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Airports Commission
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Dear Sir/Madam,

Utilisation of the UK's Existing Airport Capacity

I am writing in my capacity as Executive Chairman of London Luton Airport Operations Limited (LLAOL), which represents the interests of its two shareholders Ardian and AENA.

LLAOL is the operator of London Luton Airport under the provisions of a Concession Agreement granted by the freehold owner of the site, London Luton Airport Limited (LLAL), which is a wholly owned subsidiary of Luton Borough Council.

On 23 June 2014, LLAOL was granted planning permission for works that will facilitate the growth of the airport from its current capacity of 12.4 million passengers a year to 18 million passengers per year.

LLAOL's shareholders have committed to invest £100M to fund the airport's expansion and development.

This investment will:

- Create a new integrated transport hub that links UK business and leisure travelers with continental Europe and a broader global network
- Boost economic activity through the creation of over 5,000 new jobs
- Deliver greater choice for passengers through a combination of greater flight frequencies and new flight destinations
- Make best use of existing facilities, whilst enhancing the passenger experience at London Luton Airport.

In strategic terms London Luton Airport (LLA) plays a major role in meeting existing capacity needs. What is of greater importance is its considerable potential to meet capacity demands over the next few years as the UK economy returns to full growth ; as evidenced already in the 2003 Aviation Transport White Paper.

It is for this reason that we would wish the review team to fully consider the role that LLA has to play in its assessment of the UK's aviation infrastructure needs. In this context LLAOL's investors are keen to see that:

- I. Investor and market led solutions to capacity needs are not "crowded out" by the provision of public subsidies to failing airports; ensuring that taxpayers money is not wasted
- II. Appropriate consolidation takes place within the London/South East airport structure; ensuring that diversity and choice remains available to passengers, whether they are seeking short haul travel, long-haul travel or transfers to major European hubs
- III. New rail franchises take account of the needs of airports, with particular regard to the scheduling of trains, branded signage and ease of access between each mode of transport; ensuring that properly coordinated solutions become the norm

The commercially confidential nature of our current discussions negates our ability to speak in greater detail in a public submission. We would however be most keen to meet in private with the Commission evaluation team to relate our views in greater detail with regards to points (i) – (iii) above.

Could I therefore suggest that your office contacts mine with a view to scheduling a detailed briefing meeting? This would ideally take place at LLA and enable me to additionally give a substantive view of the current infrastructure and our plans for expansion over the next five years.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Clive Condie'.

Clive Condie
Executive Chairman
London Luton Airport Operations Limited