

Minutes of the Consultative Committee Meeting held at  
Leeds Bradford Airport  
Wednesday 20 December 2023

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Members Present:

Alan Wrigley  
Martin Hughes  
Cllr Paul Bone  
Cllr Eleanor Thomson  
Cllr Paul Alderson  
Cllr Jools Heselwood  
Heather Ruane  
Marilyn Banister  
Cllr Peter Caffrey  
Cllr Penny Robinson  
Cllr Bob Felstead  
Cllr Raymond Jones  
Keith Batty  
Cllr Gill Dixon  
Ken Cothliff  
Alan Moore  
Cllr John Howard  
Michael Woods

Chairman  
Local Resident Rep (Horsforth end of runway)  
Pool-in-Wharfedale Parish Council  
Leeds City Council (Lab)  
Leeds City Council (Con)  
Inner North West Community Committee  
Leeds Bradford Airport Support Group  
Menston Parish Council  
Calderdale Council  
Otley Town Council  
Burley & Wharfedale Parish Council  
Horsforth Town Council  
Vale of York Gliding Clubs  
Baildon Town Council (Sub)  
Aireborough Neighbourhood Forum  
Aireborough Neighbourhood Forum  
Bramhope & Carlton Parish Council  
Yorkshire Local Councils Association

Members Apologies:

Bryan Dunsby  
Cllr Richard Knowles  
Cllr Angela Carr

Harrogate District Chamber of Commerce  
Baildon Town Council  
Rawdon Parish Council

Non Attendance:

Neil Whitaker  
Cllr Colin Campbell  
Paul Moss  
Cllr Andy Paraskos

Unite the Union  
Local Resident Rep (Yeadon end of runway)  
Sherburn Aero Club  
North Yorkshire County Council

Airport Officers Present:

Vincent Hodder  
Charles Johnson  
Nicola McMullen  
Rachel Hawkes

Chief Executive Officer  
Head of Planning Development  
Aviation Director  
Executive Assistant (Minutes)

## **1. Welcome & Apologies**

The Chairman opened the meeting.

Apologies had been received ahead of the meeting from:

Brian Dunsby  
Cllr Angela Carr

Cllr Gill Dixon is standing in for Cllr Richard Knowles.

## **2. Organisational Announcements /New Members**

Charles Johnson advised the committee that Cllr Lynda Goodall has stood down and will be replaced by Cllr Mike Woods.

## **3. Conduct at Meetings**

Following last quarters meeting, Alan Wrigley addressed the committee outlining what he expected from members in respect of their conduct at meetings. Members need to be aware of their use of verbal, facial and body language and conduct themselves in a respectful manner.

## **4. Aviation Update**

Nicola McMullen, Aviation Director, provided the committee with an update on Aviation.

- Wizzair have announced that Wroclaw will no longer operate and Katowice will cease operations from the end of March.
- Ryanair have announced 2x new routes for 2024: Bucharest & Marrakech.
- Jet2 have announced a new route: Agadir
- For Summer 2024, Sun Express and Southwind will operate Antalya.

## **5. LBA:REGEN**

Charles Johnson provided an update on the airport's terminal regeneration project (LBA:REGEN). Contractors are onsite establishing the compound, with work beginning in earnest in January 2024 with an estimated competition date of March/April 2025.

The program will see a 100,000 sqft extension to the existing terminal building. The project will be done in 3 phases:

Phase 1: Terminal Extension – commenced  
Phase 2: Refurbishment of the existing terminal – expected commencement date early 2025  
Phase 3: Aircraft Stand Expansion – subject to airline route development programme

Improvements will include a new central search area with 6 lanes increasing in length from 12m up to 28m. Each lane will be operated by the new C3 x-ray machines which are currently being installed in the existing central search area.

Baggage reclaim carousels increase from 4 to 5 with the overall length increased by 77%.

The number of UKBF desks will increase by 25% from 8 to 10, with the opportunity to upgrade to e-gates.

The journey for PRM passengers will be significantly improved allowing them to experience the same journey as non-PRM passengers. Disruption during 2024 will be minimal, however we do expect some disruption during 2025 when the existing terminal undergoes refurbishment.

Q. Alan Wrigley: With the exception of the remote stands, will all stands be walking stands with no buses?

A. More will be walk-in, but it does depend on the daily operation with UKBF requesting a bussing operation from certain routes. Future improvements will involve the development of a pier to replace the current walkway.

Q. Alan Wrigley: I have seen images of seating around pillars, they are uncomfortable, you will get complaints.

A. We will feed this back to the design team.

Q. Ken Cothliff: Can we get a copy of the presentation?

A. We will be able to share this with you in a reduced format due to file size.

Q. Ken Cothliff: Will there be an archive room?

A. Not within the terminal, but there will be historic images we can place around the building.

Q. What about air bridges?

A. We are retaining the current air bridges and plan to replace one that's currently out of service. We don't have a plan to add new air bridges, but if airlines support we could look to add more.

Q. What about wide body aircraft?

A. Stand 14 can accommodate 1x wide body aircraft. This stand has been retained as part of the stand improvement plan.

Q. Keith Batty: Are UKBF LBA's sole security arrangements?

A. UKBF have very little involvement in security, the DfT dictate this via the CAA under AVSEC guidance. Security in LBA is the same regardless of which destination is being flown to.

Q. Keith Batty: What does the PR plan looking like?

A. The PR plan is due to be reviewed in the New Year.

Q. Sometimes our police neighbourhood team have come to LBA to assist. Will there be an increase to the police at the airport?

A. We have an onsite police team that we pay for. The team onsite is sufficient unless we have an emergency.

Q. We have received a presentation in the past from UKBF & police, is this something that can be considered for future agendas?

A. Yes, we can look into this.

Q. What do the new security scanners do?

A. They give the security officers a full 3D HD image of the baggage being screened. This allows automated recognition within the bag. Passengers won't need to remove liquids, laptops and electronics from their bags.

## **6. CEO Update**

Vincent Hodder gave the committee a business update.

The first half of the year was very good. We had our highest level of revenue and profitability. Customer experience over the summer was also the best we have ever delivered. Average queue times were 6mins.

The second half of the year was not as good with winter passenger numbers lower than expected and some operational challenges. We are currently upgrading our central search area with new C3 x-ray machines. The start of this upgrade was delayed by 3 weeks and it has also reduced our operation to 2

lanes which is causing some delays, particularly on a Friday and Monday. As such, we are asking passengers to arrive 3 hours prior to departure.

With regards to the night movements, we have resubmitted 4 of the 5 certificates at the request of Leeds City Council, as some discrepancies were identified in the original applications. We expect further communication from LCC in the New Year.

Q. Many of the ACC members last time were critical about the communication that had gone out about the night time issue. We have now received clear communication from LBA.

A. We took the feedback seriously.

Q. The signage for the car parks is poor.

A. We know this needs improvement and we are in discussion with LCC to upgrade the car park signage on Whitehouse Lane.

## **7. UKACC Update**

Alan Wrigley gave a brief update following the UK ACC meeting that was held at London Heathrow Airport on 23<sup>rd</sup> and 24<sup>th</sup> November 2023. The minutes of this meeting have been shared with members of the LBA ACC.

## **8. Any Other Business**

Q. Is there an update on the train station?

A. A meeting was held 2 weeks ago that CJ attended. Now looking at a 2026 opening date although there are still issues around funding which have yet to be resolved.

Q. Regarding the airspace change proposal works, there appears to be a communication issue. The process of the ACP is complicated to understand.

A. This is an issue at most airports and the CAA are currently looking at the process.

Q. Jamie Babbin attended a meeting at Otley Town Council last week regarding the ACP, which did help clarify matters. The Chair of that meeting asked about the swathe and if there are any statistics west over Menston and East over Otley?

A. We have data but it deals with how many are within the swathe and how many are outside of it. Please ask the councillor to make contact with us and we will look at what can be provided. It was agreed that flight path data would be provided at future meetings.

Q. Marilyn Bannister: The swathe is not the line, the SID is the line. How many follow the line.

A. It would be zero. The SID is a single line on a plan which no aircraft can follow exactly, there will always be a degree of error which is what the swathe and noise preferential route denotes. It should be noted that there isn't a legal limit with how many aircraft need to operate within the swathe.

Vincent ended the meeting confirming plans for the ACC moving forward. Following feedback we are making some changes. We have taken on board the comments made around the PR and communication and implementing some changes.

Secondly, we have undertaken an internal review and we have looked at ways we can make best use of the ACC. Moving forward, rather than talking at the committee, we should listen to it. In 2024, we will look to undertake a new Noise Action Plan and we will engage with the ACC on how we should engage with the local communities.

Also, we have an update of our masterplan. Although it is not a legal requirement, it is important as it details who we are and where we are going. We would like to share this with the ACC ahead of it going public. A discussion will be held at the next ACC.

Do any of the members have any objection to starting an hour earlier to allow us time for an in depth discussion?

Q. Marilyn Bannister: Will an independent be here to facilitate?

A. No, not in this forum, that is the Chair.

**Next meeting date:**

27 March 2024