

Objection from Launton Parish Council To the RAF Brize Norton Consultation for Airspace Change Proposal

It is impossible to view the RAF Brize Norton controlled airspace proposals in isolation without taking into account the London Oxford Airport proposals. Between them, they would cause enormous disruption to General Aviation traffic throughout Oxfordshire and surrounding areas, with significant implications for the safety of GA traffic and increased aircraft noise for some unfortunate residents.

It is accepted that much GA traffic would not wish to obtain the necessary permissions to enter the vastly enlarged proposed areas of Class D controlled airspace; and it is far from clear how readily available such permissions would be, noting the comments about the existing significant workload of the Brize Norton controllers. This means that a lot of GA traffic would inevitably be forced to fly at lower altitudes to fly below the controlled airspace, or be concentrated in the few remaining areas of uncontrolled airspace, with obvious safety implications; both of these factors would also lead to increased aircraft noise, causing loss of amenity for the people unfortunate enough to live in the affected areas, with consequent political pressure inevitably being applied to reduce (or even eliminate) GA activity across the board.

The proposals focus primarily on the benefits of extending class D controlled airspace to RAF Brize Norton's operations, while paying only lip service to the wide-ranging negative effects that this massive increase in controlled airspace would have for both general aviation and the residents of the areas concerned.

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