspace users. Safety is the highest priority, and the airspace must be as safe or safer than today for all stakeholders that are affected by the airspace change.
	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
b	PANS OPS Compliant Approaches	a. The CAA's published AMS Part 1 (CAP 1711) and Part 2 (CAP 1711A) and any current or future plans associated with it.

UPDATED PROPOSED DRAFT DPs		
Letter	DP	Rationale
		b. UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 requires an exclusive use of PBN (Article 5) from 6 June 2030 as per Article 7. Aerodromes will, therefore, be required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima⁴.
b1 (new)	Consider all aircraft types that operate in the area	Airspace design should minimise disruption and, to the greatest extent possible, maximise accessibility for all airspace users in accordance with the airspace rules.
c	Reduce the Workload on Air Traffic Control (ATC)	ATC vector and sequence aircraft throughout the airspace under the rules of UK Flight Information Services to ensure that aircraft are safely and efficiently routed to/from the Airport. Aircraft that are unknown to Oxford cause increased workload and the potentially for safety events. If we could encourage pilots to be in contact with Oxford and/or have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.
d	Comply with any containment requirements	Conform to the CAA's Design of CAS Structures Version 2 dated 12 October 2023 (Policy for the Design of Controlled Airspace Structures SARG126_V2.pdf) where controlled airspace is deemed to be required.
	MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017
e1 (split)	Improved profiles for noise	Aircraft currently arrive from all directions as there are no defined routes to/from Oxford Airport other than for IFR traffic they would be routed to a 6-8 NM final for the required stabilised approach. We should explore the possibility of reducing noise where we can. Where lateral and/or vertical changes to existing tracks are required to achieve improved environmental and operational performance, options should: a. Deliver an overall reduction in flight plannable track miles. b. Minimise population numbers newly overflown. c. Avoid overflying the same communities with multiple routes to and from Oxford Airport.
e2 (split)	Improved profiles for Carbon dioxide (CO ₂) Emissions	Aircraft currently arrive from all directions as there are no defined routes to/from Oxford Airport other than for IFR traffic they would be routed to a 6-8 NM final for the required stabilised approach. We should explore the possibility of reducing CO ₂ /emissions where we can. Where lateral and/or vertical changes to existing tracks are required to achieve improved environmental and operational performance, options should: a. Deliver an overall reduction in flight plannable track miles.

⁴ LPV is part of the Mandated UK Regulation but is not supported in the UK.

UPDATED PROPOSED DRAFT DPs		
Letter	DP	Rationale
		<p>b. Minimise population numbers newly overflown.</p> <p>c. Avoid overflying the same communities with multiple routes to and from Oxford Airport.</p>
f	Remove dependence from adjacent ATC structures where possible	Use standard airspace structure where possible (conformity, safety, and simplicity) and conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures Version 2 dated 12 October 2023 (SARG Policy 126) where controlled airspace is deemed to be required.
g	Meet Future Demand	Design should be capable of accommodating and containing new aircraft both operating at the Airport and within the local airspace.
h	Making best use of fleet capabilities	Facilitate design using modern navigational technology.
i	Consider all aircraft types that operate from the Airport	The Design Principle Improved profiles for noise and CO2 above could prevent some of the lighter General Aviation aircraft from being able to follow the most efficient routes such that separate routes may have to be considered.

We would be grateful for your comments on the revisions to the proposed draft DPs, preferably by email, by 7 June 2024.

Feedback

All the details of this airspace change proposal are available on the CAA's Airspace Change Portal. The Airspace Change Proposal identification number is [ACP-2023-033](#).

Feedback can be provided in the following ways:

- Email: acp@londonoxfordairport.com
- Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom

We appreciate feedback in your preferred method. We would be grateful if you could respond even where you have no comment.

Reponses regarding the updated proposed draft Design Principles must be received by 7 June 2024.

ACP Sponsor

Annex

A. Analysis of Comments from Stakeholders on the Proposed Draft DPs.

ANNEX A

ANALYSIS OF COMMENTS FROM STAKEHOLDERS ON THE PROPOSED DRAFT DPS

Letter	DP	Rationale	Accept/No Comments	Accept with Changes / Re-order	Request Remove	OASL Comment
	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.	Mandatory Design Principles (MDP) must be included			
a	Provide a safe environment for all airspace users	Provide a safely designed airspace structure to ensure the safe operation of all airspace users. Safety is the highest priority, and the airspace must be as safe or safer than today for all stakeholders that are affected by the airspace change.	All aviation respondents accept that safety should be the top DP. One Parish Council placed noise and CO2 above safety.	One aviation responder suggested that the word 'stakeholders' could miss someone who had not been involved with the process.		Safety is the priority for all airspace users and there is no intent to differentiate groups of users, everyone is potentially a stakeholder including people on the ground who could be impacted by changes in the airspace. Wording to be retained. This will remain as a DP.
	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.	MDPs must be included			
b	PANS OPS Compliant Approaches	a. The CAA's published AMS Part 1 (CAP 1711) and Part 2 (CAP 1711A) and any current or future plans associated with it.				No one challenged the AMS. This will remain as a DP.
		b. UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 requires an exclusive use of PBN (Article 5) from 6 June 2030 as per Article 7. Aerodromes will, therefore, be required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV)	The majority accepted or did not comment on this DP.		Three aviation respondents questioned the 'legal' requirement and suggested the DP should be removed.	We do not agree that this DP should be removed. We believe that the aim of UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 is clear. This together with the requirement within the ICAO GANP and the

ANNEX A

Letter	DP	Rationale	Accept/No Comments	Accept with Changes / Re-order	Request Remove	OASL Comment
		and Localiser Performance with Vertical Guidance (LPV) minima ⁵ .				UK AMS to introduce PBN procedures mean it should remain as a DP.
c	Reduce the Workload on Air Traffic Control (ATC)	ATC vector and sequence aircraft throughout the airspace under the rules of UK Flight Information Services to ensure that aircraft are safely and efficiently routed to/from the Airport. Aircraft that are unknown to Oxford cause increased workload and the potential for safety events. If we could encourage pilots to be in contact with Oxford and/or have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.		One respondent wanted this DP placed higher in priority (number 2) but other than a number of respondents wanting this to be reordered - some higher some lower, there were no other comments.		This will remain as a DP.
d	Comply with any containment requirements	Conform to the CAA's Design of CAS Structures Version 2 dated 12 October 2023 (Policy for the Design of Controlled Airspace Structures SARG126_V3.pdf) where controlled airspace is deemed to be required.		Other than a few respondents wanting this to be reordered, there were no comments.		This will remain as a DP.
	MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017	MDPs must be included			
e	Improved profiles for noise and	Aircraft currently arrive from all directions as there are no defined routes to/from Oxford Airport other	Most aviation group responders were content where noise	Many of the local authorities that responded wanted		The DP will remain in its ranking, but we have agreed to split it into a separate DP for

⁵ LPV is part of the Mandated UK Regulation but is not supported in the UK.

**APPENDIX 8
TO ANNEX C**

ANNEX A

Letter	DP	Rationale	Accept/No Comments	Accept with Changes / Re-order	Request Remove	OASL Comment
	Carbon dioxide (CO ₂)	than for IFR traffic they would be routed to a 6-8 NM final for the required stabilised approach. We should explore the possibility of reducing noise and/or CO ₂ where we can. Where lateral and/or vertical changes to existing tracks are required to achieve improved environmental and operational performance, options should: a. Deliver an overall reduction in flight plannable track miles. b. Minimise population numbers newly overflown. c. Avoid overflying the same communities with multiple routes to and from Oxford Airport.	and CO ₂ was ranked.	to place noise and CO ₂ higher in the ranking order and split the DP into two, one for noise and one for CO ₂ / Emissions whereas some respondents wanted them ranked lower.		noise and a DP for CO ₂ (emissions).
f	Remove dependence from adjacent ATC structures where possible	<u>Use standard airspace structure where possible (conformity, safety, and simplicity) and conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures Version 2 dated 12 October 2023 (SARG Policy 126) where controlled airspace is deemed to be required.</u>		One respondent wanted this placed higher in priority (number 3) and a few respondents wanted this DP to be reordered, some higher some lower, there were no comments.		This will remain as a DP.
g	Meet Future Demand	Design should be capable of accommodating and containing new aircraft both operating at the Airport and within the local airspace.				No specific comments received; this will remain as a DP.
h	Making best use of fleet capabilities	Facilitate design using modern navigational technology.				No specific comments received; this will remain as a DP.

ANNEX A

Letter	DP	Rationale	Accept/No Comments	Accept with Changes / Re-order	Request Remove	OASL Comment
i	Consider all aircraft types that operate from the Airport	The Design Principle Improved profiles for noise and CO ₂ above could prevent some of the lighter General Aviation aircraft from being able to follow the most efficient routes such that separate routes may have to be considered.	Most respondents were content with this DP.	A few aviation respondents challenged the lack of reference to non-Oxford airport users with the DP statement ' <i>aircraft that operate from the airport</i> '.		The rationale to the questions within the online response form were within the Stakeholder Engagement document. This explained the rationale for this DP. The relevant text from question 15 states: ' <i>aircraft types that operate from the airport</i> '. This DP relates to noise and CO ₂ and that some of the potential profiles to reduce noise and CO ₂ could exclude some aircraft. This DP is here as a lens to ensure we consider all aircraft types that fly from the airport – both based-aircraft and visitors to ensure that any changed departure/arrival profiles should take account of all aircraft. This will remain as a DP.

It was distributed on 24 May 2024 for a two week consultation, ending on 7 June 2024 and contains the updated Design Principles.

Kind Regards,

[Redacted Signature]

Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington
OXON
OX5 1RA

Tel: [Redacted]
Mobile: [Redacted]
Email: [Redacted]
www.londonoxfordairport.co.uk

 Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.



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

Tuesday 4th June 2024

Date of Minutes – 12th June 2024

Attendees:

For the Airport - [REDACTED] (MD), [REDACTED] (Head of Business Development), [REDACTED] – Head of Air Traffic Services

Local Representatives – [REDACTED] (Shipton & Thrupp/CPRE), [REDACTED] (Kidlington), [REDACTED] (Kidlington PC), [REDACTED] (OCC & WODC), [REDACTED] (Kidlington PC), [REDACTED] (Gosford & Water Eaton), [REDACTED] (Wootton), [REDACTED] (Wootton), [REDACTED] (WODC), [REDACTED] (Yarnton PC), [REDACTED] (OCC), [REDACTED] (Cassington PC), [REDACTED] (Combe PC), [REDACTED] (Noke)

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

Chair: [REDACTED] (Oxford Airport Users Group – OAGAG.org.uk)

Apologies: [REDACTED] (OCC, CDC Kidlington), [REDACTED] (Kirtlington)

Provisional date for next Meeting – Tuesday 8th October 2024 – Airport Lecture Theatre, 18:00 hrs

The meeting commenced at 18:00 hours

1. Minutes of Previous Meeting & Actions Arising

- a) No specific actions arising, aside from acknowledgement from [REDACTED] of one incorrect date and the spelling of one of the villages.

2. Planning/Development-Related Activity

[REDACTED] updated the meeting on ongoing or new developments anticipated in the next year or so, which included:

a. The replacement facility for Airbus Helicopters

Airbus anticipates moving into the new facility now between July and end-September.



Operational protocols for helicopters accessing the new site have been determined and approved. It was explained that no additional traffic to or from the east side of the airport is envisaged as consequence of the move, indeed it anticipated that a greater number of aircraft would be directed to the main runway or the new taxiway to the west of the new facility and then brought into the helipads in front of the hangar.

There are no definitive plans for the use of their older facilities at the time of writing. They be demolished and replaced.

The new facility will house up to 250 people initially, but ultimately may move towards 300 or so.

b. The redevelopment of the Langford Lane airport entrance zone (R&D Science Park)

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 2023.

The first phase (in front of Langford Lane - Building 'B') will commence from around July at time of going to print, including demolition of further structures, namely the old Vida gym building. An associated Section 106 obligation relating in part to enhanced pedestrian access in the vicinity of Langford Lane is now concluded (that wasn't at the last ACC).

When fully occupied, the science park might accommodate up to 400+ employees, but an extensive travel plan analysis and ongoing monitoring for the next five years is already a prerequisite for the development.

c. Hangar No. 16

It was highlighted that the airport had commenced a dialogue with Cherwell District Council on another hangar proposal, No.16. This is to meet ongoing demands from established tenants and to continue the planned replacement of older WWII-era facilities with modern, thermally-efficient alternatives.

d. Airspace Change Proposal (ACP)

Oxford Airport commenced an Airspace Change Process (ACP) in 2023 under [CAP1616](#); which has a 7-stage process. At the start, we produced a Statement of Need, and an assessment meeting was held with the Civil Aviation Authority (CAA) on 2nd November 2023. The intent was to introduce modern Performance Based Navigation (PBN) procedures into Oxford with associated airspace. The International Civil Aviation Authority (ICAO) are mandating that older ground-based navigation systems are replaced where possible with satellite-based systems by 2030. Any airspace requirements or changes are not yet known, but all options will be considered; this could be 'Class G' (as per today), a Radio Mandatory Zone (RMZ), a Transponder Mandatory Zone (TMZ), or Regulated airspace. Where any change of airspace might be agreed, the intent would not be to deny access to users, but to make the airspace safer for all. Details of the ACP can be found at [Airspace change proposal public view](#)



[caa.co.uk](https://www.caa.co.uk)) and on the Airspace change process at [Airspace change | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/airspace-change).

Oxford is currently in Stage 1B – ‘Design Principles’. A six-week Stakeholder Engagement commenced between 13 March 2024 to 24 April 2024 which included describing the current operation at Oxford and around the local area, together with the proposed draft Design Principles. The documentation was sent to over 620 addressees, including the National Air Traffic Management Committee, local Councils, Members of Parliament, and identified aviation stakeholders. In addition, during the engagement, several additional requests to engage were made that were acknowledged and included. Responses from the engagement were reviewed and analysed. Consequently, some changes were made to the draft Design Principles. These included one additional Design Principle and a split of the environmental Design Principle into separate design principles for noise and CO2.

Feedback on the initial Stakeholder Engagement and the amended draft Design Principles were included in a second two-week Stakeholder Engagement between 24 May 2024 and 7 June 2024. The responses together with the feedback from the initial Stakeholder Engagement will be included in the Stage 1B Engagement documentation to be sent to the CAA by 14 June 2024 to meet the ‘Stage 1B Design Principle Gateway’ on 28 June 2024. Engagement would be continued with the current list of stakeholders in subsequent Stages and some workshops will be held.

The next stages were Stage 2 ‘Develop and Assess’ (Gateway planned for 29 November 2024) and Stage 3 ‘Consult’ (Gateway planned for 28 March 2025); work would commence once the outcome of the Define Gateway was known. During Stage 2, several designs would be considered, these would be reduced in number and refined during the process with each design tested against the Design Principles. At Stage 3 there would be a full public consultation.

Question:

What is the next Stage and over what period will it be conducted?

Answer:

The next Stage is Stage 2 ‘Develop and Assess’. Subject to the airport being successful in Stage 1B, we will progress immediately onto Stage 2 for which the planned Gateway is **29 November 2024**. The timeline is available on the CAA’s Airspace Portal at [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view).

All related information can also be found on the airport website at:

<https://www.oxfordairport.co.uk/the-airport/public-consultation-2/>

3. Overview of the last five month’s airport activity since the last ACC meeting (January 24)

The accompanying slides to the ACC meeting showed the activity levels to date and historically (see the slide/data pack on the website).



Of note, school training activity levels have risen 14% over the first four months of 2024 compared with the same period in 2023. This was mainly due to the poor weather seen back in February 2023.

One of the originally dominant schools indeed once the largest in Europe, CAE (was OAA/OAT), has decided to discontinue operations at the airport and is gradually decreasing activity levels. They did have seven aircraft in recent times, but those are now for sale. Meanwhile, a new operation for TUI, the European airline, has come to Oxford, but it is of a relatively small scale with just two aircraft initially and is processing approximately 30 cadets through the next year.

Overall, for the last four months, all movements including training were up around 5% on the same period in 2023. This is despite private 'business' aviation activity, mainly jets and turboprops having declined throughout Europe in the last year.

4. Noise Issues overview and key 'hotspots'

New for this ACC meeting was the inclusion of some 'heat maps' (radar tracks/traces) of flying activity in the area which can be found in the associated slide/data pack. These show traces of actual aircraft routes on a very busy day (i.e. over 400 airport-related movements), but they also include all other traffic nearby which has nothing to do with Oxford Airport. They do help our neighbours visualise normal, expected traffic flows and can explain further why, if living in a certain village or location, you might see the volume of traffic that exists. We are happy to annotate these to identify a particular village on request, which may assist Parish Councils in particular, to understand the local airspace around them and associated 'normal' traffic flows.

Bladon – Ongoing issues with overflights. We try to encourage using the narrow gap between Hanborough and Bladon (over Worton Heath woods), but volumes coming off the south end of the runway and turning immediately west, north-west will forever mean some will clip parts of the south-end of Bladon, just a mile, or three fields, from the end of the runway.

Wootton – Ongoing issues with overflights – also the fact that the RWY 01 hold pattern is just south of the village (01 is used 30% of the time due to wind direction).

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

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

Of the limits and associated movements recorded pertaining to the Section 106, there were a handful (12) of larger jet movements over 50 tonnes in the first third of 2024 – an airport-based Boeing BBJ (737-700).

It is highlighted that anyone purchasing in the area should have an understanding of the Section 106 limits and the current activity levels of the airport. This was cited in particular to the developers of new housing in the vicinity where developers and their sales and letting agents ought to clarify to buyers the relevance of the proximity of the airport.

6. Other Concerns, Discussion Points & Questions

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

- a) Thrupp & Shipton-on-Cherwell villagers, having taken a look at the bund (spoil heaps) developing on the east side of the new developments (namely Hangar No.15 and the new

ANNEX D

STAKEHOLDER CORRESPONDENCE

Oxford Airport engaged with a wide variety of Stakeholders from 13 March 2024 as part of ACP-2023-033 Stage 1 DP. The following documents and redacted version for public viewing should be read in conjunction with [Appendix 6 to Annex C](#) within this document or on the Portal at [Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk) in the Stage 1B Stakeholder Engagement document.

Annex D records all the correspondence received during the Engagement Period considered as part of the DP development.

This Annex contains four Appendices. Appendix 1 contains the initial emails sent by OASL for the first Stakeholder Engagement, a reminder of the end date of the first Stakeholder Engagement, and the second Stakeholder Engagement. Appendix 2 is the stakeholder's and OASL's responses to the first Stakeholder Engagement documentation. Appendix 3 is the stakeholder's responses to the second Stakeholder Engagement document and Appendix 4 is the OASL's response, where required.

Appendices:

1. [OASL initial emails for the first 6-week Stakeholder Engagement \(13/03/2024 to 24/04/2024\), reminder emails of the end of the first Stakeholder Engagement, and the emails for the Second 2-week Stakeholder Engagement \(24/05/2-24 to 07/06/2024\).](#)
2. [Stakeholder and OASL Correspondence – First Stakeholder Engagement.](#)
3. [Stakeholder Correspondence – Second Stakeholder Engagement.](#)
4. [OASL Correspondence – Second Stakeholder Engagement.](#)

OASL EMAILS OF FIRST STAKEHOLDER ENGAGEMENT, REMINDER EMAIL, AND SECOND STAKEHOLDER ENGAGEMENT

The first record is the email sent out to all 630 stakeholders to commence the Stakeholder Engagement; the second is an email sent to remind stakeholders that the engagement ended on 24 April 2024, the actual emails sent with the Bcc addressees are after these emails within Appendix 1 to Annex D. Owing to limitations of numbers of email addresses that could be sent within each email, the emails were divided into tranches as follows:

- [First Stakeholder Engagement](#)
- [Reminder of End of First Stakeholder Engagement](#)
- [Second Stakeholder Engagement](#)

FIRST STAKEHOLDER ENGAGEMENT

The following group of emails were sent to initiate the first 6-week Stakeholder Engagement:

20240313-LOA - ACP-2023-033 - CAP1616 DPs – Stakeholder Engagement-NATMAC Email.
20240314-LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-NATMAC and CCs Email.
20240313-LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Aviation Email.
20240313-LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-MPs and Councils Email.
20240524-LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-NATMAC and CCs Email.
20240313-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Eastthanneypc Email
20240313-LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Sthelenwithoutpc Email

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 14 March 2024 14:46
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]
[REDACTED]

Good afternoon,

You are a required Cc in NATMAC correspondence.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 13 March 2024 10:32
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033
Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]

Bcc: [Redacted]

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 13 March 2024 10:41
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033
Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]

Bcc:

[REDACTED]

Bcc:

[REDACTED]

Bcc:

[Redacted Bcc list]

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

David Austen

From: Consultation
Sent: 13 March 2024 14:36
To: [REDACTED]
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Good afternoon,

I have resent the email below and attachments following notification of a change in the Clerk's email address just in case the previous message was not forwarded.

Regards

ACP team

From: Consultation
Sent: Wednesday, March 13, 2024 2:19 PM
To: [REDACTED]
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: Consultation
Sent: 13 March 2024 15:55
To: [REDACTED]
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

[REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

 Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: Consultation
Sent: 13 March 2024 14:48
To: West Oxfordshire DC Customer Services
Subject: RE: Thank you for getting in contact – Internal ref:!00D0X0skqd.!500Vg048djs:ref
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Good afternoon,

In response to the message below "If you need to provide further information then simply respond to this email", I have attached the two documents I am trying to deliver to you.

The email contains:

"Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b - StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd"

From: West Oxfordshire DC Customer Services [REDACTED]
Sent: Wednesday, March 13, 2024 10:43 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: Thank you for getting in contact – Internal ref: I00D0X0skqd.I500Vg048djS:ref

EXTERNAL



Thank you for contacting us

Your reference number is 01649695.

Your enquiry will be passed to one of our advisors who will be in contact if required.

If you need to provide further information then simply respond to this email.

Most information is available on our website, please visit www.westoxon.gov.uk

Kind regards
Customer Services

West Oxfordshire District Council
Woodgreen Council Offices
Witney
OX28 1NB

Date: 13/03/2024

[Privacy notice](#)

[Visit our website](#)

REMINDER OF END OF FIRST STAKEHOLDER ENGAGEMENT

The following group of emails were sent to remind stakeholders of the end date of the first Stakeholder Engagement:

20240418-Re LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Aviation Email
20240418-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Natmac Email
20240418-Re LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Natmac_Additions Email
0240418-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils Email
20240418-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Mps_County_Councils
Email
20240318-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Dorchester0nthames
Email
20240318-Re LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Westoxfdc Email
20240419-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils-Newemailpc
Email

[REDACTED]

From: David Austen
Sent: 18 April 2024 11:53
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]

Bcc:

[Redacted Bcc list]

Good morning,

For those who have already responded to the Stakeholder Consultation, thank you.

A gentle reminder that responses to the CAP1616 Design Principles Stakeholder Engagement for Airspace Change Proposal (ACP) - ACP-2023-033, for Oxford Aviation Services Ltd at London Oxford Airport, **are due by 24 April 2024**. We would be grateful for those who wish to contribute to the Design Principles to provide feedback through any of the following options:

Email: acp@londonoxfordairport.com

Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom

Word Documentation: see email attachment

Microsoft Forms Link: [Form](#)

If you are content with the Design Principles, a response stating that you are content would be appreciated.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.
Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: David Austen
Sent: 18 April 2024 11:51
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]
[REDACTED]

Apologies, the Form was not attached.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: David Austen
Sent: Thursday, April 18, 2024 11:50 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

For those who have already responded to the Stakeholder Consultation, thank you.

A gentle reminder that responses to the CAP1616 Design Principles Stakeholder Engagement for Airspace Change Proposal (ACP) - ACP-2023-033, for Oxford Aviation Services Ltd at London Oxford Airport, **are due by 24 April 2024**. We would be grateful for those who wish to contribute to the Design Principles to provide feedback through any of the following options:

Email: acp@londonoxfordairport.com
Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom
Word Documentation: see email attachment
Microsoft Forms Link: [Form](#)

If you are content with the Design Principles, a response stating that you are content would be appreciated.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 18 April 2024 11:59
To: Consultation
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Bcc: [REDACTED]

Bcc:

[REDACTED]

Bcc:

[REDACTED]

Bcc: [Redacted]

Good morning,

For those who have already responded to the Stakeholder Consultation, thank you.

A gentle reminder that responses to the CAP1616 Design Principles Stakeholder Engagement for Airspace Change Proposal (ACP) - ACP-2023-033, for Oxford Aviation Services Ltd at London Oxford Airport, **are due by 24 April 2024**. We would be grateful for those who wish to contribute to the Design Principles to provide feedback through any of the following options:

- Email: acp@londonoxfordairport.com
- Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom
- Word Documentation: see email attachment
- Microsoft Forms Link: [Form](#)

If you are content with the Design Principles, a response stating that you are content would be appreciated.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630886 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.
Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 18 March 2024 11:54
To: [REDACTED]
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf; OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx

Good morning,

We have been advised that you have taken over as the Clerk for the Dorchester-on-Thames Parish Council with new contact details? If so, congratulations!

What the email below did not say was whether correspondence had been forwarded to you. I have, therefore, attached the two files with the original email below.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: [REDACTED]
Sent: Friday, March 15, 2024 4:14 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Change of Clerk at Dorchester on Thames

Please note that I retired as Parish Clerk to Dorchester Parish Council on 29th February 2024

My successor, [REDACTED], has been in post since 8th January. Please note that [REDACTED] address and other contact details are as follows:

[REDACTED] Parish Clerk
26 Folly Green
Woodcote
RG8 0ND

Tel [REDACTED]
email [REDACTED]

The Parish Council is setting up a new website as the source of all information relating to the Parsh Council. The address is www.dorchesteronthames-pc.gov.uk

Until further notice the existing website www.dorchesteronthames.co.uk will continue as the Village website.

Best wishes,

[REDACTED]

Parish Clerk (retired)
Dorchester Parish Council

From: Consultation <acp@londonoxfordairport.com>

Sent: Wednesday, March 13, 2024 10:41 AM

To: Consultation <acp@londonoxfordairport.com>

Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 19 April 2024 10:18
To: Consultation
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
Attachments: OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions.docx; OXF-ACP-2023-033 Stage 1b -StakeholderEngagement.pdf
Bcc: [REDACTED]

Good morning,

For those who have already responded to the Stakeholder Consultation, thank you.

A gentle reminder that responses to the CAP1616 Design Principles Stakeholder Engagement for Airspace Change Proposal (ACP) - ACP-2023-033, for Oxford Aviation Services Ltd at London Oxford Airport, **are due by 24 April 2024**. We would be grateful for those who wish to contribute to the Design Principles to provide feedback through any of the following options:

Email: acp@londonoxfordairport.com
Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom
Word Documentation: see email attachment
Microsoft Forms Link: [Form](#)

If you are content with the Design Principles, a response stating that you are content would be appreciated.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: Consultation
Sent: Wednesday, March 13, 2024 10:41 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033.

We are at Stage 1 of a seven-stage process as part of the Civil Aviation Authority's CAP 1616 "Airspace Change Process" and CAP1616F "Guidance on Airspace Change Process for Permanent Airspace Change Proposals"; we have identified you as potential stakeholders in this activity. This stage is about informing you of our current operation and suggesting draft design principles for you to consider and respond to, please find attached a document that explains our current operation, why we are commencing an ACP, and our suggested design principles, many of which are mandated. We have also attached a Word document "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions" to capture your responses, should you wish to respond by this method; other options to respond can be found on page 24 under 'Feedback' within "OXF-ACP-2023-033 Stage 1b -StakeholderEngagement".

There are multiple stakeholders to be contacted and some of the contact details will be incorrect. If this is the case, please advise us of the correct contact details, or request that you are removed from our stakeholder list, and/or advise who would be a more appropriate point of contact if you know who that would be. If you do not wish to participate, please advise us. Responses regarding the draft Design Principles must be received by 24 April 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

SECOND STAKEHOLDER ENGAGEMENT

The following emails were sent to the following groups of stakeholders to announce a 2-week Stakeholder Engagement:

- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Natmacsndccs Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-MPs Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Aviation Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils1 Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils2 Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils3 Email
- 20240524- LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Councils4 Email
- 20240524-Fw LOA-ACP-2023-033-CAP1616 DPs–Stakeholder Engagement-Stadhampton Email

OX5 1RA

Tel: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]

www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[Redacted]

From: Consultation
Sent: 24 May 2024 16:08
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

Good afternoon,

I am aware that an election has been called and that you may no longer be able to respond to our request. Please respond if you are able.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views

or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

David Austen

From: Consultation
Sent: 24 May 2024 16:01
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [REDACTED]

Bcc: [Redacted]

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that

disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[Redacted]

From: Consultation
Sent: 24 May 2024 17:26
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 24 May 2024 17:28
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [REDACTED]

Bcc:

[Redacted Bcc list]

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 24 May 2024 17:29
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [REDACTED]

Bcc: [Redacted]

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 24 May 2024 17:34
To: Consultation
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Bcc: [REDACTED]

Bcc:

[Redacted BCC list]

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [Redacted]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 24 May 2024 16:22
To: [REDACTED]
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf

Good afternoon,

I received the out of office below.

Grateful if you are able to respond to the attached.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

-----Original Message-----

From: [REDACTED]
Sent: Friday, May 24, 2024 4:06 PM
To: [REDACTED]
Subject: Out of office

EXTERNAL

Thank you for your message.

I am on annual leave and will be available again on Tuesday 11th June. if your message is more urgent, please contact the Chairman at cllrneilfitzgerald@stadhampton.org

From: acp@londonoxfordairport.com
Sent: Friday, May 24, 2024 4:04 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

STAKEHOLDER CORRESPONDENCE – FIRST STAKEHOLDER ENGAGEMENT

The stakeholder and OASL correspondence to the first Stakeholder Engagement can be found within Appendix 2 to Annex D as follows:

Sections	Location
Section 1 - Requests for Removal from Contact List	D-2-2
Section 2 - Response Discounted as Not Relevant to ACP	D-2-7
Section 3 - Stakeholder and OASL Responses	D-2-8

SECTION 1 - REQUESTS FOR REMOVAL FROM CONTACT LIST

[REDACTED]

RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

26 March 2024 at 17.17

EXTERNAL

Thank you for your email.

We do not wish to participate, please remove us from your mailing list.

Many thanks

Kind Regards

[REDACTED]

[REDACTED]

Clerk/RFO to Gawcott with Lenborough Parish Council

[REDACTED]

Please note I work part time and flexible hours and may not be able to respond immediately.

[REDACTED]

RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

Wed 27/03/24 16.09

EXTERNAL

Thank you for your email.

We do not wish to participate and would appreciate being removed from the circulation list.

Many thanks

Kind Regards,

[REDACTED]

Clerk/RFO to Padbury Parish Council

[REDACTED]

Please note I work part time and flexible hours and may not be able to respond immediately.

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com>
Cc: DPC-ALL <alldpc@ducklingtonparishcouncil.gov.uk>

Good afternoon

Thank you for your email and its attachments.

I shall be grateful if you will please remove Ducklington Parish Council from your stakeholders list.

Many thanks

Kind regards

Parish Clerk
Ducklington Parish Council

From: [REDACTED]
Sent: Friday, April 5, 2024 7:48 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: OAGAG members [REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

On behalf of the Oxford Airport General Aviation Group (OAGAG), representing the GA aircraft owners and pilots community at the airport, any move to increase safety of aircraft users at the airport is to be welcomed. However, we also would welcome the ability to comment on the design and details as they emerge.

Please ensure that all members are notified as and when required at [REDACTED]
It is to be noted that responses are to be received by 24 April on the draft design principles.
Thank you.

Chairman OAGAG

Good morning, [REDACTED]

Thank you for your email.

We look forward to receiving your comments on the Design

Principles. [REDACTED] are included in the distribution list for any correspondence on this ACP.

Kind Regards,

ACP Staff

From: Consultation <acp@londonoxfordairport.com>

Sent: Friday, April 12, 2024 10:39 AM

To: [REDACTED]

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Morning [REDACTED]
To avoid cluttering your mailboxes more, would you be content for me to remove your two email addresses from our ACP distribution list:

[REDACTED]
and only send ACP correspondence to [REDACTED]? Happy to send to all though.
Kind Regards,

ACP Staff

From: [REDACTED]

Sent: Friday, April 12, 2024 10:46 AM

To: Consultation <acp@londonoxfordairport.com>; [REDACTED]

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Hello – I am not on the OAGAG mailing list so if you could keep me separate that would be great please. Ideally though could you use [REDACTED] instead of [REDACTED] please?

[REDACTED]

Morning [REDACTED]
No problems, I'll update your email address.
Kind Regards,

ACP Staff

-----Original Message-----
From: [REDACTED]
Sent: Saturday, April 13, 2024 10:56 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: Mailing

EXTERNAL

Please keep me on the mailing list and separate and additional to [REDACTED] Thank you [REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Sent by iPhone

On 14 Apr 2024, at 13:52, Consultation <acp@londonoxfordairport.com> wrote:

Afternoon [REDACTED]

Noted, thank you. We shall scrub his name from the list.

WILCO.

See attached warning message regarding [REDACTED] who comes from within the [REDACTED].

Regards

ACP Team

From: Parish Clerk [REDACTED]
Sent: Thursday, April 18, 2024 6:33 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT Thu 18/04/24 18.32

EXTERNAL

Good evening

I think this email is intended for Warmington, Oxfordshire, but it has come to Warmington Northants.

I believe their email address is [REDACTED]

Kind regards

[REDACTED]
Clerk to the Council
Warmington Parish Council

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, April 19, 2024 10:12 AM
To: Parish Clerk [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning, [REDACTED]

[REDACTED] I apologise for any inconvenience, thank you for responding with a possible email contact. I am surprised that there is no standard email addressing for the Parish Councils; it is very difficult to find any details – some seem to wish to hide!

Thank you again.

Regards
ACP Team

Hi that's ok, its just unfortunate there are two Warmington's

Hope you manage to get in touch with them

Kind regards

[REDACTED]
Clerk to the Council
Warmington Parish Council

From: [REDACTED]
Sent: 22 April 2024 15:28
To: 'acp@londonoxfordairport.com' <acp@londonoxfordairport.com>
Subject: ACP 2023 033

Good afternoon
Great Addington Parish Council has received a consultation pack for the above ACP, but we feel there may have been a mistake as we are too far away from the site to be affected. If we have misunderstood the proposal and would be affected, please advise.
Thank you

[REDACTED]
Clerk to Great Addington Parish Council
[REDACTED]

On 25 Apr 2024 at 14:48, Consultation <acp@londonoxfordairport.com> wrote:

Good afternoon,

If you are the Great Addington near Kettering, then I agree you are outside of the area.
Please contact me if this is not the case and I will re-engage with you.

Regards
ACP Team

From: [REDACTED]
Sent: Monday, April 22, 2024 3:48 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: ACP 2023 033
You are right, we are near Kettering.

Regards
The Clerk

EXTERNAL

Thank you and sorry for any inconvenience.

ACP team

SECTION 2 - RESPONSE DISCOUNTED AS NOT RELEVANT TO ACP

[REDACTED]
Airspace Change Proposal
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]

15 April 2024 at 16.12

EXTERNAL

Dear Oxford Airport,
In your proposal to change the airspace around the Oxford airport, you emphasise that the changes are intended to reduce the safety risk to aircraft using the airport. There is another major threat to aircraft safety in the proposed Botley West solar farm which would cover the fields to the South of the airport in line with runway 11/29, with a massive array of solar panels. You will appreciate that such a solar farm would adversely affect the safety of your airport for the following reasons:

- 1. Glint and glare from reflected sunlight.
- 2. Electromagnetic interference from the power electronics associated with large solar arrays.
- 3. The fields south of the airport presently provide safe emergency landing fields for light aircraft in the event of engine failure. Impacting a solar array would probably be lethal.

If aircraft safety is important to you, then you should surely strongly oppose the proposed Botley West solar farm. Is that your view of the situation?

Yours,
[REDACTED]
Committee member
Begbroke and Yarnton Green Belt Campaign

[REDACTED]

SECTION 3 - STAKEHOLDER AND OASL RESPONSES

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN
PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 15 March 2024 at 13.55

EXTERNAL

Please see attached

[REDACTED]
Chief Executive
British Helicopter Association
Unit C2
Fairoaks Airport
Chobham
Surrey. GU24 8HU

Office: [REDACTED]
Mobile: +[REDACTED]
www.britishhelicopterassociation.org

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	[REDACTED]
2. Email address	[REDACTED]
3. Phone number	[REDACTED]
4. Organisation (if applicable)	BHA
5. Postal address (Complete if you wish to receive further correspondence by mail)	
6. Postcode	
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	
Yes	
8. Are there any other design principles you would like OASL to consider?	
No	

9. Please detail the other design principles you would like OASL to consider	
N/A	
10. Would you like the OASL to amend/discount any of its draft design principles?	
No	
11. Please detail the draft design principles you would like OASL to amend/discount	
N/A	
12. Would you like any more detail to be included in the design principles?	
No	
13. What is your biggest concern, if any, about the Design Principles?	
Nil	
14. Should OASL prioritise some design principles ahead of others?	
Yes	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	2
Reduce the Workload on Air Traffic Control (ATC)	3
Comply with any containment requirements	7
Improved profiles for noise and Carbon dioxide (CO2)	4
Remove dependence from adjacent ATC structures where possible	5
Meet Future Demand	7
Making best use of fleet capabilities	8
Consider all aircraft types that operate from the Airport	6

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

[REDACTED]
Sent: Monday, April 22, 2024 2:50 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: ACP-2023-033 Design Principles -BGA response

EXTERNAL

This is the British Gliding Association (BGA) response to ACP-2023-033 Design Principles.

The BGA represents all 76 of the UK's gliding clubs and the owners, pilots, and operator's of 2200 gliders, TMGs and towplanes.

1. What is your biggest concern, if any, about the Design Principles?

Airspace modernisation is expected to improve access to airspace for General Aviation by enabling greater integration (rather than segregation) of different airspace user groups. As new procedures and an associated airspace change around Oxford airport will potentially result in a significant impact affecting many existing airspace users, a DP is required that identifies that the airspace design should minimise disruption and maximise accessibility for other airspace users.

2. Are there any other Design Principles you would like OASL to consider?

Yes. See our response to question 1.

3. Are there any draft Design Principles you would like OASL to consider removing/rewording?

Yes. DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.

4. Should OASL prioritise some design principles ahead of others?

Non-Oxford airport user needs should be afforded greater priority than is currently the case with these draft DPs.

5. Would you like any more detail to be included in the design principles?

Other than as previously noted, no.

6. Would you like a face-to-face meeting to discuss specific questions regarding our proposal? If so, please leave contact details.

Yes please. [REDACTED]

7. Please provide additional information you would like to add that we should consider relevant to this stage.

Oxford airport is located close to other airfields and in a volume of airspace shared safely and effectively by many users. For decades, Oxford airport's GA pilot training activity has and continues to be safely accommodated in the surrounding class G airspace, as is the case with other airfields with significant amounts of GA training activity as detailed in the consultation document. The consultation document infers that existing recreational (the expression used is 'light') GA based in the local area or transiting through the local area is inconveniencing or increasing risk to Oxford airports customers. Of course, the reality is that existing, safely operating traffic is disrupted by Oxford airports aspiration to increase commercial aviation activity at Oxford airport, for example to support the needs of the wealthy few who travel in business jets including B737 sized aircraft.

We note that Oxford airport has started this formal ACP consultation process without *engaging* with recreational GA stakeholders that are based beyond Oxford airport. We strongly encourage Oxford airport to actively engage to discuss and understand the needs of all airspace stakeholders and the potential impacts of Oxford airport's plans on the surrounding airspace, airfield operators, and pilot owners.

Please confirm receipt of this email and that the content will be included in the ACP sponsor submission to the CAA.

Questions are welcome if any part of this response is unclear.

Kind regards

[REDACTED]
Chief Executive Officer

British Gliding Association
8 Merus Court
Meridian Business Park
Leicester LE19 1RJ

[REDACTED]
www.gliding.co.uk
Registered in England 422605

From: Consultation <acp@londonoxfordairport.com>
Sent: Thursday, April 25, 2024 2:59 PM
To: [REDACTED]
Cc: Consultation <acp@londonoxfordairport.com>
Subject: RE: ACP-2023-033 Design Principles -BGA response

Good afternoon, [REDACTED]

I acknowledge receipt and that your comments will be incorporated into the response. Please note that these are proposed Design Principles (DPs), there is no design on the table at this stage. A design will not be considered until we have reviewed the responses to the proposed DPs, sent our response to the CAA, and then if agreed, commence initial work on designs. You will be consulted as this progresses.

Regarding your statement:

"DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima."

Please see Regulation 2018/1048, Articles 5 and 7 in the following link:

[Commission Implementing Regulation \(EU\) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation \(legislation.gov.uk\)](https://legislation.gov.uk)

Our interpretation is that we are to adopt such procedures noting that where it is not possible:

"However, imposing those requirements could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those specific situations, while still achieving those benefits as much as possible."

The implementation of PBN is also a requirement of ICAO and stated within the UK's Airspace Modernisation Strategy such that we should implement such procedures where we can. In any case, these procedures are just alternate means of instrument recovery and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required. This does not necessarily require a change in airspace should the current or similar UK FIS be continued.

Please note, we wish to work with you collaboratively towards a solution. A face-to face meeting would be useful once we get to the design phase so we can work together to bring in PBN solutions. If you would prefer sooner, I can do a Teams meeting tomorrow or anytime next week face-to-face or Teams.

Kind Regards,

ACP Staff
Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk
From: [REDACTED]
Sent: Thursday, April 25, 2024 5:23 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: ACP-2023-033 Design Principles -BGA response

EXTERNAL

Good afternoon ACP Staff

Thanks for your note.

Re PBN approach, our challenge is more associated with Oxford airports decision to implement instrument recovery and therefore its decision to accept the requirement for PBN at some point in the future. Which is rather different to being legally required to have it. It is Oxford airports decision to instigate the instrument recovery. We think its an important point of clarity, particularly around a point that it would challenging for the layman to research and understand.

Our point about pre-consultation engagement is that engagement would enable Oxford airport to understand the potentially impacted stakeholders and their activity. We're confident that should inform all stages of the consultation, not just the design stage. A fundamental issue with the old CAP725 ACPs was lack of engagement resulting in poor awareness and large amount of sponsor assumptions that resulted in expensively designed ACPs that were unfit for purpose, other than perhaps for the sponsoring airport owners. We need to move away from those bad

old days and develop procedures and airspace that works for all. Effective engagement will help.

As the Stage 1 consultation is complete, we think it would be useful to meet ahead of Oxford airport making progress with stage 2 of the ACP. Thanks for your offer. Next Monday afternoon would work for a Zoom meeting.

Kind regards

■

Consultation <acp@londonoxfordairport.com>
RE: ACP-2023-033 Design Principles -BGA response
To: ■
Cc: Consultation acp@londonoxfordairport.com

26 April 24 at 10.22

Hi Pete,

I have seen the meeting acceptance.

For the discussion, you will be aware that Oxford already has published IFR Approaches and has had for many years: ILS and NDB, the addition of a PBN is not something entirely new as the NDB and ILS pattern locations are already in place (accepting that there might be some location changes required but that is for the next phase; however, the initial and final approach tracks to enable a stabilised approach should not really vary). Note that the NDB is becoming obsolete, and some modern aircraft are not being fitted with an ADF.

Regards
Team ACP

Note that a Microsoft Form was also submitted in addition to the email below, see end of Appendix 2.

From: [REDACTED]
Sent: Tuesday, April 23, 2024 1:49 AM
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]
Subject: Proposed OASL ACP Ref. ACP-2023-033

EXTERNAL

Dear Sirs,

With regard to the above referenced Airspace Change Proposal submitted by OASL, please find attached the response submitted by Oxford Gliding Club (OGC) with regard to the proposed design principles contained therein.

We would welcome the opportunity to engage meaningfully and proactively with OASL concerning this proposal. If you have any questions with regard to OGC's response, please contact us as below.

Please kindly acknowledge receipt of this email.

Thanks & Regards.

[REDACTED]
Director & Airspace Officer
[REDACTED]



RAF Weston on the Green
Nr Bicester
Oxon
OX25 3TQ

Airspace Change Proposal
London Oxford Airport
Langford Lane
Kidlington
Oxfordshire
OX5 1RA

Sent By E-Mail

23 April 2024

Dear Sirs,

Re: OASL Airspace Change Proposal Ref: ACP-2023-033

I refer to the above referenced Airspace Change Proposal submitted by Oxford Aviation Services Limited (OASL).

This response, in particular the opportunity to comment on the draft Design Principles enshrined therein, is provided on behalf of Oxford Gliding Club Limited (OGC) which has operated continuously from RAF Weston-on-the-Green aerodrome (also a parachuting drop zone and Danger Area referenced as D129) for in excess of sixty years.

OGC is well known to OASL as its nearest neighbouring flying operation with whom it is in daily contact whenever OGC is active. It is extremely disappointing therefore that despite this, OASL has not formally included OGC as a stakeholder in its consultation, nor has it undertaken any active prior engagement with OGC as the nearest airspace user likely to be affected by the proposed ACP.

I would therefore like to formally register OGC's interest here as a stakeholder and I would ask that any further correspondence or engagement with stakeholders includes OGC who can be contacted directly via the [redacted] email address in addition to my own personal email address from which this response is sent.

In respect of the draft Design Principles, OGC would wish to make the following comments (which have also been submitted via the online form):-

Do you agree with the design principles as proposed?

- No, please see below.

Are there any other design principles you would like OASL to consider?

- Yes; the current DPs favour OASL based / operated aircraft to the exclusion of other airspace users who have been operating safely in the area around Oxford airport for many years. The current DPs do not improve the integration with other users and in fact cause will cause segregation. DP(i) expressly references aircraft 'that operate from the Airport' with no reference to non-Oxford airport originated airspace users. A further DP is therefore

Trustee: Oxford Gliding Company Ltd
Registered in England No. 340261

President:
Vice:
Presidents:



required that recognises and enshrines the principle that any new airspace design should maximise accessibility and minimise disruption for other existing airspace users and not exclude them in favour of OASL's future operational aspirations or which increases the risk profile for the other airspace users.

- Non OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed provide for.

Would you like OASL to amend / discount any of its draft design principles?

Yes, as follows:

- DP(a) Whilst this refers initially to 'all airspace users' it is of concern that it subsequently refers only to the safety of 'stakeholders...affected by the airspace change'. Given that a key stakeholder such as OGC which operates immediately adjacent to the Airport] has again not to date been included as a stakeholder or notified formally of this proposed ACP and thus potentially denied the opportunity to comment. OASL need to ensure that the requirements of all airspace users need to be considered and not just the stakeholders that it has identified.
- DP(i) There needs to be an amendment to DP(i) to ensure that this refers equally to airspace users which do not operate from the Airport in to ensure the all airspace users too are afforded maximum accessibility and minimal disruption with no adverse safety implications for their continued operations in the area.
- DP(b) We are unconvinced by and would question the assertion made that there is any legal requirement for OASL to introduce RNAV approaches with 'Lateral Navigation (LNAV), LNAV Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima'. This DP should therefore be removed.

Should OASL prioritise some design principles ahead of others?

- Yes, non-OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed provide for.

What is your biggest concern, if any, about the Design Principles?

- It is reasonable to expect that airspace modernisation will result in improved access for all airspace users whereas the existing DPs favour Oxford based / operated aircraft and do not take into account the needs and requirements of non-based airspace users that have safely operated within this AIAA for many years. They do not improve integration with other users and by favouring OASL's requirements above all others, they cause segregation (as evidenced in question 15 of the online response tool where there is only the option to consider 'aircraft that operate from the airport') and do not consider the needs of other airspace users such as a glider pilot winch launched from Weston-on-the-Green towards what may well become controlled airspace if this ACP is approved or an airspace user transiting past Upper Heyford that needs to avoid new controlled airspace in the area. Seemingly, it is all about making things better for OASL airspace users to the exclusion of all others.

- It is disappointing that despite previous ACP submissions, OASL has not taken the opportunity to actively undertake prior engagement with other airspace users who will be affected by its proposed ACP to understand the issues that this will cause and to explore options for mitigation. This includes both its immediate neighbours (e.g. Oxford Gliding Club) and other airfields further afield whose users routinely transit this area as evidenced by the information provided in the initial Statement.
- Reading the information provided by OASL and the Design Principles that are proposed, you are left with the unfortunate and hopefully unintentional impression that OASL's need and justification for this ACP is predicated on the basis that any existing non-Oxford based aircraft in the immediate area, doing what they have done safely for years, are now an annoying inconvenience and potential obstacle to OASL's ability and future commercial aspirations to support larger business jets.


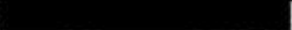
In conclusion, OGC would hope that OASL will take into account the comments and concerns raised with respect to its design principles and we would strongly encourage OASL to identify and enter into meaningful and proactive engagement with all stakeholders who will be affected by the proposed ACP.

Yours faithfully,



Director & Airspace Officer



From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, April 26, 2024 5:02 PM
To: 
Cc: ; Consultation <acp@londonoxfordairport.com>
Subject: RE: Proposed OASL ACP Ref. ACP-2023-033

Good afternoon, 

I acknowledge receipt of your email with attachment. Please note that these are proposed Design Principles (DPs), there is no design on the table at this stage. A design will not be considered until we have reviewed the responses to the proposed DPs, sent our response to the CAA, and then if agreed, commence initial work on designs. You will be consulted as this progresses.

Regarding your statement:

“• DP(b) We are unconvinced by and would question the assertion made that there is any legal requirement for OASL to introduce RNAV approaches with 'Lateral Navigation (LNAV), LNAV Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima'. This DP should therefore be removed.”

Please see Regulation 2018/1048, Articles 5 and 7 in the following link:

[Commission Implementing Regulation \(EU\) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation \(legislation.gov.uk\)](#)

Our interpretation is that we are to adopt such procedures noting that where it is not possible:

“However, imposing those requirements could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those specific situations, while still achieving those benefits as much as possible.”

The implementation of PBN is also a requirement of ICAO and stated within the UK's Airspace Modernisation Strategy such that we should implement such procedures where we can. In any case, these procedures are just alternate means of instrument recovery and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required (Oxford has had Instrument Approaches for many years and their feathers are marked on charts – PBN would be an additional tool).

Please note, we wish to work with you collaboratively towards a solution. A face-to face meeting would be useful once we get to the design phase so we can work together to bring in PBN solutions.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

Consultation <acp@londonoxfordairport.com>

RE: Proposed OASL ACP Ref. ACP-2023-033

To: [REDACTED]
[REDACTED] Consultation acp@londonoxfordairport.com 10 May 24 at 10.2

Good morning,

We have not received a response to our email below.

We have communicated with the BGA as the primary focus NATMAC point for gliding and have held a joint Teams meeting with Pete Stratten, BGA, and Ian Sweetland, LAA. I'm also aware that information may have been passed down to other gliding organisations, as we would expect.

I offered you a meeting at the Design phase of the process but if you would prefer an earlier meeting, that can be arranged.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: [REDACTED]
Sent: Thursday, April 18, 2024 12:00 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Rachael for the Ops team please.

Lindsey I don't know if Oxford are looking for any particular support from BBGA or not. In the same way we did for Farnborough?

Regards,
Marc

From: [REDACTED]
Sent: Tuesday, April 23, 2024 1:43 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Hi could you please send me the link to the form mentioned below so I can send to our ops workgroup please.
Many thanks.

Kind Regards

[REDACTED]

[REDACTED]
Promotions and Marketing Executive
British Business and General Aviation Association

[REDACTED]
www.bbga.aero

Consultation <acp@londonoxfordairport.com>
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 -
CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: [REDACTED]
Cc: Consultation acp@londonoxfordairport.com 25 April 2024 at 14.30

Good afternoon, [REDACTED]

The link can be found in the Stakeholder Engagement Documentation
on Page 24, reproduced here:

[ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement
\(office.com\)](#)

Kind Regards,

ACP Staff
Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 25 April 2024 at 14.37

EXTERNAL

That's great thank you very much.

Kind Regards

[REDACTED]

[REDACTED]
Promotions and Marketing Executive
British Business and General Aviation Association
[REDACTED]
www.bbga.aero

[REDACTED]
ACP-2023-033 Design Principles - HCGB response
To: Consultation acp@londonoxfordairport.com 23 April 2024 at 17.00

EXTERNAL

This is the Helicopter Club of Great Britain response to ACP-2023-033 Design Principles.

The HCGB represents Some 500 owners and pilots of UK helicopters.

1. What is your biggest concern, if any, about the Design Principles?

These Design Principals seem slanted towards the desired outcome of Oxford Airport for controlled airspace, despite the previous application being rejected by CAA.

A basic principal should be to ensure the free access by all users to the airspace around Oxford, whilst providing measured and proportionate levels of airspace safety.

The Oxford area is heavily used by General Aviation traffic, and this should not be forced into choke points by controlled airspace.

2. Are there any other Design Principles you would like OASL to consider?

The Design Principals should be limited to the consideration of Class E, TMZ and RMZ possibilities.

3. Are there any draft Design Principles you would like OASL to consider removing/rewording?

Yes. DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.

4. Should OASL prioritise some design principles ahead of others?

The leading DP should be continuing the GA access to the area as at present.

5.

Would you like a face-to-face meeting to discuss specific questions regarding our proposal? If so, please leave contact details.

Yes please. [REDACTED]

6. Please provide additional information you would like to add that we should consider relevant to this stage.

Oxford airport is located close to other airfields and in a volume of airspace shared safely and effectively by many users. For decades, Oxford airport's GA pilot training activity has and continues to be safely accommodated in the surrounding class G airspace, as is the case with other airfields with significant amounts of GA training activity as detailed in the consultation document. The consultation document infers that existing recreational GA based in the local area or transiting through the local area is inconveniencing or increasing risk to Oxford airports customers. Of course, the reality is that existing, safely operating traffic could be severely disrupted by Oxford airports aspiration to increase commercial jet aviation activity at Oxford airport, and dominate the surrounding airspace.

Please confirm receipt of this email and that the content will be included in the ACP sponsor submission to the CAA.

Regards

[REDACTED]
Executive Secretary
Helicopter Club of Great Britain

Consultation <acp@londonoxfordairport.com>
RE: ACP-2023-033 Design Principles - HCGB response
To: [REDACTED] >
Cc: Consultation acp@londonoxfordairport.com 25 April 2024 at 14.15

Good afternoon, [REDACTED]

I acknowledge receipt and that your comments will be incorporated into the response. Please note that these are proposed Design Principles (DPs), there is no design on the table at this stage. A design will not be considered until we have reviewed the responses to the proposed DPs, sent our response to the CAA, and then if agreed, commence initial work on designs. You will be consulted as this progresses.

Note that it is our intent to consider all design possibilities at this stage, including the option to 'Do Nothing'.

Regarding your statement:

"DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima."

Please see Regulation 2018/1048, Articles 5 and 7 in the following link:

[Commission Implementing Regulation \(EU\) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation \(legislation.gov.uk\)](#)

Our interpretation is that we are to adopt such procedures noting that where it is not possible:

"However, imposing those requirements could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those specific situations, while still achieving those benefits as much as possible."

The implementation of PBN is also a requirement of ICAO and stated within the UK's Airspace Modernisation Strategy such that we should implement such procedures where we can. In any case, these procedures are just alternate means of instrument recovery and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required.

Please note, we wish to work with you collaboratively towards a solution.

Kind Regards,

ACP Staff
Oxford Aviation Services Ltd

Good morning, Mr [REDACTED]

You have requested a face-to face meeting. When would be a suitable time/date for you, can you make some suggestions please? Is a Teams meeting sufficient or are you able to get to Oxford Airport?

Kind Regards,

ACP Staff
Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: [REDACTED]
Sent: Wednesday, April 24, 2024 6:43 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]

Subject: Wootton Parish Council Response to Airspace Change Proposal CAP_2023-033 Design Principles

EXTERNAL

Dear London Oxford Airport,
We attach our response to your document dated 13 March 2024 asking us as a stakeholder to respond to your consultation.

Regards
Members of Wootton Parish Council

8th May 2024

Wootton Parish Council

Dear ACP Staff

Re: Wootton Parish Council Response to Airspace Change Proposal 24th April 2024

Many thanks for your May 2nd 2024 response to our WPC Airspace Change response document sent on 24th April 2024. We did acknowledge in that document that you would be unable to answer many of our questions at this stage. None the less, you will appreciate that it makes it harder for us to be as cooperative as we can.

Thank you for drawing to our attention our misunderstanding of one of the Draft Design Principles. We have revisited your Draft Design Principles table. To be frank, the table design format was hard to follow. For example, we could not find a glossary to clarify what MDP means but assume it is "Management Design Principles?" We did not realise that the grey boxes with MDP Safety, MDP Policy and MDP Environment were in fact headings dividing the lettered design principles. We read "MDP Environment" as a subheading of Letter D. We realise that this was a mistake and that Design Principle Letter E comes under that MDP Environment Headings but not Letter D.

We would like to scrap having Letter D as jointly very important and just have **Letter E "Improved profiles for noise and carbon dioxide" as the top, most important Design Principle to Wootton** only if the proposed airspace change will reduce noise, air pollution and overflying in Wootton Parish's airspace.

With Wootton's background of making numerous complaints about airspace noise and overflight infringements alongside our proposed Neighbourhood Plan and government's Climate Change goals, we believe that OASL should prioritise Letter E as the top ranking, most important Design Principle. We do not want any negative impacts upon our local Environment in terms of: Noise, Greenhouse Gas Emissions, Local Air Quality, Tranquillity and Biodiversity.

The UK Government states the following:

"That the airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation asset out in Government's Air Navigation Guidance 2017.

We understand these environmental objectives are designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. These objectives are, in support of sustainable development, to:

1. limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise³,
2. ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions⁴, and
3. minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality. "

We would like more information in regard to Design principle E.

How will you comply with these government goals?

How will you measure these environmental objectives?

How will you move towards the governments' Jet Zero goals, over what time period?

Will you fast track adopting green fuel aircraft only in the proposed new airspace?

Will you place noise meters in areas of our choosing?

How does OASL plan to measure and report noise?

How does OASL plan to measure carbon dioxide and local air?

Will the CAA inspect and monitor these measures and how?

You have kindly informed us that as Wootton lies outside the Oxford Aerodrome Traffic Zone, you can do little to reduce the noise of aircraft you do not actively control as you can only control aircraft within the airspace that you are responsible for. It would be very helpful if you could let us know if this status might change with a change in airspace?

Finally, could you inform us of the correct protocol and process of how we can correctly report the numerous planes and helicopters infringements over our airspace, or should we contact the CAA directly?

We look forward to hearing from you and continuing to be consulted as a stakeholder.

Kind Regards

Members of Wootton Parish Council

[Redacted signature block]

From: [Redacted]

Sent: Tuesday, April 16, 2024 5:46 PM

To: Consultation <acp@londonoxfordairport.com>

Cc: [Redacted]

Subject: Airspace Change Questions to APC team to enable us to make an informed response 24.04.24

EXTERNAL

We attach our queries and information requests that we require to be able to make an informed response and would be grateful for your answers and data.

Thank you
Wootton Parish Council

Wootton by Woodstock Parish Council- Stakeholder

Dear ACP Team,

Re: Wootton Parish Council Questions relating to Airspace Change Proposal – ACP-2023-033

Thank you for contacting us as a stakeholder on 13 March 2024 in regard to London Oxford Airport's Airspace Change Proposal – ACP_2023-33

We would be very grateful if you could copy the following members of Wootton Parish Council. John Harwood is Chairman and the others are members of the PC Planning Committee.



In order for us to provide our formal feedback to your "Design Principles" by 24th April 2024, we do need you to answer the questions listed below and also provide us with more detailed information which is also requested below.

Please supply a copy of the proposed new approach charts?

1. What are the proposed approaches, missed approaches and holding patterns for RNP approach to 01?

The Civil Aviation Authority's CAP1616 Airspace Change Process, see [link here](#), does not allow any design at this stage. This stage is only about Stakeholder Engagement in the current operation and a request for comments and/or suggestions on the Design Principles as was stated with the documentation provided.

2. Similar for RNP 19.

See response to question 1.

3. Is the ILS approach, missed approach or holding pattern for 19 changing?

See response to question 1.

4. How far away will the instruments flight paths be from the noise abatement area that is over Wootton?

See response to question 1.

5. Given the plan to replace the NDB approach for 01 with the RNP approach, how much extra instrument approach on 01 are you forecasting? (understanding that these flights pass much closer to Wootton than 19 instrument approaches)?

See response to question 1.

6. For VFR flights, what are the proposed arrival and departure routes, and do they differ from today's?

There is no intent to change the VFR flights unless the designs require a change. We will no know this at this time, see response to question 1.

Prevailing Air Traffic Situation

We note that London Oxford Airport had 72,978 aircraft Movements 2022. Source CAA.

54, 772 Test and Training

3,882 Business Aviation, 5th largest in the UK.

9,415 Private

What is "Private"? What is the difference between Private and Business Aviation?

From where you found your source, you should have also found aircraft movements for other years and information on what is recorded. However, I have looked but I cannot find an 'official' meaning on what the various categories are. Our understanding is that a "Private" flight is normally an owner flying his/her aircraft not for hire or reward, these are normally smaller aircraft but not necessarily. We believe that there is no official difference between "Private" and "Business Aviation" that we have found as "Business Aviation" is normally larger aircraft that could be flown by the owner(s) ("Private") or the aircraft is chartered and/or flown for hire and reward. This would have to be confirmed with the CAA; however, from a Design Principle proposal, at this stage of the ACP it should not be a factor.

Increased Movement

Please provide your forecasts in terms of your intent *"to continue to drive towards more Business Aviation Traffic."*

What are your forecasts in terms of volume air traffic and expected types of aircraft movements in the next 5 and 10 years?

We have not made any forecasts at this stage.

New Airspace Volumes to protect the large passenger carrying business jet

"London Oxford Airport Plans to develop RNP Instrument Approaches to both runways ends with the potential for RNAV substitution as set out with CAP 1781" This will potentially require the determination of new airspace volumes appropriate to reasonably protect the large passenger carrying business jet aircraft."

Please provide details of the forecast determination of new airspace volumes "appropriate to reasonably protect the large passenger carrying business jet aircraft."

See response to question 1.

How many more larger jet movements has been attracted by the new permanent Rescue and Fire Fighting cat since Jan 2022?

This information is not available but could be asked at the next Airport Consultative Committee meeting should a question be asked in advance. This information has nothing to do with the Design Principles which is this stage of the CAP1616 Airspace Change Process.

Airspace Efficiency/Reducing Noise or other Environmental Impacts

Please provide the number of Track Miles flown in the last 3 or 5 years.

This data is not available, we do not have the means to record it.

Could you forecast how much the new instrument approaches and airspace patterns will reduce Track Miles by over the next 5 & 10 years after implementation?

New Operators

How many new operators have made expressions of interest to operate regional transport links from London Oxford Airport?

This is commercially sensitive information and will not be released.

What kind of Operators have made expressions of interest to operate regional transport links from Oxford Airport?

This is commercially sensitive information and will not be released.

Could you provide details of what kind of "small-scale Commercial Aircraft Transport (CAT) operations" at the airport that you expect to have in the future at London Oxford Airport? Kinds of aircraft used? Fuel used? Number of flights? Travelling to and from? Over the next 5 and 10 years once operational?

This is commercially sensitive information and will not be released.

Noise Abatement

Please inform us where the London Oxford Airport current noise meters are installed and where you propose to site them with the proposed Airspace Change?

The airport does not have and is not required to have noise meters.

Please supply details of noise abatement complaints and mitigations measures in the last 3 years.

This is not part of the process at the stage.

How will changes in airspace effect reduce noise and in what locations?

See response to question 1.

How will this be measured?

The current airport stance is that it will only be measured if the UK Government Policy and Regulation requires noise to be measured. This airport does not meet the thresholds to require this.

Environment

How does London Oxford Airspace Change Proposal deliver "key environmental objectives with respect to air navigation?"

Until any design is known, we will not know, see response to question 1. The Design Principles we are proposing, which we have asked you to comment on, suggest principles that we think should be applied.

What are the key environmental objectives?

See Air Navigation Guidance 2017, Page 8, Paragraph 1.2 a-c, at [Link](#).

"a. limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise;

b. ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and

c. minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality."

Note that this is Government guidance, and it contains Footnotes with additional information.

How are the key environmental objectives measured?

This is contained within the Air Navigation Guidance 2017. Note that some of the requirements are only applicable to airports above a certain size.

We look forward to receiving your answers and more detailed information to enable us to submit our feedback by April 24th [2024](#).

The responses you require are not necessary to address this stage of the CAP1616 Airspace Change Process which is only about stating the current operation and requesting comment from Stakeholders about our proposed Design Principles. Most of the questions you have raised do not have answers at this stage or are commercially sensitive.

Wootton Parish Councillors



Consultation <acp@londonoxfordairport.com>

RE: Airspace Change Questions to APC team to enable us to make an informed response
24.04.24

[REDACTED]
[REDACTED], Consultation <acp@londonoxfordairport.com>

Good afternoon,

Thank you for your email which was sent on 16/04/2024 in response to a Stakeholder Engagement that was sent to you on 13/03/2024 which has a closure date of 24 April 2024.

Owing to other work priorities, I have addressed all Stakeholder Engagement responses within the Airspace Change Process mailbox today, including your own. I note that you require the following parties CC'd to any correspondence, this I have done:

[REDACTED]

You have also asked several questions, most if not all of which are not relevant to this stage of the process such that we are unable to answer them. I have responded against each of your questions, in red, within the attached document. There are also two links, one to CAP1616 to address the process that we must follow, and the second link is the UK Government's Air Navigation Guidance 2017, which contains some answers to your questions on the Environment.

I hope that for this stage of the process which is only about the current operation and the Design Principles, which we ask for comments/suggestions or agreements to, there is sufficient information for you to respond. Later stages of the CAP1616 process will address most of your other questions; we must adhere to the CAP1616 Airspace Change Process.

Kind Regards,

ACP Staff
Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acpi2@londonoxfordairport.com
www.londonoxfordairport.co.uk

On 2 May 2024, at 12:54, Consultation <acp@londonoxfordairport.com> wrote:

Good afternoon,

Thank you for your email and attachment.

I am reviewing your response to the Design Principles. Anything that is not part of the Design Principles can be taken forward by you when we are at the Develop and Assess phase as it is during this period that we start to explore the 'lines on the maps' such that you can judge any impact on your village, this may change your questions. We genuinely do not have answers to the list of questions you posed on pages 1 and 2 of your response at this time other than:

What will be your operating hours in the week and weekend?

What will be your annual flight limit?

What will be your weekend flight limit?

This information is contained within the provided Stakeholder Engagement document at page 2 and at Annex C there is an abstract of the Section 106 Planning agreement which details the limits to opening times and traffic numbers; note that there is no separate weekend flight limit, it forms part of the annual movements; however, there is a greater restriction on the testing of jet engines at weekends. There is no intent to challenge the Section 106 as part of this process.

Please note that currently Wootton lies outside of the Oxford Aerodrome Traffic Zone and our air traffic controllers do not provide a service to all aircraft crossing or operating above you and some of those aircraft we do provide a service to are operating independently such that we can do little to reduce the noise of aircraft we do not actively control as we can only control aircraft within airspace that we are responsible for. There is an Instrument Hold above/close to Wootton that we do control; however, this is unlikely to be moved but aircraft within it will not be below 2,500ft and are normally higher.

Regarding your comments on the Design Principles, I am content that letter 'e' is the most important for you (note that we may be splitting this into a separate Design Principle for noise (e1) and a separate one for CO2 (e2) following a few comments), but may I ask why you believe that 'd' is a joint most important Design Principle? 'd' is about the design of controlled airspace structures ("<https://www.caa.co.uk/publication/download/19849>") and is included to describe that we would follow this policy if it was decided that this was needed; did you mean a different Design Principle? If you are looking for Controlled Airspace to be established, this should be a response in a later phase of the process. At the moment, we are not sure that it is needed but it remains an option. We will take forward that 'd' is your joint most important Design Principle unless you say otherwise.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk

From: [REDACTED]

Sent: Wednesday, May 8, 2024 4:30 PM

To: Consultation <acp@londonoxfordairport.com>

Cc: [REDACTED]

Subject: Re: Wootton Parish Council Response to Airspace Change Proposal CAP_2023-033 Design Principles

EXTERNAL

Dear ACP,

Many thanks for seeking clarification re our Design Principles from WPC Airspace Change Proposal Response sent April 24th. The document below provides **our amended Design Principle ranking with some additional queries.**

In addition to this, we would like to let you know that we would like two members of **WPC, [REDACTED]** and **[REDACTED]** to attend your **Consultative Committee Meeting June 4th 2024 at 6pm**. We would be grateful if you could let us know the correct protocol in regard these meetings, for example we understand we must submit questions in writing and when is the deadline for this? Also, in your minutes “ Other Concerns, Discussion Points & Questions” section, is this when the floor maybe opened up for spontaneous unplanned questions?

Many thanks

Wootton Parish Council Members

8th May 2024

Wootton Parish Council

Dear ACP Staff

Re: Wootton Parish Council Response to Airspace Change Proposal 24th April 2024

Many thanks for your May 2nd 2024 response to our WPC Airspace Change response document sent on 24th April 2024. We did acknowledge in that document that you would be unable to answer many of our questions at this stage. None the less, you will appreciate that it makes it harder for us to be as cooperative as we can.

Thank you for drawing to our attention our misunderstanding of one of the Draft Design Principles. We have revisited your Draft Design Principles table. To be frank, the table design format was hard to follow. For example, we could not find a glossary to clarify what MDP means but assume it is "Management Design Principles?" We did not realise that the grey boxes with MDP Safety, MDP Policy and MDP Environment were in fact headings dividing the lettered design principles. We read "MDP Environment" as a subheading of Letter D. We realise that this was a mistake and that Design Principle Letter E comes under that MDP Environment Headings but not Letter D.

We would like to scrap having Letter D as jointly very important and just have **Letter E "Improved profiles for noise and carbon dioxide" as the top, most important Design Principle to Wootton** only if the proposed airspace change will reduce noise, air pollution and overflying in Wootton Parish's airspace.

With Wootton's background of making numerous complaints about airspace noise and overflight infringements alongside our proposed Neighbourhood Plan and government's Climate Change goals, we believe that OASL should prioritise Letter E as the top ranking, most important Design Principle. We do not want any negative impacts upon our local Environment in terms of: Noise, Greenhouse Gas Emissions, Local Air Quality, Tranquillity and Biodiversity.

The UK Government states the following:

"That the airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation asset out in Government's Air Navigation Guidance 2017.

We understand these environmental objectives are designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. These objectives are, in support of sustainable development, to:

1. limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise³;
2. ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions⁴; and
3. minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality. "

We would like more information in regard to Design principle E.

How will you comply with these government goals?

How will you measure these environmental objectives?

How will you move towards the governments' Jet Zero goals, over what time period?

Will you fast track adopting green fuel aircraft only in the proposed new airspace?

Will you place noise meters in areas of our choosing?

How does OASL plan to measure and report noise?

How does OASL plan to measure carbon dioxide and local air?

Will the CAA inspect and monitor these measures and how?

You have kindly informed us that as Wootton lies outside the Oxford Aerodrome Traffic Zone, you can do little to reduce the noise of aircraft you do not actively control as you can only control aircraft within the airspace that you are responsible for. It would be very helpful if you could let us know if this status might change with a change in airspace?

Finally, could you inform us of the correct protocol and process of how we can correctly report the numerous planes and helicopters infringements over our airspace, or should we contact the CAA directly?

We look forward to hearing from you and continuing to be consulted as a stakeholder.

Kind Regards

Members of Wootton Parish Council

[Redacted signature block]

Consultation <acp@londonoxfordairport.com>
RE: Wootton Parish Council Response to Airspace Change Proposal CAP_2023-033
Design Principles 10 May 2024 at 09.13
To: [Redacted] Consultation
<acp@londonoxfordairport.com>
Cc: [Redacted]

Good morning,

Thank you for your email and clarifications.

I have forwarded on your email to the person responsible for the Consultative Committee Meeting and he will be in touch to answer your questions relating to it in due course.

Regarding your additional questions within your document, the answers to them will become clearer if this phase is successful and we move onto the Design phase. It is at this point where lines on maps will be considered and their impact on communities where that would be different than today. The main intent of this proposal is to introduce a modern Instrument Approach, this will likely follow the existing tracks for our Instrument Landing System and Non-Directional Beacon Approaches all of which lie away from Wootton. The only potential impact for Wootton would be if the Instrument Hold that lies close to Wootton was to be moved but at this point that is not known because the work has not commenced. There is no intent to change the visual circuit or the methods or routing that aircraft use to depart the airport or approach visually to the airport. If Oxford was to seek additional airspace that 'covered' Wootton – and at this point that requirement is not known – then we would have more be 'control' of the routings that aircraft took through that airspace. However, the methods that aircraft use to fly visually to safely land and depart on the runway are unlikely to change whatever the outcome of this process is, that is because there will be times when aircraft have to be held, delayed, or visually sequenced by the pilot that moves an aircraft's track away from the normal route to ensure spacing.

I have taken into account your clarification of the Design Principles with Letter E as the top, most important Design Principle to Wootton regarding aircraft overflying the airspace above Wootton.

For clarity, regarding "Mandatory Design Principles (MDP)", Page 22 of the AIRSPACE CHANGE PROPOSAL - ACP-2023-033 CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT document (the page above the Table containing the Draft Design Principles) introduced "MDP" as follows:

"MDP" was also listed in the Glossary in the Stakeholder Engagement document at Annex A. However, I accept it is easy to miss with so many abbreviations, just like in local government documentation and communication we sometimes use too much jargon and abbreviations to reduce the sizes of the documents, forgetting that not all the readers will be familiar.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

[REDACTED]
FW: Wootton Parish Council Response to Airspace Change Proposal CAP_2023-033
Design Principles

To: [REDACTED]

[REDACTED] 10 May 2024 at 09.34

Dear [REDACTED]

My colleagues involved with the Airspace Change Proposal (ACP) consultation passed the below on to me, as I organise the Airport Consultative Committee (ACC) meetings. The ACC meetings tend to be attended by nominated local PCC members and so fine for Frances and David to come along. By all means, pass on questions to me before the meeting if you wish, but the 'Any Other Business?' part at the end of any briefings/update are when further questions can be raised and addressed.

It is likely that now we have entered into the consultation phases of the ACP, there will be some further elaboration on that anyway during the meeting.

Kind regards

[REDACTED]
Head of Business Development - London Oxford Airport
Langford Lane, Kidlington, Oxon, OX5 1RA, UK

[REDACTED]
Web: www.londonoxfordairport.com

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com 16 March 2024 at 14.10

EXTERNAL

Folks,

Thank you for your stakeholder engagement email and associated documentation. Having read all the information, at this stage, we have no particular issues to raise. We would however appreciate staying on the circulation list, to learn more of the wider impact as the phases progress.

Best Regards

[REDACTED]
Parish Clerk
Berrick Salome Parish Council

On 13 Mar 2024, at 10:47, [REDACTED] > wrote

Hi [REDACTED]

Is this of any concern to the village (increase in flights over us etc)?

[REDACTED]
Chairman
Milton Parish Meeting

From: [REDACTED]
Sent: Thursday, March 14, 2024 9:26 AM
To: [REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning [REDACTED]
Had a good look at this. Nothing concerning at this stage but we do need to be kept in the loop as stakeholders and need to reply using the form attached.

[REDACTED]
[REDACTED]
FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 18 March 2024 at 11.0

Please find attached completed stakeholder form.
I have taken advice (see below) from the senior pilot in the village whose response is also below

[REDACTED]
Chairman
Milton Parish Meeting

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You
1. Full name
[Redacted]
2. Email address
[Redacted]
3. Phone number
[Redacted]
4. Organisation (if applicable)
Milton (Banbury) Parish Meeting
5. Postal address (Complete if you wish to receive further correspondence by mail)
6. Postcode
OX15 4HH
Design Principle Feedback
7. Do you agree with the design principles as proposed?
No objection
8. Are there any other design principles you would like OASL to consider?
No

9. Please detail the other design principles you would like OASL to consider	
n/a	
10. Would you like the OASL to amend/discount any of its draft design principles?	
No	
11. Please detail the draft design principles you would like OASL to amend/discount	
N/a	
12. Would you like any more detail to be included in the design principles?	
No	
13. What is your biggest concern, if any, about the Design Principles?	
The village is simply concerned to keep air air traffic noise to a minimum	
14. Should OASL prioritise some design principles ahead of others?	
No	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	4
PANS OPS Compliant Approaches	9
Reduce the Workload on Air Traffic Control (ATC)	9
Comply with any containment requirements	3
Improved profiles for noise and Carbon dioxide (CO2)	1
Remove dependence from adjacent ATC structures where possible	9
Meet Future Demand	9
Making best use of fleet capabilities	9
Consider all aircraft types that operate from the Airport	2

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

On 14/03/2024 14:46 GMT [REDACTED] wrote:

Dear Sirs

I acknowledge receipt of your email of the 13th March 2024.

Oxfordshire Sportflying Ltd is the operator of Enstone Aerodrome and as such is the Stakeholder for all matters appertaining to the above change proposal. Please ensure that all email correspondence is addressed to [REDACTED] marked for the attention of either myself and/or my fellow directors [REDACTED] and [REDACTED].

Any postal correspondence should be addressed to our address shown below - again marked for attention of those named in the previous paragraph.

We will be responding to the questionnaire attached to your email of the 13th March 2024 in due course

Please confirm that you have actioned this email

Yours faithfully

[REDACTED]

Details:

[REDACTED]

Director
Oxfordshire Sportflying Ltd
Enstone Aerodrome
Church Enstone
OX7 4NP
[REDACTED]

[REDACTED]
Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT 18 March 2024 at 11.32
To: Consultation <acp@londonoxfordairport.com>
[REDACTED]

EXTERNAL

I thank you for your prompt response in your email of the 14th March 2024.

I am having difficulty in determining precisely all the airspace changes your proposal contains. In your documents, including those to the CAA the wording "*define new GNSS based instrument flight procedures along with suitable regulated airspace in order to protect them and to facilitate safer flight conditions for all airspace users.*" appears but does not define what you consider as suitable regulated airspace . So, are you proposing a CTA with an associated CTR, or simply a CTR?

Can I also take the opportunity to point out two errors in your email of the 13th March. Turweston Aerodrome is AGCS and not AFIS and Enstone is also AGCS and not Safety-Comm.

I look forward to your response

Kind regards - [REDACTED]

[REDACTED]
Airspace Change Proposal identification number is ACP-2023-033.
To: Consultation <acp@londonoxfordairport.com>

[REDACTED] 19 March 2024 16.58

EXTERNAL

Dear Sir or Madam

One Planet Abingdon Climate Emergency Centre operates from Abingdon town centre and covers the communities of surrounding towns and villages. As the name implies our main concern is the how the inflated level of greenhouse gases in the atmosphere will be addressed in the next few years so that there is a smooth and fair transition to a zero carbon economy/society.

Comments on the proposals

1. The report refers to both greenhouse gas emissions and to carbon dioxide but there did not appear to be any proposals to deal with either?
2. A proposal of this sort would be expected to include a whole life carbon assessment covering Scope 1, 2 & 3 emissions and a transition plan to demonstrate how these would be reduced to zero within a short period. The councils affected by the proposals have all declared a climate emergency with a commitment to reduce emissions to zero between 2030 and 2040. This should have been the framing for the report and included as a Design Principle.
3. Unless or until the aircraft using the airfield are net zero in construction and use some challenges are likely to be faced if any significant flying activity is to be maintained. This possibility/probability does not appear to have been taken into account.
4. The Company could require all flight plans to include an appraisal of alternative means of travel. There are likely to be very few cases in the UK where the use of aircraft could be justified when modes of surface travel are available; eg rail, coach ad taxi. This is the approach being taken in France to the management of internal flights in the climate emergency.
5. Does the company have its own transition plan (ie Scope 1 emissions) that has been shared with its management, staff and investors?

OPACEC would be very grateful for a copy of the carbon assessment and transition plan when they have been produced.

Kind regards

[REDACTED]
Sent: Tuesday, April 23, 2024 9:00 PM
To: Consultation <acp@londonoxfordairport.com>

Cc: [REDACTED]

Subject: "OXF-ACP-2023-033 Stage 1b - Design Principles Stakeholder Questions"

EXTERNAL

Dear ACP Team - please find attached completed ACP principles form on behalf of the Beckley and Stowood Parish Council.

We thank you for the consultation and very much look forward to the next phase.

Best Wishes

Open my shared document

[REDACTED]

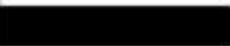

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	
2. Email address	
3. Phone number	NA
4. Organisation (if applicable)	Beckley Parish Council
5. Postal address (Complete if you wish to receive further correspondence by mail)	NA
6. Postcode	NA
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	Yes
8. Are there any other design principles you would like OASL to consider?	No
9. Please detail the other design principles you would like OASL to consider	No
10. Would you like the OASL to amend/discount any of its draft design principles?	No

11. Please detail the draft design principles you would like OASL to amend/discount	
NA	
12. Would you like any more detail to be included in the design principles?	
No	
13. What is your biggest concern, if any, about the Design Principles?	
None	
14. Should OASL prioritise some design principles ahead of others?	
Yes	
15. Please rank the design principles in the order you think they should be considered:	
	Design Principle: (1 to 9)
	Rank
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	3
Reduce the Workload on Air Traffic Control (ATC)	5
Comply with any containment requirements	7
Improved profiles for noise and Carbon dioxide (CO2)	2
Remove dependence from adjacent ATC structures where possible	9
Meet Future Demand	4
Making best use of fleet capabilities	6
Consider all aircraft types that operate from the Airport	8
<p>Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.</p>	

[REDACTED]
London Oxford Airport consultation completed by Cumnor Parish Council
To: Consultation <acp@londonoxfordairport.com> Cc: clerk
clerk@cumnorparishcouncil.org.uk 25 April 2014 at 17.15

EXTERNAL

Dear London Oxford Airport

Please find attached Cumnor Parish Council's response to your current consultation

Best wishes

[REDACTED]
Cumnor Parish Council

[REDACTED]

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You
1. Full name
Cumnor Parish Council
2. Email address
[REDACTED]
3. Phone number
4. Organisation (if applicable)
Cumnor Parish Council
5. Postal address (Complete if you wish to receive further correspondence by mail)
6. Postcode
Design Principle Feedback
7. Do you agree with the design principles as proposed?
Broadly in agreement whilst concerned about how noise and pollution will be assessed against operational and commercial imperatives
8. Are there any other design principles you would like OASL to consider?

Concern over safety issues arising from proposed proximity of <u>large scale</u> solar power stations causing glint and glare and with associated fire hazards	
9. Please detail the other design principles you would like OASL to consider	
See 8 above	
10. Would you like the OASL to amend/discount any of its draft design principles?	
no	
11. Please detail the draft design principles you would like OASL to amend/discount	
12. Would you like any more detail to be included in the design principles?	
13. What is your biggest concern, if any, about the Design Principles?	
Concern that while they are design principles <u>its</u> not clear what their relative weight will be in any eventual <u>decision making</u> process	
14. Should OASL prioritise some design principles ahead of others?	
Yes safety, noise and pollution	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	6
Reduce the Workload on Air Traffic Control (ATC)	4
Comply with any containment requirements	3
Improved profiles for noise and Carbon dioxide (CO2)	2
Remove dependence from adjacent ATC structures where possible	5
Meet Future Demand	8
Making best use of fleet capabilities	9
Consider all aircraft types that operate from the Airport	7
Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.	

[REDACTED]
LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT Inbox
To: Consultation <acp@londonoxfordairport.com> [REDACTED]

25 April 2024 at 11.53

EXTERNAL

Thank you for consulting Somerton PC with your proposed changes.

The number of flights has significantly increased in recent years, (*48% in the last 6 years*) which has not gone unnoticed, we are increasingly aware of more and larger air traffic over the Cherwell Valley. (70% of all aircraft landing must fly down the Cherwell Valley to the North- South runway.) We conclude your changes are designed to accommodate even further increases in the next few years, which is of great concern.

We are not qualified to comment on the specific details of your changes apart from health and safety being paramount and Improved profiles for noise and Carbon dioxide also important to us.

Our main concerns are related to increases in noise, pollution and impacts to wildlife.

- Significant noise pollution with ever increasing commercial flights flying low all the way down the valley (2000ft)
- Increase in CO2 pollution.
- Impact on protected wildlife specifically swallows, swifts, cuckoos and red kites.
- Impact on conservation area
- Impact on quality of life.

Please keep us informed in the process.

Kind regards

[REDACTED]
Chair Somerton Parish Council

[REDACTED]
[website: somertonVillage.org](http://www.somertonVillage.org)

[REDACTED] > 24 April 2024 at 18.45
LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com>, [REDACTED]

EXTERNAL

Dear ACP Staff / [REDACTED]

Please record a holding reply to the above consultation from the Council as Local Planning Authority and key stakeholder.

I note in particular that your statement of need states:

"... This will potentially require the determination of new airspace volumes appropriate to reasonably protect the large passenger carrying business jet aircraft.

There have been approaches from aircraft operators regarding the commencement of small-scale Commercial Air Transport (CAT) operations at the airport but controlled airspace may be needed to facilitate this type of operation. We need to understand what the requirements for CAT are before we can decide whether such operations are viable or not"

I note that the consultation material is technical in presentation. I would appreciate it if a short meeting could be arranged to brief us on the purpose and implications of the proposals and to help inform our fuller response. We are presently in a pre-election period and may need to discuss this response with Members after the local elections on 2 May.

Thank you and kind regards

[REDACTED]

[REDACTED]
Assistant Director – Planning and Development
Communities Directorate
Cherwell District Council

[REDACTED]
Facebook www.facebook.com/cherwelldistrictcouncil
X [@cherwellcouncil](https://twitter.com/cherwellcouncil)

[REDACTED]

RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To:

@

25 April 2024 at 08.51

Dear David,

Whilst Airspace Change, being the remit of the CAA Airspace Regulation Group, is not a planning matter, we will be very happy to brief you on this.

Our Statement of Need, which was sent to CVDC on 13th March as part of our engagement package, sets out what we think that we might need to meet our needs and to achieve the aims of the government's Airspace Modernisation Strategy.

This engagement (Stage 1) is about our design principles only – IE the principles that will guide our design and our subsequent options evaluation further into the CAP1616 Airspace Change Process. At this stage we are not considering solutions or designs. There will be further engagement and in Stage 3, a public consultation as part of the process that we are adhering to.

Our 6 week stakeholder engagement has now ended, but we are happy to include a response from CDC. However, we will need any response you wish to give within the next 7 days as we have long-standing procedural deadlines to meet. Again, at this stage it is only our proposed Design Principles that are being considered and a response (IE any considerations you would like to see included or excluded) should be straightforward and well within the capability of officers in the Planning Department.

If you would like to propose a suitable date for a Teams meeting early next week, we will try to fit in with your diary.

Best regards,

Managing Director

Email: wcurtis@londonoxfordairport.com

Web: <http://www.oxfordairport.co.uk>

From:

Sent: Thursday, April 25, 2024 9:09 AM

To: >; Consultation <acp@londonoxfordairport.com>

Cc:

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Many thanks for the response [REDACTED].

[REDACTED], to make this easier could you find several possible free slots for [REDACTED] and I to meet [REDACTED] on Monday and Tuesday please. 30 mins should be fine.

I include [REDACTED] because of a number of site promotions taking place around the airport.

Thank you

[REDACTED]
Assistant Director – Planning and Development
Communities Directorate
Cherwell District Council

[REDACTED]
X [@cherwellcouncil](#)

EXTERNAL

[REDACTED]
My apologies for the delay in responding.

Regards

[REDACTED]
Assistant Director - Planning and Development
Communities Directorate
Cherwell District Council

[REDACTED]
Facebook www.facebook.com/cherwelldistrictcouncil
X @cherwellcouncil

Planning and Development

Assistant Director – Planning and Development



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Managing Director
London-Oxford Airport
By email

Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA
www.cherwell.gov.uk

Please ask for: Direct Dial
Email: Your Ref.

13 May 2024

Dear

Consultation ref. 24/01121/MISC
Name: Oxford Aviation Services Ltd
Proposal: Airspace Change Proposal
(<https://www.oxfordairport.co.uk/the-airport/public-consultation-2/>)
Location: Oxford Airport
Langford Lane
Kidlington
OX5 1RA

I write with a technical officer response following your recent consultation and our subsequent meeting on 29 April 2024 with and on proposed airspace changes. The response is made without prejudice to the Council's future, formal position. I apologise for the delay in responding.

Thank you for your time. You provided a helpful overview of the purpose of the consultation and assisted our understanding of the technical process involved.

At the meeting you highlighted that the UK's airspace modernisation strategy required GPS based approaches to navigation to be embedded. I note that the CAA's strategy for 2023-40 states, 'The aim is to develop robust positioning based on satellite navigation for all phases of flight...for example GPS (global positioning system). There will be an emphasis on providing satellite-derived final approach guidance for approaches where criteria such as cloud base or visibility would ordinarily limit a pilot's landing options' (<https://www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/airspace-modernisation-strategy/about-the-strategy/>).

I note the following from the Statement of Need supporting the consultation:

'London Oxford Airport currently serves commercial pilot training, helicopter maintenance and Business Aviation jet traffic; Business Aviation jet traffic has been steadily increasing, supported by our operational expansion in new hangars and Business Aviation jet terminal improvements. These Business Aviation jets range in size ...'

That new instrument approaches would, '...potentially require the determination of new airspace volumes appropriate to reasonably protect the large passenger carrying business jet aircraft', and,

'There have been approaches from aircraft operators regarding the commencement of small-scale Commercial Air Transport (CAT) operations at the airport but controlled airspace may be needed to facilitate this type of operation. We need to understand what the requirements for CAT are before we can decide whether such operations are viable or not'

You explained that the recent 'Stage 1 consultation was focused only on airspace design principles only and further engagement will follow before a full public consultation supported by environmental and noise evidence. You advised that at this stage there would be no change to flight paths below 1000 ft nor an increase to the number of flights. You highlighted that consideration of the airspace within a c. 2 mile radius could yield some benefit to local communities.

You advised that safety was of course the first and foremost design principle with priority given to noise below 4000 ft and carbon emissions above 4000 ft. You also explained that a key principle in managing airspace change was to not overfly communities that have not had flights overhead before.

Our main observations are as follows:

1. in principle we recognise the airport's need to modernise its navigation and airspace management systems so that it would assist it in meeting the requirements of national air space strategies and guidance
2. in principle, we would support changes that will lead to reductions in both noise and carbon emissions and further protect the living and working environments of our local communities and our wildlife habitats, particularly those in the Kidlington/Gosford and Water Eaton, Begbroke, Yarnton and Shipton-on-Cherwell areas
3. we should also highlight the environment of our neighbours in West Oxfordshire and that the Blenheim Palace World Heritage Site. We assume you will be engaging separately with those parties
4. we are aware that the introduction of satellite navigation routes can bring more intense levels of aircraft concentration and therefore noise (ref. *Upgrading UK Airspace*, 2017, DoT)
5. we consider that the option of multiple routes should be kept open if this would be of benefit to our communities
6. we would ask that the opportunities for 'clean decent configuration' are closely examined to help reduce noise and local pollution
7. we would ask that in proceeding through the airspace change process, we are kept informed about any planning or environmental implications that your proposals are dependent upon, or which arise from the consideration of options

8. having regard to your Statement of Need, we would ask that any proposals for changes to the type, volume or frequency of aircraft to be accommodated by airport are discussed with us at the earliest opportunity
9. at our meeting you advised that there were no new considerations affecting our assessments of land use in the vicinity of the airport. Nevertheless, we would highlight that in addition to the delivery of proposals in current Local Plans, our new proposed Local Plan is scheduled to be consulted upon later this year and will contain new planning policies and land allocations;
10. you will, I am sure, be aware that there a number of strategic development proposals that we are considering for the development of land in this area (e.g Botley Solar Farm and Oxford United's proposal for a new football stadium)
11. we would ask that the options, impacts and decisions associated with each stage of the change process are made transparent and that our local communities are appropriately engaged with non-technical summaries of proposals and reasoning provided

Thank you for consulting with us and again for your time. If there are any misunderstandings on my part, please do advise. It was helpful to hear your update on the airport and we would be happy to discuss your plans in more detail at the appropriate time.

Yours sincerely



Assistant Director – Planning and Development

Copy to: acp@londonoxfordairport.com



Dear Sir or Madam,

To: Consultation acp@londonoxfordairport.com

23 April 2024 at 14.31

EXTERNAL

I have been asked to comment on the proposals for Islip Parish Council. I have the questionnaire but no details on which to comment, could you forward the appropriate document please.

Kind Regards,



[REDACTED]
ISLIP VILLAGE Reply to Consultation.

To: Consultation <acp@londonoxfordairport.com>, [REDACTED]

[REDACTED] 24 April 2024 at 18.27

EXTERNAL

We have never seen any documentation apart from the questionnaire. This means that Islip Village which may well be affected, does not know if it should be involved or concerned. The main consideration of the village would be planes flying over Islip. I understand that at the current time it has been agreed that planes should not fly over Islip. It is important to the village that this remains the case. Planes flying into or leaving the airport especially at a low level would be very disturbing. The Parish Council consider it very important for the village residents that suitable action is taken in proposed changes, to ensure that airspace over the village is a no-go area. We appreciate that this is the last day of the consultation, but we cannot participate properly if we have not received the appropriate information. We should like to be informed of any future action on this matter.

Kind regards,

[REDACTED] (on behalf of Islip Parish Council.)

From: Consultation <acp@londonoxfordairport.com>

Sent: 25 April 2024 10:54

To: [REDACTED]

Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good morning, Mr [REDACTED]

Thank you for your email. I am sorry that you appear not to have received the original email. The original email was sent out: "Initial email sent on 13/03/2024 at 10:41", see below (I cannot attach the original email as the BCC'd addressees would be viewable). This email was sent to the "[REDACTED]" address (along with many other PCs). I have not received a rejection from this email address and the same address was used successfully for the reminder.

I am interested in your statement below "I understand that at the current time it has been agreed that planes should not fly over Islip." May I have a copy of this information because I am not aware of it, please? Islip is outside of our Aerodrome Traffic Zone, see below, and we are unable to prevent any aircraft from overflight of the village as we have no control over that airspace; additionally, the Air Navigational Order would not prevent activity over the village. What we do advise on our airport website is that pilots should avoid villages and towns where possible when flying visually.



I have attached the Stakeholder Engagement document for your information and the email address [REDACTED] will continue to be used to inform you of progress.

Kind Regards,
ACP Staff

[REDACTED]

25th April 2024 at 14.37

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation <acp@londonoxfordairport.com>

Cc: [REDACTED]

EXTERNAL

Dear ACP staff,
Thank you for your rapid and helpful reply. It appears that Islip does not have too much to worry about. I will follow up on the information I have about Islip being a no fly zone.

Kind regards,
[REDACTED]
Islip Parish Council.

On 24 Apr 2024, at 18:18, [REDACTED] > wrote:

[REDACTED]
[REDACTED]
[REDACTED]

This is the response by Oxford Airport General Aviation Group to the above consultation. OAGAG is a duly constituted organisation which represents a significant number of members of the GA community at Oxford Airport who are owners and pilots of based aircraft ie powered aircraft, both single engined and twins, used for business and for recreational use. We attend meetings of the Consultative Committee and take an active role in consultations and by informing the Airport Management of matters affecting the GA community.

Further details of the organisation and all communications should please be directed to the Secretary, [REDACTED], whose details are below.

Summary:

OAGAG is in principle strongly in favour of new GPS/PBN/RNAV approaches being rolled out at UK airports. It is for safety reasons highly desirable that there is a known ATC environment in each case, especially in areas of high density of air traffic at low level. However, this should not be at the expense of the capacity of powered GA to gain access to airports and airspace.

In more detail:

Consideration should be given in the case of Oxford Airport airspace to designate Class E airspace. Whatever ACP is finally promoted, it should be without requiring the need for all aircraft approaching EGTK to require a long straight-in approach and the loss of flexibility of joining <5nm - eg with a crosswind or base leg joins to short finals. These should also try to avoid overflying communities, however, and should be under ATC control at <2000ft.

If all or even most aircraft are to be reqd by ATC to join on an approach track at >5nm DME on 01 or 10 this will lessen runway (and circuit) capacity, potentially substantially, and inevitably mean that jets will get priority over other GA, which will frequently mean that other GA will be required to orbit, especially at peak jet inbound times, which will be wholly counterproductive as it will cause environmental/amenity problems and generate complaints from residents. The ability to coordinate traffic is down to the skill and experience of the ATC controller, not a given.

It would also cause concentration as opposed to dispersion of noise, leading to unforeseen negative consequences. Dispersion of noise has been found to be essential at other airports, to share the "pain of over-flying a/c on RNAV 'railway tracks'". This has resulted in legal JR challenges, in particular the renowned successful Penshurst Gatwick Aeroport challenge by the Penshurst Action group against NATS, CAA, DFT and LGW which caused multiple NPV routes to be used to create dispersion.

Oxford is of course very different from Gatwick, but the same principle applies in particular as the noise tolerance/complaint level of communities is lower here than that at a large commercial airport. At a large commercial airport the generally accepted aircraft air noise level of 57db LAeq reduces to c52-54 in the case of a GA airport with fewer annual jet aircraft movements than a commercial airport.

The acceptable aircraft air noise level is paradoxically less at airports where local communities are subjected to less noise as an increase and change can be more noticeable if it is combined with a noticeable increase in movements (the time interval or gap between them) and also if the length of a 'day' alters.

In addition, the local communities overflown and local to Oxford Airport are relatively affluent, eg Tackley/Duns Tew/Bletchingdon, and can if required or pushed to intolerance afford legal challenges, so the result of the proposed change should be made 'not noticeable', a lower threshold, as opposed to being merely following government policy.

[REDACTED]

[REDACTED]

Secretary

[REDACTED]

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT (our reference: 24/01121/MISC)

To: Consultation <acp@londonoxfordairport.com>

Cc: [REDACTED]

24 April at 18.01

EXTERNAL

Dear ACP Staff,

Thank you for your email and form to respond to the information on your website. I have only been allocated this matter this afternoon and I appreciate that you close your consultation today. I will seek to respond to your consultation asap but please note that the Council is currently in a Purdah period due to local elections and therefore will not be able to engage with local Councillors in the response.

Kind Regards,

[REDACTED]

Principal Planning Officer – Major Developments South Planning Team
Development Management
Environment and Place Directorate

[REDACTED]

Website address - www.cherwell.gov.uk

24 April 2024 at 15.21

The Airspace Change Proposal identification number is ACP-2023-033

To: Consultation <acp@londonoxfordairport.com>

Cc:

EXTERNAL

ACP Team

Re: AIRSPACE CHANGE PROPOSAL - ACP-2023-0331 - CAP 1616 DESIGN PRINCIPLES –
STAKEHOLDER ENGAGEMENT

With regards to your letter / presentation pack dated the 13th March 2024, we would like to formally confirm that Enstone Parish Council would like to participate and engage as a 'Stakeholder' for the Airspace Change Proposal, generally as set out within your documentation.

As requested, we have attached your feedback document referenced 'ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement', duly completed as requested.

We look forward to hearing from you in the near future.

Best Regards

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	<input type="text"/>
2. Email address	<input type="text"/>
3. Phone number	<input type="text"/>
4. Organisation (if applicable)	<input type="text"/>
5. Postal address (Complete if you wish to receive further correspondence by mail)	<input type="text"/>
6. Postcode	<input type="text"/>
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	<input type="text"/>
8. Are there any other design principles you would like OASL to consider?	<input type="text"/>

9. Please detail the other design principles you would like OASL to consider	
Rather than having a combined profile for noise and Carbon dioxide (CO2), it would be preferred if they were separated and considered separately on their own merits.	
10. Would you like the OASL to amend/discount any of its draft design principles?	
Yes.	
11. Please detail the draft design principles you would like OASL to amend/discount	
The northern extremities of the proposal would appear to dissect Enstone Aerodrome and the Parish of Enstone. For these boundaries to be moved in a southerly direction.	
12. Would you like any more detail to be included in the design principles?	
<ol style="list-style-type: none"> 1. Protection of operating hours, ensuring no extension from existing in the future. 2. Maintain local agreement as a 'good Neighbour, that aircraft will not descend below 3000 ft within 1 NM of the overhead of Enstone Airfield. 3. Accommodating and containing new aircraft both operating at the Airport and within the local airspace. 4. If you are considering a CTA and a CTR please provide details 	
13. What is your biggest concern, if any, about the Design Principles?	
An adverse impact upon flying at Enstone and environmental issues, for example - Improved profiles for Carbon dioxide (CO2) and Environmental impacts relevant to the airspace change proposal including current-day noise and local air quality impacts on people, greenhouse gas emissions, tranquillity, and biodiversity	
14. Should OASL prioritise some design principles ahead of others?	
Yes	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	6
Reduce the Workload on Air Traffic Control (ATC)	5
Comply with any containment requirements	4
Improved profiles for noise and Carbon dioxide (CO2)	2
Remove dependence from adjacent ATC structures where possible	7
Meet Future Demand	9
Making best use of fleet capabilities	8
Consider all aircraft types that operate from the Airport	3
Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.	

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]

EXTERNAL

Hi

Please find attached the NATS NERL plc response to the above ACP.

Regards

[REDACTED]
Manager NATS Operational Policy
[REDACTED]
NATS Internal

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You
1. Full name
[REDACTED]
2. Email address
[REDACTED]
3. Phone number
4. Organisation (if applicable)
NATS NERL plc
5. Postal address (Complete if you wish to receive further correspondence by mail)
6. Postcode
Design Principle Feedback
7. Do you agree with the design principles as proposed?
NATS NERL plc believes that simpler Design Principles (DP) could make Stage 2 DPE easier to achieve. <ul style="list-style-type: none">• DP "b", DP "h" and DP "i" could be adapted into a single DP.• DP "c" - recommend this should consider minimising ATC tactical intervention / reducing ATC complexity rather than specifically reducing ATC workload, to allow for a more efficient use of the existing typical (comfortably sustainable) ATC workload.

<ul style="list-style-type: none"> DP "e" strongly recommend that noise and CO₂ should be considered as separate DPs, so that DPE in Stage 2 can accurately show which designs are better for noise and which are better for CO₂. One design option is unlikely to be best for both noise and CO₂, however if that is the case then this will still be transparently indicated by the DPE results. NB it may be useful to further split the noise DP to consider currently overflowed and newly overflowed. DPs "d" and "f" could be adapted into a single DP. 	
8. Are there any other design principles you would like OASL to consider?	
N/A	
9. Please detail the other design principles you would like OASL to consider	
N/A	
10. Would you like the OASL to amend/discount any of its draft design principles?	
N/A	
11. Please detail the draft design principles you would like OASL to amend/discount	
N/A	
12. Would you like any more detail to be included in the design principles?	
N/A	
13. What is your biggest concern, if any, about the Design Principles?	
N/A	
14. Should OASL prioritise some design principles ahead of others?	
N/A	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	N/A
PANS OPS Compliant Approaches	N/A
Reduce the Workload on Air Traffic Control (ATC)	N/A
Comply with any containment requirements	N/A

[REDACTED]
Airspace Change Proposal - response on draft design principles
To: Consultation <acp@londonoxfordairport.com>
[REDACTED]

EXTERNAL

Dear Sir/Madam

Please find attached a response (in my role as Parish Transport Representative for Combe Parish Council) to the draft design principles for the airport's airspace change proposal.

Yours faithfully

[REDACTED]
Combe Parish Council

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You
1. Full name
[REDACTED]
2. Email address
[REDACTED]
3. Phone number
[REDACTED]
4. Organisation (if applicable)
Combe Parish Council
5. Postal address (Complete if you wish to receive further correspondence by mail)
6. Postcode
OX29 8NA
Design Principle Feedback
7. Do you agree with the design principles as proposed?
The principles look appropriate to the proposal but see below for some suggestions for fine-tuning. It is surprising that there is no overarching design principle about sustainability and carbon-neutral development; 'improved profiles' on two environmental aspects (noise and carbon dioxide) seems like an outcome rather than a principle.

8. Are there any other design principles you would like OASL to consider?
<p>A principle based around <i>proportionality and need</i> would be helpful in terms of the MDP Environment.</p> <p>'Meet future demand' as a design principle, without any sense that future demand should be appropriate to the local environment around the airport, suggests a principle that would potentially allow unhindered and unbalanced growth in traffic. Proportionality and need might be included as a new design principle with MDP Environment or could be used to qualify the proposed principles, e.g. 'Meet future demand proportionately/appropriately to the local environment'.</p> <p>Likewise, a principle that considered the <i>impact</i> of the proposed airspace change on the populations living beneath the airspace might be made more explicit. The currently proposed principle for 'Improved profiles for noise and carbon dioxide' encompasses a lot of issues, particularly for local communities around the airport and might better be split into two separate principles so that both issues (of noise and carbon dioxide reduction) can be addressed in detail and not muddled together. A comparative element (implied by 'improved' in this design principle) is helpful but will need to be specified in more detail. The effect of any change to airspace on <u>any</u> and <u>all</u> environmental factors, including population and noise – and on non-aviation users – is an important principle for this consultation.</p>
9. Please detail the other design principles you would like OASL to consider
<p>See note above. Proportionality might be a useful overarching design principle to include and to test the other principles against. A design principle that sought to create the smallest possible airspace for a given, demonstrated need, whilst ensuring the largest airspace required to cater for the range of airspace users rather than the open-ended principle of 'Meet future demand' might be considered.</p>
10. Would you like the OASL to amend/discount any of its draft design principles?
<p>As noted above 'Meet future demand' seems too open-ended as a principle.</p>
11. Please detail the draft design principles you would like OASL to amend/discount
<p>See comments above.</p>
12. Would you like any more detail to be included in the design principles?
<p>As noted above, some sense of proportionality and/or appropriacy to the local environment would be helpful.</p>
13. What is your biggest concern, if any, about the Design Principles?
<p>As a local community that is regularly and increasingly overflowed by air traffic, our concern is that a change in airspace will result in increased air traffic that is funnelled into more tightly defined flight paths with a resulting negative impact on noise and air quality to our community. As noted above a lot is encompassed in design <u>principle e</u>) and this might benefit from being split into separate design principles to enable detailed scrutiny of the proposal for noise, carbon dioxide and overall environmental impact.</p>
14. Should OASL prioritise some design principles ahead of others?
<p>If the order of the principles implies a prioritisation, then MDP Environment e) might be expanded into an overall environmental principle and include after MDP Safety and before MDP Policy.</p>

15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	3
Reduce the Workload on Air Traffic Control (ATC)	5
Comply with any containment requirements	4
Improved profiles for noise and Carbon dioxide (CO2)	2
Remove dependence from adjacent ATC structures where possible	7
Meet Future Demand	9
Making best use of fleet capabilities	8
Consider all aircraft types that operate from the Airport	6

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

██

ACP-2023-033

To: Consultation acp@londonoxfordairport.com

23 April 2024 at 21.22

EXTERNAL

Dear Sir

It is clear from this application that it covers a complete change in the types of aircraft that can operate and are indeed already operating from this airport. The existing ACP was created to allow for all light aircraft to safely fly within a compact ACP around the airfield. This traffic included all the piston engined training aircraft, the air taxis, small business jets and helicopters, which at up to 73000 aircraft movements per annum established an acceptable pattern of operations for those of us who live near the airport in Begbroke.

You now wish to increase the size and range of the ACP purely to accommodate larger and heavier aircraft with up to 150 seats as the current flights by these much larger aircraft have demonstrated the difficulties of operating them within the existing ACP boundaries. This is unacceptable as the excess unburnt fuel dumped by these aircraft with much larger engines pollutes our gardens on a regular basis as they take off. This excessive pollution and environmental damage should not be allowed, so the ACP proposals should be withdrawn together with the operation of these larger and heavier aircraft from this small airport.

Yours sincerely

████████████████████

[REDACTED]
Consultation

To: Consultation acp@londonoxfordairport.com

23 April 2024 at 20.15

EXTERNAL

Dear Sir/Madam,

Please find attached your questionnaire.

Yours faithfully,

[REDACTED]
SpireJet

[REDACTED]
[REDACTED]
www.spirejet.com

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You
1. Full name [REDACTED]
2. Email address [REDACTED]
3. Phone number [REDACTED]
4. Organisation (if applicable) Spire Jet Aerocharter Limited
5. Postal address (Complete if you wish to receive further correspondence by mail) [REDACTED]
6. Postcode [REDACTED]
Design Principle Feedback
7. Do you agree with the design principles as proposed? Yes
8. Are there any other design principles you would like OASL to consider? No

9. Please detail the other design principles you would like OASL to consider	
10. Would you like the OASL to amend/discount any of its draft design principles?	
No	
11. Please detail the draft design principles you would like OASL to amend/discount	
12. Would you like any more detail to be included in the design principles?	
No	
13. What is your biggest concern, if any, about the Design Principles?	
None	
14. Should OASL prioritise some design principles ahead of others?	
Yes	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	3
Reduce the Workload on Air Traffic Control (ATC)	2
Comply with any containment requirements	
Improved profiles for noise and Carbon dioxide (CO2)	6
Remove dependence from adjacent ATC structures where possible	5
Meet Future Demand	
Making best use of fleet capabilities	
Consider all aircraft types that operate from the Airport	4

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

[REDACTED]
Response to ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES

To: Consultation <acp@londonoxfordairport.com> Cc: [REDACTED]
[REDACTED]

EXTERNAL

Dear Sirs,
Response below

Full name

1.
[REDACTED]

2. Email address

[REDACTED]

3. Phone number

[REDACTED]

4. Organisation (if applicable)

Challow Paramotor Club

5. Postal address (Complete if you wish to receive further correspondence by mail)

[REDACTED]

6. Postcode

SN7 7PE

Design Principle Feedback

Do you agree with the design principles as proposed?

Yes

Are there any other design principles you would like OASL to consider?

No

Please detail the other design principles you would like OASL to consider

N/A

Would you like the OASL to amend/discount any of its draft design principles?

No

Please detail the draft design principles you would like OASL to amend/discount

N/A

Would you like any more detail to be included in the design principles?

No

What is your biggest concern, if any, about the Design Principles?

N/A

Should OASL prioritise some design principles ahead of others?

Please rank the design principles in the order you think they should be considered:

Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	2
Reduce the Workload on Air Traffic Control (ATC)	5
Comply with any containment requirements	3
Improved profiles for noise and Carbon dioxide (CO2)	4
Remove dependence from adjacent ATC structures where possible	8
Meet Future Demand	6
Making best use of fleet capabilities	9
Consider all aircraft types that operate from the Airport	7

Best regards

[Redacted]
Challow Paramotor Club

[Redacted]
LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 23 April 2024 at
19.51

EXTERNAL

Good Evening,

I would like to submit the following feedback on behalf of TATCC(S) for the latest London Oxford ACP as requested.

Most of our feedback consists of questions on the design, implementation and priority of the requested airspace change. With the ACP being in its initial stages and dimensions to the request still being vague, it is hard to gauge what impact this may have on RAF Brize Norton and its operations. Although the questions contained may not be immediately answerable, it's important these concerns are highlighted at an early stage and can therefore be considered.

Please do engage if you require any further explanations on points raised in the feedback- with our close proximity to Oxford and the dynamic day-to-day operations we see I have no doubt we'll be closely liaising with you. I am more than happy to discuss the attached via Teams as well.

Kind Regards,

[Redacted]

[Redacted]

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	
	Bethany Horn
2. Email address	
3. Phone number	
4. Organisation (if applicable)	
	RAF Brize Norton, TATCC(S)
5. Postal address (Complete if you wish to receive further correspondence by mail)	
	N/A
6. Postcode	
	N/A
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	
	N/A
8. Are there any other design principles you would like OASL to consider?	

N/A
9. Please detail the other design principles you would like OASL to consider
N/A
10. Would you like the OASL to amend/discount any of its draft design principles?
N/A
11. Please detail the draft design principles you would like OASL to amend/discount
N/A
12. Would you like any more detail to be included in the design principles?
See below.
13. What is your biggest concern, if any, about the Design Principles?
<p>Our main concern is the integrity of the Brize CTR and how the impacted increased traffic levels/RNP approaches may affect day-to-day operations between both Brize and Oxford. As a result, TATCC(S) have a number of initial questions based on the information presented:</p> <ol style="list-style-type: none"> 1) What is the proposed increased ATZ size and what impact will this have on the Brize Class D- noting Brize would retain priority/operational control of the airspace? Expansion of the Oxford ATZ and/or creation of an RMZ should be encouraged to the north of Oxford (protecting the RWY19 approach), however caution should be taken to expand to the south as this would have ramifications on routine Brize transits- these can be encountered frequently above or to the East/South of the CTR. Consideration must also be taken with the frequent movement of a/c to and from and operating within D129/WOTG. 2) RNP RWY01 approaches are likely to have a greater impact on Brize ops- will there be a greater use of these (e.g. for training) and will it be confirmed Brize will remain the controlling authority over the priority of recoveries in the airspace? 3) In terms of meeting future demand, how much of an increase in traffic levels do OASL envisage? Following this, how do we control the increase in liaison, especially with potential comms issues like we have faced recently? 4) Are Oxford ATC able to give assurance that they will have the intent and means to control transits (LARS) traffic (including gliders) through the affected areas? 5) What would the MAP for RWY19 be? Would the be amended or remain the same?
14. Should OASL prioritise some design principles ahead of others?
<p>A safe environment for all airspace users should be at the forefront of this ACP. The airspace surrounding Oxford is incredibly congested and heavily utilised by other aerodromes. Particular attention should be given to the impact this is likely to cause and any potential safety implications that are to arise out of the reduction in airspace of other users.</p>

15. Please rank the design principles in the order you think they should be considered:

Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	
Reduce the Workload on Air Traffic Control (ATC)	2
Comply with any containment requirements	
Improved profiles for noise and Carbon dioxide (CO2)	
Remove dependence from adjacent ATC structures where possible	3
Meet Future Demand	
Making best use of fleet capabilities	
Consider all aircraft types that operate from the Airport	

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.



Aynho Parish Council response to ACP-2023-033 Design Principles.

To: Consultation acp@londonoxfordairport.com

23 April at 18.37

EXTERNAL

Dear Sirs,

Please accept the following response from Aynho Parish Council.

Aynho is a village of some 700 inhabitants to the north of Oxford Airport, and is very close to the runway 19 extended centreline and localiser.

1. What is your biggest concern, if any, about the Design Principles?

A major Design Principal should be to minimise noise and low flying aircraft over and near this village.

2. Are there any other Design Principles you would like OASL to consider?

An important Design Principal should be to keep aircraft as high as possible when near the village.

3. Are there any draft Design Principles you would like OASL to consider removing/rewording?

Residents quite often see jet aircraft at low levels turning directly over the village to join the ILS Roy 19. Such flights should be avoided, see answer 2.

4. Should OASL prioritise some design principles ahead of others?

The leading DP should be to minimise noise and disruption, and avoid low level flight so far away from the airport.

Regards

[REDACTED]
Clerk
Aynho Parish Council

From: [REDACTED]
Sent: Wednesday, April 10, 2024 8:31 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT [ref:!00D0X0skqd.!500Vg048Ovm:ref]

EXTERNAL

Dear Sir/Madam

The email below has been forwarded to me as the manager of the District Council's Planning Policy Team. Are you able to forward a copy of the documents referred to?

Kind regards

[REDACTED]

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, April 12, 2024 12:00 PM
To: [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT [ref:!00D0X0skqd.!500Vg048Ovm:ref]

Good morning, Mr [REDACTED]

Thank you for your email. I suspect that the person forwarding the email did not include the documents; I have attached them to this email.

I remind that the closure date for comments on the design principles is 24 April 2024. Please contact me if you require additional clarification at this stage.

Kind Regards,

ACP Staff

[REDACTED] 23 April 2024 at 16.53
FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT [ref:!00D0X0skqd.!500Vg048Ovm:ref]
To: Consultation <acp@londonoxfordairport.com> Cc: [REDACTED]
[REDACTED]

EXTERNAL

Dear Sir/ Madam,

Thank you for the opportunity to comment on the proposed design principles relating to Oxford Airport.

We support the draft principles, in particular the intention to explore the possibility of reducing noise and/or CO2 although perhaps this should be made more ambitious than simply 'exploring the possibility' given the potential impacts on local communities and the environment.

The principles could also be expanded to include minimising the impacts on particularly sensitive areas as identified in the consultation document, with particular reference to Blenheim Palace World Heritage Site which is in close proximity.

We welcome the opportunity to further engage as the project progresses.

Kind regards,
[REDACTED]

[REDACTED]
Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com> Cc: [REDACTED]
[REDACTED]

23 April 10.05

EXTERNAL

Please find attached our comments on the Design Principles
[REDACTED]


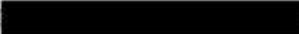

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	
2. Email address	
3. Phone number	
4. Organisation (if applicable)	Oxfordshire Sportflying Ltd
5. Postal address (Complete if you wish to receive further correspondence by mail)	
6. Postcode	
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	Yes in as much as they appear to comply with CAP1616
8. Are there any other design principles you would like OASL to consider?	

No	
9. Please detail the other design principles you would like OASL to consider	
No	
10. Would you like the OASL to amend/discount any of its draft design principles?	
Yes	
11. Please detail the draft design principles you would like OASL to amend/discount	
The northern extremities of the proposal would appear to dissect Enstone Aerodrome and the Parish of Enstone. For these boundaries to be moved in a southerly direction.	
12. Would you like any more detail to be included in the design principles?	
If you are considering a CTA and a CTR say so and provide details:	
13. What is your biggest concern, if any, about the Design Principles?	
An adverse impact upon flying at Enstone and the environmental issues for our surrounding neighbours.	
14. Should OASL prioritise some design principles ahead of others?	
Yes	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	6
Reduce the Workload on Air Traffic Control (ATC)	5
Comply with any containment requirements	4
Improved profiles for noise and Carbon dioxide (CO2)	2
Remove dependence from adjacent ATC structures where possible	7

Meet Future Demand	9
Making best use of fleet capabilities	8
Consider all aircraft types that operate from the Airport	3

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

From: [REDACTED]
Sent: Saturday, April 13, 2024 3:02 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Airspace Public Consultation

EXTERNAL

Please permit me to be part of your stakeholder engagement process.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On Fri, 19 Apr 2024, 11:34 Consultation, <acp@londonoxfordairport.com> wrote:

Good morning, [REDACTED]

I have added you to our Stakeholder Engagement process. May I ask who you represent?

In the event that you have not received the documentation, I have attached it again. Note that comments on the Design Principles are required by 24 April 2024.

All correspondence will be by email unless you specifically prefer the information to be posted to you at the address below?

Kind Regards

ACP Staff

[REDACTED]
Re: Airspace Public Consultation
To: Consultation <acp@londonoxfordairport.com>

EXTERNAL

Thank you for the information. I am a resident in Steeple Aston. I would be concerned if the airport in Kidlington allowed larger aeroplanes to fly to or from its runways and increased air traffic too. The jets that fly there are already quite noisy passing over my home and village.

Best wishes, [REDACTED]
[REDACTED]

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com>

[REDACTED] 21 April 2024 at 12.45

EXTERNAL

Thank you for the opportunity to comment on the above emerging proposals.

Please consider the following from Charney Bassett Parish Council.

For the PC the following issues are likely to be of most interest/concern.

- noise
- pollution
- any increase in air traffic either directly from Oxford users or indirectly from Brize changing their traffic management as a consequence

So, with regard to Question 15 (Please rank the design principles in the order you think they should be considered) please record our comment as follows

Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	
PANS OPS Compliant Approaches	
Reduce the Workload on Air Traffic Control (ATC)	
Comply with any containment requirements	
Improved profiles for noise and Carbon dioxide (CO2)	1
Remove dependence from adjacent ATC structures where possible	
Meet Future Demand	
Making best use of fleet capabilities	
Consider all aircraft types that operate from the Airport	

And in relation to Question 8 (Are there any other design principles you would like OASL to consider) please note our interest in pollution and any increase in air traffic either directly from Oxford users or indirectly from Brize changing their traffic management as a consequence.

We would obviously appreciate being kept informed of the proposals as they emerge and consulted as appropriate.

At the risk of being critical, could we also say that as with the previous exercise (that we assume has been scrapped) we find the material very difficult to break down and understand. At the very least there needs to be a non-specialist summary that in particular makes clear what the main proposals are when they emerge and clarifies the purpose of each consultation (if we have read correctly there may be up to seven in the pipeline).

Thank you,

[REDACTED]
(Clerk) Charney Bassett Parish Council
[REDACTED]

From: Customer_Services_WOD <customer.services@westoxon.gov.uk>
Sent: Friday, April 19, 2024 3:44 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: District Council Customer Services [ref:!00D0X0skqd.!500Vg05jU2Q:ref]

EXTERNAL



Thank you for contacting us.

Your reference number is [REDACTED]

Please can you confirm the address of London Oxford Airport, Langford Ln, Kidlington, OX5 1RA is correct as this postcode falls under the remit of Cherwell District Council meaning the information would need to be forwarded to them on their 'contact us' form (details below):

[REDACTED]

Kind regards
Customer Services

How do you rate your overall experience of the service delivered by West Oxfordshire District Council?



<p>West Oxfordshire District Council Woodgreen Council Offices, Witney, OX28 1NB</p> <p>Visit our website</p>	<p>Date: 19/4/2024</p> <p>Privacy notice</p>
--	--

Good afternoon,

The UK Government's Civil Aviation Authority under CAP1616 Airspace Change Proposal requires us to have Stakeholder Engagement with all County Councils, District Councils, Towns Councils, Parish Councils, etc, over which aircraft under this proposal could be flying, this includes both Cherwell District Council, who have been engaged, yourselves, and others.

Kind Regards,

ACP Staff

Clerk [REDACTED]

19 April 2024 at 14.19

RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation <acp@londonoxfordairport.com>

EXTERNAL

Good afternoon

Thank you for the documentation but Lechlade on Thames Town Council does not have any comments to make.

Kind regards

[REDACTED]
Town Clerk

[REDACTED]

From: [REDACTED]
Sent: Friday, April 19, 2024 1:00 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Steeple Aston-Airspace change proposal

EXTERNAL

I gather that you are intending to rearrange the approach flight paths as part of your latest proposals.

I see from your diagram showing typical week's flights that you believe most flights from the north overfly directly over the village of Steeple Aston which I suggest from my own experience is incorrect, currently most flights overfly south of the village over open farmland and cause little nuisance which is much appreciated and will hopefully continue?

There are occasional mostly military or police flights which do fly over the village but these are regarded as acceptable, they have an important job to do.

What is not acceptable is the number of light aircraft flying at low level over or around the village, often performing acrobatic manoeuvres and causing exceptional annoyance, is there anyway these can be controlled?

Is Steeple Aston intended to be part of the controlled approach under the new proposal? If so can you assure us that light aircraft will also be controlled in order to stop such nuisance?

What are the requirements for flying drones over the village, could I for example put up a drone to say 500 feet over my house and if so would this be a deterrent to flights over the village?

Regards
[REDACTED]

From: Consultation <acp@londonoxfordairport.com>
Sent: 19 April 2024 14:38
To: [REDACTED]
Cc: Consultation <acp@londonoxfordairport.com>
Subject: RE: Steeple Aston-Airspace change proposal

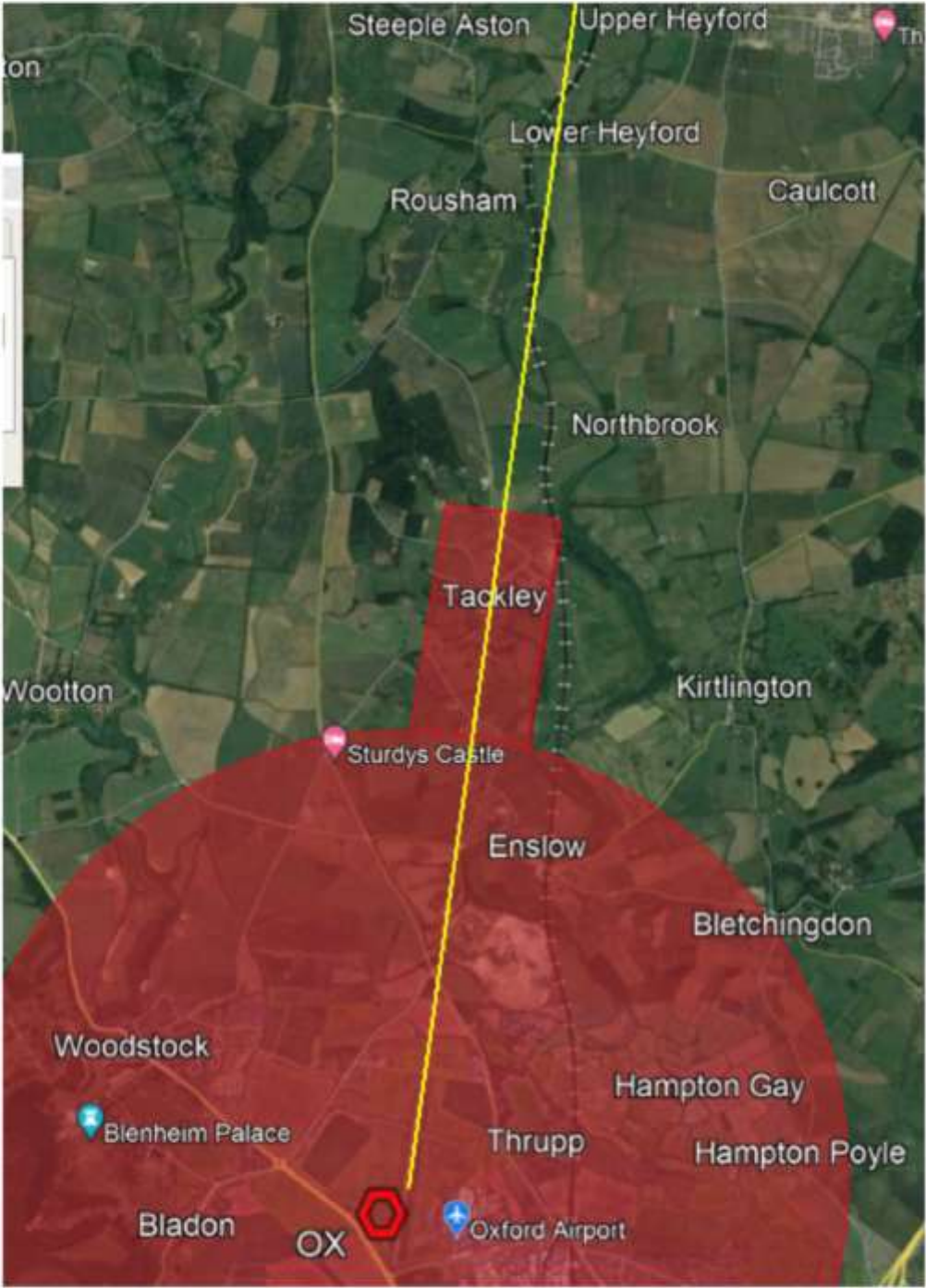
Good afternoon, [REDACTED]

Thank you for your email.

I guess the responses to your points below would be best made face-to-face as most of them are currently outside of our control.

The flights that you refer to below are only approximate and are there to indicate the main flows today. Under the Civil Aviation Authority's CAP1616 Airspace Change Process, we cannot even design anything yet at this stage, this is all about the Design Principles. However, as flights following Instrument Procedures should be on a stabilised approach between 6 and 8 NM, I

would expect aircraft to be within ½ mile of the yellow line in the diagram below whatever future Instrument Procedure is designed.



The airport only 'owns' a 2 NM radius Ground level to 2000ft volume of airspace. Your village is outside of this and unless aircraft contact air traffic control there is nothing we can do to prevent such aircraft flying there as this airspace (Class G) is not under anybody's control; it is the responsibility of the pilots to avoid each other and fly in a manner not to cause nuisance, or fly lower than they are permitted in accordance with the rules of the air (this is a UK Government decision, not the airports). The Oxford air traffic controllers will assist, where requested, to keep aircraft safe from each other.

The drone comment is something you would need to take up with the CAA but my understanding is that as long as you fly the drone outside of Oxford Airport's Flight Restriction Zone, see above diagram, then you can fly up to 400ft line of sight without seeking approval to operate higher.

As the process continues, any proposed designs will be placed into the public domain for discussion and comment.

Kind Regards,

ACP Staff

[REDACTED]
Re: Steeple Aston-Airsoace change proposal
To: Consultation acp@londonoxfordairport.com

20 April at 15.39

EXTERNAL

Many thanks for this.

Looking at your more detailed map I see that the approach is towards Lower Heyford and Rousham, the yellow line, and this is indeed the route that most aircraft take from what I have seen.

So if it is intended to not change this then I suggest the residents of Steeple Aston would be satisfied.

The problem is the few 'rogue' pilots who fly over and around the village, often performing acrobatic manoeuvres, which I gather are nothing to do with your approach procedures.

Is there anything that can be done to control these flights?

I know of some people who have been tempted to take potshots at them with a shotgun, I gather the old [REDACTED] threatened this and he managed successfully to put people off overflying his property as a result which is a bit extreme and probably illegal, although apparently effective!

I note that it is a requirement to "fly in a manner not to cause nuisance" which these people are clearly ignoring, how is this requirement policed?

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 18, 2024 8:39 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: Stakeholder engagement request

EXTERNAL

Hello,

I am a resident of Steeple Aston, Oxfordshire and live under your instrument approach flight path.

Please would you include me in your stakeholder engagement process for the current capacity and flight path change proposals.

Thank you in advance.

Kind regards,

[REDACTED]

Good afternoon, [REDACTED]

Thank you for your email, you have been added to our list for Stakeholder Engagement.

I am not sure whether the Parish Council has shared the information we sent out? In case not, I have attached it. This Phase of the process ends on 24 April 2024 and we would appreciate if you have any comments or not on the Design Principles.

For your information, yesterday I sent out the following reminder to those who we have had communication with:

"A gentle reminder that responses to the CAP1616 Design Principles Stakeholder Engagement for Airspace Change Proposal (ACP) - ACP-2023-033, for Oxford Aviation Services Ltd at London Oxford Airport, are due by 24 April 2024. We would be grateful for those who wish to contribute to the Design Principles to provide feedback through any of the following options:

Email: acp@londonoxfordairport.com

Letter: Airspace Change Proposal, London Oxford Airport, Langford Lane Kidlington, Oxfordshire, OX5 1RA, United Kingdom

Word Documentation: see email attachment

Microsoft Forms Link: Form

If you are content with the Design Principles, a response stating that you are content would be appreciated."

Kind Regards,

ACP Staff

[REDACTED]
Sent: Thursday, April 18, 2024 6:11 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Response to Oxford ACP - April 2024

EXTERNAL

Dear Sir,

I notice some errors with the recent ACP document, stage one:

Enstone do not use SafetyCom frequency.

Finmere is not a gliding site.

Turweston has a FISO - it doesn't, it's Air to Ground service.

The Oxford Airport diagram shows a circuit pattern with a midpoint downwind join, which is unusual in UK and appears to be a standard USA procedure.

Regards,

[REDACTED]

Representing:

Hinton and Turweston Airfields.

From: Consultation <acp@londonoxfordairport.com>
Sent: 19 April 2024 09:52
To: [REDACTED]
Subject: FW: Response to Oxford ACP - April 2024

Hi [REDACTED]

I'm already aware that the information that ATC had on other airfields had some errors which will be corrected in the submission to the CAA - it does not change the Stage 1b work which is about Design Principles.

However, an interesting comment on the circuit at Oxford:

"The Oxford Airport diagram shows a circuit pattern with a midpoint downwind join, which is unusual in UK and appears to be a standard USA procedure."

Can we confirm we use mid-point downwind joins at Oxford, if so great. If not, another adjustment to the diagram?

[REDACTED]

ATC Sup [REDACTED] m> 19 April 2024 at 10.59
RE: Response to Oxford ACP - April 2024
To: Consultation <acp@londonoxfordairport.com>, [REDACTED]
[REDACTED]

The truth of the matter is, due to the dynamic nature of the operation, we do ask aircraft to join direct Left Base, Mid-Point Down wind or at the beginning of the Down-wind leg, all for sequencing purposes. The reality is that due the intensity and complexity of the operation, the lines on a diagram are seldom followed for collision avoidance and sequencing purposes.

Regards

• [REDACTED]

Unit Training Officer
Air Traffic Controller
Oxford Airport
Kidlington
Oxon
OX5 1RA

[REDACTED]
LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 19 April 2024 at
10.29

EXTERNAL

Thank you for engaging with RAF Benson ATC and for inviting feedback on the Airspace Change Proposal. Due to the Hub-Satellite model of operation RAF Benson have gone through, the proposal will have limited impact to us here at Benson providing the Tower/Ground element of ATC.

Controllers at Benson Radar will capture any feedback as part of the Terminal Air Traffic Control Centre (TATCC) South at RAF Brize Norton. The flying squadrons here at RAF Benson are also aware of the proposal and you may receive feedback from them directly.

Kind regards

[REDACTED]

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 19 April 2024 at 10.18

EXTERNAL

Good Morning,

Standlake PC is content with the design principles

Regards,

[REDACTED]

[REDACTED]

Clerk to Standlake Parish Council

[REDACTED]

On Fri, 12 Apr 2024 at 11:24, Consultation <acp@londonoxfordairport.com> wrote:

Good morning, [REDACTED]

Thank you for your response document.

Just to clarify my understanding of your ranging order, is 9 the most important and 1 the least important, i.e. safety is the most important?

I suspect I may be asking similar to a few stakeholders!

Kind Regards,
ACP Staff

[REDACTED]

Re: Design Principles feedback

To: Consultation acp@londonoxfordairport.com

19 April 2024 at 09.50

EXTERNAL

Yes that is correct .9 most important, 1 least.

Steve.

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1.	[Redacted]
2. Email <u>address</u>	[Redacted]
3. Phone <u>number</u>	[Redacted]
4. Organisation (if applicable)	Oxford Aeroplane Company Ltd.
5. Postal address (Complete if you wish to receive further correspondence by mail)	
6. Postcode	
Design <u>Principle</u> Feedback	
7. Do you agree with the design principles as proposed?	YES
8. Are there any other design principles you would like OASL to consider?	NO

9. Please detail the other design principles you would like OASL to consider	
10. Would you like the OASL to amend/discount any of its draft design principles?	
11. Please detail the draft design principles you would like OASL to amend/discount	
12. Would you like any more detail to be included in the design principles?	
13. What is your biggest concern, if any, about the Design Principles?	
14. Should OASL prioritise some design principles ahead of others?	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	9
PANS OPS Compliant Approaches	5
Reduce the Workload on Air Traffic Control (ATC)	6
Comply with any containment requirements	4
Improved profiles for noise and Carbon dioxide (CO2)	1
Remove dependence from adjacent ATC structures where possible	7
Meet Future Demand	3
Making best use of fleet capabilities	2
Consider all aircraft types that operate from the Airport	8

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

[REDACTED]

RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com
17.53

18 April 2024 at

EXTERNAL

Good afternoon,

Please see attached a response to your Stage 1 stakeholder consultation.

Kind regards,

[REDACTED]

[REDACTED]

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	<input type="text"/>
2. Email address	<input type="text"/>
3. Phone number	<input type="text"/>
4. Organisation (if applicable)	<input type="text"/>
	DAATM, Ministry of Defence
5. Postal address (Complete if you wish to receive further correspondence by mail)	<input type="text"/>
6. Postcode	<input type="text"/>
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	<input type="text"/>
	Yes
8. Are there any other design principles you would like OASL to consider?	<input type="text"/>
	No

9. Please detail the other design principles you would like OASL to consider	
N/A	
10. Would you like the OASL to amend/discount any of its draft design principles?	
No	
11. Please detail the draft design principles you would like OASL to amend/discount	
N/A	
12. Would you like any more detail to be included in the design principles?	
Yes – design principle F . See Q 13.	
13. What is your biggest concern, if any, about the Design Principles?	
Design Principle F discusses removing interdependencies from adjacent ATC units and structures. Given RAF Brize Norton and OAL have overlap and operational agreements, any changes to OAL airspace and/or procedures has the potential for significant impact on Brize Norton and the agreements between the two airfields. Though this is potentially positive, until more detail is known this will remain of significant interest and possible concern to MoD.	
14. Should OASL prioritise some design principles ahead of others?	
No	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	7
Reduce the Workload on Air Traffic Control (ATC)	3
Comply with any containment requirements	6
Improved profiles for noise and Carbon dioxide (CO2)	5
Remove dependence from adjacent ATC structures where possible	*See Q13
Meet Future Demand	4
Making best use of fleet capabilities	8
Consider all aircraft types that operate from the Airport	2

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

[REDACTED]
Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 18 April 2024 at 13.59

EXTERNAL

Hi,

Please find attached my response to the ACP questionnaire.

Kind regards,
[REDACTED]

When departing runway 19 with a right hand turn, it is very easy to cross through Brize airspace, the same applies when on base for runway 01 from a right hand circuit. Would it be possible to amend Brize Norton airspace to push their boundary further away from the circuit?

Also important to keep maintaining good flow of VFR traffic even while the instrument approaches are being used (either RNP or ILS).

10. Would you like the OASL to amend/discount any of its draft design principles?

11. Please detail the draft design principles you would like OASL to amend/discount

12. Would you like any more detail to be included in the design principles?

13. What is your biggest concern, if any, about the Design Principles?

14. Should OASL prioritise some design principles ahead of others?

15. Please rank the design principles in the order you think they should be considered:

Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	8
PANS OPS Compliant Approaches	3
Reduce the Workload on Air Traffic Control (ATC)	4
Comply with any containment requirements	9
Improved profiles for noise and Carbon dioxide (CO2)	5
Remove dependence from adjacent ATC structures where possible	7
Meet Future Demand	6
Making best use of fleet capabilities	5
Consider all aircraft types that operate from the Airport	1

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com
12.29

18 April 2014 at

EXTERNAL

I believe we did respond to the effect that Members considered this too far from the town to be of concern, but in case this has gone astray, I reiterate it.

We would like to kept informed, though, in case anything of more material interest to Buckingham arises from the proposal.

[REDACTED]
Planning Officer
Buckingham Town Council.

From: Consultation <acp@londonoxfordairport.com>

Sent: Friday, April 19, 2024 12:50 PM

To: [REDACTED]

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN

PRINCIPLES – STAKEHOLDER ENGAGEMENT

Dear [REDACTED]

Thank you for your email.

I had received responses from Dev Control and Environmental Health. I will keep you advised of the process.

Kind regards

ACP Staff

From: [REDACTED]

Sent: 19 April 2024 13:01

To: Consultation

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 -
CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Note that Development Control and Environmental Health are Buckinghamshire Council departments, not Buckingham Town Council ones. We do not have a separate remit in those matters.

[REDACTED]

[REDACTED]

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

18 April 2024 at 12.09

EXTERNAL

As a parish we are affected only slightly by the proposals and have no issue but would appreciate being kept informed

Kind regards,

[REDACTED]
Chairman
Milton Parish Council

From: [REDACTED]

Sent: Wednesday, March 20, 2024 12:05 PM

To: Consultation <acp@londonoxfordairport.com>

Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Good afternoon ACP Team,

Please see attached the response to stakeholder engagement questionnaire from Cranfield. Please note that I am the contact for any further comms.

Best Regards,

[REDACTED]
Senior Air Traffic Controller
Airport
Building, Cranfield University, Cranfield, Bedfordshire MK43 0AL

W: www.cranfield.ac.uk

ACP-2023-033 Stage 1b - Design Principles Stakeholder Engagement

Stakeholder Questionnaire

Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Defines Stage 1. Please insert your responses below to each of the following [questions](#); the size of the response box will expand as you type your response. Use as much space as you need. Or alternatively attach additional sheets or documents making it clear which question(s) you are responding to. Save this and any other documents and return them as described in the CAP 1616 Design Principles – Stakeholder Engagement document. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please complete the following:

About You	
1. Full name	
2. Email address	
3. Phone number	
4. Organisation (if applicable)	
	Cranfield Airport
5. Postal address (Complete if you wish to receive further correspondence by mail)	
6. Postcode	
	MK43 0FQ
Design Principle Feedback	
7. Do you agree with the design principles as proposed?	
	Yes
8. Are there any other design principles you would like OASL to consider?	
	No

9. Please detail the other design principles you would like OASL to consider	
N/A	
10. Would you like the OASL to amend/discount any of its draft design principles?	
No	
11. Please detail the draft design principles you would like OASL to amend/discount	
N/A	
12. Would you like any more detail to be included in the design principles?	
Would appreciate some clarification as to whether the references to any CAS that is deemed to be required would be subject to a separate ACP, or whether this ACP would be updated to detail that. Would also be interested to know how OASL plans to support LPV when it is not supported in the UK.	
13. What is your biggest concern, if any, about the Design Principles?	
None.	
14. Should OASL prioritise some design principles ahead of others?	
15. Please rank the design principles in the order you think they should be considered:	
Design Principle:	Rank (1 to 9)
Provide a safe environment for all airspace users	1
PANS OPS Compliant Approaches	6
Reduce the Workload on Air Traffic Control (ATC)	2
Comply with any containment requirements	8
Improved profiles for noise and Carbon dioxide (CO2)	7
Remove dependence from adjacent ATC structures where possible	5
Meet Future Demand	4
Making best use of fleet capabilities	9
Consider all aircraft types that operate from the Airport	3

Thank you for your cooperation in completing this response document. Your comments will provide a valuable input to aid development of the Design Principles which the options for the London Oxford Airport airspace design can be developed.

From: [REDACTED]
Sent: Wednesday, March 20, 2024 5:15 PM
To: [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

Good Afternoon, [REDACTED]

Thank you for your email which has been forwarded onto me as the Head of Air Traffic Services here at Oxford.

Your word document response included a request for clarification at Question 12:

"12. Would you like any more detail to be included in the design principles?
Would appreciate some clarification as to whether the references to any CAS that is deemed to be required would be subject to a separate ACP, or whether this ACP would be updated to detail that. Would also be interested to know how OASL plans to support LPV when it is not supported in the UK."

You have two points, CAS and LPV, I will deal with each in turn.

CAS. In the Statement of Need Version 3, it states "London Oxford Airport seeks to define new GNSS based instrument flight procedures along with suitable regulated airspace in order to protect them and to facilitate safer flight conditions for all airspace users.". Whilst at this stage we cannot state what we would like, we have phrased it so that we can jump either way based on feedback received. There is no intent to undertake a separate ACP for CAS. If the Feedback is wholly negative regarding CAS or the CAA has produced a solution for the ICAO FIS dilemma, then we will probably proceed with only the RMPs otherwise we will look for another solution which could be CAS. It is the design piece and then Stage 2 that will provide the answers of the way forward (we hope!). As you are probably aware, the UK AMS Part 1 and 2 will remove UK FIS and replace with ICAO FIS and remove the ATZ and replace with an RMZ (although they are not sure). AMS Part 3 (the 'how') has been delayed and there is an ICAO FIS consultation [ICAO FIS Implementation Call for Input - Civil Aviation Authority - Citizen Space \(caa.co.uk\)](https://www.caa.co.uk/consultations/icao-fis-implementation-call-for-input-civil-aviation-authority-citizen-space) that closes 29 March 2024 - when Cranfield gets radar, how will you sequence, vector and level change your aircraft using ICAO FIS? How can you prevent an aircraft crossing the RMZ that is communicating with you? These are questions I've asked of the CAA who have not been able to provide a clear answer.

LPV. It is our understanding that the UK Regulation 'Performance-Based Navigation Implementation Rule' 2018/1048 still requires LPV minima? Hence, the Footnote I placed into the document of "LPV is part of the Mandated UK Regulation but is not supported in the UK". We are only seeking to meet the mandate, but we understand that unless the UK develops its own system or rejoins EGNOS then an LPV / LPV 200 will not be possible. That said practically within this ACP we would probably look to design to include LPV approaches which would then be NOTAM'd as not useable until a solution is found. This would be better than having to start another ACP later.

I'm happy to discuss any of the above with you, at this design stage all options are open.

Kind Regards,

[Redacted]

Oxford Aviation Services Limited
London Oxford Airport

Hi [Redacted]

Thanks so much for getting back to me and for the feedback.

That's interesting to know regarding your plans for the LPV- we have recently had to retire our glidepath to the scrapheap in the sky, so we're considering our options for the future with regards to replacement approaches.

We have had a similar experience with the ICAO FIS questions- as yet we are not into that much detail on our radar implementation project but it's somewhat comforting to know that it's the entire CAA which is undecided!

Best Regards,

[Redacted]

Senior Air Traffic Controller
Airport
Building, Cranfield University, Cranfield, Bedfordshire MK43 0AL

[Redacted]

W: www.cranfield.ac.uk

[Redacted]

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES - STAKEHOLDER ENGAGEMENT
To: Consultation <acp@londonoxfordairport.com>
Cc: [Redacted]

5 April 2024 at 19.51

EXTERNAL

On behalf of the Oxford Airport General Aviation Group (OAGAG), representing the GA aircraft owners and pilots community at the airport, any move to increase safety of aircraft users at the airport is to be welcomed. However, we also would welcome the ability to comment on the design and details as they emerge.

Please ensure that all members are notified as and when required at [Redacted]

It is to be noted that responses are to be received by 24 April on the draft design principles.

Thank you.

[Redacted]

Chairman OAGAG

[Redacted]
[Redacted]

From: [REDACTED]
Sent: Saturday, April 13, 2024 10:56 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: Mailing

EXTERNAL

Please keep me on the mailing list and separate and additional to [REDACTED] Thank you [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Afternoon [REDACTED]

WILCO. See attached warning message regarding [REDACTED] who comes from within the [REDACTED]

Regards
ACP Team

From: [REDACTED]
Sent: Thursday, April 11, 2024 2:23 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Dear Sir/Madam,
Thank you for informing Thame Town Council. We have no wish to comment on the design principles, but please keep in contact with us on this matter.
Regards,

[REDACTED]

Committee Services & Processes Officer

Thame Town Council

www.thametowncouncil.gov.uk

Town Hall, High St, Thame, Oxfordshire, OX9 3DP

Town Hall: 01844 212833 Mobile: 07498 939066 Direct Dial: 01844 267976

Consultation <acp@londonoxfordairport.com>
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: [REDACTED]
acp@londonoxfordairport.com 12 April 2024 at 12.22

Good afternoon, [REDACTED]
Thank you for your email, we will keep in contact.
Kind Regards,

ACP Staff

From: [REDACTED]
Sent: Monday, April 1, 2024 10:41 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]
Subject: AIRSPACE CHANGE PROPOSAL - ACP-2023-033
Importance: High

EXTERNAL

Dear Sir/Madam,

I am contacting you as part of your "Stakeholder Engagement" with regard to your proposed changes to air navigation procedures.

As a long-term resident of Steeple Aston, I feel that our village has been excluded from past consultations, in favour of Yarnton and Begbroke. However, Steeple Aston bears the brunt of low-flying jets - doubly so, as we get jets flying on both Westerly and Easterly sides of the village as they approach in a Northerly direction, turn, and then continue Southwards over us. This contributes significantly to noise, pollution - and in some cases, danger.

I have complained on many occasions about noise and reckless behaviour by your pilots - passing within 2,000 feet directly over our village, failing to follow the designated Cherwell Valley approach route and "cutting a corner". I have never had any satisfactory response from your team - indeed, your staff are overly defensive and show no signs of accommodating local concerns. I therefore treat the present "consultation" exercise with a fair degree of scepticism.

Whilst I welcome the provision of better navigation equipment, I wish to protest at plans to increase the size of jets allowed. We already have far too many large planes using the airport: recent years we have seen an explosion of large "executive" jets and airliner-sized planes. This has led to a serious noise problem - most noticeably on Sunday mornings when it appears that your airport is acting as a parking lot/transit point for Netjets and other rent-a-jet services (*).

I strongly contend that Oxford Airport does not contribute significantly to the local economy (**) - but does cause major environmental and social harm to local residents.

Aside from flight training (which would be more effectively performed in the USA), you do not run scheduled public flights; your other flights benefit a tiny minority of users - clearly targeted at Londoners, not locals.

If your airport is to pass public and political scrutiny, I would strongly request that larger jets be banned and that only direct services permitted: the use of the airport as a glorified parking lot for environmentally-damaging short-hop flights must be opposed.

Yours faithfully,

Dr. [REDACTED]
[REDACTED] Steeple Aston Parish Council

(*) Over the past few years I have built up a significant evidence base to this effect and would be pleased to share my findings with local campaigners.

(**) Frankly, your land would provide a better local economic impact if used as an office/lab/technology park - or even returned to farmland, which is the most-precious resource in this over-developed region of England.

[REDACTED]
Holly House, South Side, Steeple Aston, Oxfordshire, OX25 4RT

Home: [REDACTED] · Office: [REDACTED] · iPhone: [REDACTED]

Consultation <acp@londonoxfordairport.com>

4 April 2024 at 08.17

RE: AIRSPACE CHANGE PROPOSAL - ACP-2023-033

To: [REDACTED]

Cc: [REDACTED]

Dear Dr [REDACTED]

Thank you for your response to our stakeholder engagement.

This stage of the CAP1616 stakeholder engagement is only about the design principles, it is not about whether activity should take place or not or where such activity should occur, that is a subject for Government policy on air traffic management.

I am not aware of any intent or "plans to increase the size of jets allowed" at the airport over and above those aircraft that use the airport today; this is not part of the stakeholder engagement. The airport is restricted by the length of its runway and could not accept aircraft larger than a B737 or equivalent types that currently use the airport without lengthening the runway. Additionally, the airport is constrained by a Local Authority Section 106 agreement, an abstract of which is included within the stakeholder engagement document at Annex C.

You mention concern about overflying aircraft. The Rules of the Air Regulations 2007 pertaining to the "Low Flying Rule" can be found at [The Rules of the Air Regulations 2007 \(legislation.gov.uk\)](https://www.legislation.gov.uk). This may address some of your points relating to the height that aircraft are flying in your vicinity and will describe what is allowed to occur.

Most, if not all of, jet aircraft landing at Oxford using Instrument Approaches and follow a closing path to the centreline to be established and on a stable approach at between 6-8 miles (this is dependent on other aircraft in the area, many of which are not in communication with Oxford). This happens to be in the vicinity of Steeple Aston and aircraft will always be overflying in this area (I believe the point 6 miles from the threshold of runway 19 is under 1 mile to the east of your location). It is only those aircraft flying visual approaches to the airport, normally lighter/smaller aircraft, from the north who may be able to route clear of the villages (I am not familiar with a "designated Cherwell Valley approach route" and would be interested to know where it is published).

Kind Regards,
ACP Staff

From: [REDACTED]
Sent: Tuesday, April 2, 2024 4:18 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Stakeholder engagement

EXTERNAL

Re: "Expansion of the airport",

As a resident of Steeple Aston, i request further information on the proposed expansion of capacity and flight paths.

I am informed by our Parish Council that you would be able to help in the matter and keep me updated.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Consultation <acp@londonoxfordairport.com>

3 April 2024 at 14.20

RE: Stakeholder engagement

To [REDACTED]

Dear [REDACTED]

Thank you for your email.

May I ask where the phrase below "Re: "Expansion of the airport"" has been taken from? There is no intent to increase the capacity at the airport and we are restricted from doing so by a Section 106 agreement, see Annex C of the consultation.

If it is agreed that modern satellite-based procedures will be introduced (which is a Government mandate), there will only be one or two additional flight paths around Steeple Aston but these flight paths will all converge towards a similar point in the vicinity of Steeple Aston (just to the east) for runway 19 as all aircraft on an Instrument Approach should be stabilised 6-8 miles from the runway. An aircraft on an instrument recovery will either fly an Instrument Landing System, a Non-Directional Beacon, or a new satellite-based approach (if agreed) inbound to the airport, there will not be more than one approach or flight path flown at the same point at the same time. The flight paths that the proposed satellite-based procedures will take will be consulted later in the consultation.

Kind Regards
ACP Staff

From: [REDACTED]
Sent: Thursday, March 28, 2024 12:19 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Fwd: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

EXTERNAL

Many thanks for sending the below through to Worminghall Parish Council.

I circulated with our Councillors prior to our meeting last week.

There is clearly a lot of information here; we wondered whether it was possible to get a "one pager" explaining exactly what you want to change? We can then discuss that with a bit more knowledge.

Kind regards

[REDACTED]
Clerk

Consultation <acp@londonoxfordairport.com>
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: [REDACTED]
Cc: Consultation acp@londonoxfordairport.com 28 March 2024 at 16.14
Good afternoon,

Thank you for your email.

What we are looking to do is to introduce modern Instrument procedures that use satellite navigation, this is a mandated requirement by the UK Government. However, under the Civil Aviation Authority's CAP1616 process, we are not able to inform you about what we intend to change as the design depends on Feedback on the design principles (pages 20-24 of the document only). Stage 2 will define more what we wish to do with the final proposal sent to Stakeholders within Stage 3. A 'one pager' at this stage on what we want to change is not possible.

Would you be content to be included in all future correspondence such that when we reach the stage where a design is proposed, there will be lines on a map that you will be better able to review?

Kind Regards,
ACP Staff

[REDACTED]
Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 2 April 2024 at 10.50

I am sorry if I have already emailed our response, but I can't seem to find my email so thought I should send a response again.

Bladon Parish Council has no comments to make on the details within the proposal but would like to request to be included in any further consultations regarding the proposal.

I hope that you will consider our request to continue to be consulted.

Kind regards,

[REDACTED]

[REDACTED]

Clerk to Bladon Parish Council

Tel: [REDACTED]

WTC [REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 24 April 2024 at 11.15

EXTERNAL

Dear ACP Team

Thank you for giving Woodstock Town Council the opportunity to comment on the Airspace Change Proposal - Design Principles.

At the moment Woodstock Town Council has not comments to make on the Design Principles but would like to request that we are still included in any further consultation regarding the Airspace Change Proposal, especially if there are any proposed flight path changes.

Kind regards

[REDACTED]

[REDACTED]

Town Clerk

Woodstock Town Council

Town Hall

Woodstock

Oxfordshire

OX20 1SL

Tel: [REDACTED]

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

28 March 2024 at 14.17

EXTERNAL

Good afternoon

The Parish Council of Middleton Cheney met on 18th March and confirmed that, while it does not feel it necessary to complete the questionnaire at this stage, it would like to continue to be included in the consultation process.

Kindest regards

[REDACTED] | Clerk & RFO
[Middleton Cheney Parish Council](#)
Parish Meeting Rooms
Middleton Cheney, Banbury
OX17 2LR
Tel: [REDACTED]

WNC Customer Services <OAS@westnorthants.gov.uk>

FW: West Northants Council: Your Call Number is EMA085790

To: Consultation acp@londonoxfordairport.com

20 March 2024 at 08.10

EXTERNAL

Good morning,

Thank you for your email. Correspondence for this can be sent to [REDACTED]

Kind regards,

[REDACTED]
Customer Service Advisor
Customer Service Centre

West Northamptonshire Council | One Angel Square | Angel Street | Northampton | NN1 1ED

Tel: [REDACTED] | www.westnorthants.gov.uk

Follow us on Facebook & Twitter @westnorthants

From: West Northants <[REDACTED]>

Sent: 13 March 2024 14:44

To: WNC Customer Services <[REDACTED]>

Subject: West Northants Council: Your Call Number is EMAC [REDACTED]



West
Northamptonshire
Council

Your call number is [REDACTED]

Dear colleague

The enquiry below was received by customer services and requires action from yourselves.

The customer's email is - acp@londonoxfordairport.com

The customer's query was :

Require an email contact address to send two files to about an airspace change consultation on behalf of Oxford Aviation Services Ltd at London Oxford Airport

Please can you respond directly to the customer to resolve their query.

This case has been closed automatically on our system.

Kind Regards,

[REDACTED]

[REDACTED]
RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

14 March 2024 12.51

EXTERNAL

Dear ACP Staff

We have had a councillor look at this consultation and it is our understanding that you are putting forward principles on which the design of changes in airspace will be made. However, there are no definable details of what the changes are being considered. Will we be giving the information regarding the proposed changes? and secondly is it your intention to introduce a controlled airspace?

Kind regards

[REDACTED]

Parish Clerk and RFO to Deddington Parish Council

[REDACTED]

Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT

To: Consultation acp@londonoxfordairport.com

14 March 2024 08.23

EXTERNAL

Hello

Please could you confirm if this consultation is intended for parish councils or for the public in general?

Many thanks

[REDACTED]

[REDACTED]
Parish Clerk & RFO
[REDACTED]

From: Online - [REDACTED]
Sent: Wednesday, March 13, 2024 11:06 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: FW: Web form contact from: David Austen

EXTERNAL

Dear [REDACTED],

Thank you for contacting Oxfordshire County Council.

I have searched our website but unfortunately, I could not find any information related to aviation. I apologise for not being able to provide you with the necessary guidance.

You may want to contact the consultation team [at.gov.uk/residents/leisure-and-https://www.oxfordshire.gov.uk/council/about-your-council/have-your-say-about-council-services/consultation](https://www.oxfordshire.gov.uk/council/about-your-council/have-your-say-about-council-services/consultation) and see if they can assist you with your query. They might be able to provide you with more information.

Apologies,

Kind regards,

Customer service adviser
General Inquiries
Oxfordshire County Council
OX1 1ND

County Hall
online@oxfordshire.gov.uk

From: Consultation <acp@londonoxfordairport.com>
Sent: Wednesday, March 13, 2024 11:45 AM
To: Online - Communications [REDACTED]; Consultation <acp@londonoxfordairport.com>
Subject: RE: Web form contact from: David Austen

You don't often get email from acp@londonoxfordairport.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good morning,

Sorry, I believe you have misunderstood.

I have material for the Council to consider that needs to be sent to the council, it does say that below. It has been distributed to the District and Parish Councils by email (those who have contact details published – many have come back rejected as the information is obviously out of date).

I have attached the files in this response.

Regards

[REDACTED]

Online - Communications [REDACTED]
RE: Web form contact from: David Austen
To: Consultation <acp@londonoxfordairport.com>

13 March 2024 at 12.17

Dear Mr [REDACTED]

Thank you for contacting Oxfordshire County Council.

Please note, the query has been forwarded to the relevant department and they will be in contact as soon as possible.

Kind regards,

Customer service adviser
General Inquiries
Oxfordshire County Council
OX1 1ND
County Hall
[REDACTED]

From: Online - Communications [REDACTED]
Sent: Wednesday, March 13, 2024 12:15 PM

To: Consultations <Consultations@oxfordshire.gov.uk>
Subject: FW: Web form contact from: [REDACTED]

Hello good afternoon Team,
Please see the below email, can you assist ?
Kind regards,
[REDACTED]
Customer service adviser
General Inquiries

From: Online - Communications [REDACTED]
Sent: 19 March 2024 14:39
To: Consultation
Subject: RE: Web form contact from: David Austen
EXTERNAL

Dear Mr [REDACTED]
Thank you for contacting Oxfordshire County Council.
Please find the email address below that you can refer to for your query:

[REDACTED]
Kind regards,
[REDACTED]
Customer service adviser
General Inquiries
Oxfordshire County Council
OX1 1ND
County Hall
[REDACTED]

From: Consultations <[REDACTED]>
Sent: Wednesday, March 13, 2024 2:50 PM
To: Online - Communications [REDACTED]
Subject: FW: Web form contact from: [REDACTED]

Hi [REDACTED]
Sorry this is outside of our remit. Can I suggest you try [REDACTED], Planning Development
Manager or [REDACTED], Planning Operations Manager?
Many thanks

[REDACTED]
Engagement & Consultation Manager
Communications, Strategy and Insight
Oxfordshire County Council
carole.stow@oxfordshire.gov.uk
Call me on Teams or [REDACTED]
www.oxfordshire.gov.uk

From: [REDACTED] Oxfordshire County Council <[REDACTED]>
[REDACTED]

Sent: Tuesday, March 19, 2024 2:18 PM

To: Online - Communications <[REDACTED]>

Cc: [REDACTED]

Subject: RE: Web form contact from: [REDACTED]

Hi [REDACTED],

Please do share our team email address [REDACTED] with [REDACTED]. We are unlikely to have comments on his current consultation, but that is probably the most appropriate contact and useful to be kept informed of the plans as they develop.

Kind regards

[REDACTED]

Strategic Planner

Strategic Planning & Infrastructure | Environment & Place

[REDACTED]

Oxfordshire County Council, County Hall, New Road, Oxford, OX1 1ND

www.oxfordshire.gov.uk

From: [REDACTED]

Sent: Monday, March 18, 2024 7:53 AM

To: [REDACTED] - Oxfordshire County Council [REDACTED]

[REDACTED]

Oxfordshire County Council [REDACTED]

Subject: FW: Web form contact from: [REDACTED]

Hi [REDACTED] and [REDACTED] – please see below.

Do we need to action?

Regards

[REDACTED]

Strategic Planning & Infrastructure Manager

Environment and Place

Tel: [REDACTED]

Oxfordshire County Council, County Hall, New Road, Oxford, OX1 1ND

Email: [REDACTED]

www.oxfordshire.gov.uk/

From: [REDACTED]

Sent: Friday, March 15, 2024 2:07 PM

To: [REDACTED]

Online -

Communications [REDACTED]

Cc: [REDACTED]

Oxfordshire

County Council [REDACTED]

Subject: RE: Web form contact from: [REDACTED]

Hi,

I don't think it is one for my team either.

Thanks,

[REDACTED]

From: [REDACTED]
Sent: Friday, March 15, 2024 2:02 PM
To: Online - Communications [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Web form contact from: [REDACTED]

Hi [REDACTED]
Its not something that I would deal with. It may be something the planning policy team could assist with – I have copied in [REDACTED], [REDACTED] and [REDACTED] to see if there is anything they can help with.
Thanks
[REDACTED]

[REDACTED]
Planning Operations Manager
Strategic Planning – Environment & Place
Oxfordshire County Council
[REDACTED]
Oxfordshire.gov.uk

From: Online - Communications [REDACTED]
Sent: Wednesday, March 13, 2024 3:02 PM
To: [REDACTED]
Subject: FW: Web form contact from: [REDACTED]
Hello good afternoon [REDACTED],
Please see the below email, can you assist ?
Kind regards,
[REDACTED]
Customer service adviser
General Inquiries
Oxfordshire County Council
OX1 1ND
[REDACTED]

[REDACTED]
Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 13 March 2024 at
11.50

EXTERNAL

Thank you for your email.

Can you please supply a legible version of the map?

Thanks and Regards

■

■

Parish Clerk

<http://avondassettparishcouncil.com/>

■
FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP
1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT
To: Consultation acp@londonoxfordairport.com 13 March 2024 at 11.24

EXTERNAL

Thank you for sending this over to us. Can I ask, is this for public consultation?

Regards

■
Town Clerk
Brackley Town Council

■
■
■
www.bracklevnorthants-tc.gov.uk

■
■
■
■ NN13 7DS

From: info ■
Sent: 18 April 2024 12:01
To: Consultation
Subject: Auto Acknowledgement

EXTERNAL

Thank you for your enquiry, please accept this as auto acknowledgement of your email. We are currently receiving large volumes of correspondence; these are being dealt with in date order and you will receive a response as soon as possible. There is no need to contact us again in respect of this matter.

Further information that may help to answer your query in the meantime, may be located on our website Stratford-on-Avon District Council

From: [REDACTED]
Sent: Friday, March 15, 2024 7:47 AM
To: Consultation <acp@londonoxfordairport.com>
Subject: AIRSPACE CHANGE PROPOSAL - ACP-2023-0331

EXTERNAL

Dear ACP
This document does not support 'stakeholder engagement'.
A plain English summary of the changes and the implications/risks/benefits to stakeholders is needed for this.

Regards
[REDACTED]

From: Consultation
Sent: 15 March 2024 08:30
To: 'Sarah Richards'
Subject: RE: AIRSPACE CHANGE PROPOSAL - ACP-2023-0331

Good morning, [REDACTED]

Thank you for your email.
We are required to follow the Civil Aviation Authority's Airspace Change process, information on which can be found at: <https://www.caa.co.uk/commercial-industry/airspace/airspace-change/> with the detail within CAP1616. This is Stage 1b of the CAP1616 7 stage process; the information you are looking for below is not available until later in the process. This stage is about setting what goes on today and engaging with stakeholders on the draft design principles that we shall use to decide the information you are looking for below.

At this stage we are looking for any comments you may have on the draft design principles and confirmation that you would wish to be involved in the process. I will forward your email onto the Civil Aviation Authority for comment.

Kind Regards,
ACP Staff

[View results](#)

Respondent
█ █████

50:45
Time to complete

About You

1. Full name

2. Email address

3. Phone number

The value must be a number

4. Organisation
(If applicable)

5. Postal address
(Complete if you wish to receive further correspondence by mail)

6. Postcode

Design Principle Feedback

7. Do you agree with the design principles as proposed?

- Yes
- No

8. Are there any other design principles you would like OASL to consider?

- Yes
- No

9. Please detail the other design principles you would like OASL to consider

Aircraft and helicopters are very intrusive at present as they pass over the village and usually my house. Indeed the diagram on page 6 'A Typical Week's Flights' appears to show that flights do indeed pass directly over Steeple Aston. The policies on noise abatement should be changed as follows:

1 Although the noise abatement document states that it is the airport's policy to avoid flights over settlements, as mentioned above, this is clearly not being complied with. You also state that you have no control over pilots approaching the airport and that it is for pilots to comply with the policy but this cannot be true if you exercise control over the Oxfordshire airspace. Pilots who wish to use the airport should be made aware that this is a mandatory, not an advisory, policy that there should be a 'no-fly' over settlements.

2 Although certain villages close to the airport are zoned as protected areas this only appears to relate to take-offs. It also does not extend to villagers further away. Noise levels are a blight for settlements further away from the airport and this needs to be recognised in your policies. These villages too should be zoned for protection and this information made available to pilots on your website. Flightpaths should be over agricultural land.

3 Use of flightpaths should be monitored and those identified as non-complying refused future use of the airport. There should be annual reporting to parish councils on transgressions and steps taken.

4 There should be no significant expansion or use of heavier jets unless and until the above policies have been shown to have worked (in avoiding flights passing over settlements) for a period of 2 years.

10. Would you like the OASL to amend/discount any of its draft design principles?

- Yes
- No

11. Please detail the draft design principles you would like OASL to amend/discount

See 9 above.

12. Would you like any more detail to be included in the design principles?

See 9 above

13. What is your biggest concern, if any, about the Design Principles?

See 9 above

14. Should OASL prioritise some design principles ahead of others?

- Yes
- No

15. Please rank the design principles in the order you think they should be considered

1	Improved profiles for noise and Carbon dioxide (CO2)
2	Comply with any containment requirements
3	Provide a safe environment for all airspace users
4	PANS OPS Compliant Approaches
5	Reduce the Workload on Air Traffic Control (ATC)
6	Remove dependence from adjacent ATC structures where possible
7	Meet Future Demand
8	Making best use of fleet capabilities
9	Consider all aircraft types that operate from the Airport

[View results](#)

Respondent
█ █████

08:36
Time to complete

About You

1. Full name

2. Email address

3. Phone number

The value must be a number

4. Organisation
(If applicable)

5. Postal address
(Complete if you wish to receive further correspondence by mail)

6. Postcode

Design Principle Feedback

7. Do you agree with the design principles as proposed?

- Yes
- No

8. Are there any other design principles you would like OASL to consider?

- Yes
- No

9. Would you like the OASL to amend/discount any of its draft design principles?

- Yes
- No

10. Would you like any more detail to be included in the design principles?

I do not understand what is meant by design principles

11. What is your biggest concern, if any, about the Design Principles?

My biggest concern is the potential introduction of a scheduled service for much, much larger aircraft, including safety, noise, pollution and a lack of listening to and addressing the concerns of those already affected by much larger aircraft using Kidlington Airport in recent years.

12. Should OASL prioritise some design principles ahead of others?

- Yes
- No

13. Please rank the design principles in the order you think they should be considered

- 1 Improved profiles for noise and Carbon dioxide (CO2)
- 2 Provide a safe environment for all airspace users
- 3 PANS OPS Compliant Approaches
- 4 Reduce the Workload on Air Traffic Control (ATC)
- 5 Comply with any containment requirements
- 6 Remove dependence from adjacent ATC structures where possible
- 7 Consider all aircraft types that operate from the Airport
- 8 Making best use of fleet capabilities
- 9 Meet Future Demand

[View results](#)

Respondent
█ █████

50:30
Time to complete

About You

1. Full name

2. Email address

3. Phone number

The value must be a number

4. Organisation
(If applicable)

5. Postal address
(Complete if you wish to receive further correspondence by mail)

6. Postcode

Design Principle Feedback

7. Do you agree with the design principles as proposed?

- Yes
- No

8. Are there any other design principles you would like OASL to consider?

- Yes
- No

9. Please detail the other design principles you would like OASL to consider

The proposal is for Instrument approaches, the design principals should be for these and not add in any other separate requirement such as requests for controlled airspace.

All Instrument approaches should be based on continuous descent approaches, with no descents below a 3 deg glidepath, preferably this should be a steeper glidepath as most of the aircraft that will need it are certified for 5.5 deg glidepaths such as London City. This keeps them out of everyone else's way. I believe (but not sure) that PAN OPS is still based on the old fashioned methods of descending to MSA, then flying level for several miles which is high noise and high fuel consumption and less safe. So a continuous descent approach should over-ride this. All approach fixes should be at or above a continuous 3 deg descent to the runway.

minimum disruption to all other airspace users, no additional equipment carnage required and if any does become required it should all be paid for by OASL. (for example radios, transponders and electrical systems to drive such equipment.)

ensure the approaches dont cause any other air traffic bottlenecks due to requiring aircraft to avoid the area particularly due to controlled airspace and the requirement for clearance to enter, while ATC might agree to give clearance, it is often difficult to get at many places due to swamped ATC frequencies with other non relevant traffic (basic service)

Aircraft should be vectored to final using less track miles and remaining above the 3 deg descent. I shouldnt see aircraft that have come from the south being vectored north of Adderbury and down to 1800ft! They should be turned in much further south as per the procedural approach, but can be kept higher than that.

10. Would you like the OASL to amend/discount any of its draft design principles?

- Yes
- No

11. Please detail the draft design principles you would like OASL to amend/discount

b/ Pans Ops compliant should be over-ruled by ensuring Continuous descent approaches are used which dont descend below a 3 degree glidepath (or preferably higher). Many potential conflicts are caused with the current ILS procedure on 19 because aircraft are allowed to descend to 1800ft many miles from the airfield, when they dont need to be below 3500 ft plus in some cases. I cross the approach well north of Upper Heyford around 2000ft where I should be no conflict with the approach, but approaching aircraft are sometimes too low (seen when not flying)

c/ you are trying to reduce workload on ATC when aircraft are in class G and there are no requirements for ATC, workload should be reduced by keeping aircraft higher on or above a 3 deg glidepath/descent profile. This should not be an excuse for an airspace grab.

d/ containment criteria should be removed completely this is not required. Many airfields particularly in the US have RNAV/PBN and ILS approaches in class G airspace and at airfields with no ATC at all. The current ILS has no containment either, but is badly drawn allowing aircraft to be too low far from the airfield thus much more likely to be in conflict with other traffic.

e/ agree but there is no need to route all aircraft to a 6-8nm final, even the procedural approach for CAT C shows a 6.5nm final, most of the aircraft flying into Oxford could be vectored to join downwind, or to the overhead and then downwind to join the circuit, only the larger jets need a longer final, straight in staying above the 3 deg profile or downwind again staying above a 3 deg profile to join final at 6.5nm.
All descents/approaches should be Continuous descent approaches, no level segments, this has been done at LHR and many other places for years, which reduces noise and fuel burn and is safer. Even with older Pans Ops style charts with descents to MSA and then fly level, most airline operations would advise crews to extrapolate out the glideslope height and distances to ensure a continuous descent is flown on the glideslope without the de-stabilizing level segment at low level. This was a flight Safety recommendation from the 1980s!

f/ should be removed as controlled airspace is not required. In any case this tends to create far too large an area of airspace at low level for modern aircraft operation.

g/ future demand should not be considered as it is usually vastly exaggerated. Oxford used to have 200,000 movements for many years, operated with just an ATZ and no problems, its now just over 25% of that, so there would need to be a lot of growth to get back to where you were before. Every few years there are also proposals for commercial passenger services, some start and keep going for a few weeks, none last. So these should not be considered.

12. Would you like any more detail to be included in the design principles?

ensure Continuous descent approaches and no aircraft going below a 3 deg descent profile. Current approach procedures should also be modified to follow this principal

13. What is your biggest concern, if any, about the Design Principles?

That they are trying to promote an airspace grab, rather than just providing for new approach procedures.
They do not consider the current established airspace users in the local area as well as transiting aircraft.
They do not ensure that Instrument aircraft are kept as high as possible and as close as possible to the airfield to carry out their approaches.

14. Should OASL prioritise some design principles ahead of others?

- Yes
- No

15. Please rank the design principles in the order you think they should be considered

1. Provide a safe environment for all airspace users
2. Improved profiles for noise and Carbon dioxide (CO2)
3. Making best use of fleet capabilities
4. Consider all aircraft types that operate from the Airport
5. PANS OPS Compliant Approaches
6. Remove dependence from adjacent ATC structures where possible
7. Reduce the Workload on Air Traffic Control (ATC)
8. Meet Future Demand
9. Comply with any containment requirements

Note that an email response was also received in addition to the Microsoft Form below:

[View results](#)

Respondent
[Redacted]

161:23
Time to complete

About You

1. Full name

2. Email address

3. Phone number

The value must be a number.

4. Organisation
(if applicable)

5. Postal address:

(Complete if you wish to receive further correspondence by mail)

6. Postcode

Design Principle Feedback

7. Do you agree with the design principles as proposed?

- Yes
- No

8. Are there any other design principles you would like OASL to consider?

- Yes
- No

9. Please detail the other design principles you would like OASL to consider

The current DPs favour OASL based / operated aircraft to the exclusion of other airspace users who have been operating safely in the area around Oxford airport for many years. The current DPs do not improve the integration with other users and in fact cause will cause segregation. DP (i) expressly references aircraft 'that operate from the Airport' with no reference to non Oxford airport originated aircraft. A further DP is therefore required that recognises and enshrines the principle that any new airspace design should maximise accessibility and minimise disruption for other existing airspace users and not exclude them in favour of OASL's future operational aspirations or which increases the risk profile for the other airspace users.

Non OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed, currently provide for.

10. Would you like the OASL to amend/discount any of its draft design principles?

- Yes
- No

11. Please detail the draft design principles you would like OASL to amend/discount

DP (a) - we would like this to recognise that whilst this refers to the safety of 'stakeholders... affected by the airspace change', a number of key stakeholders (including Oxford Gliding Club who operate immediately adjacent to the Airport) have AGAIN not to date been included as stakeholders or notified formally of this proposed ACP. We have not for example, had any prior consultation from OASL regarding the adverse impact the imposition of controlled airspace or an RMZ etc will have on OGC's existing operations in the local area or how those operations can be integrated and safeguarded.

DP(i) Additionally, as above, there needs to be an amendment to DP(i) to ensure that this refers equally to aircraft that do not operate from the Airport to ensure the these airspace users too are afforded maximum accessibility and minimal disruption with no adverse safety implications for their continued operations in the area.

DP(b) We are unconvinced by and question the assertion made that there is any legal requirement for OASL to introduce RNAV approaches with 'Lateral Navigation (LNAV), LNAV Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima'. This DP should therefore be removed.

12. Would you like any more detail to be included in the design principles?

Yes as noted above.

Non OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed currently provide for.

13. What is your biggest concern, if any, about the Design Principles?

The existing DPs favour Oxford based / operated aircraft and do not take into account the needs and requirements of non-based airspace users that have safely operated within this AIAA for many years. They do not improve integration with other users and by favouring OASL's requirements above all others, they cause segregation (as evidenced in question 15 below where there is only the option to consider 'aircraft that operate from the airport') and do not consider the needs of a glider pilot winch launched from Weston-on-the-Green towards what may well become controlled airspace if this ACP is approved or an aircraft transiting past Upper Heyford that needs to avoid new controlled airspace in the area. It is all about making things better for OASL's operations to the detriment of all others airspace users.

It is disappointing that despite previous ACP submissions, OASL has not taken the opportunity to actively undertake prior engagement with other airspace users who will be affected by its proposed ACP to understand the issues that this will cause and to explore options for mitigation. This includes both its immediate neighbours (e.g. Oxford Gliding Club who has operated for 60+ years and is well known to OASL) and other airfields further afield whose users routinely transit this area as evidenced by the information provided in the initial Statement.

Reading the information provided by OASL and the Design Principles that are proposed, you are left with the unfortunate impression that OASL's need and justification for this ACP is predicated on the basis that any existing non-Oxford based aircraft in the local area, doing what they have done safely for years, are now an annoying inconvenience and potential obstacle, to OASL's ability and future commercial aspirations, to support larger business jets etc.

14. Should OASL prioritise some design principles ahead of others?

- Yes
- No

15. Please rank the design principles in the order you think they should be considered

- 1 Provide a safe environment for all airspace users
- 2 Remove dependence from adjacent ATC structures where possible
- 3 Reduce the Workload on Air Traffic Control (ATC)
- 4 Comply with any containment requirements
- 5 Consider all aircraft types that operate from the Airport
- 6 Meet Future Demand
- 7 Improved profiles for noise and Carbon dioxide (CO2)
- 8 PANS OPS Compliant Approaches
- 9 Making best use of fleet capabilities

STAKEHOLDER CORRESPONDENCE – SECOND STAKEHOLDER ENGAGEMENT

The stakeholder correspondence to the second Stakeholder Engagement can be found within Appendix 3 to Annex D as follows:

[REDACTED]

From: [REDACTED]
Sent: 24 May 2024 19:51
To: Consultation
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

The BHA has no comment.

[REDACTED]
CEO

Sent from [Outlook for Android](#)

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 3:54:55 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

[REDACTED]
Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington
OXON
OX5 1RA

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
www.londonoxfordairport.co.uk

 Please consider the environment before printing this email
Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 26 May 2024 16:06
To: [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Thanks for the update.
We have no further comments.

Regards
[REDACTED]

Parish Clerk
Berrick Salome Parish Council

This message is intended solely for the addressee and may contain confidential information. If you have received this message in error, please send it back to the sender, and immediately and permanently delete it. Do not use, copy or disclose the information contained in this message or in any attachment.

Statements and opinions contained in this email may not necessarily represent those of Berrick Salome Parish Council. As a public body, the Council may be required to disclose this email, or any response to it, under the Freedom of Information Act 2000, unless the information in it is covered by one of the exemptions in the Act.

Berrick Salome Parish Council believes, but does not warrant, that this message and any attachments are virus free and recommend that you carry out your own virus checks.

From: [REDACTED]
Sent: Friday, May 24, 2024 4:04 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 26 May 2024 18:38
To: Consultation
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hello,

I would like to make the following comments on the ACP DPs:

1. MDP Safety

Whilst safety is of course a critical input into any ACP, safety requirements should be at the appropriate level of risk and proportionate. At *extremis*, the most safe outcome would be to ban all aircraft, but obviously this is not either commercially viable or proportionate. Furthermore, the introduction of controlled airspace does not necessarily create higher safety, and there are multiple examples of mid-air collisions within controlled airspace.

The only example I could find of a mid-air collision in the immediate vicinity of Oxford was in fact when both aircraft were within the ATZ and under the control of Oxford ATC (https://assets.publishing.service.gov.uk/media/5422f8f540f0b61342000687/dft_avsafety_pdf_502021.pdf).

2. ATC Workload

ATC staffing is an issue for OASL, and OASL should staff ATC appropriately for the workload that is required for the airspace. I would therefore submit that consideration of ATC workload in a DP is predominantly a commercial (cost) decision for OASL. As a result this DP should be low priority.

3. MDP Environment

DPs centred around CO2 emissions are likely to be marginal, noise is more important. Lack of defined routes and radar vectoring is likely to lower emissions(direct tracking rather than following prescribed routes) whereas noise is more dispersed.

Many thanks,

[REDACTED]
[REDACTED]
[REDACTED]
e: [REDACTED]
uk: [REDACTED]
us: [REDACTED]

From: Consultation <acp@londonoxfordairport.com>
Date: Friday, 24 May 2024 at 16:02
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

You don't often get email from acp@londonoxfordairport.com. [Learn why this is important](#)

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

 Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 26 May 2024 18:01
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

I now support the revisions in the updated Consultation.

[REDACTED]

[REDACTED]



This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 5:28 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

-
Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes

based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 26 May 2024 11:15
To: Consultation
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

From MUW Parish Council, no comment.

On Fri, 24 May 2024 at 17:29, Consultation <acp@londonoxfordairport.com> wrote:

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 27 May 2024 09:48
To: Consultation
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Further to your email of the 24th May 2024 we have no further comment at this stage,

Kind regards - [REDACTED]
Director

On 24/05/2024 16:00 BST Consultation <acp@londonoxfordairport.com> wrote:

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on

24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

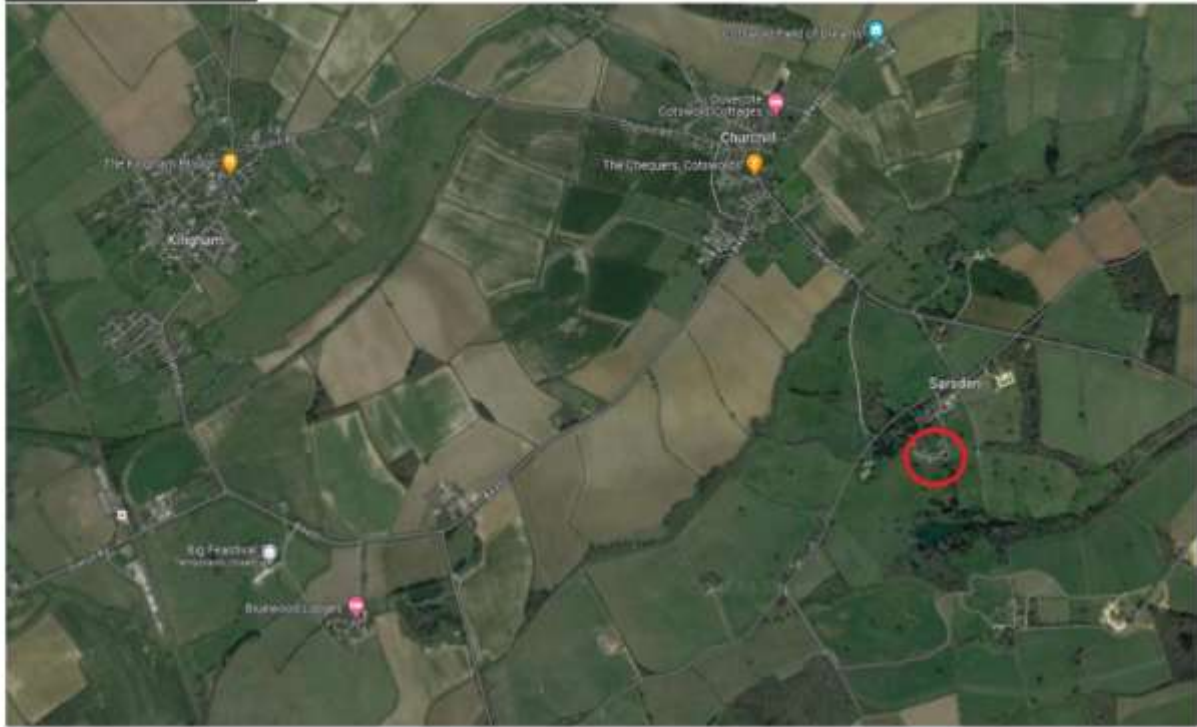
From: [REDACTED]
Sent: 30 May 2024 17:15
To: Consultation
Cc: [REDACTED]
Subject: London Oxford Airport - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT – TWO WEEK REVIEW

EXTERNAL

Dear Sir or Madam,

I am writing on behalf of the [REDACTED] Chairman, [REDACTED].

[REDACTED]



The residence includes a number of significant heritage features including a registered park and garden and Listed buildings (incl. Grade II* Listed). We understand that this is a relatively early stage of the process and is seeking to set out the key design principles, however, we also appreciate that the future modifications to the airport operation is expected to include the definition of specific aircraft routes into the airport.

Clearly, the detailed positioning of those routes will be vital in understanding the impact on specific locations. Therefore, we reserve the right to object once the specific routes for aircraft are defined and request that the impact on key heritage features are considered in the process of defining these routes.

Please can I be added to the appropriate database for all future consultations related to London Oxford Airport.

Kind regards,

[REDACTED]

[REDACTED]

Planning Director

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Tel No: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]

SAVE PAPER - THINK BEFORE YOU PRINT!

This E-mail is confidential.

It may also be legally privileged. If you are not the addressee you may not copy, forward, disclose or use any part of it. If you have received this message in error, please delete it and all copies from your system and notify the sender immediately by return E-mail.

Internet communications cannot be guaranteed to be timely secure, error or virus-free. The sender does not accept liability for any errors or omissions.

[REDACTED]

From: [REDACTED]
Sent: 31 May 2024 15:12
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

David
Thanks.

We note that the DPs include at DP(a) a reference to 'Provide a safely designed airspace structure'. DP(c) similarly notes 'If we could....have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.' DP(d) refers to containment requirements where controlled airspace is required. During our recent meeting, you noted that at this stage no new airspace structure was being considered as the ACP is about a revised instrument approach procedure. The DPs suggest in fact that controlled airspace is very much front of mind.

DP(g) notes 'and containing new aircraft'. What does this mean? Is 'new' future capacity? Is 'containing' controlling?

We do wonder if the limited number of responses to date is linked to the initial stage of the consultation referencing an IAP rather than introduction of controlled airspace.

Looking forward, we are preparing for engagement ahead of stage 2 by pulling together representatives from BGA, LAA and BHPA who are willing to meet with you to discuss airspace user needs in the area.

Kind regards
[REDACTED]
BGA

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 3:55 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

[REDACTED]

[REDACTED]

Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington
OXON
OX5 1RA

Tel: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 31 May 2024 12:44
To: Consultation; airspace.policy@caa.co.uk
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hi,

thank you for your email, It seems I was missed when the first round of these emails were sent out, despite responding to your original consultation using your online form. That could do with some improvements as it did not send me a copy or confirmation of my response, it just told me that my response was complete and had been saved- but it didnt tell me where it had been saved, presumably somewhere on your computer system!

Ive noticed that your "ANALYSIS OF COMMENTS FROM STAKEHOLDERS ON THE PROPOSED DRAFT DPS" does not contain reference to many of my comments and even says "no specific comments recieved" for items where I had made a comment. So this suggests that my comments have been missed. I wonder how many other stakeholders this has happened to, although I think because of the title of the ACP, which only mentions new Instrument approach procedures which most people will think dont affect them, they dont realise the hidden agenda evident in the Design Principals that really this is also an attempted airspace grab, thus many people who ought to be involved havent commented. Many others will also not know the ACP even exists.

My comments to your specific changes are as follows

b1/ "Airspace design should minimise disruption and, to the greatest extent possible, maximise accessibility for all airspace users in accordance with the airspace rules."

I do not agree with this wording at all. The ACP is for Instrument approach procedures. These do not require any controlled airspace, so all reference to airspace design should be removed.

The wording should be "the Instrument approach procedure design should minimise disruption to the greatest extent possible for all airspace users in the vicinity of the procedures by ensuring that the procedures keep all aircraft as close as possible to Oxford airport at all times and as high as possible on a continuous descent approach."

e1/e2/ I have no objection to splitting the two, but really they are highly related as increased noise and CO2/emissions comes from the aircraft flying level at low level needing high engine power like they do now on the ILS approach when they descend too early, not only are they closer to the ground making them noisier and the CO2/emissions less chance to dissipate, the noise and emissions are higher because of the higher engine power required to fly level. The design principal should be to keep the aircraft as high as possible on a continuous descent approach and avoid creating or allowing any level segments below a certain height. (6000ft as used at LHR perhaps)

Other comments on my original response that havent been considered in the comments document, as follows

a/ my specific comment " the proposal is for instrument approach procedures, the design principals should be for these and not add in other separate requirements such as requests for controlled airspace"

thus Rationale should be changed to "provide a safely designed instrument approach minimising the impact on other airspace users and ensuring their safety isnt compromised and preferably improved" a particular point could be that the current ILS19 allows aircraft to descend to very low level a long distance from the airport where other airspace users wouldnt expect Instrument approach traffic to be, this should be prevented by keeping aircraft higher and closer to Oxford, away from airspace used by others. There should be no mention of airspace design/structure in the DPs.

b/ continuous descent approaches should be added to this design principal and over-rule any "level segment" requirement in Pans Ops

c/ reducing ATC workload should not be an excuse for an airspace grab. The ACP is about instrument approaches, ATC workload can be reduced by keeping the approaches away from other airspace users, and ensuring aircraft using the approaches are kept higher and closer to Oxford airport. mention of protected airspace as a design principle should be removed.

d/ There are no containment requirements so this DP should be removed. The document mentioned, SSRG 126 is design principals for CAS IF controlled airspace is required. Thus this is completely irrelevant to this ACP which is just to create more Instrument approaches, there are already instrument approaches being operated without controlled airspace, which clearly shows its no a requirement! (if it is then those Instrument approaches should be withdrawn immediately)

f/ this should be removed, as with d/ the rationale given is a document that is irrelevant to the ACP, because no controlled airspace is required. The actual DP Statement " remove dependence from adjacent ATC structures where possible" is also unclear and to why it should be a design principle.

Ideally more co-ordination with Brize ATC and use of their controlled airspace, particularly for missed approaches would be ideal. Routing missed approaches into their class D in a co-ordinated manner would be an ideal solution and help meet other DPs particularly keeping aircraft away from other airspace users and not disrupting them.

g/ this DP should be removed. My specific comments were that this is usually vastly exaggerated and based on pie in the sky ideas (such as the proposed commercial domestic flights mentioned which have been tried and failed many times before) The actual future demand is probably less than now, as again the movement numbers are falling and more high movement rate training schools are moving away. Oxford had 200,000 movements some years, all handled with just an ATZ its now down near to 25% of that, there has been an increase in recent years but the trend now is reduction again. So if this DP is to be considered, future demand should be considered as less than now. It should also be based on the current most usual aircraft types which are small/medium executive jets and piston/turbine twins.

Best Regards

[REDACTED]

----- Original Message -----

From: acp@londonoxfordairport.com

To: acp@londonoxfordairport.com

Sent: Tuesday, May 28th 2024, 12:22

Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 -
CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF
CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 04 June 2024 15:35
To: David Austen
Cc: [REDACTED]
Subject: FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
Attachments: Design Principles Update-Two_Week_Stakeholder_Engagement.pdf; FW: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT [REDACTED]

EXTERNAL

Dear Sir/ Madam,

I can confirm that West Oxfordshire District Council have no further comments to make beyond those previously made (which are attached).

Thank you for providing a summary of the amendments.

Kind regard,

[REDACTED]

[REDACTED]

[REDACTED] - West Oxfordshire District Council



From: [REDACTED]
Sent: Friday, May 24, 2024 4:04 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

You don't often get email from [REDACTED] [Learn why this is important](#)

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

Publica is a company wholly owned by Cotswold District Council, Forest of Dean District Council, West Oxfordshire District Council and Cheltenham Borough Council to deliver local services on their behalf.

The content of this email and any related emails do not constitute a legally binding agreement and we do not accept service of court proceedings or any other formal notices by email unless specifically agreed by us in writing.

Recipients should be aware that all e-mails and attachments sent and received by Publica on behalf of West Oxfordshire, Cotswold and/or Forest of Dean District Council may be accessible to others in the Council for business or litigation purposes, and/or disclosed to a third party under the Freedom of Information or Data Protection Legislation.

[REDACTED]

From: [REDACTED]
Sent: 04 June 2024 10:02
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

No comment

[REDACTED]

This message is intended solely for the addressee and may contain confidential information. If you have received this message in error, please send it back to us, and immediately and permanently delete it. Do not use, copy or disclose the information contained in this message or in any attachment.

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 5:29 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

This email contains information, which may be privileged or confidential. It is meant only for the individual(s) or entity named above. If you are not the intended recipient, note that disclosing, copying, distributing or using this information is prohibited. If you have received this email in error, please let me know immediately on the email address above and delete. Thank you. We monitor our email system, and may record your emails

[REDACTED]

From: [REDACTED]
Sent: 05 June 2024 13:15
To: [REDACTED]
Cc: Parish Chair; Parish Clerk
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL-RESPONSE
NEEDED PLEASE - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER
ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

For the attention of [REDACTED] - ACP Team

Good afternoon [REDACTED],
We confirm receipt of your e-mail dated 24th May 2024, advising on amendments to your Airspace Change Proposal (ACP) - ACP-2023-033 document dated 13th March 2024, and after review, we would advise that we do not have any further comments at this juncture.

Best Regards

[REDACTED]

From: [REDACTED]
Date: Fri, May 24, 2024 at 4:05 PM
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT
DESIGN PRINCIPLES
To: Consultation <acp@londonoxfordairport.com>

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 05 June 2024 16:54
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Thank you for your request to comment on your Airspace Change Proposal for London Oxford Airport.

The Climate, Biodiversity & Planning Committee of Witney Town Council met on 4th June 2024 and considered your documents. They ask that the following comments are considered:

- *In relation to Design Principle E1 – Improved Profiles for Noise, the Council ask that consideration is given in order that there is no increase in the noise profile over Witney*
- *In relation to Design Principle E2 Improved profiles for Carbon dioxide (CO2)/Emissions, the Council encourage Carbon Offset in the immediate area of the airfield and it's surroundings.*
- *Lastly, the Council in respect of any increase to air traffic that a review of ground transportation takes place and is met with appropriate measures to reduce the environmental impacts which may be cause by increased passenger journeys associated with the airport.*

Kind Regards



[REDACTED]
[REDACTED]
At Witney Town Council

My working hours are Mon- Fri 8:30 am – 5pm (Fri to 4:30pm)

Phone [REDACTED]

Web www.witney-tc.gov.uk

Town Hall, Market Square, Witney OX28 6AG



This e-mail (including any attachments) may be confidential and may contain legally privileged information. You should not disclose its contents to any other person. If you are not the intended recipient, please notify the sender immediately.

Whilst the Council has taken every reasonable precaution to minimise the risk of computer software viruses, it cannot accept liability for any damage which you may sustain as a result of such viruses. You should carry out your own virus checks before opening the e-mail (and/or any attachments).

Unless expressly stated otherwise, the contents of this e-mail represent only the views of the sender and does not impose any legal obligation upon the Council or commit the Council to any course of action.

Please don't print this e-mail unless you really need to

From: [REDACTED]
Sent: Friday, May 24, 2024 4:04 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 06 June 2024 13:58
To: Consultation
Subject: Airspace Change Proposal ACP-2023-033
Attachments: Oxford Airport consultation response ACP-2023-033 24-00909-SETRAN .pdf

EXTERNAL

Please find attached Buckinghamshire Council's response regarding the recent consultation associated with ACP-2023-033.

Kind regards,

[REDACTED]

Environmental Health Officer
Communities, Transport and Regulatory Services

[REDACTED]
[REDACTED]

Buckinghamshire Council, Walton Street Offices, Walton Street, Aylesbury, Buckinghamshire, HP20 1UA



DISCLAIMER FOR BUCKINGHAMSHIRE COUNCIL

Any views expressed in this email are those of the individual sender and are not necessarily those of Buckinghamshire Council unless explicitly stated.

This email and any attachments may contain confidential or privileged information and is intended solely for the use of the individual or entity to whom it is addressed. Any confidential, sensitive or protectively marked material must be handled accordingly.

If you are not the intended recipient you must not disclose, distribute, copy, print or rely on any of the information contained in the email or attachments, and all copies must be deleted immediately. If you do receive this email in error please notify the sender immediately and note that confidentiality or privilege is not waived or lost.

Buckinghamshire Council may monitor the contents of emails sent and received via its network for the purposes of ensuring compliance with relevant legislation and the Council's policies and procedures. All such monitoring will take place in accordance with relevant legislation including privacy and data protection legislation. For details of how Buckinghamshire Council uses personal information please see the Council's website.

Buckinghamshire Council has scanned this email and attachments for viruses but does not accept any responsibilities for viruses once this email has been transmitted. You should therefore carry out your own anti-virus checks before opening any documents.



**Directorate for Communities
Transport & Regulatory Services**

Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury,
HP19 8FF

www.buckinghamshire.gov.uk

London Oxford Airport
ACP Team
Oxford Aviation Services Limited
Oxford Airport
Kidlington
Oxford
OX15 1RA

Dealt with by: [REDACTED]
Direct Line: [REDACTED]
Your Ref: ACP-2023-033
Date: 6/6/2024
Our Ref: [REDACTED]
Email: [REDACTED]

BY EMAIL

Dear Sir/Madam

London Oxford Airport

Re: Airspace Change Proposal (ACP) – ACP-2023-033 / CAP 1616 Design Principles

Thank you for your letter of 24th May 2024 which has been passed to the Council's Strategic Environmental Health Protection Team for review.

The Council recognises the rationale behind the broad hierarchy of the revised set of Design Principles (DPs) set out on pages A4 to A6 of the letter. Nonetheless, it wishes to point out the importance of the minimisation of noise and other pollutants in respect of the communities it serves.

The Council very much supports the splitting of environmental consideration DP(e) into (1) noise, and (2) emissions (the scope of which is now extended to include non-CO₂ pollutants). The broadening of the latter is particularly important as it enables the disaggregation of airborne pollutants in to those of local importance (such as nitrogen dioxide and fine particulate matter) and ones, such as carbon dioxide, which are of global significance in connection with climate change. This disaggregation will enable specific mitigation measures to be considered.

I trust that the above comments are helpful and please feel free to contact me if you would like to discuss them in more depth or indeed any other aspect of the Airport's development proposals.

Yours faithfully,

[REDACTED]
[REDACTED]
[REDACTED]

Strategic Environmental Health Protection Team

[REDACTED]

From: [REDACTED]
Sent: 06 June 2024 12:33
To: Consultation
Cc: [REDACTED]
Subject: Response to Design Principles Update Two-week Stakeholder Engagement

EXTERNAL

Dear Sir/Madam

Many thanks for the updated Design Principles, following on from your recent request for input from stakeholders.

Splitting the environment design principle to give each aspect (noise and emissions) increased focus and attention is a welcome change.

Reading the rationale for e1 and e2, 'We should explore the possibility of reducing noise/CO2/emissions *where we can*' sounds rather passive and contingent in its intention. Might this be rephrased to be something rather more active? For example, this could say 'We will put in place a plan that aims to reduce noise/CO2/emissions where possible and will measure our performance annually against our targets' - even if it is felt that currently making much progress in significant reduction is difficult, actively looking for technical/scientific innovations that would allow this and reporting regularly on it would feel more directed and purposeful.

Thank you again for the opportunity to input to this process.

Yours faithfully

[REDACTED]
Parish Councillor
Combe Parish Council

[REDACTED]

From: [REDACTED]
Sent: 06 June 2024 10:26
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Good morning,

Thank you for the additional information supplied regarding changes to your Design Principles. The MOD have no additional comments beyond the original feedback and are content with the changes.

Kind regards,

[REDACTED]

[REDACTED] | [REDACTED] | UK Air Support Operations Squadron | Mixed Office and Remote Working | MoD Boscombe Down | Amesbury | SP4 0JF | Skype : [REDACTED] | [REDACTED]

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 3:55 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

[REDACTED]

[REDACTED]
Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington

OXON
OX5 1RA

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 06 June 2024 11:45
To: [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Good morning,

Sutton Courtenay Parish Council has noted the proposal and have no comments to make.

Kind regards, [REDACTED]

[REDACTED]
Clerk & RFO, Sutton Courtenay Parish Council
[REDACTED] www.suttoncourtenay-pc.gov.uk
Please note I normally work Monday to Thursday.

-----Original Message-----

From: [REDACTED]
Sent: Friday, 24 May, 2024 16:04
To: "Consultation" <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

 Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 07 June 2024 15:55
To: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Good afternoon

Middleton Cheney Parish Council have no comment to make at this time but request to remain on the consultation list for further updates.

Kindest regards

[REDACTED]
Middleton Cheney Parish Council
Parish Meeting Rooms
Middleton Cheney, Banbury, OX17 2LR
Tel: [REDACTED]



-----Original Message-----

From: "Consultation" <acp@londonoxfordairport.com>
Sent: Friday, 24 May, 2024 5:29pm
To: "Consultation" <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Apologies if this is a second email – our system showed a number of unsent emails but did not state or show which ones had not been sent.

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42
This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.
Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: [REDACTED]
Sent: 07 June 2024 13:54
To: David Austen
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Good afternoon,

Thank you for informing Thame Town Council. We have no wish to comment on the changes to the design principles, please keep in contact with us on this matter.

Regards,

[REDACTED]

[REDACTED]

Committee Services & Processes Officer

Thame Town Council

www.thametowncouncil.gov.uk

Town Hall, High St, Thame, Oxfordshire, OX9 3DP

Town Hall: [REDACTED] Mobile: [REDACTED] Direct Dial: [REDACTED]

Thame Town Council regards your privacy as important and any personal information you give to us will be used in accordance with the law. Please read our [privacy notice](#).



SIGN UP TO OUR WEEKLY NEWSLETTER
For all the latest information from Thame Town Council



From: [REDACTED]
Sent: Friday, May 24, 2024 4:04 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email. The information contained in this transmission may be confidential and may also be the subject of legal professional privilege. If you are not the intended recipient, any use, disclosure or copying of any part of this transmission is unauthorised. As an e-mail can be an informal method of communication, the views expressed may be personal to the sender and should not be taken as necessarily representing the views of Thames Town Council. If you have received this transmission in error, please notify the originator immediately. <http://www.thametowncouncil.gov.uk>

[REDACTED]

From: [REDACTED]
Sent: 07 June 2024 16:28
To: Consultation
Cc: Clerk WPC; [REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
Attachments: WoottonPC_OxfordAirport_Response_7thJune2024.pdf

EXTERNAL

Dear ACP,

Thank you once again for the opportunity to respond with our feedback for the proposed changes.

Please find attached our comments. We would be grateful you would reply that they have been received.

We would like to reaffirm our request to be kept informed and involved in the airspace change process.

Kind regards

Wootton Parish Council Members

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 24 May 2024 at 16:05
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES
To: Consultation <acp@londonoxfordairport.com>

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

7th June 2024

OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES.

Thank you for providing the opportunity to receive further feedback on Oxford Airport's CAP1616 proposed airspace change. As members of the Wootton Parish Council, we lack any aviation industry experience and any previous history of going through an airspace change. Our response has developed over the last few months as we seek to understand fully the process as a non-aviation stakeholder. We recognise some of this feedback probably should have come earlier and we hope that fair consideration is still allowed.

Members of our community, Wootton Parish, have become anxious and frustrated over the years from impact to the village by aviation overhead. As we said in WPC's earlier response to your Design Principles for Proposed Airspace Changes, with our long track record of overflight and noise infringements over Wootton, which is listed as a Conservation Area, we would be supportive of all Design Principles that would ultimately lead to a change of airspace that reduced overflights and noise.

The largest single issue is with light aircraft flying low level (often just above 1000ft) over the village either through training or leisure flying. These are largely discretionary flightpaths which entail performing many loops on route over houses and gardens. We recognise that the Class-G airspace does not come under the control of Oxford Airport but nevertheless the presence of airport contributes to this traffic.

Secondly, we are impacted by helicopter routes that pass close to the easterly and westerly boundaries of the village including those due to Oxford Airport's helicopter flight school. We make the point that helicopter rotor harmonic noise is particularly impactful even at higher altitudes.

Thirdly, private jets using the airport often routes on the east side of the village. These routes both are more direct to other airports taken by the light leisure/training aircraft. With each of these cases we appreciate the airports efforts in encouraging the pilots to take routes away from the village and the handling of complaints with various infringements.

We would like to emphasize that the Parish of Wootton, with a population of approximately 500 people, suffers the unusual predicament of these three sources of aviation nuisance. Therefore, we emphasise the Environmental DPs and we think that it is constructive for you to split these into e1 Improved profiles for Noise and e2 Improved profiles for CO2. However, we note that the wording of the rationales between e1 and e2 are almost identical and therefore provide little specific guidance for each issue.

Regarding MDP Environment DP e1 Improved Profiles for noise "We should explore the possibility of reducing noise where we can" WPC has previously mentioned that we would like there to be Noise Monitors at the airport and the wider area. Noise immediately affects the quality of life of our community as well as the recognised long term negative impact to health. Regarding c. Avoid overflying the same communities with multiple routes to and

from Oxford Airport. We very much hope that this will lead to a reduction in route utilisation and that direct flight patterns, indirect looping flight patterns (including holding patterns) bordering/overlapping close to our village are moved further away.

Regarding MDP Environment DP e2 Improved profiles for CO2/Emissions. WPC supports this DP but would like to know how air quality in our Neighbourhood can be better defined in the DP. Again, we would support any change of airspace that would reduce the volume of aircraft movements over Wootton Parish and therefore reduce the impact of CO2/Emissions.

Additionally, within the Environmental DPs there is a lack of guidance regarding Conservation areas, Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), Nature Reserves or any rural area recognised for its tranquillity.

We believe that Oxford Airport has a policy to only allow aircraft to enter its controlled airspace with transponders fitted and working. We would therefore welcome an increase in the controlled airspace which we anticipate would reduce aircraft from infringements of airspace above Wootton village that have been previously carried out with impunity. However, we note there is a lack of DP rationale regarding the fitting of related technologies. This would provide greater understanding of how flights are monitored with the security of knowing that overflight/noise offenders will be warned and face a penalty procedure.

Although not directly affecting us, we note the wording of mandatory DPs 'b' and 'd' point to further documents rather than explaining the actual rationale of the DP. Whilst there is no doubt these documents are essential, as non-aviation stakeholders we would appreciate additional wording such that we better understand DP's contribution in later stages.

We feel it's a shame that there haven't been any workshops that bring the stakeholders together in one room. Obviously, whilst collating the written responses from the stakeholders has merit, an opportunity for open discussion has been missed to better define the outcome of the design principles. Workshops would have better educated us (non-aviation stakeholders) on the best way to engage with yourselves and potentially improved the quantity and quality of the responses.

Finally, we also request that you do include West Oxfordshire District Council in your Airspace Change Proposal as a stakeholder as Wootton Parish lies within that District and [REDACTED] the CE has assisted us with transport hub issues such as bus services that currently stop at London Oxford Airport.

We kindly ask that you continue to keep us informed and involved in the air change process.

Wootton Parish Council

[REDACTED]

From: [REDACTED] - Steeple Aston Parish Clerk <parishclerk.steepleaston@gmail.com>
Sent: 11 June 2024 08:20
To: [REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hello

Although the deadline for responses to this consultation has passed, Steeple Aston Parish Council would like the opportunity to make a response. The parish council was unable to meet the deadline due to school holidays falling within the consultation period and the absence of councillors. The PC has a meeting on 17th June and would be able to respond to the consultation shortly after this. please could you confirm that this would be acceptable?

Many thanks

[REDACTED]

[REDACTED]
Parish Clerk & RFO
[REDACTED]

On 24/05/2024 16:04, [REDACTED] wrote:

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

OASL CORRESPONDENCE – SECOND STAKEHOLDER ENGAGEMENT

The OASL correspondence to the second Stakeholder Engagement can be found within Appendix 4 to Annex D as follows:

From: Consultation
Sent: 29 May 2024 18:01
To: [REDACTED]
Cc: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Hi [REDACTED],

Thank you for your email. I was not previously aware of the collision in the circuit (I have not been here that long) but it is an interesting read. We will take your comments below into consideration.

Regarding the ATC Workload and staffing comment, fortunately we are one of the few Units who have been able to retain and indeed grow our ATC controller numbers (I have no idea what we are doing but long may it continue) such that we have extended radar hours from 08:00-18:00 to 07:30-20:00 local time daily and can open Tower and GMC and two radar positions during the core hours of the day (approx. 10:00-17:00) – something we could not do six months ago. We have also one additional controller on the books in the event that someone decides to leave. The ATC workload DP is not due to a lack of staffing, it is more to do with the multiple vectors and levels we have to provide to ensure that aircraft are safely deconflicted from each other and/or sequenced to make safe arrivals/departures to/from Oxford.

I'm happy to chat through this if it would help?

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

From: [REDACTED]
Sent: Sunday, May 26, 2024 6:38 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hello,

I would like to make the following comments on the ACP DPs:

1. MDP Safety

Whilst safety is of course a critical input into any ACP, safety requirements should be at the appropriate level of risk and proportionate. At *extremis*, the most safe outcome would be to ban all aircraft, but obviously this is not either commercially viable or proportionate. Furthermore, the introduction of controlled airspace does not necessarily create higher safety, and there are multiple examples of mid-air collisions within controlled airspace.

The only example I could find of a mid-air collision in the immediate vicinity of Oxford was in fact when both aircraft were within the ATZ and under the control of Oxford ATC (https://assets.publishing.service.gov.uk/media/5422f8f540f0b61342000687/dft_avsafety_pdf_502021.pdf).

2. ATC Workload

ATC staffing is an issue for OASL, and OASL should staff ATC appropriately for the workload that is required for the airspace. I would therefore submit that consideration of ATC workload in a DP is predominantly a commercial (cost) decision for OASL. As a result this DP should be low priority.

3. MDP Environment

DPs centred around CO2 emissions are likely to be marginal, noise is more important. Lack of defined routes and radar vectoring is likely to lower emissions(direct tracking rather than following prescribed routes) whereas noise is more dispersed.

Many thanks,

[Redacted]

[Redacted]

e: [Redacted]

uk: [Redacted]

us: [Redacted]

From: Consultation <acp@londonoxfordairport.com>
Date: Friday, 24 May 2024 at 16:02
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

You don't often get email from acp@londonoxfordairport.com. [Learn why this is important](#)

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 04 June 2024 13:55
To: [REDACTED]
Cc: Consultation
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Afternoon [REDACTED].

Thank you for your response.

The wording for the DPs in the areas you indicate below have not changed since the Stakeholder Engagement documentation was issued. We have listened and added the DP you requested regarding all aircraft "Consider all aircraft types that operate in the area". As I mentioned, until I know the CAA's outcome on the AMS and UK FIS/ICAO FIS and ATZ/RMZ conversations and any requirements for airspace relating to IFPs, we have to keep the DPs able to be flexible; hence the term 'appropriate airspace' within the Statement of Need.

We look forward to meeting with representatives from BGA, LAA and BHPA and others.

Kind Regards,

[REDACTED]

[REDACTED]
Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington
OXON
OX5 1RA

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: [REDACTED]
Sent: Friday, May 31, 2024 3:12 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

[REDACTED]
Thanks.

We note that the DPs include at DP(a) a reference to 'Provide a safely designed airspace structure'. DP(c) similarly notes 'If we could....have some limited from of protected airspace, this would reduce ATC workload and the reliance on tactical intervention.' DP(d) refers to containment requirements where controlled airspace is required. During our recent meeting, you noted that at this stage no new airspace structure was being considered as the ACP is about a revised instrument approach procedure. The DPs suggest in fact that controlled airspace is very much front of mind.

DP(g) notes 'and containing new aircraft'. What does this mean? Is 'new' future capacity? Is 'containing' controlling?

We do wonder if the limited number of responses to date is linked to the initial stage of the consultation referencing an IAP rather than introduction of controlled airspace.

Looking forward, we are preparing for engagement ahead of stage 2 by pulling together representatives from BGA, LAA and BHPA who are willing to meet with you to discuss airspace user needs in the area.

Kind regards

[REDACTED]
BGA

From: Consultation <acp@londonoxfordairport.com>
Sent: Friday, May 24, 2024 3:55 PM
To: Consultation <acp@londonoxfordairport.com>
Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Responses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

[REDACTED]

[REDACTED]
Oxford Aviation Services Limited
London Oxford Airport
Langford Lane
Kidlington
OXON
OX5 1RA

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
www.londonoxfordairport.co.uk



Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 04 June 2024 16:26
To: [REDACTED]
Cc: Consultation; airspace.policy@caa.co.uk
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Thank you for your response.

Your comments from your online form have been captured and are noted; they are in our summary sheet and will be captured in the Annex for the Stage 1b gateway document.

The ACP Statement of Need, a link to which was in the Stakeholder Engagement document that you received, clearly articulates 'appropriate airspace' which may be the status quo of Class G, but it may be different. This will come out in the Design Stage where your comments below will be noted, including those relating to continuous descent profiles but remembering that not all aircraft wish to commence a training instrument approach from a higher level so the procedure should consider such aircraft. I hope you will take the time to contribute further with the process.

I am concerned over your comment that "Many others will also not know the ACP even exists". Every Council, including Parish Councils, within the area indicated within the Stakeholder Engagement document were contacted as were many aviation areas of the industry. Additionally, for aviation, the National Air Traffic Management Advisory Committee were included within the distribution. Accordingly, we would hope that those who want to know about the ACP, do so.

Regards

ACP Team

From: [REDACTED]
Sent: Friday, May 31, 2024 12:44 PM
To: Consultation <acp@londonoxfordairport.com>; airspace.policy@caa.co.uk
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hi,

thank you for your email, It seems I was missed when the first round of these emails were sent out, despite responding to your original consultation using your online form. That could do with some improvements as it did not send me a copy or confirmation of my response, it just told me that my response was complete and had been saved- but it didnt tell me where it had been saved, presumably somewhere on your computer system!

Ive noticed that your "ANALYSIS OF COMMENTS FROM STAKEHOLDERS ON THE PROPOSED DRAFT DPS" does not contain reference to many of my comments and even says "no specific comments recieved" for

items where I had made a comment. So this suggests that my comments have been missed. I wonder how many other stakeholders this has happened to, although I think because of the title of the ACP, which only mentions new Instrument approach procedures which most people will think don't affect them, they don't realise the hidden agenda evident in the Design Principals that really this is also an attempted airspace grab, thus many people who ought to be involved haven't commented. Many others will also not know the ACP even exists.

My comments to your specific changes are as follows

b1/ "Airspace design should minimise disruption and, to the greatest extent possible, maximise accessibility for all airspace users in accordance with the airspace rules."

I do not agree with this wording at all. The ACP is for Instrument approach procedures. These do not require any controlled airspace, so all reference to airspace design should be removed.

The wording should be "the Instrument approach procedure design should minimise disruption to the greatest extent possible for all airspace users in the vicinity of the procedures by ensuring that the procedures keep all aircraft as close as possible to Oxford airport at all times and as high as possible on a continuous descent approach."

e1/e2/ I have no objection to splitting the two, but really they are highly related as increased noise and CO₂/emissions comes from the aircraft flying level at low level needing high engine power like they do now on the ILS approach when they descend too early, not only are they closer to the ground making them noisier and the CO₂/emissions less chance to dissipate, the noise and emissions are higher because of the higher engine power required to fly level. The design principal should be to keep the aircraft as high as possible on a continuous descent approach and avoid creating or allowing any level segments below a certain height. (6000ft as used at LHR perhaps)

Other comments on my original response that haven't been considered in the comments document, as follows

a/ my specific comment " the proposal is for instrument approach procedures, the design principals should be for these and not add in other separate requirements such as requests for controlled airspace"

thus Rationale should be changed to "provide a safely designed instrument approach minimising the impact on other airspace users and ensuring their safety isn't compromised and preferably improved" a particular point could be that the current ILS19 allows aircraft to descend to very low level a long distance from the airport where other airspace users wouldn't expect Instrument approach traffic to

be, this should be prevented by keeping aircraft higher and closer to Oxford, away from airspace used by others. There should be no mention of airspace design/structure in the DPs.

b/ continuous descent approaches should be added to this design principal and over-rule any "level segment" requirement in Pans Ops

c/ reducing ATC workload should not be an excuse for an airspace grab. The ACP is about instrument approaches, ATC workload can be reduced by keeping the approaches away from other airspace users, and ensuring aircraft using the approaches are kept higher and closer to Oxford airport. mention of protected airspace as a design principle should be removed.

d/ There are no containment requirements so this DP should be removed. The document mentioned, SSRG 126 is design principals for CAS IF controlled airspace is required. Thus this is completely irrelevant to this ACP which is just to create more Instrument approaches, there are already instrument approaches being operated without controlled airspace, which clearly shows its no a requirement! (if it is then those Instrument approaches should be withdrawn immediately)

f/ this should be removed, as with d/ the rationale given is a document that is irrelevant to the ACP, because no controlled airspace is required. The actual DP Statement " remove dependence from adjacent ATC structures where possible" is also unclear and to why it should be a design principle. Ideally more co-ordination with Brize ATC and use of their controlled airspace, particularly for missed approaches would be ideal. Routing missed approaches into their class D in a co-ordinated manner would be an ideal solution and help meet other DPs particularly keeping aircraft away from other airspace users and not disrupting them.

g/ this DP should be removed. My specific comments were that this is usually vastly exaggerated and based on pie in the sky ideas (such as the proposed commercial domestic flights mentioned which have been tried and failed many times before) The actual future demand is probably less than now, as again the movement numbers are falling and more high movement rate training schools are moving away. Oxford had 200,000 movements some years, all handled with just an ATZ its now down near to 25% of that, there has been an increase in recent years but the trend now is reduction again. So if this DP is to be considered, future demand should be considered as less than now. It should also be based on the current most usual aircraft types which are small/medium executive jets and piston/turbine twins.

Best Regards

██████████

----- Original Message -----

From: acp@londonoxfordairport.com

To: acp@londonoxfordairport.com

Sent: Tuesday, May 28th 2024, 12:22

Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 -
CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF
CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

[REDACTED]

From: Consultation
Sent: 04 June 2024 16:43
To: [REDACTED] Consultation
Cc: [REDACTED]
Subject: RE: London Oxford Airport - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT – TWO WEEK REVIEW

Good afternoon,

Thank you for your email.

I have added you onto our email list for future correspondence.

Regards

ACP Team

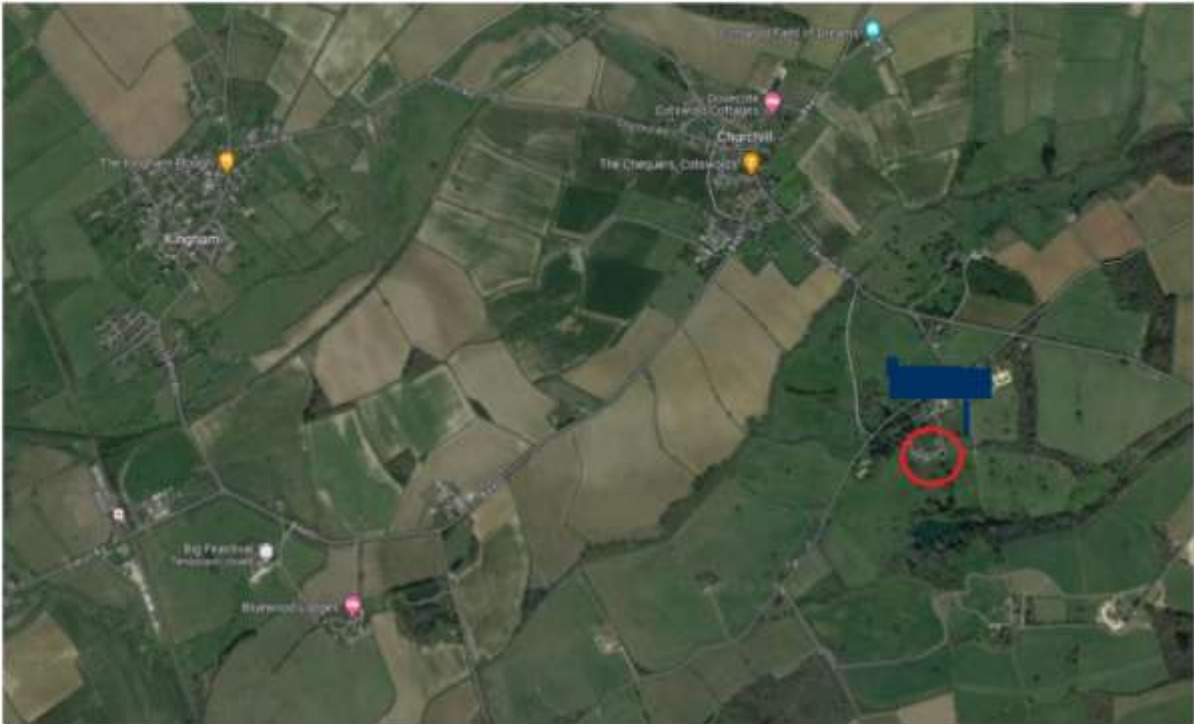
From: [REDACTED]
Sent: Thursday, May 30, 2024 5:15 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: [REDACTED]
Subject: London Oxford Airport - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT – TWO WEEK REVIEW

EXTERNAL

Dear Sir or Madam,

I am writing on behalf of the Gallagher Developments Chairman, [REDACTED]

[REDACTED] resides at [REDACTED], which is located circa [REDACTED] of London Oxford Airport:



The residence includes a number of significant heritage features including a registered park and garden and Listed buildings (incl. Grade II* Listed). We understand that this is a relatively early stage of the process and is seeking to set out the key design principles, however, we also appreciate that the future modifications to the airport operation is expected to include the definition of specific aircraft routes into the airport.

Clearly, the detailed positioning of those routes will be vital in understanding the impact on specific locations. Therefore, we reserve the right to object once the specific routes for aircraft are defined and request that the impact on key heritage features are considered in the process of defining these routes.

Please can I be added to the appropriate database for all future consultations related to London Oxford Airport.

Kind regards,

[Redacted]

[Redacted]
[Redacted]

[Redacted]

[Redacted]
[Redacted]
[Redacted]

Tel No: [Redacted]
Mobile: [Redacted]
Email: [Redacted]

SAVE PAPER - THINK BEFORE YOU PRINT!

This E-mail is confidential.

It may also be legally privileged. If you are not the addressee you may not copy, forward, disclose or use any part of it. If you have received this message in error, please delete it and all copies from your system and notify the sender immediately by return E-mail.

Internet communications cannot be guaranteed to be timely secure, error or virus-free. The sender does not accept liability for any errors or omissions.

[REDACTED]

From: Consultation
Sent: 09 June 2024 11:29
To: [REDACTED]
Cc: Clerk WPC; [REDACTED]
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good morning,

Thank you for your email. Your comments are acknowledged.

The Airport Consultative Committee is one of the methods of keeping informed and it will be at the next Stage where workshops will be held to which Stakeholders will be invited to contribute.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk

From: [REDACTED]
Sent: Friday, June 7, 2024 4:28 PM
To: Consultation <acp@londonoxfordairport.com>
Cc: Clerk WPC [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Dear ACP,

Thank you once again for the opportunity to respond with our feedback for the proposed changes.

Please find attached our comments. We would be grateful you would reply that they have been received.

We would like to reaffirm our request to be kept informed and involved in the airspace change process.

Kind regards

Wootton Parish Council Members

----- Forwarded message -----

From:

Date: Fri, 24 May 2024 at 16:05

Subject: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616
DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED
DRAFT DESIGN PRINCIPLES

To: Consultation <acp@londonoxfordairport.com>

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]

Email: acp@londonoxfordairport.com

www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors.

Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

From: Consultation
Sent: 11 June 2024 08:29
To: [REDACTED] Steeple Aston Parish Clerk
Subject: RE: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

Good morning, [REDACTED]

Thank you for your email.

Whilst we will accept your response to the second Stakeholder Engagement and feed in any comments into the next stage, it will be too late for this stage of the process as I must submit our Design Principles to the Civil Aviation Authority on 14 June 2024. This is a deadline that I must meet.

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: [REDACTED]
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk

From: [REDACTED] - Steeple Aston Parish Clerk <parishclerk.steepleaston@gmail.com>
Sent: Tuesday, June 11, 2024 8:20 AM
To: [REDACTED]
Subject: Re: LONDON OXFORD AIRPORT AIRSPACE CHANGE PROPOSAL - ACP-2023-033 - CAP 1616 DESIGN PRINCIPLES – STAKEHOLDER ENGAGEMENT - REVIEW OF CHANGES TO PROPOSED DRAFT DESIGN PRINCIPLES

EXTERNAL

Hello

Although the deadline for responses to this consultation has passed, Steeple Aston Parish Council would like the opportunity to make a response. The parish council was unable to meet the deadline due to school holidays falling within the consultation period and the absence of councillors. The PC has a meeting on 17th June and would be able to respond to the consultation shortly after this. please could you confirm that this would be acceptable?

Many thanks

[REDACTED]

██████████
Parish Clerk & RFO
██████████

On 24/05/2024 16:04, ██████████ wrote:

Good afternoon,

Oxford Aviation Services Limited is the owner of London Oxford Airport and we have commenced an Airspace Change Proposal (ACP) - ACP-2023-033. We sent out our Stakeholder Engagement documentation on 13 March 2024, the engagement ended on 24 April 2024. Thank you very much to those who have responded.

We have reviewed the responses to the proposed draft Design Principles, and we have made some changes that we would like you to review please. The attached document contains the rationale for these changes based on the responses received. We would be grateful for a response even if it is 'no comment' or 'content'. If there are further comments regarding the Design Principles these would be reviewed.

Reponses regarding the updated draft proposed Design Principles must be received by 7 June 2024.

If you have any questions, please contact acp@londonoxfordairport.com

Kind Regards,

ACP Staff

Oxford Aviation Services Ltd

Tel: ██████████
Email: acp@londonoxfordairport.com
www.londonoxfordairport.co.uk



Please consider the environment before printing this email

Registered Office: 73 Cornhill, London, EC3V 3QQ. Registered in England No. 630896 / VAT Reg. No. 194 2833 42

This email is written without prejudice.

No employee or agent is authorised to conclude any binding agreement on behalf of Oxford Aviation Services Limited and/or any of its clients with a third party by email without express written confirmation approved by the relevant Board of Directors. Our company accepts no liability for the content of this email or attachments, or for the consequences of any actions taken on the basis of the information provided, unless that information is subsequently confirmed in writing. The information herein does not reflect in any way the views or opinions of the sender or the Company. All information, views and opinions are written without prejudice and are thereby not deemed legally binding in any form.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

WARNING: Computer viruses can be transmitted via email. The recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

ANNEX E

STAKEHOLDER FEEDBACK TO FIRST ENGAGEMENT 13/03/2024 – 24/04/2024

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
a	Provide a safe environment for all airspace users	BZN-TATCCS	Most important	Noted	No	
		Oxford Gliding Club	DP (a) - we would like this to recognise that whilst this refers to the safety of 'stakeholders.... affected by the airspace change', a number of key stakeholders (including Oxford Gliding Club who operate immediately adjacent to the Airport) have AGAIN not to date been included as stakeholders or notified formally of this proposed ACP. We have not for example, had any prior consultation from OASL regarding the adverse impact the imposition of controlled airspace or an RMZ etc will have on OGC's existing operations in the local area or how those operations can be integrated and safeguarded.	The BGA is the authority responsible for coordinating gliding activity and we had expected that they would reach out to you. Our intent was to include you in the design phase when constructs can be discussed. At the present time we do not know whether changes to airspace will need to be made.	No	
b	PANS OPS Compliant Approaches	BGA	DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.	This is covered in Regulation 2018/1048, Articles 5 and 7 in the following link: Commission Implementing Regulation (EU) 2018/1048 of 18 July	No	
		HCGB	DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches			

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.	2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation (legislation.gov.uk)		
		Oxford Gliding Club	DP(b) We are unconvinced by and question the assertion made that there is any legal requirement for OASL to introduce RNAV approaches with 'Lateral Navigation (LNAV), LNAV Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima'. This DP should therefore be removed.	<p>Our interpretation is that we are to adopt such procedures noting that where it is not possible:</p> <p><i>“However, imposing those requirements could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those</i></p>		

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				<p><i>specific situations, while still achieving those benefits as much as possible.”</i></p> <p>The implementation of PBN is also a requirement of ICAO and stated within the UK’s Airspace Modernisation Strategy such that we should implement such procedures where we can. These procedures are an alternate means of instrument recovery and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required. This does not necessarily require a change in airspace should the current or similar UK FIS be continued.</p>		
		Adderbury Resident	b/ Pans Ops compliant should be over-ruled by ensuring Continuous descent approaches are used which don’t descent below a 3 degree glidepath (or preferably higher). Many potential conflicts are caused with the current ILS procedure on 19 because aircraft are	OASL has to adhere to the CAA’s requirements for the design of Instrument Approaches. A requirement is for a	No	

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			allowed to descend to 1800ft many miles from the airfield, when they dont need to be below 3500 ft plus in some cases. I cross the approach well north of Upper Heyford around 2000ft where I should be no conflict with the approach, but approaching aircraft are sometimes too low (seen when not flying)	stabilised approach and if the RNP can be designed that meets your suggestion and the CAA's requirements then it will be considered.		
		NATS NERL plc	DP "b", DP "h" and DP "i" could be adapted into a single DP	Noted	No	
c	Reduce the Workload on Air Traffic Control (ATC)	NATS NERL plc	Recommend this should consider minimising ATC tactical intervention / reducing ATC complexity rather than specifically reducing ATC workload, to allow for a more efficient use of the existing typical (comfortably sustainable) ATC workload.	Noted	?	
		BZN-TATCCS	Second priority	Noted		
		Adderbury Resident	c/ you are trying to reduce workload on ATC when aircraft are in class G and there are no requirements for ATC. workload should be reduced by keeping aircraft higher on or above a 3 deg glidepath/descent profile. This should not be an excuse for an airspace grab.	This phase is about DPs. Design of the procedures is the next phase. The provision of ATC to provide an Air Traffic Service in Class G is in line with UK Regulations.	No	
d	Comply with any containment requirements	NATS NERL plc	DPs "d" and "f" could be adapted into a single DP	Noted	No	
		Adderbury PC	d/ containment criteria should be removed completely this is not required. Many airfields particularly in the US have RNAV/PBN and ILS approaches in class G airspace and at airfields with no ATC at all. The current ILS	This phase is about DPs. Design of the procedures is the next phase. The provision of ATC to provide an Air		

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			has no containment either, but is badly drawn allowing aircraft to be too low far from the airfield thus much more likely to be in conflict with other traffic.	Traffic Service in Class G is in line with UK Regulations.		
e	Improved profiles for noise and Carbon dioxide (CO2)	NATS NERL plc	Strongly recommend that noise and CO2 should be considered as separate DPs, so that DPE in Stage 2 can accurately show which designs are better for noise and which are better for CO2. One design option is unlikely to be best for both noise and CO2, however if that is the case then this will still be transparently indicated by the DPE results. NB it may be useful to further split the noise DP to consider currently overflowed and newly overflowed.	Several responders have suggested splitting noise and CO2. OALS agrees that this would be useful.	Yes	Separate noise and CO2 into separate DPs
		Enstone PC	Rather than having a combined profile for noise and Carbon dioxide (CO2), it would be preferred if they were separated and considered separately on their own merits.			
		Anyho PC	Leading DP should be to minimise noise and disruption, and avoid low level flight so far away from the airport			
		Sumerton PC	We are not qualified to comment on the specific details of your changes apart from health and safety being paramount and Improved profiles for noise and Carbon dioxide also important to us.			
		Adderbury PC	e/ agree but there is no need to route all aircraft to a 6-8nm final, even the procedural approach for CAT C shows a 6.5nm final. most of the aircraft flying into Oxford could be vectored to join downwind, or to the overhead and then downwind to join the circuit, only the larger jets need a longer final, straight in	ATC cannot enforce a pilot to change to VFR nor a visual recovery. London Oxford Airport has conducted Instrument Training for many years and	N/A	

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			staying above the 3 deg profile or downwind again staying above a 3 deg profile to join final at 6.5nm.	commercial traffic (the larger GA aircraft) fly under IFR and have to be sequenced into the airport. This will mean that aircraft are vectored across the airspace to safely deconflict them against known and unknow aircraft.		
f	Remove dependence from adjacent ATC structures where possible	NATS NERL plc	DPs “d” and “f” could be adapted into a single DP	Noted	No	
		BZN- TATCCS	Third most important	Noted	No	
g	Meet Future Demand			No specific responses received.	No	
h	Making best use of fleet capabilities	NATS NERL plc	DP “b”, DP “h” and DP “i” could be adapted into a single DP	Noted	No	
i	Consider all aircraft types that operate from the Airport	NATS NERL plc	DP “b”, DP “h” and DP “i” could be adapted into a single DP	Noted	No	
		Oxford Gliding Club	DP (i) expressly references aircraft 'that operate from the Airport' with no reference to non Oxford airport originated aircraft. A further DP is therefore required that recognises and enshrines the principle that any new airspace design should maximise accessibility and minimise disruption for other existing airspace users and not exclude them in favour of OASL's future operational aspirations or which increases the risk profile for the other airspace users.	There has never been any intent to exclude 'non-Oxford airport originated aircraft'. Oxford encourages all users to contact them as it improves safety and efficiency where a pilot's intentions are known. Oxford accepts training from many	Yes	Add an additional DP: Airspace design should minimise disruption and maximise accessibility for other airspace users.

Specific Draft Design Principles (DP) Feedback						
DP No	DP	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				non-Oxford based operators. To clarify, we have agreed to an additional DP.		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
1	Full name					
2	Email address					
3	Phone number					
4	Organisation (if applicable)					
5	Postal address (Complete if you wish to receive further correspondence by mail)					
6	Postcode					
7	Do you agree with the design principles as proposed?	Combe PC	DPs look appropriate to the proposal but perhaps some fine tuning. Need an overarching DP about sustainability and carbon-neutral development: improved profiles on noise and co2 seem to be an outcome rather than a principle	Noted. A number of those who responded wanted noise and CO2 split rather than combined.	Yes	Noise and CO2 will be split into separate DPs
		██████	No			
		Oxford Gliding Club	No			
		Adderbury PC	No			
		Enstone PC	Yes			
8	Are there any other design principles you would like	██████	Yes			
		BGA	Yes			
		HCGB	Yes			

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
	OASL to consider?	Oxford Gliding Club	Yes			
		Adderbury PC	Yes			
		Enstone PC	Yes			
9	Please detail the other design principles you would like OASL to consider	Comb PC	Proportionality would be helpful. Meet future demand needs proportionately, appropriately to the local environment. Consider the impact on the populations living below the airspace more explicit. The effect of any change to airspace on any and all environmental factors including population and noise is important principal	Noted. This will be captured within the DPs for noise and CO2	No	
		██████████	Aircraft and helicopters are very intrusive at present as they pass over the village and usually my house. Indeed the diagram on page 6 'A Typical Week's Flights' appears to show that flights do indeed pass directly over Steeple Aston. The policies on noise abatement should be changed as follows: 1 Although the noise abatement document states that it is the airport's policy to avoid flights over settlements, as mentioned above, this is clearly not being complied with. You also state that you have no control over pilots approaching the airport and that it is for pilots to comply with the policy but this cannot be true if you exercise control over the Oxfordshire airspace. Pilots who wish to use the airport should be made aware that this is	The diagram is a heatmap taken over a period of time and captures all aircraft transponding with ADS-B, some aircraft will show passing overhead. 1 and 2. Oxford Airport only 'controls' the ATZ. All other areas of Class G can have other aircraft legally operating in accordance with the Air Navigation Order and Rules of the Air. Based operators are	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>a mandatory, not an advisory, policy that there should be a 'no-fly' over settlements.</p> <p>2 Although certain villages close to the airport are zoned as protected areas this only appears to relate to take-offs. It also does not extend to villagers further away. Noise levels are a blight for settlements further away from the airport and this needs to be recognised in your policies. These villages too should be zoned for protection and this information made available to pilots on your website. Flightpaths should be over agricultural land.</p> <p>3 Use of flightpaths should be monitored and those identified as non-complying refused future use of the airport. There should be annual reporting to parish councils on transgressions and steps taken.</p> <p>4 There should be no significant expansion or use of heavier jets unless and until the above policies have been shown to have worked (in avoiding flights passing over settlements) for a period of 2 years.</p>	<p>encouraged to adhere to the published guidance. Non-based operators flying under Visual Flight Rules cannot be controlled by Oxford but those inbound/outbound to/from the Airport should adhere to the guidance; however, in all cases flight safety is paramount and this will require even Oxford traffic to pass over settlements, at a legal level at times.</p> <p>3. There is a Section 106 agreement, reports are made to Cherwell Council. It is not possible to monitor flight paths in this way nor is it proportional to report to every Parish Council.</p> <p>4. Not accepted. The airport will not operate outside of the Section 106 agreement.</p>		
		BGA	Yes. See our response to question 13.	Noted	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		HCGB	<p>Oxford airport is located close to other airfields and in a volume of airspace shared safely and effectively by many users. For decades, Oxford airport's GA pilot training activity has and continues to be safely accommodated in the surrounding class G airspace, as is the case with other airfields with significant amounts of GA training activity as detailed in the consultation document. The consultation document infers that existing recreational GA based in the local area or transiting through the local area is inconveniencing or increasing risk to Oxford airports customers. Of course, the reality is that existing, safely operating traffic could be severely disrupted by Oxford airports aspiration to increase commercial jet aviation activity at Oxford airport, and dominate the surrounding airspace.</p> <p>The Design Principals should be limited to the consideration of Class E, TMZ and RMZ possibilities.</p>	<p>There is no intent to dominate the airspace. This ACP is about the introduction of PBN procedures. The current UK FIS and ATZ provides the mitigation to operate within Class G. Proposals to change UK FIS and ATZ may require airspace to be changed in order for safety levels to be maintained. This is not known at this stage as any change is the responsibility of the CAA.</p> <p>The type of airspace is not a DP.</p>		
		Oxford Gliding Club	<p>The current DPs favour OASL based / operated aircraft to the exclusion of other airspace users who have been operating safely in the area around Oxford airport for many years. The current DPs do not improve the integration with other users and in fact cause will cause segregation. DP (i) expressly references aircraft 'that operate from the Airport' with no reference to non Oxford airport originated aircraft. A further DP is therefore required that recognises and</p>	<p>There has never been any intent to exclude other users. Oxford encourages all users to contact them as it improves safety and efficiency where a pilot's intentions are known. Oxford accepts training from many non-Oxford based</p>	Yes	<p>Add an additional DP:</p> <p>Airspace design should minimise disruption and maximise accessibility for other airspace users.</p>

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>enshrines the principle that any new airspace design should maximise accessibility and minimise disruption for other existing airspace users and not exclude them in favour of OASL's future operational aspirations or which increases the risk profile for the other airspace users.</p> <p>Non OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed, currently provide for.</p>	operators. To clarify, we have agreed to an additional DP.		
		Adderbury PC	<p>The proposal is for Instrument approaches, the design principals should be for these and not add in any other separate requirement such as requests for controlled airspace.</p> <p>All Instrument approaches should be based on continuous descent approaches, with no descents below a 3 deg glidepath, preferably this should be a steeper glidepath as most of the aircraft that will need it are certified for 5.5 deg glidepaths such as London City. This keeps them out of everyone else's way. I believe (but not sure) that PAN OPS is still based on the old fashioned methods of descending to MSA, then flying level for several miles which is high noise and high fuel consumption and less safe. So a continuous descent approach should override this. All approach fixes should be at or above a continuous 3 deg descent to the runway.</p>	<p>There is no specific DP for CAS made. Airspace containment will have to be met.</p> <p>This is not a DP but will be considered during the next phases.</p>	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>minimum disruption to all other airspace users, no additional equipment carriage required and if any does become required it should all be paid for by OASL (for example radios, transponders and electrical systems to drive such equipment,)</p> <p>ensure the approaches dont cause any other air traffic bottlenecks due to requiring aircraft to avoid the area particularly due to controlled airspace and the requirement for clearance to enter, while ATC might agree to give clearance, it is often difficult to get at many places due to swamped ATC frequencies with other non relevant traffic (basic service)</p> <p>Aircraft should be vectored to final using less track miles and remaining above the 3 deg descent, I shouldnt see aircraft that have come from the south being vectored north of Adderbury and down to 1800ft! They should be turned in much further south as per the procedural approach, but can be kept higher than that.</p>			
		Wootton by Woodstock PC	See specific emails and Documents written by the PC	Most comments made are not DP related and require speculation to answer them as we do not have/will not have the information. They have been told this in a previous response.		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		Anyho PC	Leading DP should be to minimise noise and disruption, and avoid low level flight so far away from the airport	Noted	No	
		Enstone PC	Rather than having a combined profile for noise and Carbon dioxide (CO2), it would be preferred if they were separated and considered separately on their own merits.	A number of respondents have a similar view	Yes	Split DP e into separate noise and CO2 DPs
		NATS NERL plc	<p>NATS NERL plc believes that simpler Design Principles (DP) could make Stage 2 DPE easier to achieve.</p> <ul style="list-style-type: none"> DP “b”, DP “h” and DP “i” could be adapted into a single DP. DP “c” - recommend this should consider minimising ATC tactical intervention / reducing ATC complexity rather than specifically reducing ATC workload, to allow for a more efficient use of the existing typical (comfortably sustainable) ATC workload. DP “e” strongly recommend that noise and CO2 should be considered as separate DPs, so that DPE in Stage 2 can accurately show which designs are better for noise and which are better for CO2. One design option is unlikely to be best for both noise and CO2, however if that is the case then this will still be transparently indicated by the DPE results. NB it may be useful to further split the noise DP to consider currently overflowed and newly overflowed. DPs “d” and “f” could be adapted into a single DP. 	<p>Noted</p> <p>Noted</p> <p>A number of respondents have a similar view</p> <p>Noted</p>	<p>No</p> <p>No</p> <p>Yes</p> <p>No</p>	<p>Split DP e into separate noise and CO2 DPs</p>
		Sumerton PC	The number of flights has significantly increased in recent years, (48% in the last 6 years) which has not gone unnoticed, we are	Compared with earlier years of the airport, traffic levels are lower	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>increasingly aware of more and larger air traffic over the Cherwell Valley. (70% of all aircraft landing must fly down the Cherwell Valley to the North- South runway.) We conclude your changes are designed to accommodate even further increases in the next few years, which is of great concern.</p> <p>We are not qualified to comment on the specific details of your changes apart from health and safety being paramount and Improved profiles for noise and Carbon dioxide also important to us.</p>	<p>than they have previously been when the main role was predominately flying training. Whilst the mix of traffic has changed, there is no intent to exceed the Section 106 agreement.</p> <p>Noted</p>		
		Begbrook and Yarnton Greenbelt Campaign		<p>This feedback has not been reproduced here as it was a comment on the airport's view on a proposed solar farm and has no impact on DPs.</p>	No	
		Aynho PC	Biggest Concern: Minimise noise and low flying ac	Noted	No	
		Charney Bassett PC	Noise, pollution and increase in traffic	Noted	No	
10	Would you like the OASL to amend/discount any of its draft design principles?	█	Yes			
		BGA	Yes			
		Oxford Gliding Club	Yes			

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		Adderbury PC	Yes			
		Enstone PC	Yes			
11	Please detail the draft design principles you would like OASL to amend/discount	Combe PC	Proportionality. Smallest possible airspace for a given demonstratable need	Noted	No	
		██████	See 9 above	Noted, see response above.		
		BGA	Yes. DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.	This is covered in Regulation 2018/1048, Articles 5 and 7 in the following link: Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation (legislation.gov.uk)	No	
		HCGB	Yes. DP b. We challenge the implication made in the consultation document that Oxford airport is legally required to have RNP approaches with Lateral Navigation (LNAV), LNAV/Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima.	Our interpretation is that we are to adopt such procedures noting that where it is not possible: <i>“However, imposing those requirements</i>	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				<p><i>could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those specific situations, while still achieving those benefits as much as possible."</i></p> <p>The implementation of PBN is also a requirement of ICAO and stated within the UK's Airspace Modernisation Strategy such that we should implement such procedures where we can. These procedures are an alternate means of instrument recovery</p>		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required. This does not necessarily require a change in airspace should the current or similar UK FIS be continued.		
		Oxford Gliding Club	<p>DP (a) - we would like this to recognise that whilst this refers to the safety of 'stakeholders.... affected by the airspace change', a number of key stakeholders (including Oxford Gliding Club who operate immediately adjacent to the Airport) have AGAIN not to date been included as stakeholders or notified formally of this proposed ACP. We have not for example, had any prior consultation from OASL regarding the adverse impact the imposition of controlled airspace or an RMZ etc will have on OGC's existing operations in the local area or how those operations can be integrated and safeguarded.</p> <p>DP(i) Additionally, as above, there needs to be an amendment to DP(i) to ensure that this refers equally to aircraft that do not operate from the Airport to ensure the these airspace</p>	<p>Correspondence has been undertaken with NATMAC; it was the expectation that the NATMAC members, which include the BGA, would communicate with its members. This has apparently happened as a response based on similar questions has been received both from the BGA and Oxford Gliding Club. Oxford Gliding Club has been added to the list of Stakeholders.</p> <p>There has never been any intent to exclude other users. Oxford encourages all users to</p>	<p>No</p> <p>Yes</p>	<p>Addition of the following DP: Airspace design should minimise disruption and</p>

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>users too are afforded maximum accessibility and minimal disruption with no adverse safety implications for their continued operations in the area.</p> <p>DP(b) We are unconvinced by and question the assertion made that there is any legal requirement for OASL to introduce RNAV approaches with 'Lateral Navigation (LNAV), LNAV Vertical Navigation (VNAV) and Localiser Performance with Vertical Guidance (LPV) minima'. This DP should therefore be removed.</p>	<p>contact them as it improves safety and efficiency where a pilot's intentions are known. Oxford accepts training from many non-Oxford based operators. To clarify, we have agreed to an additional DP.</p> <p>This is covered in Regulation 2018/1048, Articles 5 and 7 in the following link:</p> <p>Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation (legislation.gov.uk)</p> <p>Our interpretation is that we are to adopt such procedures noting that where it is not possible:</p>	No	maximise accessibility for other airspace users

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				<p><i>“However, imposing those requirements could in certain situations have serious adverse consequences which outweigh the potential safety, capacity and efficiency benefits. Therefore, providers of ATM/ANS should in those situations be entitled to deviate from those requirements and instead be made subject to certain alternative requirements which are better suited for those specific situations, while still achieving those benefits as much as possible.”</i></p> <p>The implementation of PBN is also a requirement of ICAO and stated within the UK’s Airspace Modernisation Strategy such that we should implement such procedures where we</p>		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				can. These procedures are an alternate means of instrument recovery and whether an aircraft is conducting an ILS, NDB, or a PBN procedure a similar volume of airspace will be required. This does not necessarily require a change in airspace should the current or similar UK FIS be continued.		
		Adderbury PC	<p>b/ Pans Ops compliant should be over-ruled by ensuring Continuous descent approaches are used which don't descent below a 3 degree glidepath (or preferably higher). Many potential conflicts are caused with the current ILS procedure on 19 because aircraft are allowed to descend to 1800ft many miles from the airfield, when they don't need to be below 3500 ft plus in some cases. I cross the approach well north of Upper Heyford around 2000ft where I should be no conflict with the approach, but approaching aircraft are sometimes too low (seen when not flying)</p> <p>c/ you are trying to reduce workload on ATC when aircraft are in class G and there are no requirements for ATC. workload should be reduced by keeping aircraft higher on or above a 3 deg glidepath/descent profile. This should not be an excuse for an airspace grab.</p>	<p>This is not a DP but will be considered as part of Stage 2 and 3 subject to meeting CAA requirements for any designs of procedures.</p> <p>This is not a DP but will be considered as part of Stage 2 and 3 subject to meeting CAA requirements for any designs of procedures.</p>	No	
					No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>d/ containment criteria should be removed completely this is not required. Many airfields particularly in the US have RNAV/PBN and ILS approaches in class G airspace and at airfields with no ATC at all. The current ILS has no containment either, but is badly drawn allowing aircraft to be too low far from the airfield thus much more likely to be in conflict with other traffic.</p> <p>e/ agree but there is no need to route all aircraft to a 6-8nm final, even the procedural approach for CAT C shows a 6.5nm final. most of the aircraft flying into Oxford could be vectored to join downwind, or to the overhead and then downwind to join the circuit, only the larger jets need a longer final, straight in staying above the 3 deg profile or downwind again staying above a 3 deg profile to join final at 6.5nm.</p> <p>All descents/approaches should be Continuous descent approaches, no level segments, this has been done at LHR and many other places for years, which reduces noise and fuel burn and is safer. Even with</p>	<p>This comment is not a DP. This is not the “US” and the process will follow UK requirements only.</p> <p>There is a difference between Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). All IFR requirement an Instrument Approach should have a stabilised approach by 6-8NM. Aircraft are vectored and sequenced and the suggested 6.5NM depends on the aircraft type and traffic situation within the ClassG.</p> <p>Noted. This will be taken forward for consideration into Stages 2 and 3.</p>	<p>No</p> <p>No</p> <p>No</p>	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>older Pans Ops style charts with descents to MSA and then fly level, most airline operations would advise crews to extrapolate out the glideslope height and distances to ensure a continuous descent is flown on the glideslope without the de-stabilizing level segment at low level. This was a flight Safety recommendation from the 1980s!</p> <p>f/ should be removed as controlled airspace is not required. In any case this tends to create far too large an area of airspace at low level for modern aircraft operation.</p> <p>g/ future demand should not be considered as it is usually vastly exaggerated. Oxford used to have 200,000 movements for many years, operated with just an ATZ and no problems, its now just over 25% of that, so there would need to be a lot of growth to get back to where you were before. Every few years there are also proposals for commercial passenger services, some start and keep going for a few weeks, none last. So these should not be considered.</p>	<p>This is about DPs, not the design. As stated in this DP “where controlled airspace is deemed to be required.”</p> <p>Other than for most visual circuits and to protect the first and last 2NM of a departure or an arrival, an ATZ does not contain the activity that takes place today where there are more Instrument Approaches flown. The mitigation for the activity is the application of UK FIS. If UK FIS was to change, then different mitigation would be required.</p>	<p>No</p> <p>No</p>	
		Wootton by	Req a specific DP that clearly will reduce and measures Noise Abatement & being	The intent of this ACP is to introduce another	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		Woodstock PC	overflown - unless and until the CAA provides more airspace for Oxford to control and manage, we cannot prevent aircraft flying outside of the ATZ	type of Instrument Approach with appropriate airspace. The Instrument Approaches do not over fly Wootton although one of the Instrument Holds is close to the village – this is not planned to be changed unless any design work indicates that it should be relocated, this would be consulted as part of Stages 2 and 3.the design requires. Class G is ‘uncontrolled’ airspace and aviation operators have the right to fly within it flying within the rules. If airspace is considered a requirement, this will be consulted in Stages 2 and 3.		
		Enstone PC	The northern extremities of the proposal would appear to dissect Enstone Aerodrome and the Parish of Enstone. For these boundaries to be moved in a southerly direction.	Not accepted. Aircraft into Oxford fly in this area of Class G, primarily at higher levels above Enstone aerodrome traffic and stakeholders in the	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
				area need to be considered.		
		Sumerton PC	<p>Our main concerns are related to increases in noise, pollution and impacts to wildlife.</p> <ul style="list-style-type: none"> • Significant noise pollution with ever increasing commercial flights flying low all the way down the valley (2000ft) • Increase in CO2 pollution. • Impact on protected wildlife specifically swallows, swifts, cuckoos and red kites. • Impact on conservation area • Impact on quality of life. 	Noted	No	
		Aynho PC	DP reworded to avoid jets being low level over village	It would be rare for a jet to be 'low level' over any settlement and probably never where they are worked by Oxford. Oxford adheres to the rules for overflight of settlements.	No	
12	Would you like any more detail to be included in the design principles?	Combe PC	Some sense of proportionality and/or appropriacy to the local environment	Noted		
		██████	See 9 above	Noted. See response at Q9		
		HCGB	Other than as previously noted, no.	Noted		
		Oxford Gliding Club	<p>Yes as noted above.</p> <p>Non OASL operated / originated aircraft should be afforded greater priority than the existing DPs as proposed currently provide for.</p>	<p>Noted, see response above.</p> <p>It is not intended that the DPs prioritise, equal priority should be the way forward.</p>	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		Adderbury PC	Ensure Continuous descent approaches and no aircraft going below a 3 deg descent profile. Current approach procedures should also be modified to follow this principal	The procedures are followed as per the published design. Any new procedure will consider this.	No	
		Enstone PC	<p>1. Protection of operating hours, ensuring no extension from existing in the future.</p> <p>2. Maintain local agreement as a 'good Neighbour, that aircraft will not descend below 3000 ft within 1 NM of the overhead of Enstone Airfield.</p> <p>3. Accommodating and containing new aircraft both operating at the Airport and within the local airspace.</p> <p>4. If you are considering a CTA and a CTR please provide details</p>	<p>There is no intent to change the Section 106 agreement.</p> <p>There is no intent to change this local agreement unless a design requires otherwise, if so this will be consulted.</p> <p>Noted</p> <p>This will be for the next stage of the process.</p>	No	
13	What is your biggest concern, if any, about the Design Principles?	Combe PC	Change in airspace will create funnelling into more tightly defined flight paths with negative impact on noise and air quality. DP e) might benefit from being split into noise, co2, and environmental impact	<p>Noted.</p> <p>Several respondents have commented on a split in DP e.</p>	Yes	<p>Addition of the following DP:</p> <p>Airspace design should minimise disruption and maximise accessibility for other airspace users.</p>
		██████	See 9 above	Noted, see response above.		
		BGA	Airspace modernisation is expected to improve access to airspace for General Aviation by enabling greater integration (rather than segregation) of different airspace user groups. As new procedures and an associated airspace change around Oxford airport will potentially result in a significant	Noted. However, the AMS intends to replace UK FIS and the ATZ without providing mitigation of how the operation will be as safe as today. Airspace	Yes	<p>Addition of the following DP:</p> <p>Airspace design should minimise disruption and maximise accessibility for other airspace users.</p>

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			impact affecting many existing airspace users, a DP is required that identifies that the airspace design should minimise disruption and maximise accessibility for other airspace users.	change may be required to protect the current operation if UK FIS and the ATZ are removed. A further DP has been proposed to address the last sentence.		
		HCGB	<p>These Design Principals seem slanted towards the desired outcome of Oxford Airport for controlled airspace, despite the previous application being rejected by CAA.</p> <p>A basic principal should be to ensure the free access by all users to the airspace around Oxford, whilst providing measured and proportionate levels of airspace safety.</p> <p>The Oxford area is heavily used by General Aviation traffic, and this should not be forced into choke points by controlled airspace.</p>	<p>This Engagement is to consider DPs. There has not been any work on designs. The AMS intends to replace UK FIS and the ATZ without providing mitigation of how the operation will be as safe as today. Airspace change may be required to protect the current operation if UK FIS and the ATZ are removed.</p> <p>A further DP has been proposed to address disruption and access.</p>	Yes	<p>Addition of the following DP:</p> <p>Airspace design should minimise disruption and maximise accessibility for other airspace users.</p>
		Oxford Gliding Club	<p>The existing DPs favour Oxford based / operated aircraft and do not take into account the needs and requirements of non-based airspace users that have safely operated within this AIAA for many years. They do not improve integration with other users and by favouring OASL's requirements above all others, they cause segregation (as evidenced</p>	<p>This Engagement is to consider DPs. There has not been any work on designs. The AMS intends to replace UK FIS and the ATZ without providing mitigation of how the</p>	Yes	<p>Addition of the following DP:</p> <p>Airspace design should minimise disruption and maximise accessibility for other airspace users.</p>

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>in question 15 below where there is only the option to consider 'aircraft that operate from the airport!') and do not consider the needs of a glider pilot winch launched from Weston-on-the-Green towards what may well become controlled airspace if this ACP is approved or an aircraft transiting past Upper Heyford that needs to avoid new controlled airspace in the area. It is all about making things better for OASL's operations to the detriment of all others airspace users.</p> <p>It is disappointing that despite previous ACP submissions, OASL has not taken the opportunity to actively undertake prior engagement with other airspace users who will be affected by its proposed ACP to understand the issues that this will cause and to explore options for mitigation. This includes both its immediate neighbours (e.g. Oxford Gliding Club who has operated for 60+ years and is well known to OASL) and other airfields further afield whose users routinely transit this area as evidenced by the information provided in the initial Statement.</p> <p>Reading the information provided by OASL and the Design Principles that are proposed, you are left with the unfortunate impression that OASL's need and justification for this ACP is predicated on the basis that any existing non-Oxford based aircraft in the local area, doing what they have done safely for years, are now an annoying inconvenience</p>	<p>operation will be as safe as today. Airspace change may be required to protect the current operation if UK FIS and the ATZ are removed.</p> <p>A further DP has been proposed to address disruption and access.</p> <p>This is about the introduction of a modern instrument approach which is mentioned by ICAO, Regulation, and the UK AMS. The intent is to engage at the design stage. The airport recognises the right of operators in Class G not to communicate with Oxford; however, if they did it would be both safer and more efficient.</p> <p>The runway length at Oxford will always constrain the type of large aircraft that can operate at Oxford.</p>		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			and potential obstacle, to OASL's ability and future commercial aspirations, to support larger business jets etc.	There are no current plans to lengthen the runway.		
		Adderbury Individual	That they are trying to promote an airspace grab, rather than just providing for new approach procedures. They do not consider the current established airspace users in the local area as well as transiting aircraft. They do not ensure that Instrument aircraft are kept as high as possible and as close as possible to the airfield to carry out their approaches.	This is not a DP	No	
		Enstone PC	An adverse impact upon flying at Enstone and environmental issues, for example - Improved profiles for Carbon dioxide (CO2) and Environmental impacts relevant to the airspace change proposal including current-day noise and local air quality impacts on people, greenhouse gas emissions, tranquillity, and biodiversity	Noted.	No	
		BZN-TATCCS	Our main concern is the integrity of the Brize CTR and how the impacted increased traffic levels/RNP approaches may affect day-to-day operations between both Brize and Oxford. As a result, TATCC(S) have a number of initial questions based on the information presented:	Noted and will be considered in Stages 2 and 3. Whilst Brize Norton has paused its airspace change, it is essential that Brize and Oxford work collaboratively together to ensure that the operation for all users is as safe and effective as possible.	No	

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>1) What is the proposed increased ATZ size and what impact will this have on the Brize Class D- noting Brize would retain priority/operational control of the airspace? Expansion of the Oxford ATZ and/or creation of an RMZ should be encouraged to the north of Oxford (protecting the RWY19 approach), however caution should be taken to expand to the south as this would have ramifications on routine Brize transits- these can be encountered frequently above or to the East/South of the CTR. Consideration must also be taken with the frequent movement of a/c to and from and operating within D129/WOTG.</p> <p>2) RNP RWY01 approaches are likely to have a greater impact on Brize ops- will there be a greater use of these (e.g. for training) and will it be confirmed Brize will remain the controlling authority over the priority of recoveries in the airspace?</p> <p>3) In terms of meeting future demand, how much of an increase in traffic levels do OASL envisage? Following this, how do we control the increase in liaison, especially with potential comms issues like we have faced recently?</p>	<p>An ATZ is dependent on the length of the runway and there is no current intent to increase the runway at Oxford. Even if the runway was lengthened, the UK only allows an ATZ to be 2.5NM radius. Oxford already provides a service to all aircraft routing to and from and operating within D129/WOTG. This would continue.</p> <p>The RNP will provide a further choice of Instrument Approach, it is not expected that training flights would markedly increase from the choice of NDB for RW19 or NDB or ILS for RW19.</p> <p>There is no intent to change the Section 106 agreement regarding traffic levels. The comms issues are down to obsolete systems that the MOD</p>		

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
			<p>4) Are Oxford ATC able to give assurance that they will have the intent and means to control transits (LARS) traffic (including gliders) through the affected areas?</p> <p>5) What would the MAP for RWY19 be? Would the be amended or remain the same?</p>	<p>and Oxford (and other Units) are implementing a solution for.</p> <p>Brize Norton is the LARS unit. Oxford encourages all operators to contact them where their transit will cross in the vicinity of Oxford and particularly the Instrument Approaches.</p> <p>This is the DP stage; this will be consulted during Stages 2 and 3.</p>		
14	Should OASL prioritise some design principles ahead of others?	Combe PC	Safety, environment, and policy	Noted	No	
		██████	Yes			
		BGA	Non-Oxford airport user needs should be afforded greater priority than is currently the case with these draft DPs.	Noted. Oxford encourages all users to communicate with them but recognises that aviation operators within Class G have the right not to communicate with Air Traffic Service Units.	Yes	Addition of the following DP: Airspace design should minimise disruption and maximise accessibility for other airspace users.
		HCGB	The leading DP should be continuing the GA access to the area as at present.			
		Oxford Gliding Club	Yes			

Questions from the Stakeholder Questionnaire (an attachment sent with the Stakeholder Engagement email)						
Q No	Question	Response From	Stakeholder feedback	Analysis by Change Sponsor	DP Change Required	Proposed Revision
		Adderbury PC	Yes			
		Enstone PC	Yes			
		BZN-TATCCS	A safe environment for all airspace users should be at the forefront of this ACP. The airspace surrounding Oxford is incredibly congested and heavily utilised by other aerodromes. Particular attention should be given to the impact this is likely to cause and any potential safety implications that are to arise out of the reduction in airspace of other users.	Noted. Oxford encourages all users to communicate with them but recognises that aviation operators within Class G have the right not to communicate with Air Traffic Service Units.	Yes	Addition of the following DP: Airspace design should minimise disruption and maximise accessibility for other airspace users.
15	Please rank the design principles in the order you think they should be considered.	All who ranked the DPs		See the table below which collates the responses from all responders with the 'Mode' and number of individual Counts of a DP.		

Most responses were for the draft DPs as proposed. Following analysis of the feedback received, we found some recurring themes, with many responses requesting more information about our options and plans for tracks over the ground which at this stage we do not know as this is only about the DPs. Some aviators wanted more clarity about access to airspace and we have agreed to add the following DP:

DP: "Consider all aircraft types that operate in the area."

Rationale: "Airspace design should minimise disruption and, to the greatest extent possible, maximise accessibility for all airspace users in accordance with the airspace rules."

Oxford would not seek to deny access to anybody who asked for it. Oxford encourages pilots to contact Oxford air traffic control as known aircraft can be managed differently to unknown aircraft. Any aircraft that could not transpond or has no radio would be captured under bespoke letters of agreements or similar arrangements.

A common theme amongst several of the non-aviation respondents was a request to separate DP 3 Environment into noise and CO2 elements; this we will do.

GLOSSARY

Acronym	Meaning
ACP	Airspace Change Proposal
AGL	Above Ground Level
AMS	Airspace Modernisation Strategy
ANO	Air Navigation Order
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
ATS	Air Traffic Services
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAT	Commercial Air Transport
CPL	Commercial Pilot's Licence
DME	Distance Measuring Equipment
DP	Design Principles
GA	General Aviation
GNSS	Global Navigation Satellite System
HATS	Head of Air Traffic Services
HF	Human Factors
ICAO	International Civil Aviation Organisation
IFP	Instrument Flight Procedures
IFR	Instrument Flight Rule
ILS	Instrument Landing System
LNAV	Lateral Navigation
LPV	Localiser Performance with Vertical Guidance
MDP	Mandatory Design Principles
NATMAC	National Air Traffic Management Advisory Committee
NDB	Non-Directional Beacon
NM	Nautical Mile
OASL	Oxford Aviation Services Limited
PBN	Performance-Based Navigation
PPL	Private Pilot's Licence
RAF	Royal Air Force
RMZ	Radio Mandatory Zone
RNP	Required Navigation Performance
SARG	Safety and Airspace Regulation Group
TCAS RA	Traffic Collision Avoidance System Resolution Advisory
UK	United Kingdom
VMC	Visual Meteorological Conditions
VFR	Visual Flight Rule
VNAV	Vertical Navigation