

Minutes of the Consultative Committee Meeting held at Leeds Bradford Airport Thursday 13th December 2018

Members Present:

Mr M Goodwin	Chairman (Chair)
Mr M Dobson	Deputy Chairman
Mr R Bedford	Unite the Union (TUC)
Cllr C Campbell	Local Resident Representative – Yeadon
Ken Conliff	Aireborough Neighbourhood Forum
Mr A Elsegood	Menston Neighbourhood Forum & Community Association
Cllr N Fawcett	Leeds Branch Yorkshire Local Council Association
David Gagen	Local Industry Rep
Cllr I Greenberg	Leeds Branch Yorkshire Local Council Association
Cllr J Howard	Bramhope & Carlton Parish Council
Mr P Jenkins	Burley in Wharfedale Representative
Cllr P Robinson	Otley Town Council
Cllr A Ross-Shaw	Bradford Council
Mrs H Ruane	Airport Support Group
Cllr I Scott	Horsforth Town Council
Paul Swinfen	Jet2.com
Cllr P Wadsworth	Leeds City Council

Member Apologies

Mr B Dunsby	Harrogate District Chamber of Commerce
Cllr P Grahame	Leeds City Council
Cllr M Hughes	Horsforth End of Runway Representative
Ms H V Lee	Chairman Pool Parish Council
Mr S Whitby	Operations Director LBA

Airport Officers Present

Mr R Duncan	Head of Airside Operations
Mr C Johnson	Head of Planning Development (minutes)
Mr D Laws	CEO
Ms T Stevenson	Environmental Manager
Mr J Wylie	Head of Air Traffic Control

Observer

Cllr G Dixon	Baildon Town Council
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2. Minutes of the Last Meeting

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The September 2018 minutes were reviewed for content and accuracy. The September 2018 minutes were approved, subject to an amendment to reflect a request by AE and PJ for detail of the Airspace Change proposal responses to be published in full. PJ to forward on the previous requests and AE to forward on CAA letter relating to the disclosure of information.

An additional amendment to reflect that Cllr N Fawcett and Cllr I Greenburg did attend the last ACC meeting.

3. Matters Arising - Red Route

A brief update was provided by CJ regarding the implementation of the Red Route. LBA are still awaiting a decision from LCC highway officers on the position in dealing with objections to the route. The matter has been raised at Highway Board, but legal advice is still being considered. LCC officers have informed LBA that a decision would be made soon.

4. Business Update

DL provided a detailed update on a number of route and business related items.

Leeds City College and Craven College have been approached to run some customer service courses which LBA staff will be attending. In addition, the LBA Apprenticeship Scheme is continuing to be rolled out and LBA are looking to expand on this next year.

The airline industry continues to face challenging times with a number of airlines facing financial problems including a number based at LBA. Flybe are presently seeking a buyer but if none could be found the impacts on the UK domestic air travel situation could be significant. There are limited alternative carriers that could take up these routes. BA are steady but load factors could be better. LBA will again be asking for a night stopper as these services have been put into other UK airports despite LBA – LHR being the shortest route they operate.

Jet2 have confirmed an additional 125,000 seats for 2019 and 3 new destinations. LBA at starting early discussions with the airline for a new 10 year commercial agreement. They current account for around 2.2m pax pa.

LBA are awaiting a call from a new operator to confirm a new European business hub route connection which should then be announced next week and to commence flights in April 2019. If successful this could lead to additional hub connections from a based aircraft.

The Consulate of Pakistan is in Islamabad at the moment speaking to LBA's preferred operator for a Pakistan service, who have recently been granted an international flying licence. They are looking to visit LBA early in 2019 to continue discussions.

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Planning permission subject to the signing of a S106 agreement has been secured for the airports new terminal extension. This will provide departure lounges capable of accommodating a wide bodied aircraft which will greatly assist in discussions on Middle East route connectivity. There is also a need to secure the new rail station as early as possible to again aid these Middle Eastern discussions. Preliminary discussions have taken place with Middle Eastern carriers, but to move these on a commitment is required from the Region to the rail station.

In the final round of negotiations for a Madrid service, LBA were unfortunately beaten by another airport despite offering a very favourable commercial deal. Airlines are becoming concerned about the impact of Brexit which is providing a degree of uncertainty into negotiations.

DL felt LBA was well catered for in the short haul leisure market, but long haul leisure and business route hub connections needed to improve.

The presentation was followed by a Q& A session:-

- R Bedford – Was encouraged by the news on apprenticeships.
- H Ruane – Why has TUI been impacted by Jet2 at LBA when Jet2 fly from other airports?

DL - Jet2 have a very efficient and user friendly online booking system and offer much better flexibility with their flight times and dates. Jet2 are very dominant at LBA compared to other airports.

- M Goodwin – Is there any prospect of improving the BA service?

DL – Negotiations have to now happen with the parent company, AIG, which is a different proposition. Discussions are taking place with KLM to see if a larger aircraft can be used bearing in mind the load factors and popularity of the flight. This could provide an alternative to the BA connection option via Heathrow.

- K Conliff – Will any Middle Eastern flight not need to rely on freight?

DL – The passenger market is strong enough, any future freight traffic will be a top up. The success will depend on improved surface access however, AMP are showing commitment via their future spending programme and this ambition needs to be back by the Region. A rail access would bring additional benefits to the wider community as well as LBA.

5. Noise & Track Keeping Update

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TS presented an update on noise monitoring and track keeping issues.

Overall performance was very good with circa 97% of aircraft on track and all within quota quote limits. Air traffic movements were within planning conditions but nearing night time summer limits. Average noise levels had decreased in summer 2018 compared to summer 2017 with the only minor breaches from the older aircraft in the main which were slowly being phased out.

JW addressed the historical issue of apparent inaccuracies in the tracking data showing that aircraft were not taking off from the runway but over Multiflight. This was as a result of the airports secondary radar being at a lower level than both the runway and primary radar thus showing marginal anomalies at a very low level.

The presentation was followed by a Q&A session:-

- Clr Greenberg – Are there any plans for a new secondary radar and is it possible to have a tour of the radar room

JW – Yes please make contact with him and he will arrange a suitable date. There are no plans for any radar upgrades until at least 2022,

- P Jenkins – At what height does the secondary radar become accurate? Some tracks show very sharp, angular turns which the planes can't possible make

JW – At a fairly low level depending on weather conditions but certainly well before Burley in Wharfedale and Menston.

TS – No system can be perfect but it is very accurate.

- A Elsegood – Historically 51% of aircraft were off track so the latest figures are a significant improvement. Questioned whether this improvement would have been made if Menston hadn't had a representative on the ACC. Can the tracking data be trusted?

JW – LBA are working closely with the manufacturers but the system is a tried and tested one and used by many airports.

- A Elsegood – Why are the reported breaches at night time and over Menston?

TS – They are arrivals over Horsforth on runway 32 so not Menston.

6. Winter Resilience Equipment

RD gave an overview of the new snow clearing and de-icing equipment that the airport has invested in recently. The airport produces a winter snow plan every year in August which is released to the airlines in October and reviewed at key points over winter. £1.2m has been invested in 3 new snow sweepers and state of the art de-icing equipment.

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The presentation was followed by a Q&A session:-

- M Goodwin – What is the cost of de-icing fluid?

RD – More than 1ltr of diesel with on average 80,000 litres used in a year. Winter 2017/2018 saw 170,000 ltrs used. Can both de-ice and undertake ice prevention depending on the concentration.

- CLlr Wadsworth – How is the dip in the runway de-iced as this has caused issues historically.

RD – This has only been an issue twice before and experience has shown that in certain prevailing wind conditions it is better not to de-ice but let the wind blow the snow away so it doesn't stick to the runway.

- M Goodwin – Is the new equipment a snow blower?

RD – The vehicles are equipped with a plough, brush and blower to cover all eventualities.

- P Jenkins – Are there any pollution concerns with de-icing?

RD – The airport only allows de-icing to take place on certain areas of the runway which run into controlled catchment areas.

- K Conliff – How are the plane de-iced?

RD – The airlines undertake this themselves.

7. Peter Jenkins

Peter made a speech to the ACC members as he was stepping down from the committee. He outlined his involvement over the years and the changes that had taken place. He confirmed that CLlr Whiteley would be taking over representing Burley in Wharfedale.

8. New Membership

The Chair stated there had been 6 applications for membership of the ACC from the following organisations:-

- Baildon Town Council
- North Hyde Park Neighbourhood Association.
- West Park Residents Association.
- Drummonds and Churchwood Residential Association.
- Weetwood Residents Association
- South Headingley Community Association

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A lengthy debate followed with members outlining the criteria required by any organisation to be considered for membership. It was noted all the applications apart from Baildon Town Council were from smaller organisations representing local interest groups in and around Headingley and the surrounding areas.

The principle of membership in line with DfT guidance is to keep ACC's a manageable size. Where a number of organisations have a similar interest in the operations of the airport, thought should be given to ways in which those interests can be appropriately represented without making the committee unwieldy. It was agreed by members that Baildon Town Council was an organisation with an elected political representative with adequate governance in place to ensure the discussions at the ACC were relayed to representatives of Baildon and the surrounding community. It was felt in respect of the other applications however, that these needed to be coordinated via a parish or ward councillor with recognised governance procedures. It was suggested that the Inner North West Area Committee may be a suitable organisation in this respect. Cllr Wadsworth is to provide a suitable point of contact for the applicants to approach in this regard. J Howard was to draft a letter for the Chair to respond formally to all applicants.

5. Any Other Business / Q&A

- M Dobson – Requested that the Secretariat for the ACC be reinstated to undertake formal minutes of the meetings and follow up on actions between meetings.
- Cllr Scott – Requested an update on the covered walkway between the terminal and the Shortstay car park.
 - CJ – This was still an ambition of the airport but resources were stretched and were currently being focused on other projects such as the terminal extension.
 - MD – The issued needed to be given priority and moved up the agenda as it would make a big difference.
- 1Hour Free Parking – A request was made to waive any charges when there was a delay to arriving passengers as a result of baggage reclaim issues. It was confirmed the Control Centre consider all such request on an individual basis based upon operational circumstances in place at the time.
- J Howard – Consideration should be given to regular uses of the airport to be given mystery shopper status.
- M Dodson – Confirmed that the flying school at Multiflight had closed down.
- K Conliff – Made members aware that there was a new history of LBA available for purchase.

2019 Future Meeting Dates

27th March 2019 : 14.00-16.00

19th June 2019 : 14.00-16.00



Leeds Bradford[®]
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18th September 2019 : 14.00-16.00

11th December 2019 : 10.00-12.00

Media Centre, LBA