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Consultative Committee

c/o Business Administration Team
Leeds Bradford Airport
Leeds¦
LS19 7TU

Tel 0871 288 2288*call charges apply*

Minutes of the Consultative Committee Meeting held at

Leeds Bradford Airport

Wednesday 23rd September 2026

Members Present:

Alan Wrigley	Chairman
Heather Ruane	Leeds Bradford Airport Support Group
Cllr Marilyn Banister	Menston Parish Council
Aiden Goulden	Horsforth Ward Council
Neil Whitaker	Unite the Union
Alan Moore	Aireborough Neighbourhood Forum
Cllr Penny Robinson	Otley Town Council
Paul Bone	Pool-in-Wharfedale Parish Council
Paul Moss	Sherburn Aero Club
Cllr David Stoddard-Scott	Leeds City Council (Con)

Members Apologies:

Cllr Richard Knowles	Baildon Town Council – Sub Gill Dixon
Cllr John Howard	Bramhope & Carlton Parish Council – Sub Cllr Ian Robinson
Cllr Angela Carr	Rawdon Parish Council
Cllr Colin Campbell	Local Resident Rep, Yeadon – Sub Cllr Ryk Downes
Cllr Tim Goodall	Inner North West Community Committee
Cllr Raymond Jones	Leeds City Council (Lab)

Non Attendance:

Cllr Alex Mitchell	City of Bradford MDC
Cllr Andy Paraskos	North Yorkshire County Council

Airport Officers Present:

Charles Johnson	Head of Planning and Development
Vincent Hodder	Chief Executive Officer
Declan Maguire	Aviation Director

Minutes taken by Elle Monk (Executive Support Coordinator).

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1. Welcome & Apologies

The Chairman opened the meeting

Apologies had been received ahead of the meeting from:

Cllr Richard Knowles	Baildon Town Council – Sub Gill Dixon
Cllr John Howard	Bramhope & Carlton Parish Council – Sub Cllr Ian Robinson
Cllr Angela Carr	Rawdon Parish Council
Cllr Colin Campbell	Local Resident Rep, Yeadon – Sub Cllr Ryk Downes
Cllr Tim Goodall	Inner North West Community Committee
Cllr Raymond Jones	Leeds City Council (Lab)

2. Organisational Announcements

None

3. Ground-Mounted Solar Farm Project

Charles Johnson (CJ) provided a presentation on LBA's proposals for a ground-mounted solar farm project. The project will utilise approximately 4.3ha of currently unused LBA land south of the runway and west of Harrogate Road adjacent to the runway tunnel.

The proposed design has a capacity of approximately 4.2MW.

A grid connectivity application is currently in progress and ecological surveys have been underway since April 26.

An Environmental Impact Screening Assessment is due to be submitted to Leeds City Council (LCC) in October. Next steps will include a consultation exercise, detailed design and the submission of a planning application prior to Christmas 2026, with a decision expected in spring 2027.

Q: When will the project be finished?
A: There is currently no confirmed completion date. The project is expected to be delivered within a 1-3 year timeframe.

Q: Will electricity be exported to the grid?
A: No. There will be no battery storage during the first phase. All electricity generated by the solar farm is expected to be used directly by LBA, so battery storage is not required at this stage.

Q: What about roof-mounted solar?
A: We have an ongoing roof-mounted solar scheme which is due to begin shortly. The scheme will provide approximately 430kW of solar capacity on the roof of the new terminal building.

Q: Will there be any roadworks?
A: Some roadworks will be required while access works are being carried out.

Q: Are there other potential sites that could be utilised?
A: We continue to review sites for future opportunities.

4. LBA:REGEN Update

CJ shared images showcasing the recent LBA:REGEN project updates.

The new Central Security Zone is due to open on the 5th October with a new smart queueing system.

The new Monty's Diner went live on 21st September and Starbucks is now fully operational.

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The introduction of new immigration e-gates has been further delayed by UKBF, with implementation now not expected before mid-2028.

5. S73 Planning Application Submission

LBA is seeking to update planning conditions that control night flights at the airport, varying conditions in three areas: (1) Convert Air Traffic Movement restrictions to a Quota Count System, (2) Condense night-time hours to 23:30 – 05:59 and (3) Introduction a Night Noise Insultation Scheme.

The current night flight arrangements date back over 30 years to 1994. CJ reiterated that the purpose of the application is to support the modernisation of LBA and cap the amount of noise the airport can generate, whilst also addressing feedback from the community consultation events that took place in 2025/2026 by mitigating the impact of noise via a Night Noise Insulation Scheme.

Runway and physical infrastructure constraints, including the new terminal extension, limit the number of passengers and night flights that can be accommodated at the airport. The application isn't about consenting unrestricted night flights which can't be accommodated due to the physical constraints, it's about capping noise, encouraging the use of quieter aircraft and bringing the operational controls in line with government policy and CAA guidance.

Vincent Hodder (VH) confirmed the presence of each based aircraft at LBA had the impact of generating up to 100 highly skilled local jobs, i.e. pilots, cabin crew, ground staff, aircraft engineers, airside operational team support, fuelling support, etc. Non-based aircraft don't generate the same employment numbers. In order for airlines to base additional aircraft at LBA, they need the certainty of being able to bring some aircraft back in the night time period ready for a morning departure. Without this flexibility they won't do this, restricting growth at LBA to non-based aircraft during the day with no economic benefit or jobs for the region.

Q: Can noise levels be modelled over time?
A: It was recognised that individuals perceive aircraft noise differently. The aim would be to better understand potential noise impacts and support efforts to minimise any potential health impacts on the local community.

Q: What is the current position regarding the noise insulation scheme?
A: It was confirmed that the S73 proposals would not result in increased noise levels for residents in the surrounding area. A previous noise insulation scheme ended in 1996, with the new scheme intended to mitigate the impact of existing aircraft noise which would be capped at this level should the S73 application be consented.

The Planning Portal is currently encouraging submissions, with the consultation period extended to the 30th September 2026.

POST MEETING: The consultation period has been extended further to 15th October 2026.

6. Aviation Update

Declan Maguire (DM) attended the ACC and provided an aviation update.

EasyJet are exiting the airport due to some routes underperforming. The operation was relatively shallow and had low frequencies due to less attractive operating times as aircraft were not based at LBA. This ultimately wasn't attractive for passengers. With higher fuel costs, constrained fleet availability and greater pressure on returns, airlines are increasingly concentrating aircraft in their strongest markets.

General passenger demand remains resilient although passengers are becoming increasingly price sensitive. The constraint is airline capacity, not passenger demand. Airlines are scrutinising marginal

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routes and prioritising markets with the strongest returns so competition for aircraft from airports is increasing. A substantial volume of passengers within LBA's catchment continue to travel through competing airports which the S73 application will help address.

7. Any other business

Parkway Station

A decision on funding is expected in January 2027, with funding anticipated to be in place by April 2027. Further detail on the proposals and funding position is expected to be available post January 2027.

Concerns were raised regarding the current quality, reliability and frequency of local bus services. Baildon representative shared that they continue to engage with WYCA to encourage a more strategic approach to local bus provision. The A3 Baildon service, which currently operates hourly, was highlighted as insufficient to meet local requirements.

WYCA made a decision to proceed with a bus franchising based upon the services in place in April 2024, with franchising expected to be implemented from April 2027. WYCA are not looking to implement any changes to bus routes until after April 2027.

Sustainable Aviation Fuel (SAF)

The Sustainable Aviation Fuel (SAF) project remains ongoing, with work continuing towards implementation. Teesside has been identified as the proposed pilot location, due to its access to suitable feedstocks and a reliable electricity supply.

Emergency Briefing Film

Cllr Banister mentioned the People's Emergency Briefing film with a link to the website - https://www.nebriefing.org/

The chair closed the meeting.

Next meeting date

16 December 2026 – 14:00-16:00