

Minutes of the Consultative Committee Meeting held at
Leeds Bradford Airport
Wednesday 1st April 2026

Members Present:

Alan Wrigley	Chairman
Cllr Alex Mitchell	City of Bradford MDC
Heather Ruane	Leeds Bradford Airport Support Group
Cllr Marilyn Banister	Menston Parish Council
Cllr John Howard	Bramhope & Carlton Parish Council
Cllr Penny Robinson	Otley Town Council
Pete Gable	Rawdon Parish Council
Cllr Paul Bone	Pool-in-Wharfedale Parish Council
Cllr Richard Knowles	Baildon Town Council
Cllr Colin Campbell	Local Resident Rep (Yeadon end of runway)
Alan Moore	Aireborough Neighbourhood Forum
Paul Moss	Sherburn Aero Club
Jane Dowson	Inner North West Community Committee

Members Apologies:

Keith Batty	Vale of York Gliding Clubs
Cllr Andy Paraskos	North Yorkshire County Council
Martin Hughes	Local Resident (Horsforth end of runway)
Cllr Bob Felstead	Burley & Wharfedale Parish Council – Sub Steve Goodwill
Neil Whitaker	Unite the Union
Cllr Barry Anderson	Leeds City Council (CON)
Cllr Stella Walsh	Yorkshire Local Councils Association

Non-Attendance:

Cllr Raymond Jones	Leeds City Council (LAB)
Cllr Simon Dowling	Horsforth Town Council

Airport Officers Present:

Charles Johnson	Head of Planning and Development
John Cunliffe	Commercial and Strategy Director

Minutes taken by Elle Monk (Executive Support Coordinator).

1. Welcome & Apologies

The Chairman opened the meeting

Apologies had been received ahead of the meeting from:

Keith Batty	Vale of York Gliding Clubs
Cllr Andy Paraskos	North Yorkshire County Council
Martin Hughes	Local Resident (Horsforth end of runway)
Cllr Bob Felstead	Burley & Wharfedale Parish Council – Sub Steve Goodwill
Neil Whitaker	Unite the Union
Cllr Barry Anderson	Leeds City Council Conservative
Cllr Stella Walsh	Yorkshire Local Councils Association

2. CLUED Update

Charles Johnson (CJ) provided an update on the recent CLUED submission. CJ explained the s78 provisions of the Town & Country Planning Act, and confirmed the purpose of a CLEUD was to clarify the legality of any activity that is specifically applied for.

CJ explained that the appeal inspector's decision assisted LBA by broadening the definition of aircraft not permitted to fly, thus increasing the number of aircraft movements that could be considered as breaching Condition 6. LBA have thus provided LCC with additional data to the original CLEUD applications to support the new CLEUD application.

The ACC requested advance notice of any CLUED updates being published, so they are aware ahead of public release.

3. LBA REGEN Update

CJ provided an LBA:REGEN update, showing a range of photos highlighting the works to date. Phase 2 is well underway & Phase 1 has been operational for 9+ months with positive comments.

The Lounge offerings have been reviewed and modified based on feedback and now include a child offering for families. The 681 Lounge is now one larger, high-quality, premium lounge offering with a separate quiet room for travellers who require a quiet space.

Timescales for openings of the airports new store and operational openings were shared with the group.

Q: Is there going to be a walk-through animated video created to give passengers an idea of what the airport will look like once all the work is completed?

A: The proposition of creating a video was explored but is not currently being taken any further. The group will be notified should this change. Lots of design photos have been produced to give an idea of finished products and will be shared with the group at upcoming meetings.

Q: Has anything of historical significance been discovered during the building works?

A: No significant findings have been identified.

Q: Some of the opening dates are quite far in the future – why is that, given work is already underway?

A: The work is being carried out in phases, as the airport cannot fully close during construction. Sections are therefore opened and closed at staggered times to ensure operations can continue.

Q: When the new central security search opens, will the machinery be changing?

A: The opening will take place during quieter months to support a smooth transition. During this period, both new and existing equipment will be used in the central area to ensure an efficient and effective changeover.

Q: Will the landside arrivals store be open 24/7?

A: It is intended to operate 24/7, subject to operational considerations and demand.

Q: Will there be duty-free shopping, a duty-free store, in arrivals?

A: This is still under review. While EU decisions have presented challenges, VAT-free shopping remains an option and is being explored. Space has been allocated for World Duty Free in the arrivals area.

4. Airspace Change Update

CJ confirmed that the Stage 2 Gateway was passed in Feb 2026. Stage 3 has commenced following the release of details of the DFT funding mechanism.

5. Business Update

John Cunliffe (JC) provided a business update to the group. The Aena sale is still in the process of completing, with completion estimated for May.

Q: Do you believe the Aena sale is positive for LBA?

A: Yes, we believe this is extremely positive for the airport.

FY25/26 has now concluded, during which 4.5 million passengers used LBA. Passenger numbers continue to grow year on year, and we are forecasting 4.7 million passengers for FY26/27. Financial results will be published in due course and can be discussed at a future meeting.

There are no current new airline announcements. The current focus remains on working with existing airlines to increase flight frequencies. We have seen growth in KLM services and an increase in use of Embraer E2 and E195 aircraft at the airport.

We have also welcomed an A321neo aircraft operating directly from Paris, with a capacity of 236 seats.

SunExpress, Aurigny, and TUI have now commenced their summer operations.

The ACC highlighted strong local demand for domestic routes, particularly the reinstatement of a London service.

Q: Is the reopening of DSA considered a threat to LBA, and is it being used as leverage for airlines to secure more competitive pricing?

A: DSA is not considered a threat to LBA's operations or airline relationships. LBA continues to be viewed positively by both passengers and airlines.

Q: Why has the 100ml liquid restriction been reintroduced?

A: We are currently unable to support the 2-litre allowance until the manufacture of the C3 XRay machines have been given legislative approval. The current systems are supplied by Leidos, which is awaiting accreditation to restore this capability. We expect this process to be completed within six months and will update the ACC once it is live.

6. WYCA Mass Transit Consultation and Parkway Rail Station Update

CJ gave an update on the Mass Transit Consultation. On the 12/03/26 The West Yorkshire Combined Authority (WYCA) approved a £230 million investment pipeline to drive growth and connectivity across its five districts.

LBA parkway station has been shortlisted as an investment project but no commitment on the level of funding or programme for delivery has yet been made.

A strategic paper is currently being drafted for all stakeholders to sign up to. The strategic paper will be a business plan detailing the delivery requirements of the station which will be submitted to WYCA in September 26.

Q: There is concern that the Government determines how funding is allocated and used. Will the Government support the airport rail link?

A: CJ clarified that the parkway station is not intended to function solely as a dedicated LBA rail link, but rather as a stop serving other needs including access to the North West Leeds Employment Hub and supporting commuter travel. It was also confirmed that funding allocation decisions are not made by central Government but are the responsibility of WYCA.

7. Any other business

Peter Gable shared expressive thanks for the airports continuous contributions to the local communities.

An update on noise monitoring systems has been requested for future ACC meeting.

Q: Is there still plans to replace the radar?

A: Replacement strategy is being discussed and is ongoing.

Q: There have been local complaints around the use of maximum thrust on take-off making them particularly noisy, can you confirm?

A: POST MEETING CLARIFICATION – Generally speaking max thrust is not used on take-off. It is used on occasions where the aircraft is near max take-off weight, or the air temperature is hot. It's not in the airline's interests to use max thrust when not needed due to engine wear.

Flyer Bus Service

ACC member raised that the Flyer Bus Service airport subsidies have not been updated since 2009. CJ engages regularly with TransDev and WYCA. The Flyer service is not a dedicated airport service, rather a public bus service that stops at LBA. WYCA are not make decisions on future routes until the franchise agreement is complete (expected April 2027). LBA will continue to influence decisions and maintain ongoing route discussions.

The chair closed the meeting.

Next meeting date

25th June, 14.00-16.00 @ LBA Media Suite