

Minutes of the Consultative Committee Meeting held at
Leeds Bradford Airport
Wednesday 07 December 2022

Members Present:

Alan Wrigley	Chairman
Cllr Paul Bone	Pool Parish Council
Cllr Eleanor Thomson	Leeds City Council
Ken Cothliff	Aireborough Neighbourhood Forum
Cllr Penny Robinson	Otley Town Council
Paul Moss	Sherburn Aero Club
Heather Ruane	Leeds Bradford Airport Support Group
Brian Dunsby	Harrogate District Chamber of Commerce
Keith Batty	Vale of York Gliding Clubs
Marilyn Banister	Menston Parish Council
Cllr Peter Caffrey	Calderdale Council
Cllr Colin Campbell	Local Resident Rep (Yeadon end of runway)
Cllr Raymond Jones	Horsforth Town Council
Alex Beresford	Grayling – PR Agency
Karl Stephenson	Unite the Union
Cllr John Howard	Bramhope & Carlton Parish Council

Members Apologies

Cllr Angela Carr	Rawdon Parish Council
Martin Hughes	Local Resident Rep – Horsforth
Cllr Bob Felstead	Burley & Wharfedale Parish Council
Cllr Lynda Goodall	Yorkshire Local Councils Association
Cllr N Walshaw	Leeds City Council
Cllr Gill Dixon	Baildon Town Council
Cllr Paul Wadsworth	Leeds City Council

No Attendance:

Cllr Ian Greenberg	Yorkshire Local Councils Association
Cllr Simon Cunningham	Bradford MDC
Rob Bellamy	Jet2
Alex Hornby	Transdev

Airport Officers Present:

Damian Ives	Chief Operations Officer
Charles Johnson	Head of Planning Development
Jamie Babbin	Head of Air Traffic Services
Andrew Snowdon	Head of Engineering
Rachel Hawkes (minutes)	Executive Assistant

1. Welcome & Apologies

The Chairman opened the meeting.

Apologies had been received ahead of the meeting from:

Cllr Angela Carr
Martin Hughes
Cllr Bob Felstead
Cllr Linda Goodhall
Cllr Neil Walshaw
Cllr Gill Dixon
Cllr Paul Wadsworth

2. Organisational Announcements /New Members

CJ advised the committee that Lindsay Beresford joined at the end of September as HR Director. Lindsay joins from Royal Mail.

3. CEO Address

Unfortunately, Vincent Hodder (VH) was unable to attend the meeting due to illness. Therefore, Damian Ives (DCI) stepped in to provide the committee with an update.

4. Operational

DCI advised that September and October saw healthy passenger numbers. Unfortunately, due to poor weather (fog) passenger numbers for November were behind expectations.

Wizz air commenced operations from 31st October.

Discussions are ongoing with airline partners for summer 23 and potential new airlines for Summer 24.

DCI confirmed that security and customer experience are fully resourced. Recruitment fairs are planned for the New Year.

Next generation screening machines are planned for summer 24, this should improve the journey through security as liquids and electronics won't need to be removed from bags.

Q. Alan Wrigley: Will that affect the volume of liquids?

A. DCI: We are not sure of the finer detail just yet, we are working with the DfT.

Q. Penny Robinson: For what roles are you recruiting?

A. DCI: there are various roles, Charles Johnson (CJ) will share a list of vacancies with you all.

Q. Paul Bone: I am aware of some delays in September due to an infrastructure issue?

A. DCI: We experienced a bad leak, it was force majeure.

Q. Paul Bone: How do you mitigate so it doesn't happen again?

A. DCI: We have replaced the valve but we wouldn't foresee it happening again.

Q. Marilyn Bannister: At the last meeting, you spoke about air traffic movements. Can we have the data for Summer 2022 and confirmation of the summer time period?

A. CJ: We will be able to share these once they have been compiled and verified. This will hopefully be by the end of Dec.

5. UKACC Annual Meeting Feedback

Since the last meeting, Alan Wrigley (AW) attended the Annual UKACC Meeting at Birmingham Airport. Some points that were discussed at the meeting were:

1. The DfT are conducting a review of the CAA in ensuring the CAA is effective and appropriate. AW requested that if any members of the ACC have anything they would like to be put forward to the DfT, please can these be sent to AW no later than 15 December.
2. Due to staffing issues at the CAA, the Airspace Modernisation Agreement is not moving along as quickly as expected.
3. Delays are being experienced at many other UK airport re security training. Staff members require a Counter Terrorism Check (CTC) prior to the commencement of any security training.

Going forward, Charles Johnson (CJ) will share the weekly ACC bulletin with the committee members. In addition, AW will share the annual report with the committee, via CJ.

Finally, it was discussed that non-attendance is also an issue with other ACC groups. The committee agreed that going forward, non-attenders names will be published.

Q. John Howard: I thought that we had a policy whereby if they hadn't turned up for 2 meetings, they were struck off the list?

A. AW: I prefer to talk with them before they are struck off.

AW asked the committee whether, as a policy, we should send the minutes out to the organisations in addition to the individual representatives. It was agreed, that if anyone wishes for the minutes to also be shared with their colleagues, that they send the email address to CJ.

Q. John Howard: Did you get the impression on the effectiveness of other ACC's at different airports?

A. AW: Yes, some ACC didn't get people showing up on a regular basis. The bigger airports are very effectively organised. The medium sized airports are about as active as we are. I think we are doing well in comparison.

Q. Do we know the results of the survey that was carried out on effectiveness?

A. CJ: This will be part of the annual report.

6. Airspace Change Project

Jamie Babbin (Head of Air Traffic Control) attended the meeting to provide an update on the ACP.

JB gave an update on the ACP process. The gateway submissions are due at the end of February 23, with the Stage 2 Gateway at the end of March 23. He confirmed LBA had been approached by the CAA who asked if there were any areas of Doncaster's former airspace that LBA would be interested in keeping as part of their ACP. JB confirmed there were areas that LBA may look to keep, but not as part of FASI or their current ACP process.

Q. John Howard: I understand DSA has now closed, does that have an impact on the airspace change?

A. JB: No as it's increasingly unlikely they won't continue.

Q. Who controls that space?

A. JB: It has already gone.

Q. Marilyn Bannister: Can you confirm you are looking at a straight ahead departure.

A. JB: Straight ahead is in the options.

A. CJ: The S106 enshrines the NPR in the planning consent. We can't change the NPR without amending this.

Q. Marilyn Bannister: Is up to stage 2 funded by the DfT?

A. JB: Yes, from stage 3, LBA has to find the funds to proceed.

Q. What will the options be in stage 3?

Q. JB: We will be looking at routes in stage 3.

Q. Will it relate to the swathes?

A. JB: Yes.

7. Hall A Update – Project Valhalla

Andrew Snowdon (AS) attended the ACC to provide an update on the Hall A investment.

The area is being redesigned to improve the passenger flow. There will be 14 self-service check in kiosks which will be able to serve multi airlines. In addition, significant investment is being made on the runway.

The strip out has commenced and the reveal will be done in 2 phases to minimise disruption.

Q. John Howard: In redesigning the check-in space, what thought has been given for disabled passengers?

A. AS: Passenger assistance will remain the same which caters for PRM passengers. One big focus on the X25 project is around PRM passengers and ensuring they get the same customer journey as able bodied passengers.

DCI advised the ACC that we will be obtaining new wheelchairs and 2x new PRM vehicles.

AS confirmed that the engineering team have been working closely with the Head of Customer Experience to improve wayfinding and to improve the customer experience.

Q. Ken Cothliff: Does the cost to improve the runway include removing the dip?

A. AS: No

A. DCI: the drainage on the airfield has had to be improved as it was blocked with silt and has been for many years. There hasn't been much investment on the runway since 2006.

Q. Brian Dunsby: How is the London Flybe route performing?

A. DCI: It has been cancelled.

Q. Heather Ruane: What was the logic in starting a London route from Newcastle?

A. DCI: There was no interline agreement at LHR T2. That will have impacted the route and the marketing was poor. We don't foresee it coming back.

Q. Ken Cothliff: what about Newquay?

A. DCI: No plan for it to return.

8. Any Other Business

None

Next meeting date

15th March 2023, 14.00 @ LBA Media Suite