

Minutes of the Consultative Committee Meeting held at
Leeds Bradford Airport
Wednesday 15 March 2023

Members Present:

Alan Wrigley	Chairman
Martin Hughes	Local Resident Rep (Horsforth end of runway)
Cllr Paul Bone	Pool Parish Council
Cllr Lynda Goodall	Yorkshire Local Councils Association
Cllr Eleanor Thomson	Leeds City Council (Lab)
Cllr Kayleigh Brooks	Inner North West Community Committee
Ken Cothliff	Aireborough Neighbourhood Forum
Heather Ruane	Leeds Bradford Airport Support Group
Marilyn Banister	Menston Parish Council
Cllr Peter Caffrey	Calderdale Council
Cllr Gill Dixon	Baildon Town Council
Cllr Paul Wadsworth	Leeds City Council (Con)
Karl Stephenson	Unite the Union
Cllr Penny Robinson	Otley Town Council
Cllr Colin Campbell	Local Resident Rep (Yeadon end of runway)
Cllr John Howard	Bramhope & Carlton Parish Council

Members Apologies:

Keith Batty	Vale of York Gliding Clubs
Brian Dunsby	Harrogate District Chamber of Commerce
Paul Moss	Sherburn Aero Club
Cllr Simon Cunningham	Bradford MDC
Cllr Angela Carr	Rawdon Parish Council
Cllr Raymond Jones	Horsforth Town Council

Non Attendance:

Rob Bellamy	Jet2
Cllr Bob Felstead	Burley & Wharfedale Parish Council

Airport Officers Present:

Vincent Hodder	Chief Executive Officer
Charles Johnson	Head of Planning Development
Tracey Stevenson	Sustainability Manager
Jamie Babbitt	Head of Air Traffic Services

Minutes taken by Rachel Hawkes (Executive Assistant)

1. Welcome & Apologies

The Chairman opened the meeting.

Apologies had been received ahead of the meeting from:

Keith Batty
Brian Dunsby
Paul Moss
Cllr Simon Cunningham
Cllr A Carr
Cllr Raymond Jones

2. Organisational Announcements /New Members

CJ advised the committee that Cllr Neil Walshaw has stood down and will be replaced by Cllr Kayleigh Brooks.

3. CEO Address & Operational Update

Vincent Hodder attended the meeting and gave a CEO update along with an Operational Update as Damian Ives was unable to attend the meeting.

VH advised the committee that as we approach the end of the financial year, LBA is in a good place. The airport is above budget on EBIDTA, above budget on cashflow and above budget with passenger numbers.

Various improvements throughout the airport have been made ahead of the summer period are:

- Full refurbishment of Check-in Hall A providing more floor space and creating a brighter setting. Half of Hall A has brand new check in equipment with the other half being installed following the Easter peak.
- Increased headcount within our customer focussed roles, in particular Security where the headcount has doubled since February 2022.

VH confirmed that LBA has recovered passenger numbers to 90% of pre-covid, making it the fastest recovering airport in the country. The acquisition of Wizz following the closure of Doncaster Airport has seen positive passenger numbers.

VH indicated Jet2 may be replacing an older 737-300 with a more fuel efficient 737-800 and Ryanair are likely to base a 737-Max in summer 2023.

The X25 project continues to press ahead, a fuller update will be provided at the next ACC meeting.

Q. Heather Ruane: The only route that Wizz did not transfer to LBA was Vilnius as Ryanair were currently operating that route. Due to a disagreement between Ryanair and Vilnius, Ryanair dropped this route. Do you think Wizz would consider picking this back up?

A. VH: I would expect that Ryanair would look at picking this back up. Although, it does seem like a good opportunity for us to pick this up with Wizz.

Q. Marilyn Bannister: What about the air traffic movements from last summer and the definition of the summer period?

A. VH: We have a meeting with Leeds City Council at the end of the month to discuss what has happened and why. It looks like there may have been a breach in the summer, night time movement cap but this is still to be confirmed. He went on to explain about how the data has been collected over recent years.

There are differences in how the planning conditions can be interpreted which is something we are working through with LCC.

Q. Marilyn Bannister: What about flights for this summer, are there more movements planned than there should be?

A. VH: There were more movements requested than our allowance permitted. We have therefore moved flights out of the night time period and should be able to get below the night time cap for this summer.

Q. Heather Ruane noted that the reporting of summer night flights historically by LCC was for the period May-October, and reporting to the Plans Panel was on this basis for a large number of years. Are LCC therefore not complicit in any alleged breach of planning conditions? LCC should take some responsibility for this. Additionally, shouldn't any enforcement of a breach be actioned within 10 years of the breach and therefore are LCC not prevented from undertaking any enforcement now?

A. VH: Historically this appears to have been how the reporting of night flights took place by LCC, and LBA are in discussions with them regarding this and any potential enforcement action. He thanked HR for her observations which have been raised with LCC.

Q. Curious to know about the development and funding. What is the new terminal investment likely to be?

A. VH: Project Sky was estimated to cost us £168m. Our current approach is slightly different as we are working on 3 separate projects;

- Project 1: 2019 consented extension
- Project 2: Refurbishment of the existing terminal
- Project 3: Expansion of the apron and stands

The cost of Project 1 is estimated to be approx. £30-£40m

The estimated cost of Project 2 is approx. £30-£40m.

There is no immediate need for the apron expansion as this can be done over a period of time.

Q. Are you expecting funding discussions to be positive?

A. VH: Yes, otherwise we wouldn't have continued with the process.

Q. Does the parent company not put any money in?

A. VH: No, InfraBridge (Previously known as AMP) manage the investments of the fund and there aren't funds of this scale available within those funds.

Q. The escalator at gate 5 hasn't been working again.

A. VH: This is one of the infrastructure issues that will be resolved with the refurbishment of the current terminal. The escalator is not faulty and is turned off due to health and safety reasons. It should be noted that there is a lift directly behind the escalator and steps for those who require it.

Q. What is the update with the train link?

A. CJ: Discussions continue and it is anticipated that the rail link will be in place in 2026.

Q. Paul Wadsworth: What improvements are being made for inbound passengers with the new scheme?

A. VH: There isn't a lot of change for inbound passengers. The refurb will allow for arriving passengers to remain on 1 level and we are in discussions with UKBF around the installation of eGates.

4. Noise Action Plan

Tracey Stevenson attended the committee to discuss the noise action plan.

The current noise action plan is for the period 2019-2023, we therefore need to publish our updated noise action plan for the period 2024-2028 by February 2024 using noise data from 2021.

Once the proposed plan has been put together, this will be sent to ACC members for consultation prior to submitting the final plan to DEFRA for their review (by September 2023).

Q. Kayleigh Brooks: Why use 2021 data?

A. TS: The next cycle requires 2021 data to be used.

Q. Kayleigh Brooks: Why can't DEFRA change this?

A. TS: It's in law, they would require primary legislation in parliament to change this.

Q. Can you do 2021 data alongside 2022?

A. TS: 2022 data can't be used, we have to use the data that is requested by DEFRA as per their policy.

Q. Marilyn Bannister: Can we see 2016 data?

A. TS: It's on our website.

5. Sustainable Aviation Fuel

Tracey provided the committee with an update on the Government's Jet Zero Strategy, which details how it will achieve net zero carbon emissions in the aviation industry by 2050.

Tracey reported on the Government's focus on Sustainable Aviation Fuels, which his key to reducing aviation emissions in the short term. Tracey discussed the Government's target for 10% of all UK jet fuel to be sustainable by 2030.

VH added that the airport aims to be at absolute zero by 2040 to offset the emissions from airlines that cannot do this. However, the airlines know that if they do not reach net zero by 2050, they will not exist. He went on to say that there is an expectation that new technology such as carbon capture, nuclear and hydrogen will be harnessed together with new battery density. Also, people are innovators and when they are up against the wall, new tech comes through. Carbon pricing which would generate investment in how to reduce carbon and offsetting needs to be better regulated.

6. Airspace Change Project

Jamie Babbitt attended the meeting to provide an update on the ACP.

There has been an issue with resourcing for the consultant working on the ACP. As a result, Cyrrus has brought in additional resource to recover the current stage of the process, with a delayed Stage 2 Gateway of June 23.

Further stakeholder engagement is required following feedback from the initial engagement. This includes straight-ahead options from runway 32 that were not included in the original design options. Additional departure & arrival options also.

We need to allow stakeholders 4 weeks to respond, although, we may end the engagement sooner if most of the stakeholders have responded.

Q. Marilyn Bannister: I am concerned you may pull before the 4 week timeline.

A. JB: CAA advise that stakeholders should be given up to 4 weeks so we do not need to allow 4 weeks. LBA has subsequently decided to keep to a fixed 4 week period, regardless of the rate of responses.

7. Any Other Business

Q. The police helicopter is upsetting some of the residents of Pool-in-Wharfedale, have the airport any control over the movements?

A. LBA has no control over the police helicopter.

Q. The Leeds half marathon event is taking place in May, are the airport aware of this.

A. Yes but the airport will not be blocked and there will be diversions in place.

Next meeting date

28 June 2023 @ 14.00 – LBA Media Suite