

*These notes refer to the Civil Aviation Act 2012 (c.19)  
which received Royal Assent on 19 December 2012*

# CIVIL AVIATION ACT 2012

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## EXPLANATORY NOTES

### INTRODUCTION

1. These explanatory notes relate to the Civil Aviation Act 2012 which received Royal Assent on 19 December 2012. They have been prepared by the Department for Transport (DfT) in order to assist the reader in understanding the Act. They do not form part of the Act and have not been endorsed by Parliament.
2. The notes need to be read in conjunction with the Act. They are not, and are not meant to be, a comprehensive description of the Act. So where a section or part of a section does not seem to require any explanation or comment, none is given.

### BACKGROUND AND SUMMARY

3. This Act contains measures which modernise the regulatory framework for civil aviation in the United Kingdom through reforms to the legislative framework for the economic regulation of airports and the legislative framework of the Civil Aviation Authority (CAA), and by conferring certain aviation security functions on the CAA. It also contains measures to reform the Secretary of State's powers to regulate the provision of flight accommodation.

#### *Reforms to the framework for the economic regulation of airports*

4. The House of Commons Transport Committee's 2006 report *The Work of the Civil Aviation Authority* recommended that the DfT should carry out a review of the CAA, including the central elements of the framework for the economic regulation of airports as set out in the Airports Act 1986 (the "AA 1986") (report available at: [www.publications.parliament.uk/pa/cm200506/cmselect/cmtran/809/80902.htm](http://www.publications.parliament.uk/pa/cm200506/cmselect/cmtran/809/80902.htm)).
5. In 2008, the Government announced that such a review would take place and would be informed by advice from an independent panel of experts. The panel's recommendations were published in December 2009, following a public consultation in March 2009 (<http://www.dft.gov.uk/pgr/aviation/airports/reviewregulationairports/expertpanelopinion>) and (<http://webarchive.nationalarchives.gov.uk/20110720190543/http://www.dft.gov.uk/consultations/archive/2009/ukairports/index.html>) and (<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/aviation/airports/reviewregulationairports/decisiondocument/pdf/decisiondocument.pdf>).
6. Advice from the expert panel, and the response to the public consultation, supported the case for reform of the framework for the economic regulation of airports, and in December 2009 the previous Government published its decision document which set out the case for reform in this area.<sup>1</sup>
7. In the Queen's Speech of May 2010, the Government announced its intention to reform the framework for the economic regulation of airports. In Written Ministerial

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<sup>1</sup> <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/aviation/airports/reviewregulationairports/decisiondocument/>

Statements in July 2010 and March 2011, the Government provided Parliament with further detail on the direction of the reforms, and the intention to bring forward legislation. A draft Bill was published on 23 November 2011 to give the House of Commons Transport Committee the opportunity to consider the Government's legislative proposals before they were brought before Parliament. The Committee's Report was published in its Thirteenth Report of Session 2010-2012 on the 19 January 2012.<sup>2</sup>

8. In most sectors of the economy, the degree of competitive rivalry between firms and the threat of competition law is sufficient to protect consumers from the risk of firms exploiting their market power, for example by charging unreasonably high prices or by providing unreasonably low levels of service quality.
9. However in some sectors of the economy – typically those which used to be state-owned monopolies and where circumstances limit the prospect for effective competition – economic regulation is needed to protect consumers. Such regulation has typically capped the prices that dominant firms can charge in order to promote efficiency, while providing them with a fair return on their investments. In the UK economic regulation is carried out by independent expert regulators in the following sectors: gas and electricity (Ofgem), water (Ofwat), telecoms and post (Ofcom), rail (Office of Rail Regulation) and airports and air traffic services (CAA).<sup>3</sup>
10. The previous legislative framework for airport economic regulation was established for Great Britain under Part 4 of the AA 1986 and for Northern Ireland under the [Airports \(Northern Ireland\) Order 1994 \(No. 426 \(N.I.1\)\)](#). Under that regulatory framework the Secretary of State was responsible for deciding which airports should be “designated” for price cap regulation.<sup>4</sup> The CAA was then responsible for regulating these airports by setting the maximum amount the airport operator could charge airlines over a five year period.
11. Consultations on reforming this regulatory framework illustrated that the aviation industry, the regulator and other stakeholders believed the previous regime was burdensome, disproportionate and in need of reform. The Competition Commission concluded in its 2009 report *BAA airports market investigation: A report on the supply of airport services by BAA in the UK*<sup>5</sup> that the previous legislative framework distorted competition between airlines by adversely affecting the level, specification and timing of investment and the appropriate level and quality of service to passengers and airlines.
12. It was widely considered that the previous framework for airport economic regulation did not meet the standards expected from a modern regulatory regime. The previous regime would not permit the CAA to introduce alternative forms of regulation - for example by monitoring prices and regulating certain aspects of service quality - even if this would benefit passengers and reduce costs for industry.
13. Reform to the framework of the economic regulation of airports was also prompted by the significant changes that have taken place in the aviation sector since the enactment of the AA 1986, including large increases in passenger volumes, the expansion of regional airports and entry by low-cost airlines.
14. The economic regulation measures contained in this Act are intended to provide the CAA with a clear primary duty to further the interests of passengers and owners of cargo in the provision of airport operation services and, where appropriate, promote competition in those services; to provide a more flexible and targeted set of regulatory tools (including a licensing regime); to make the CAA's decisions more accountable

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2 <sup>2</sup><http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/1694/169402.htm>

3 In addition in Northern Ireland the Northern Ireland Utility Regulator regulates the gas electricity and water sectors and in Scotland the Water Industry Commission for Scotland regulates the water industry.

4 The Secretary of State is responsible for airports in Great Britain only. The Minister for the Northern Irish Department of the Environment has responsibility for airports in Northern Ireland

5 [http://www.competition-commission.org.uk/rep\\_pub/reports/2009/fulltext/545.pdf](http://www.competition-commission.org.uk/rep_pub/reports/2009/fulltext/545.pdf)

through a system of appeals; and to reduce unnecessary regulatory and central government involvement.

15. The Act also grants the CAA powers to enforce competition law by enabling the CAA to exercise powers concurrently held with the Office of Fair Trading (OFT). These powers include the enforcement of competition law in relation to the provision of airport operation services sector and the ability to make market investigation references to the Competition Commission in relation to the provision of airport operation services. A number of economic regulators (including the CAA for air traffic services only) have concurrent powers with the OFT in respect of sectors which fall within their responsibility. These sectors include telecommunications, gas, electricity, water and sewerage, and railway services.

### ***Aviation security***

16. The Act confers certain aviation security functions on the CAA, including the review of aviation security directions, advice and assistance to industry and compliance. The Secretary of State remains responsible for aviation security policy and giving aviation security directions under the Aviation Security Act 1982 (the “ASA 1982”).
17. The Act also enables transfer schemes to be made in connection with the aviation security functions to be conferred on the CAA.

### ***Reform to the legislative framework of the CAA***

18. The House of Commons Transport Committee report *The Work of the Civil Aviation Authority* also recommended that the DfT should carry out a fundamental review of the CAA itself. In 2007 the Government commissioned Sir Joseph Pilling to conduct an independent strategic review. The report was published in June 2008<sup>6</sup>. His recommendations have informed some of the CAA reform measures contained in the Act. Some of his governance recommendations have been implemented without the need for legislation, for example the creation of a separate Chair and Chief Executive for the CAA. Others required legislation and the Act makes a number of changes to the CAA’s legislative framework as follows:

### ***CAA membership***

19. Previously, the Secretary of State appointed all the members of the CAA’s board and, with Treasury consent, determined their remuneration. Sir Joseph Pilling, in his 2008 Report recommended that modernising the CAA’s governance structure would help the CAA to maintain its general standing and record of success. Another recommendation was that the CAA board should be allowed to appoint its own executive directors and determine their remuneration packages. The Act contains provisions that make this change.

### ***Civil sanctions***

20. The Act enables the CAA to make use of alternative civil sanctions alongside existing criminal penalties.

### ***CAA’s charging schemes***

21. The CAA’s charging schemes are the mechanism by which it recovers its regulatory costs from industry. These normally come into force on 1 April each year following consultation with the Secretary of State. Under the Civil Aviation Act 1982, (the “CAA 1982”) the CAA is required to allow a minimum of 60 days between publication of its proposed charges and those charges coming into force. The Act introduces a statutory

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6 <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgf/aviation/domestic/pillingreview.PDF>

obligation on the CAA to consult charge-payers and reduces the 60-day notice period to 14 days.

### ***Criminal proceedings***

22. The CAA previously investigated and prosecuted aviation-related offences on behalf of the Crown, pursuant to arrangements to provide assistance to the Secretary of State under section 16 of the CAA 1982. The Act makes express provision for the CAA to institute criminal proceedings as part of its enforcement function under section 20 of the CAA 1982 to ensure that costs associated with carrying out enforcement work, including prosecutions, will be recoverable from the industry under the new charging scheme arrangements rather than from the taxpayer, as was the case under previous arrangements.

### ***Information, guidance and advice***

23. The Act contains provision creating a new duty for the CAA to publish or arrange for the aviation sector to publish such information and advice as the CAA considers appropriate: (i) to assist users (passengers or owners of cargo), including potential users of air transport services, to compare services and make more informed choices; and (ii) to inform the public about the environmental effects (including emissions and noise) of civil aviation in the UK and measures taken to limit the adverse environmental effects. The CAA may also publish best practice guidance and advice for the aviation sector aimed at either improving service standards for users or limiting the adverse environmental effects of civil aviation in the UK. The CAA must consult on its policy for carrying out these new functions and have regard to the principle that the benefits of carrying out the functions should outweigh any adverse effects.

### ***Disclosure of medical information***

24. The CAA receives medical information relating to flight crew and air traffic controllers in the course of licensing those persons to perform their air navigation roles. It is currently prohibited from disclosing that information unless at least one of a number of conditions is met, for example the consent of the person to whom the information relates has been obtained. Following a recommendation of the House of Lords Committee on Science and Technology in 2007 (H L Paper 7, December 2007<sup>7</sup>) and Government response (H L Paper 105, May 2008<sup>8</sup>), the Act will permit the CAA to disclose medical information, in anonymised form, for medical research purposes.

### ***Regulation of the provision of flight accommodation***

25. The Act amends the Secretary of State's existing powers to regulate the provision of flight accommodation, which is the basis of the Air Travel Organiser' Licensing (ATOL) scheme run by the CAA. The scheme protects passengers purchasing seats on flights, mainly where these form part of a package holiday or a 'Flight-Plus' holiday, in the event of the insolvency of a package tour operator or travel agent. The DfT consulted on the proposals to reform the ATOL scheme in summer 2011<sup>9</sup>, including broadening the scope of the Secretary of State's regulation-making powers to allow the scheme to better reflect the way in which holidays including a flight are now sold and arranged. Following from this, section 71 of the CAA 1982, as amended by section 94 of the Act, allows the Secretary of State to make regulations to require ATOL licences to be held by (i) airlines for the sale of holidays including a flight (ii) businesses procuring holidays including a flight on an "agent for the consumer" basis and (iii) businesses that facilitate making available flight accommodation. It also provides the Secretary of State with powers to make regulations imposing obligations on ATOL licence holders

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<sup>7</sup> <http://www.publications.parliament.uk/pa/ld200708/ldselect/ldsctech/7/7.pdf>

<sup>8</sup> <http://www.publications.parliament.uk/pa/ld200708/ldselect/ldsctech/105/105.pdf>

<sup>9</sup> <http://www.dft.gov.uk/consultations/dft-2011-17>

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and giving consumers a right of action in the courts in relation to contraventions of those obligations.

### **Structure of the Act**

26. The Act is divided into three Parts. It has 113 sections and 14 Schedules.
27. The Act makes changes to a number of existing Acts, most notably the ASA 1982, the CAA 1982, the AA 1986, the Transport Act 2000 (the “TA 2000”) and the Regulatory Enforcement and Sanctions Act 2008 (the “RESA 2008”). The arrangement of the Act is as follows:

#### **Part 1: Airports**

##### **Chapter 1: Regulation of Operators of Dominant Airports**

<i>Sections 1-2:</i>	<i>General duties</i>
<i>Sections 3-4:</i>	<i>Prohibition</i>
<i>Sections 5-13:</i>	<i>Dominant airports</i>
<i>Sections 14-17:</i>	<i>Licences</i>
<i>Sections 18-21:</i>	<i>Licence conditions</i>
<i>Sections 22-23:</i>	<i>Modifying licences</i>
<i>Sections 24-30:</i>	<i>Appeals against licence conditions etc</i>
<i>Sections 31-47:</i>	<i>Enforcement of licence conditions</i>
<i>Sections 48-49:</i>	<i>Revocation of licence</i>
<i>Sections 50-55:</i>	<i>Obtaining information</i>
<i>Sections 56-58:</i>	<i>Penalties</i>
<i>Section 59:</i>	<i>Disclosing information</i>

##### **Chapter 2: Competition**

<i>Sections 60-65:</i>	<i>Competition</i>
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##### **Chapter 3: General Provision**

<i>Sections 66-72:</i>	<i>Interpretation</i>
<i>Sections 73-77:</i>	<i>Other general provision</i>

#### **Part 2: Other Aviation Matters**

<i>Sections 78-82:</i>	<i>Aviation security</i>
<i>Sections 83-93:</i>	<i>Provision of information about aviation</i>
<i>Section 94:</i>	<i>Regulation of provision of flight accommodation</i>
<i>Sections 95-99:</i>	<i>CAA membership</i>
<i>Sections 100-105:</i>	<i>Further provision about CAA</i>
<i>Sections 106-107:</i>	<i>Miscellaneous</i>

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**Part 3: Final provisions**

<i>Sections 108-113:</i>	<i>Final provisions</i>
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**Schedules 1-14**

<i>Schedule 1:</i>	<i>Appeals against determinations</i>
<i>Schedule 2:</i>	<i>Appeals under <a href="#">sections 24 and 25</a></i>
<i>Schedule 3:</i>	<i>Appeals against orders and penalties</i>
<i>Schedule 4:</i>	<i>Appeals against revocation of licence</i>
<i>Schedule 5:</i>	<i>Appeals against penalties: information</i>
<i>Schedule 6:</i>	<i>Restrictions on disclosing information</i>
<i>Schedule 7:</i>	<i>Index of defined expressions</i>
<i>Schedule 8:</i>	<i>Status of airport operators as statutory undertakers etc</i>
<i>Schedule 9:</i>	<i>Regulation of operators of dominant airports: consequential provision</i>
<i>Schedule 10:</i>	<i>Regulation of operators of dominant airports: transitional provision</i>
<i>Schedule 11:</i>	<i>Aviation security directions etc: minor and consequential amendments</i>
<i>Schedule 12:</i>	<i>Aviation security: further provision about transfer schemes</i>
<i>Schedule 13:</i>	<i>Appeals against penalties</i>
<i>Schedule 14:</i>	<i>CAA membership: transitional and saving provision</i>

**TERRITORIAL EXTENT AND APPLICATION**

28. [Section 111](#) sets out the territorial extent of the Act.
29. The Act extends to the whole of the United Kingdom.
30. Most, but not all, of the Act’s provisions apply to every part of the United Kingdom. For example, the amendments made by section 101 to section 20 of the CAA 1982 do not apply in relation to Scotland.
31. The amendments, repeals and revocations made by section 76 and Schedules 8 and 9 have the same extent as the provisions amended, repealed or revoked.

## COMMENTARY

### Part 1 – Airports

#### Chapter 1 – Regulation of Operators of Dominant Airports

##### General duties

##### Section 1: CAA’s general duty

32. *Subsection (1)* provides that the CAA must carry out its functions under Chapter 1 of Part 1 of the Act in a way which it thinks will further the interests of users of *air transport services* regarding the range, availability, continuity, cost and quality of *airport operation services* (the “primary duty”). The CAA must do so, where appropriate, by promoting competition in the provision of airport operation services (*subsection (2)*).
33. “Airport operation services” are defined in section 68 and “air transport services” are defined in section 69.
34. The primary duty refers specifically to the interests of users of air transport services in respect of airport operation services: it does not empower the CAA to take into account whatever general interests these persons might have in other capacities (for example as a local resident).
35. There may be conflicts between the interests of users of air transport services. For example, current users may not want to pay for investment that benefits future users. *Subsection (5)* empowers the CAA to determine how to fulfil its primary duty in cases where such conflicts arise.
36. *Subsection (3)* lists a number of matters to which the CAA must have regard in performing its duties under subsections (1) and (2). The duty to have regard to these matters does not, individually or collectively, override the section 1(1) and (2) duty. The matters to which the CAA must have regard under subsection (3) include:-
  - a) the need to secure that each licence holder is able to finance its provision of airport operation services (*subsection (3)(a)*). Whilst this should require the CAA to encourage efficient and economic investment by allowing a reasonable return over time, the financing duty does not require the CAA to ensure the financing of regulated airports in all circumstances, for example the CAA would not be required to adjust regulatory decisions in order to take account of an operator’s particular financing arrangements or put the interests of users at risk by making them pay for an inefficient operator’s financing decisions.
  - b) the need to secure that reasonable demands for airport operation services are met and the need to promote economy and efficiency in the provision of such services (*subsection (3)(b) and (c)*). One would expect both of those needs to be met in a competitive airports market where airport operators provide the services demanded by passengers at minimum cost. The requirement to have regard to those needs reflects the fact that the ultimate aim of economic regulation is, as far as is possible, to replicate the outcomes of a competitive market.
  - c) the need to secure that each licence holder is able to take reasonable measures to address the adverse environmental effects of the licensed airport to which the licence relates, including aircraft using that airport (*subsection (3)(d)*). Environmental effects includes (amongst other matters listed in *subsection (6)*) substances, noise, vibration and emissions and the effect of works carried out at the airport. For example, having regard to this need, the CAA may decide that

the costs of relevant environmental measures should be included in an airport operator's regulatory settlement<sup>10</sup>.

- d) guidance issued to the CAA by the Secretary of State on how it carries out its functions under Chapter 1 (subsection (3)(e)). For example the Secretary of State may issue guidance to the CAA on the Secretary of State's preferred approach to resilience licence conditions.
- e) any international obligations notified to the CAA by the Secretary of State to the CAA (subsection (3)(f)).

### ***Section 2: Secretary of State's general duty***

- 37. In exercising any function under Chapter 1 or Chapter 3 of Part 1 of the Act (other than the functions under sections 66(3) and 68(6)) the Secretary of State is subject to similar duties to those to which the CAA is subject under section 1.

## **Prohibition**

### ***Section 3: Prohibition***

- 38. If an operator of a dominant airport area located at a dominant airport does not have a licence for the dominant airport area, then section 3 states the operator is prohibited from levying charges for airport operation services.
- 39. "Dominant airport area" and "dominant airport" are defined in section 5.
- 40. The prohibition applies to all charges for airport operation services at the airport (other than those in respect of an area for which the operator has a licence), not just those levied in respect of the dominant airport area for which the licence is required. So, for example, if there was one operator of the entire airport but the area comprising the runway was the only dominant area, the operator could not levy charges for any airport operation services at the entire airport without a licence which covered the runway.
- 41. The licence must include a provision specifying the area covered by the licence (see section 17(1)). Therefore if a licensed operator of one dominant area at an airport became the operator of another dominant area which is not covered in its existing licence, the prohibition would apply to the newly acquired dominant area and any other area within the airport operated by that person not covered by its original licence.

### ***Section 4: Prohibition: exemption***

- 42. The effect of section 4 is that if a person is the operator of an airport area on the day on which the area becomes a dominant area, or on which the airport becomes a dominant airport, and the operator does not have a licence on that day, then the operator is exempt from the prohibition until a licence for that airport area is granted (or the operator's application for such a licence is refused). Under section 14, such an operator is treated as having made and published an application for a licence. This is designed to protect existing operators of airport areas who would otherwise subsequently become subject to the prohibition.
- 43. **Section 4** does not protect new operators of airport areas which are already dominant areas located at dominant airports (for example, an area comprising the terminals and runways at London Heathrow); otherwise a change in management control would result in the new operator of the dominant airport area not being subject to regulation.

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<sup>10</sup> The *regulatory settlement* is a term used to embrace the setting of a price control condition and associated obligations.



## **Dominant airports**

### ***Section 5: Dominant areas and dominant airports***

44. **Section 3** has the effect that operators of dominant airport areas located at dominant airports require a licence to levy charges for airport operation services. This section explains what comprises a dominant airport area and a dominant airport.
45. This section introduces the concept of an ‘airport area’ (and therefore a ‘dominant airport area’) to allow for the possibility of there being more than one operator at an individual airport. This could be the case, for example, if an airline acquired or leased a terminal building. As there can be more than one ‘airport area’ at an airport, it follows that there can be more than one ‘operator of an airport area’ at an airport.
46. This differs from the approach used in the AA 1986, which refers to an airport operator as “the person for the time being having the management of an airport, or, in relation to a particular airport, the management of that airport”. That Act does not include provision about cases in which there is more than one operator of an airport.
47. **Section 5** states that an airport area is dominant if the CAA makes a determination that the market power test is met in relation to the area and publishes a notice to that effect.
48. This section also introduces the concept of a ‘core area’ and states that an airport is dominant only if there is some overlap between one or more dominant airport areas and all or some of the airport’s core area. Non-core airport areas include car parks with pedestrian access to the passenger terminal building or pick-up and drop-off points. Therefore if the only dominant airport area at airport X comprised the pick-up and drop-off points, airport X would not be a dominant airport.

### ***Section 6: Market power test***

49. **Section 5** states that an airport area is dominant if the CAA publishes a determination that the market power test is met in relation to the area. This section states that the market power test is met in relation to the airport area only if the CAA is satisfied that tests A, B and C are all met by the operator of that airport area.
50. There is an important distinction: tests A, B and C are applied to the *operator* of the airport area; in contrast the market power determination is made in relation to an airport *area*. The determination applies to an area, rather than to the operator, to allow for it to remain valid in the event that a new operator takes over management control of the assets. Section 7(9) states that a market power determination, once published by the CAA, will continue to have effect until overtaken by a subsequent determination. So if operator A acquires a dominant airport area (which is located at a dominant airport) from operator B, the market power determination and therefore the prohibition will apply to operator A.<sup>11</sup>
51. **Section 6** states that tests A, B and C all have to be met by the operator of an airport area for the market power test to be met. These tests are designed to ensure that operators of airport areas are only subject to economic regulation if: (A) the operator has or is likely to acquire substantial market power; (B) competition law on its own is not sufficient to address the risk the operator may abuse its market power; and (C) the benefits of regulating the operator outweigh the costs.
52. *Subsections (6) and (7)* limit the circumstances in which test A is met.
53. *Subsection (6)* states that test A is only met if:

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<sup>11</sup> Unless there is an operator determination stating that operator B is the operator of the dominant airport area. In practice it is expected that operator B would notify the CAA of the expected change of operator. The CAA would then withdraw the original operator determination and may make a further operator determination on operator A. Otherwise, operator B would remain subject to regulation as the operator of an area over which it no longer has requisite management control. (See also notes on sections 9, 10 and 11 for information about “operator determinations”.)

- the product market in which the operator has (or is likely to acquire) substantial market power is a market for services which include or comprise one or more airport operation services; and
  - the geographic market in which the operator has (or is likely to acquire) substantial market power includes, comprises or forms part of the airport area.
54. *Subsection (6)* would therefore prevent an operator being regulated solely on the basis that it satisfies the market power test in relation to a different product or geographic market.
55. *Subsection (7)* states that in conducting test A in respect of an airport area which includes all or part of the core area as well as other areas in the airport, the CAA must identify a market for one or more airport operation services provided in the core area and geographically the market must include the core area. So for example if an operator controlled an entire airport (which includes a core area) but its substantial market power was limited to a market comprising car parks with pedestrian access to the passenger terminal building (which is not a core area), then test A would not be met.
56. *Subsection (10)* states that the CAA must have regard to relevant competition notices and guidance published by the European Commission and relevant advice and information published by UK competition authorities when applying the market power test.

### ***Section 7: Market power determinations and Section 8: Publication of market power determinations***

57. *Section 7* empowers the CAA to determine whether or not the market power test is met in relation to an airport area whenever it considers it appropriate to do so. This is defined as a “market power determination”.
58. In order to comply with European law (Directive [2009/12/EC](#) of the European Parliament and of the Council of 11 March 2009 on airport charges), this section also requires the CAA to determine whether the market power test is met in relation to an airport area in certain specified circumstances and if requested by certain specified people. Those specified circumstances are listed in *subsection (2)* and the exceptions to this are listed in *subsection (5)*.
59. When a request is made for a market power determination in respect of an airport area, the CAA is empowered to treat that request as if it were a number of requests in respect of a number of airport areas that consist of or include that area. Or it could consider an area including, but wider than, the area for which the request is made. For example, if someone requested a market power determination in relation to an area which comprises the entire airport and there is more than one operator at that airport, the CAA would need to consider the areas managed by the different operators separately.
60. *Subsection (7)* states that the CAA should have regard to the market(s) in which the operator has substantial market power (test A) when choosing the airport area that is to be the subject of a market power determination. The following simple example illustrates what is meant here. Imagine the CAA concluded that the operator was dominant in the provision of runways, but not in the provision of passenger terminals. In such circumstances *subsection (7)* would not prohibit the CAA from making a market power determination in relation to an area that included the passenger terminals, but it does mean that the CAA would need good reasons for doing so.

### ***Section 9: Operators of areas, Section 10: Operator determinations and Section 11: Publication of operator determinations***

61. *Section 9* defines an operator of an airport area as the person with overall responsibility for the management of all of that area. This means that where two separate entities both

have some form of management control over an airport area (for example the lessee and lessor of a passenger terminal building), only one of them can comprise the operator of the area for the purposes of this Part of the Act.

62. **Section 10** empowers the CAA to determine who has overall responsibility for the management of the area, including in cases where one or more separate entities have some form of management control over the airport area. This is defined as an “operator determination”. *Subsection (4)* sets out the factors that the CAA must in particular consider when making an operator determination.
63. *Subsection (5)* of section 10 provides that the CAA must make an operator determination in relation to a person, if requested to do so by that person. *Subsections (6) and (7)* list the exceptions to this requirement.
64. When a request is made for an operator determination in respect of an airport area, the CAA is empowered by *subsection (8)* of section 10 to treat that request as if it were a number of requests in respect of a number of airport areas that consist of or include that area. Or it could consider an area including, but wider than, the area for which the request is made.
65. An operator determination, once published by the CAA, will continue to have effect until the CAA publishes a notice withdrawing it. If the CAA withdraws the operator determination without making a further operator determination then the identity of the operator will depend on the facts and any regulations which have been made by the Secretary of State under powers conferred by section 9(2).

### ***Section 12: Advance determinations***

66. To give prospective operators greater certainty about whether they would require a licence to levy charges, this section empowers the CAA to make market power determinations and operator determinations in advance of a particular event taking place. For example, suppose a third party was considering whether to lease a passenger terminal building from the current operator. This section empowers the CAA to consider the terms of the lease and determine which party would be the operator of the terminal building if the lease were entered into. If the CAA determined that the third party would be the operator of the terminal building, this section also empowers the CAA to determine whether the third party satisfies the market power test and therefore requires a licence if it were to enter into the lease.
67. The advance determination(s) would not take effect until the circumstances described in the determination(s) arose and until then, any previous market power determination would continue to have effect. The CAA is empowered to delay publication of an advance determination if the circumstances have not yet arisen and doing so would involve disclosing commercially sensitive information.

### ***Section 13: Appeals against determinations***

68. This section introduces Schedule 1 where provisions relating to appeals against market power and operator determinations are set out.

### ***Schedule 1: Appeals against determinations***

69. **Schedule 1** provides a right of appeal to the Competition Appeal Tribunal. It sets out the procedures relating to appeals and to decisions on appeals. The Competition Appeal Tribunal Rules of procedure (under section 15 of the Enterprise Act 2002) also apply insofar as the rules set out in this Schedule do not override them.
70. **Paragraph 1** states which parties may appeal against a market power determination or operator determination to the Competition Appeal Tribunal.

71. [Paragraph 2](#) states that parties have 60 days to appeal against a market power or operator determination. The time period for appealing starts on whichever of the following days is the later:
  - the day on which the determination is published; or
  - the day on which the reasons for the determination are published.
72. [Paragraph 2](#) also states that although the Tribunal's rules of procedure can amend the time period within which an appeal can be made, the rules cannot alter the day on which the time period commences.
73. [Paragraph 3](#) states the circumstances in which the Competition Appeal Tribunal may allow an appeal and the decisions that it may take.
74. [Paragraph 4](#) states that if a default position in respect of an airport area is suspended during the appeal or is set aside, the previous market power determination in respect of the airport area takes effect again or continues to have effect (as appropriate), unless the Competition Appeal Tribunal orders otherwise.
75. [Paragraph 5](#) establishes that the Competition Appeal Tribunal when deciding an appeal must have regard to the duties imposed on the CAA by section 1.
76. [Paragraph 6](#) makes provision for further appeals on points of law.

## **Licences**

77. Procedures relating to applications for a licence, and the grant or refusal of such an application, are covered by sections 14 to 16.

### ***Section 14: Application for licence***

78. Persons who operate a dominant area at a dominant airport require a licence to levy charges and this section states the requirements on the applicant and the CAA when an application for a licence is made. *Subsections (3) and (4)* provide that if a person is the operator of an airport area on the day on which the area becomes a dominant area located at a dominant airport, then that person will be treated as having already made and published an application for a licence.

### ***Section 15: Granting licence***

79. This section states the process the CAA must comply with before granting a licence and before the licence comes into force. This section includes a requirement for the CAA to consult for a reasonable period on proposed licence conditions and states that a new licence may not include conditions which differ significantly from those on which it has consulted.
80. After the notice that the licence has been granted has been published by the CAA, the licence cannot come into force for at least six weeks. The notice must specify certain matters, including the reasons for the conditions included in the licence, how the CAA has taken into account representations made and the reasons for any differences from the conditions initially proposed. This is stated in *subsection (7)*. An application for permission to appeal against the CAA's decision to include or exclude a licence condition by the licence holder and/or airlines that are materially affected by the decision can be made during the six week period after publication of the notice. Appeals about the inclusion or exclusion of conditions in a new licence are dealt with in section 24 and Schedule 2. For convenience reference is made in this section of the commentary to particular provisions of Schedule 2, in addition to the separate commentary on that Schedule that appears below.
81. [Paragraph 10](#) of Schedule 2 states that if an application to suspend a licence condition is made in the six week period, the licence condition does not come into effect for ten

weeks from the date of publication of the notice of the decision to grant the licence. This extension is to give the Competition Commission at least four weeks to consider the application for a direction to suspend the licence condition before it would otherwise come into effect. The grounds upon which such a direction may be given are set out at paragraph 11(2) of Schedule 2 and the effects of such a direction at paragraph 11(3).

82. *Subsection (9)* provides that if the CAA grants a licence in advance of a person becoming the operator (of all or part of an area), the licence does not come into force until that person becomes the operator (of all or part of the area).

### ***Section 16: Refusing to grant licence***

83. **Section 16** states the grounds on which the CAA may refuse to grant a licence and the process the CAA must follow should it decide to refuse to grant a licence, including a requirement to consider representations made about a proposal to refuse to grant a licence. The period allowed for making representations must be a period of at least 30 days beginning with the notice of the proposed refusal. The circumstances where the CAA may refuse a licence are stated in *subsection (1)*. These include circumstances in which the application is made by a person whose licence for that airport area has previously been revoked in accordance with a relevant provision of a licence (see *subsections (2) and (3)*) (or by a person “connected to” that person, within the definition set out in section 71). Otherwise, they comprise circumstances where a licence is considered not to be required.

### ***Section 17: Content and effect of licence***

84. Under section 17, the licence must specify the airport and the airport area or areas for which it is granted. The circumstances in which the licence may be revoked by the CAA must be set out in the licence. The licence must also provide that it may only be revoked in accordance with section 48 (which sets out the procedural requirements).

### **Licence conditions**

85. In January 2012, and in response to a request from the Secretary of State the CAA published an indicative licence. This can be found on the CAA’s website<sup>12</sup>.

### ***Section 18: Licence conditions***

86. This section states that the CAA may include in the licence any conditions it considers necessary and expedient having regard to the risk that the licence holder may engage in conduct amounting to an abuse of substantial market power in a market for airport operation services (*subsection (1)(a)*). It is further empowered to impose any other licence conditions it considers necessary or expedient having regard to its duties under section 1 (*subsection (1)(b)*).

### ***Section 19: Price control conditions***

87. **Section 19** requires the CAA to impose price control conditions where it considers this necessary or expedient having regard to the risk described in section 18(1)(a).
88. *Subsection (1)* provides that a licence condition is a price control condition to the extent that it regulates prices by (a) specifying the amount (or maximum amount) that may be charged, or providing that the amount (or maximum amount) that may be charged is to be determined in accordance with the condition; or (b) requiring that the amount (or maximum amount) charged should be approved by the CAA.
89. *Subsections (4) and (5)* enable the CAA to impose such price control conditions as it considers appropriate to deprive an operator of some or all of any unfairly high charges

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12 <http://www.caa.co.uk/docs/5/20120126IndicativeLicence.pdf>

recovered by that operator and amounting to an abuse of substantial market power in specified circumstances and over a specified time period. These broadly comprise circumstances where the person is the operator on the day on which the relevant area becomes subject to regulation and is treated as having a licence for a period (under section 4) or would be treated as having a licence for a period but for the suspension of a market power determination or operator determination. The relevant time period begins when the operator becomes subject to regulation and will generally end when a licence is granted (see section 4(4)).

90. *Subsection (6)* provides that provisions for a price control condition may be made by reference to the amount charged for particular goods or services or to the overall amount charged for a range of goods or services.
91. *Subsection (7)* requires price control conditions to be time-limited.

### ***Section 20: Conditions relating to CAA charges***

92. **Section 20** provides that a licence may include conditions requiring payment of the CAA's charges determined by a scheme or regulations made under section 11 of the CAA 1982 in respect of its functions under Chapter 1 of Part 1 of the Act.

### ***Section 21: Content and effect of licence conditions***

93. Generic examples of provisions which may be included in licence conditions are set out in *subsection (1)*. The examples are neither a prescriptive nor an exhaustive list of provisions that may be included.
94. *Subsections (3) and (4)* state that a condition of the licence may be modified without recourse to the standard licence modification process (set out in sections 22 to 30), provided the specific requirements of subsection (3) are met in that licence condition. However, the proposed inclusion of such a provision in the licence condition would itself be subject to the standard licence modification process (including possible appeal to the Competition Commission).
95. The requirements to be met under subsection (3) are that the licence condition specifies or describes the circumstances in which it may be modified, the period(s) within which the power may be exercised and the types of modification which may be made. For example, a licence condition may require information to be provided by a specified date each year but provide also that the CAA may replace that date with a different date at any time in the next 3 years if the number of passenger movements in a stated period exceeds a stated figure.
96. Such a provision may be modified through the standard licence modification process or through its own self-modifying provisions.
97. *Subsection (5)* concerns licence conditions containing exceptions relating to, or operating by reference to, financial arrangements entered into by the licence holder or a connected person before section 3 of the Act comes into force ("derogations"). Where a licence condition contains such derogations it may not specify that the exception will cease to have effect on a stated date or in specified circumstances, or provide for the CAA to determine which financial arrangements benefit from the exception. The effect of this provision is that a derogation can only be removed by use of the standard licence modification process under sections 22 to 30 including the special rules that apply to a licence modification in such a case (see the notes on section 23 below).
98. *Subsection (6)* states that a licence condition does not have effect when the licence holder is not the operator of any part of the airport area for which the licence is granted or when the CAA makes a determination that the airport area is no longer a dominant area located at a dominant airport (see also the notes on sections 7, 9 and 10 above).

## **Modifying licences**

### ***Section 22: Modifying licence conditions and licence area***

99. This section provides the process the CAA must follow for modifying conditions of a licence or the area for which the licence is granted. “Modifying” a licence condition is defined in section 72 and comprises adding, removing or altering a licence condition.
100. The process requires the CAA to publish a notice that specifies the proposed modification, give reasons for and state the effect of the proposed modification and consider any representations received during the period specified in the notice (*subsections (2) to (4)*).
101. If after doing so the CAA decides not to make the modification it must publish its reasons (*subsection (5)*).
102. If, following consideration of representations, the CAA wishes to make significant changes to the proposed licence modification then the process described in subsections (2) to (4) will need to be repeated in respect of the amended proposal (*subsection (7)*).
103. If the CAA decides to make the proposed modification to a licence condition, it will take effect from the date specified by the CAA in the notice it publishes under *subsection (6)*. This must be at least six weeks after the day on which this notice is published (*subsection (9)*). The notice must also state how the CAA took into account representations received and the reasons for the modification (including the reasons for any differences from the proposed modification) and its effect (see *subsection (8)*).
104. An application for a direction to suspend a licence condition may be made under paragraph 12 of Schedule 2 where an application for permission to appeal under section 25 has been made.
105. **Paragraph 13** of Schedule 2 states that if an application for a direction to suspend the modification of a licence condition is made in the six week period (referred to in *subsection (9)*), the modification does not come into effect for ten weeks from the date the decision on the modification was published. This extension is to give the Competition Commission at least four weeks to consider the application for a direction to suspend the modification of the licence condition before it would otherwise come into effect. The grounds upon which such a direction may be given are set out at paragraph 14(2) and the effects of such a direction are set out at paragraph 14(3).
106. The area for which the licence is granted is not appealable and a proposal to modify that area is also not appealable. As a result the effect of these decisions cannot be suspended and hence the six week delay in coming into force is not required for such decisions.

### ***Section 23: Restriction on power to modify***

107. **Section 23** provides a restriction on the CAA’s powers to modify licence conditions. It applies where a licence condition contains an exception (“derogation”) relating to or operating by reference to financial arrangements entered into before section 3 of the Act comes into force. This may occur, for example, where a ring-fencing licence condition is subject to a derogation to prevent it cutting across financial arrangements entered into by the licence holder or a person connected to the licence holder before section 3 comes into force.
108. In these circumstances, the CAA cannot modify the licence by removing or restricting the derogation unless it has determined that: (i) there has been a material change in circumstances since the derogation was granted; and (ii) the benefits of modifying the derogation are likely to outweigh its adverse effects to users of air transport services. The CAA must publish its determination on or before giving notice of its proposal to make a licence modification.

109. For example, a typical ring-fencing licence condition found in other regulated sectors is a prohibition on the granting of security over assets of the regulated business. Where an operator of an airport area (or a person connected to the operator) has existing lending in place at the time that section 3 comes into force, which is secured on the assets of the regulated company, the regulator may choose to include such a condition in the licence but with a derogation in respect of the existing lending. In these circumstances the CAA would not be able to remove or restrict this derogation until the dual test had been satisfied.

## **Appeals against licence conditions etc**

### ***Section 24: Appeal to Competition Commission: conditions of new licences***

110. An appeal against a decision by the CAA under section 15 (granting licence) to include or not to include a licence condition may be brought by either the holder of the licence (the operator of the airport area), or a provider of air transport services (an airline) whose interests are materially affected by the decision. Such an appeal is made to the Competition Commission. “Air transport service” is defined in section 69.
111. The time limit for an application for permission to appeal is set out in paragraph 1(1) of Schedule 2. The application for permission to appeal must be made within six weeks of the CAA publishing the notice under section 15 of the decision to grant the licence.
112. The Competition Commission may refuse permission to appeal under section 24 only on one of two grounds. First, that the appeal is brought for reasons that are trivial or vexatious, or secondly, that the appeal does not have a reasonable prospect of success.

### ***Section 25: Appeal to Competition Commission: modification of licence conditions***

113. An appeal against a decision by the CAA to modify a licence condition may be brought by either the holder of the licence (the operator of the airport area), or a provider of air transport services (an airline) whose interests are materially affected by the decision. Such an appeal is made to the Competition Commission. “Air transport service” is defined in section 69.
114. The time limit for an application for permission to appeal is set out in paragraph 1(1) of Schedule 2. The application for permission to appeal must be made within six weeks of the CAA publishing the notice of its decision to modify the licence condition.
115. Permission to appeal may be refused on any of three grounds. First, that the appeal is brought for reasons that are trivial or vexatious reasons. Secondly, that the appeal does not have a reasonable prospect of success. Thirdly, that the appeal is brought against a decision relating entirely to a matter remitted to the CAA under an earlier appeal under section 24 or 25 and that it is brought on grounds that were considered, or could have been raised by the applicant or a relevant connected person, as part of that earlier appeal (see *subsections (5) and (6)*). “Relevant connected person” is defined in *subsection (7)*.

### ***Section 26: When appeals may be allowed, Section 27: Determination of appeal, Section 28: Determination of appeal: time limits and Section 29: Determination of appeal: publication etc***

116. *Section 26* states the circumstances in which the Competition Commission may allow an appeal under section 24 and 25. It may only do so to the extent that it is satisfied that the decision appealed against was based on an error of fact and/or that it was wrong in law and/or that an error was made in the exercise of a discretion. These are thus in practice the grounds on which a party could make an appeal.
117. *Section 27* states what the Competition Commission must do if it does or does not allow an appeal under section 24 or 25 or allows only part of the appeal. Where the appeal is allowed (in whole or in part), it may quash the decision, remit the matter to the CAA for



reconsideration and decision (in accordance with Chapter 1 and any directions it may give) or substitute its own decision for that of the CAA.

118. **Section 28** stipulates the time limits within which the Competition Commission must determine an appeal. All of these are taken from the date on which the notice of the decision to grant the licence or the decision to modify the licence condition was published.
119. The standard time limit for determining an appeal is 24 weeks. This may be extended once by up to 8 weeks if the Competition Commission is satisfied that there is good reason to do so.
120. The Competition Commission may also extend the appeal period, by a period it considers appropriate, if there is an ongoing appeal to the Competition Appeal Tribunal which the Competition Commission thinks may be relevant to the appeal that has been made to it.
121. *Subsection (9)* of section 28 enables the Secretary of State, by regulations made by statutory instrument subject to annulment by either House of Parliament (see section 73(3)), to modify the time periods specified in section 28.
122. **Section 29** states the procedures that the Competition Commission must follow after its determination of an appeal, including procedures for publication of the order which contains the determination. *Subsection (6)* of section 29 states the CAA must take the steps that it considers requisite for it to comply with the order.

### ***Section 30: Procedure on appeals***

123. The Competition Commission must have regard to the CAA's duties as set out at section 1, in deciding an application for permission to appeal under section 24 or 25, in deciding an application for permission to intervene in an appeal and in determining an appeal, including in giving of directions under section 27.
124. The effect of *subsection (4)* is that Part 2 of Schedule 7 to the Competition Act 1998 does not apply to the Competition Commission when it carries out its functions under Chapter 1 of Part 1 of the Act.

### ***Schedule 2: Appeals under sections 24 and 25***

125. This Schedule applies to appeals to the Competition Commission in respect of conditions in new licences (or the absence of a condition in a new licence) and in respect of the modification of licence conditions.

#### **Part 1: Permission to appeal**

126. This Part of the Schedule provides the procedures applicable in relation to an application for permission to appeal to the Competition Commission under section 24 (conditions of new licences) or section 25 (modification of licence conditions). Permission may be granted subject to conditions. Permission must exclude consideration of matters considered as part of an earlier appeal or matters that could have been raised by the applicant (or a relevant connected person) in the earlier appeal, unless the Competition Commission thinks that there are compelling reasons not to exclude consideration of such matters (paragraph 2(5) and (6)).

#### **Part 2: Intervention in appeal**

127. This Part of the Schedule provides that any person with standing to appeal is eligible to seek permission to intervene in an appeal in support of the appellant(s) or the respondent. It sets out the procedures that apply. Permission to intervene is to be granted only where the Competition Commission is satisfied that allowing the intervention is necessary or desirable for the proper resolution of the appeal.

### **Part 3: Automatic suspension of condition of new licence or modification**

128. This Part of the Schedule provides for the automatic suspension of relevant financial arrangements conditions when they are appealed under section 24 (conditions of new licences) or section 25 (modification of licence conditions). “Modification” includes adding a relevant financial arrangements condition to an existing licence as well as altering an existing financial arrangements condition. A “relevant financial arrangements condition” is one that is subject to an exception relating to financial arrangements entered into by the licence holder (or a connected person) pre-dating the coming into force of section 3. It also includes financial arrangements effected after section 3 came into force where they are made pursuant to other financial arrangements affected before that date. The purpose of this provision is to ensure that a relevant financial arrangements condition included in a new licence does not have effect until the appeal against the decision is determined or withdrawn, or to preserve the current position where the removal or restriction of an exception to such a condition in an existing licence is proposed. The underlying reason is that without such a provision an appeal may prove nugatory where it cuts across existing financial arrangements.

### **Part 4: Application for suspension of condition of new licence or modification**

129. This Part of the Schedule provides the procedures in relation to applications for a direction suspending the effect of a decision under section 15 to include a licence condition and for applications for a direction suspending the effect of a decision under section 22 modifying a licence condition. It also sets out the test which must be met before a direction may be given (see paragraphs 11(2) and 14(2)).

### **Part 5: Appeals**

130. This Part of the Schedule provides the procedures applicable to the Competition Commission in relation to appeals under section 24 (relating to conditions of new licences) and section 25 (relating to modification of licence conditions).
131. [Paragraph 21](#) of Schedule 2 provides the CAA with limited additional powers when a licence condition or modification is remitted back to the CAA (see section 27(2)(b)). In particular, [paragraph 21\(2\)](#) provides that the CAA may make a licence modification on reconsidering the matter effective on or after the date on which the original decision took effect or would have taken effect but for its suspension, provided the licence holder agrees. This will allow the CAA to address any injustice that may have arisen through licence enforcement measures taken in respect of an obligation which in the light of the Competition Commission’s decision should never have been imposed on the licence holder.
132. [Paragraph 21\(3\) to \(5\)](#) empowers the CAA to make adjustments to any new or altered price cap imposed in consequence of the Competition Commission’s determination where it transpires that the charges made by the licence holder during the appeal period were higher than the maximum that would have been allowed if the CAA’s original decision had accorded with that of the Competition Commission’s determination. In such a case, the CAA in determining the new price cap is empowered to put the licence holder in the position it would have been in if, during the appeal period, it had in fact charged at the revised (lower) price cap. There is flexibility to allow the CAA to set an adjusted price cap so the licence holder cannot retain the benefit of the excess charge.
133. For example, the licence holder charged airlines £10 per passenger during the appeal period. The Competition Commission’s decision leads the CAA to conclude that a price cap of £7.50 per passenger is appropriate for the entire period of the appeal and subsequently. The new price cap could be set below £7.50 per passenger to the extent necessary so the licence holder does not retain all or some of the £2.50 excess charge per passenger during the appeal period.

134. Paragraph 21(3), (6) and (7) provides the CAA with similar powers to make appropriate adjustments where the Competition Commission's decision on appeal leads to a higher price cap than the charges made during the course of the appeal.
135. Paragraph 22 provides the Competition Commission with similar powers to those applicable to the CAA under paragraph 21 of Schedule 2, where the Competition Commission substitutes its decision for that of the CAA (see section 27(2)(c)).

## **Part 6: General**

136. This Part of the Schedule sets out general procedures applicable to the Competition Commission in carrying out its functions under Chapter 1 (including Schedule 2). It makes provision for the receipt of new evidence in certain circumstances. It provides that an application for permission to appeal or an appeal, or permission to intervene or an intervention, may only be withdrawn with the Competition Commission's consent (at paragraph 30). It includes provisions requiring the Competition Commission to make a costs order to recover its own costs and empowers it to make costs orders between the parties and former parties to an appeal (at paragraph 32). Paragraph 33 enables the Secretary of State, by regulations, to modify the time periods in Schedule 2.

### **Enforcement of licence conditions**

#### ***Section 31: Contravention notice***

137. Section 31 provides that the CAA may issue a contravention notice where it reasonably believes that a person has contravened or is contravening a licence condition. It must specify the contravention, explain any action that the CAA may take and specify a representation period of not less than 30 days (which may be extended), except in cases of a repeated contravention where a shorter period for representations may be given. The contravention notice (and any subsequent extension or withdrawal) must be published and a copy sent to appropriate industry representatives.

#### ***Section 32: Restrictions on giving contravention notices***

138. Section 32 provides that the CAA must not give a contravention notice where it has already given a contravention notice or an urgent enforcement order in respect of the same contravention, except in specified circumstances such as where contraventions of the same condition have occurred in different ways or at different times.

#### ***Section 33: Enforcement order***

139. Section 33 provides that the CAA may issue an enforcement order to a person if it has determined that the person is contravening a condition set out in a contravention notice. It may also do so if it has determined that the person has contravened a condition set out in a contravention notice and, before the end of the representation period, has failed to take all the appropriate steps specified in the notice. An enforcement order must be published, specifying the condition and contravention, the appropriate steps to be taken and a reasonable period in which to take them, and the CAA's reasons for giving the order.

#### ***Section 34: Enforcement order: modification and revocation***

140. Section 34 provides that the CAA may revoke or, with the agreement of the person to whom the order was given, modify an enforcement order provided that a notice in relation to the proposed revocation or modification has been published, a copy sent to the person to whom the order was given, and any representations made in the specified period have been considered. The notice must include reasons for the modification or revocation and specify a reasonable period for making representations. The CAA must publish a notice detailing the revocation or modification of an enforcement order as

soon as practicable after revoking or modifying the order and must send a copy of the notice to appropriate industry representatives.

### ***Section 35: Urgent enforcement order***

141. **Section 35** provides that an urgent enforcement order may be given where the CAA has reasonable grounds for believing that a person is contravening, or has contravened or is likely to contravene, a licence condition, that the contravention has resulted in or creates, or is likely to result in or create, an immediate risk of a serious economic or operational problem for users or providers of air transport services, and that an order is appropriate to prevent, remove or reduce that problem or risk or the likelihood of the problem or risk arising. Such an order must give the CAA's reasons for giving the order, specify the condition and contravention, specify the steps to be taken and specify a reasonable period in which to take them. The CAA must publish an urgent enforcement order as soon as practicable after giving it and send a copy to appropriate industry representatives.

### ***Section 36: Urgent enforcement order: confirmation***

142. **Section 36** provides that the CAA must confirm or revoke an urgent enforcement order as soon as practicable after giving it. The CAA may only confirm an urgent enforcement order (with or without modifications) where it has determined that the contravention in fact has occurred or is occurring, or is likely to occur; that it has resulted in or creates or is likely to result in or create an immediate risk of a serious economic or operational problem; and that the order is appropriate to prevent, remove or reduce that problem or risk, or the likelihood of the problem or risk arising. Before confirming an urgent enforcement order, the CAA must publish, and send to the person to whom it was given, a notice of the proposal to confirm the order, giving reasons, and allowing for any representations to be made. A notice with details of the confirmation must be published as soon as practicable after the confirmation of the order and a copy sent to the person to whom the order was given and appropriate industry representatives.

### ***Section 37: Urgent enforcement order: modification and revocation***

143. **Section 37** provides that the CAA may revoke or, with the agreement of the person to whom the order was given, modify, an urgent enforcement order, provided it has published a notice, sent a copy to the person to whom the order was given and considered any representations made about the proposal in the specified period. The notice must include the CAA's reasons for the proposed modification or revocation. The CAA must publish a notice as soon as practicable after modifying or revoking an urgent enforcement order and send a copy to the person to whom the order was given and to appropriate industry representatives. *Subsection (6)* provides that the power under section 36 to confirm an urgent enforcement order with modifications (without the agreement of the person subject to it) is not restricted by the provisions of this section.

### ***Section 38: Civil proceedings***

144. **Section 38** provides that a person who has been given an enforcement order or an urgent enforcement order (whether or not it has been confirmed) must comply with it. The CAA may enforce compliance in civil proceedings for an injunction or any other appropriate remedy or relief. The obligation to comply with an enforcement order or an urgent enforcement order that has been confirmed is a duty owed to every person who may be affected by a contravention of a requirement of the enforcement order or urgent enforcement order. Any person affected by a contravention of a requirement of an enforcement order or urgent enforcement order that has been confirmed may bring civil proceedings against the person to whom such an order was given. It is a defence for the person to whom the order was given to show that all reasonable steps were taken and all due diligence exercised to avoid contravening the order's requirements.

***Section 39: Penalty for contravention of licence condition***

145. **Section 39** provides that a penalty may be imposed on a person to whom the CAA has given a contravention notice after the CAA has considered any representations made in the specified period and determined that the person is contravening or has contravened a licence condition specified in the notice. Where the contravention notice specifies more than one contravention and/or more than one period of contravention, the CAA may impose a separate penalty for each contravention and/or for each period of the contravention, as appropriate.

***Section 40: Penalty for contravention of order***

146. **Section 40** provides that the CAA may impose a penalty where it has determined that a person is contravening or has contravened a requirement of an enforcement order or an urgent enforcement order that has been confirmed.

***Section 41: Procedure before imposing penalty***

147. **Section 41** provides that the CAA must, before imposing a penalty in respect of a contravention notice or contravention of a requirement of an enforcement order or urgent enforcement order that has been confirmed, give the person a notice about the proposed penalty, publish the notice as soon as practicable, send a copy to appropriate industry representatives and consider any representations made about the proposed penalty in the specified period of not less than 21 days. The notice must include the proposed amount of the penalty, which may be varied upon further notice. It must specify the relevant licence condition or requirement and the act or omission that the CAA has determined constitutes a contravention of the condition or requirement. Where the penalty is calculated entirely or partly by reference to a daily amount, the notice must specify the day on which daily amounts would begin to accumulate and the day on, or circumstances in which, they would cease to accumulate.
148. Before varying the proposed amount of the penalty, the CAA must give the person notice, specifying the proposed variation and giving the CAA's reasons for the proposed variation. The notice must be published as soon as practicable and a copy sent to appropriate industry representatives. The CAA must consider any representations made about the proposed variation in the specified period of not less than 21 days. A notice imposing a penalty or varying the proposed amount of the penalty may be withdrawn by the CAA at any time by giving notice to the person. Such a notice must be published as soon as practicable and a copy sent to appropriate industry representatives.

***Section 42: Procedure after imposing penalty***

149. **Section 42** provides that the CAA must, as soon as practicable after imposing a penalty in respect of a contravention notice or contravention of a requirement of either an enforcement order or an urgent enforcement order that has been confirmed, give notice to the person on whom the penalty is imposed, publish the notice and send a copy to appropriate industry representatives. The notice must state the amount of the penalty imposed, specify the relevant licence condition or requirement and specify the act or omission that the CAA has determined constitutes a contravention of the condition or requirement. It must provide a reasonable period for payment of the penalty. Where the penalty is calculated entirely or partly by reference to a daily amount, it must specify the day on which daily amounts begin to accumulate and the day on which, or circumstances in which, they cease to accumulate.

***Section 43: Amount of penalty***

150. **Section 43** provides that the amount of a penalty that is imposed on a person for contravention of a licence condition or contravention of an enforcement order or an urgent enforcement order that has been confirmed may consist of either or both of a fixed or daily amount. It must be appropriate and proportionate to the contravention

for which it is imposed. In determining the amount of a penalty, the CAA must have regard in particular to any representations made to it, any steps taken by the person on whom the penalty is to be imposed towards complying with the licence condition or requirement specified in the notice given under section 41(1), and any steps taken by that person towards remedying the consequences of the contravention or requirement.

***Section 44: Amount of penalty: fixed amount***

151. **Section 44** provides that a penalty of a fixed amount that is imposed on a person for contravention of a licence condition or contravention of an order must not exceed 10% of a person's qualifying turnover for the qualifying period. *Subsections (2) to (6) and (9)* explain what is meant by "qualifying turnover" and "qualifying period". The person's qualifying turnover for the qualifying period is to be taken to be the figure reported in what are known as regulatory accounts, unless regulations made by the Secretary of State (under *subsections (7) and (8)*) provide otherwise.

***Section 45: Amount of penalty: daily amounts***

152. **Section 45** provides that a penalty of a daily amount imposed on a person for contravention of a licence condition or of a requirement of an order is an amount payable where the contravention continues after the penalty is imposed. The daily amount, which must not exceed 0.1% of the person's qualifying turnover for the qualifying period, is payable in respect of each day in a specified period that the CAA considers appropriate.

***Section 46: Use of powers under Competition Act 1998***

153. **Section 46** provides that the CAA must consider whether it would be more appropriate to proceed under the Competition Act 1998 before exercising its powers to give a contravention notice or an enforcement order, to give and confirm an urgent enforcement order, and to impose penalties for contravention of a licence condition or contravention of an enforcement order or confirmed urgent enforcement order. The CAA must not proceed to exercise these powers if it considers proceeding under the Competition Act 1998 to be more appropriate.

***Section 47: Appeals against orders and penalties and Schedule 3: Appeals against orders and penalties***

154. **Section 47** gives effect to Schedule 3 which sets out the decisions against which a person may appeal to the Competition Appeal Tribunal in respect of action to enforce licence conditions, and the circumstances in which the Competition Appeal Tribunal may allow an appeal. Appeals may be made against a decision to give an enforcement order or to confirm an urgent enforcement order, the specified steps to be taken and the period allowed for taking those steps. A decision to modify or revoke such an order may be appealed. Appeals may also be made against a decision to impose a penalty, the period allowed for payment, the amount of the penalty or, in the case of daily amounts, the period during which daily amounts accumulate. An appeal against an enforcement order or urgent enforcement order, or an appeal against a penalty for contravention of a licence condition or order, may be made by the person to whom the order has been given or on whom the penalty has been imposed (as the case may be). Appeals against modification and revocation of enforcement orders may be made by a person who is not the person to whom the order was given and who appears to the Competition Appeal Tribunal to have sufficient interest in the decision. The making of an appeal against an enforcement order, but not an urgent enforcement order, suspends the effect of the order until the appeal is decided or withdrawn, unless the Competition Appeal Tribunal orders otherwise. A further appeal may be made on a point of law arising from a decision of the Competition Appeal Tribunal.

## **Revocation of licence**

### ***Section 48: Revocation of licence***

155. **Section 48** provides that the CAA may, by notice, revoke a licence in the circumstances specified in the licence (in accordance with section 17). Before revoking a licence the CAA must notify the licence holder that it intends to revoke the licence, giving its reasons and allowing the licence holder to make representations. The CAA must allow a period of at least 30 days from notification before it gives notice revoking a licence, unless the licence holder agrees otherwise. The period may be extended once for up to 30 days. The CAA may withdraw a notice revoking a licence, giving its reasons for doing so. The notice of revocation, extension or withdrawal must be published as soon as practicable after it has been given and a copy must be sent to appropriate industry representatives.

### ***Section 49: Appeals against revocation of licence and Schedule 4: Appeals against revocation of licence***

156. **Section 49** gives effect to Schedule 4 which provides for appeals against a decision to give a notice revoking a licence and a decision to give a further notice withdrawing a licence revocation notice, except where such a notice was given in accordance with a direction given by the Competition Appeal Tribunal. An appeal may also be made against a decision as to the day on which revocation takes effect. The making of an appeal suspends the effect of the notice and extends the period specified in the notice until the appeal is decided or withdrawn. A further appeal may be made on a point of law arising from a decision of the Competition Appeal Tribunal.

## **Obtaining information**

### ***Section 50: Power to obtain information***

157. **Section 50** provides that the CAA may, by notice, require a person to provide information or a document that it reasonably requires for the purposes of carrying out its functions under Chapter 1 of Part 1. The information or document required may only be of a kind which a person could be compelled to produce in evidence in civil proceedings before a court.

### ***Section 51: Enforcement of information notice***

158. **Section 51** provides that the CAA may impose a penalty that is appropriate and proportionate of a fixed amount up to £2,000,000 and/or a daily amount up to £100,000 on a person who fails to comply with a notice to provide information or a document. The Secretary of State may by regulations amend those amounts.

### ***Section 52: Penalty for providing false information, destroying documents etc***

159. **Section 52** provides that the CAA may impose a penalty that it considers appropriate and proportionate on a person who, in relevant circumstances, knowingly or recklessly provides information that is false or misleading. The relevant circumstances are where the person provides the false or misleading information in accordance with a licence condition or in response to a notice under section 50 or knowing that the information is likely to be used by the CAA for the purpose of carrying out its functions under Chapter 1 of Part 1. A penalty may also be imposed if a document that is required to be produced by a notice under section 50 is intentionally altered, suppressed or destroyed.

### ***Section 53: Procedure before imposing penalty***

160. **Section 53** provides that before imposing a penalty in respect of a failure to comply with a notice under section 50 or in respect of the provision of false or misleading information etc, under section 52 the CAA must give notice about the proposed penalty, including

the proposed amount. Such a notice must be published and a copy sent to appropriate industry representatives. The CAA must allow for a representation period of not less than 21 days. Before making any variation to the proposed amount or to the day on which daily amounts begin or cease to accumulate, or to the circumstances in which they cease to accumulate, the CAA must give notice, publish the notice, send a copy of the notice to appropriate industry representatives and consider any representations made.

***Section 54: Procedure after imposing penalty***

161. **Section 54** provides that as soon as practicable after imposing a penalty under section 51 or 52 the CAA must give a notice to the person on whom the penalty was imposed. The notice must be published and must state the amount of the penalty, give the CAA's reasons and specify a reasonable period within which the penalty must be paid.

***Section 55: Appeals against penalties and Schedule 5: Appeals against penalties: information***

162. **Section 55** gives effect to Schedule 5 which sets out the basis on which a person may appeal to the Competition Appeal Tribunal against a penalty imposed on the person for failure to provide information or for providing false or misleading information etc. An appeal may be made against any of the decisions mentioned in paragraph 1(2) of Schedule 5, including the amount of penalty and the period allowed for payment. Schedule 5 sets out the grounds for appeal, and makes provision about decisions on appeal. A further appeal may be made on a point of law arising from a decision of the Competition Appeal Tribunal.

**Penalties**

***Section 56: Imposing penalties***

163. **Section 56** provides that the CAA may not impose a penalty under section 39, 40 or 51 in respect of an act or omission for which a penalty has already been given under one of those sections, unless the acts or omissions took place at different times or over different periods.

***Section 57: Recovering penalties***

164. **Section 57** provides for the consequences of unpaid penalties including recovery of unpaid balances and interest due to the CAA, which must be paid into the Consolidated Fund.

***Section 58: Statement of policy on penalties***

165. **Section 58** provides that the CAA must prepare and publish a statement (including any revised statement) of its policy on penalties. The CAA must consult when preparing or revising a policy statement. Section 58 also provides that the CAA must, when imposing a penalty or determining the amount of a penalty, take into consideration the last statement of policy published before the contravention in respect of which the penalty is to be imposed.

**Disclosing information**

***Section 59: Disclosing information and Schedule 6: Restrictions on disclosing information***

166. **Section 59** provides that the CAA is not required to publish or otherwise disclose commercial information and information relating to the private affairs of an individual where they are satisfied such disclosure would cause significant harm. It gives effect to Schedule 6. Schedule 6 imposes a prohibition on the disclosure of information which



relates to the affairs of an individual or a particular business and is obtained under or by virtue of Chapter 1 of Part 1 of the Act, subject to permitted exceptions. Those exceptions include where information is disclosed by the CAA to facilitate carrying out its regulatory functions under Part 1 of the Act or its functions under section 83 or 84 and disclosure for the purposes of law enforcement or criminal proceedings.

## **Chapter 2 – Competition**

### **Section 60: Functions under Part 4 of Enterprise Act 2002 and Section 61: Enterprise Act 2002: supplementary**

167. These sections provide for most of the functions of the Office of Fair Trading (OFT) under Part 4 of the Enterprise Act 2002 (market investigations) to be exercisable concurrently by the CAA, so far as those functions relate to the provision of airport operation services. “Airport operation services” is defined in section 68.
168. Part 4 of the Enterprise Act 2002 allows for the OFT to make a market investigation reference to the Competition Commission. These investigations are designed to complement the Competition Act 1998 by providing a means of addressing problems in markets where competition does not appear to be working well, but where there is no apparent breach of existing competition law. An example of the sort of circumstances in which a market investigation might take place would be a situation where a non-collusive, uncompetitive oligopoly existed. This would be characterised by a few large firms supplying almost the whole of the market (known as an oligopoly) and, without there being any agreement between them (collusion) or any concerted practice such as would infringe the Competition Act 1998, they all tended to follow parallel courses of conduct, while new competitors faced significant barriers to entry into the market, and there was little or no evidence of vigorous competition between the existing players.
169. The OFT is able to make a reference to the Competition Commission where it has reasonable grounds to suspect that any feature, or combination of features, of a market operating in whole or in part in the UK prevents, restricts or distorts competition in connection with the supply or acquisition of goods or services in the UK. Relevant market features are the structure of a market for goods or services, the conduct of persons supplying or acquiring goods or services in that market, and the conduct of their customers. Where the Competition Commission finds that such an adverse effect on competition exists, it is under a duty to take such remedial action within its powers as it considers reasonable and practicable.
170. **Section 60** enables the CAA to exercise the OFT's functions under Part 4 of the Enterprise Act 2002 in relation to airport operation services, except that, unlike the OFT, the CAA is neither obliged to keep a register of undertakings accepted and orders made (since this is the OFT's exclusive responsibility under section 166 of the Enterprise Act 2002) nor is it obliged to issue guidance on the making of market references (under section 171 of that Act).
171. **Subsections (1) and (2)** of section 61 are designed to prevent the exercise by both the CAA and the OFT of their concurrent powers under Part 4 of the Enterprise Act 2002 in relation to the same matter. These subsections place those bodies under a duty to consult each other before exercising any of their concurrent functions and prohibit them from exercising these functions in a case where the other has already done so.
172. **Subsection (4)** of section 61 places the CAA under a duty, where it has referred a matter to the Competition Commission under the provisions of Part 4 of the Enterprise Act 2002, to provide the Competition Commission with any information relevant to the investigation in the CAA's possession or control which is requested by the Competition Commission or which the CAA considers appropriate. **Subsection (6)** places a duty on the Competition Commission to take this information into account.

173. *Subsection (5)* of section 61 places the CAA under a duty to provide any other assistance requested by the Competition Commission for the purpose of such a reference and which it is in the CAA's power to give.
174. *Subsection (7)* of section 61 gives the Secretary of State the power to determine any question that arises as to whether the CAA must or may carry out any concurrent function under the Enterprise Act 2002. However, *subsection (8)* also makes clear that no action taken by the CAA under Part 4 of the Enterprise Act 2002 is open to challenge on the grounds that such action should have been taken by the OFT (other than in relation to sections 166 and 171 of that Act).
175. *Subsection (9)* of section 61 enables the CAA, when carrying out its concurrent functions under Part 4 of the Enterprise Act 2002, to have regard to matters mentioned in subsections (1) to (3) of section 1 (the CAA's general duty when exercising functions under Chapter 1 of Part 1). *Subsection (10)* disapplies the CAA's general objectives in section 4 of the CAA 1982 when carrying out concurrent functions under the Enterprise Act 2002.

***Section 62: Functions under Competition Act 1998 and Section 63: Competition Act 1998: supplementary***

176. These sections provide for most of the functions of the OFT under Part 1 of the Competition Act 1998 (competition) to be held concurrently by the CAA, so far as they relate to the provision of airport operation services and to the things listed in *subsection (3)* of section 62. These things are restrictive agreements, concerted practices or decisions of associations of undertakings and abuse of a dominant position as prohibited by the Competition Act 1998 and/or Articles 101 and 102 of the Treaty on the Functioning of the European Union of 30 March 2010 (the "TFEU"). This means that the CAA is able to exercise almost all of the functions of the OFT under Part 1 of the Competition Act 1998 in so far as they relate to the provision of airport operation services.
177. The functions under Part 1 of the Competition Act 1998 which the CAA is not able to exercise are functions under:
- section 31D, which requires the OFT to prepare and publish guidance as to the circumstances in which it may be appropriate to accept commitments from such person (or persons) concerned as it considers appropriate when the OFT has begun an investigation;
  - section 38, which requires the OFT to prepare and publish guidance as to the appropriate amount of any penalty under Part 1 of that Act;
  - section 51, which allows the OFT to make rules (currently in the form of the Competition Act 1998 ([Office of Fair Trading's Rules](#)) [Order 2004 \(SI 2004/2751\)](#)) setting out the procedures to be followed by the OFT, the sectoral regulators and third parties under Part 1 of that Act.
178. The Competition Act 1998 contains statutory prohibitions on anti-competitive behaviour applicable in the UK which are modelled on Articles 101 and 102 of the TFEU. It contains two prohibitions: first, it prohibits agreements which prevent, restrict or distort competition and which may affect trade within the United Kingdom ('the Chapter I prohibition'); secondly, it prohibits conduct which amounts to an abuse of a dominant position in a market which may affect trade within the United Kingdom ('the Chapter II prohibition'). The Competition Act 1998 confers on the OFT powers to investigate and enforce against infringements of both the Chapter I and Chapter II prohibitions and the prohibitions set out in Articles 101 and 102 TFEU.
179. Examples of the functions in respect of which section 62 gives the CAA concurrent jurisdiction include:

*These notes refer to the Civil Aviation Act 2012 (c.19)  
which received Royal Assent on 19 December 2012*

- to investigate possible infringements of the Chapter I or II of the Competition Act 1998 or Article 101 or 102 prohibitions of the TFEU, either on their own initiative or in response to complaints;
  - to impose financial penalties and/or to give directions to bring an infringement of any of the prohibitions to an end; and
  - to issue general advice and information on how the Competition Act 1998 applies to the airport operation services sector.
180. Further provision for the co-ordination of the performance by the OFT and sectoral regulators of concurrent functions under the Competition Act 1998 is contained in the Competition Act 1998 ([Concurrency](#)) [Regulations 2004 \(SI 2004/1077\)](#).
181. The OFT and each regulator are also represented on the Concurrency Working Party which was formed in 1997 to ensure full co-ordination between regulators and the OFT and to ensure consistency of approach to casework.
182. The CAA and the OFT would be expected to consult each other before a decision is made as to who will deal with a case in respect of which there is concurrent jurisdiction. In general, anti-competitive agreements or abusive conduct that relate to airport operation services will be dealt with by the CAA (unless the OFT is better placed to do so).
183. *Subsection (1)* of section 63 makes clear that no action taken by the CAA under Part 1 of the Competition Act 1998 is open to challenge on the grounds that such action should have been taken by the OFT.
184. *Subsection (2)* of section 63 enables the CAA, when carrying out relevant functions under the Competition Act 1998, to have regard to matters mentioned in subsections (1) to (3) of section 1 (the CAA's general duty when exercising functions under Chapter 1 of Part 1). *Subsection (3)* disapplies the CAA's general objectives in section 4 of the CAA 1982 when carrying out relevant functions under the Competition Act 1998.

***Section 64: Review etc of airport operation services***

185. This section contains provisions designed to ensure that the markets relevant to airport operation services are kept under review by the CAA, and that the CAA has appropriate mechanisms to provide advice and assistance to the OFT, the Secretary of State and the wider public.
186. *Subsection (1)* places a qualified duty on the CAA to keep the provision of airport operation services in the UK under review and also to collect information about such provision to facilitate the CAA in carrying out its concurrent competition functions set out in this Chapter.
187. *Subsection (2)* places a duty on the CAA to provide information, advice and assistance to the Secretary of State and the OFT about any matter relating to its concurrent competition functions if it is requested to do so or thinks it is expedient to do so. *Subsection (3)* states that the CAA must supply information, advice or assistance, when requested by the Secretary of State or the OFT, only where it appears practicable to the CAA to do so.
188. *Subsection (4)* provides a power for the CAA to prepare and publish reports relating to airport operation services, which is intended to enable the CAA to publish market studies where it considers it appropriate. *Subsection (5)* gives the CAA the discretion to exclude commercial information or information relating to private affairs from the published document in certain circumstances.
189. *Subsection (6)* enables the CAA to carry out, commission or provide financial or other support for research related to the carrying out of its functions under this section.

***Section 65: Power to modify CAA’s competition powers***

190. The CAA only has concurrent functions in relation to “airport operation services”, which are defined in section 68. Section 65 enables the Secretary of State, by regulations made by a statutory instrument that has been laid before, and approved by a resolution of, each House of Parliament, to modify the scope of the CAA’s concurrent powers; specifically, to narrow the scope by excluding certain types of airport operation services or to expand the scope by including particular services at an airport that are not airport operation services. Regulations under section 65 may also make consequential amendments to Chapter 2 of Part 1 of the Act.
191. Although the definition of “airport operation services” is also subject to changes in scope by regulations under section 68, the power under section 65 allows for some divergence between the coverage of economic regulation under Chapter 1 of Part 1 and concurrent competition powers under Chapter 2 of that Part.

***Chapter 3 – General Provision***

**Interpretation**

***Section 66: Airports and Section 67: Airports: supplementary***

192. These sections define what an airport is for the purposes of this Part of the Act.
193. **Section 66(1)** states that an airport comprises an aerodrome (as defined in the CAA 1982) as well as other land, buildings and structures used for the purposes described in paragraphs (a) to (f).
194. **Section 105(1)** of the CAA 1982 defines an aerodrome as “any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft and includes any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing and departure of aircraft capable of descending or climbing vertically”.
195. **Section 67** provides further clarification on what is and is not included in the definition of an airport. For example it states that a passenger (who has not arrived by air) arrives at the airport when they arrive at one of the following:
- the passenger terminal building;
  - the terminal forecourt; or
  - a car park with pedestrian access to the terminal.
196. The Secretary of State may by regulations provide that land, buildings and other structures are or are not to be treated as part of an airport, or part of the core area of an airport, for the purposes of Part 1 of the Act.

***Section 68: Airport operation services***

197. The CAA’s primary duty (section 1(1), which governs all of its functions under Chapter 1 of Part 1) is to further the interests of users of air transport services regarding the range, availability, continuity, cost and quality of *airport operation services*.
198. **Subsection (1)** defines what services provided at an airport (as defined in sections 66 and 67) comprise “airport operation services”. They include services provided for the landing, taking off, servicing and parking of aircraft and for the arrival, departure and processing of passengers and cargo. For example, providing facilities for baggage reclaim is included and so is providing lighting on the runway. **Subsections (3) and (4)** provide further clarification on what services are and are not included in airport

*These notes refer to the Civil Aviation Act 2012 (c.19)  
which received Royal Assent on 19 December 2012*

operation services. For example, they do not include air transport services (defined in section 69) or air traffic services (defined in section 72) or retail sales in terminal shops.

199. For the purposes of this Part of the Act *subsection (5)* clarifies that “airport operation services” include permitting a person to access or use land. Section 72(2) further clarifies that any reference to providing a service includes providing a facility. As a result the provision of space to retailers in the terminal building would be caught by the definition of airport operation services; however, due to section 68(3)(c), the provision of retail services (for example duty free sales) would not.
200. The Secretary of State may by regulations provide that services are or are not to be treated as airport operation services for the purposes of Part 1 of the Act.

***Section 69: Air transport services***

201. The CAA’s primary duty (section 1(1), which governs all of its functions under Chapter 1 of Part 1) is to further the interests of users of *air transport services* regarding the range, availability, continuity, cost and quality of airport operation services.
202. This section defines “air transport service” and “provider” and “user” of such services. Users comprise: current and future passengers of both commercial and private flights; and those with current and future property rights in cargo which is transported by air.
203. The definition of users of air transport services does not include airlines, pilots or other members of crew.
204. Only flights to or from airports in the United Kingdom are covered by the definition.

***Section 70: Joint operators of areas***

205. *Subsection (1)* of this section defines joint operators in relation to airport areas. There are joint operators where two or more persons jointly have overall responsibility for the management of all of the area. This mirrors the provision made by *subsection (1)* of section 9 in relation to sole operators.
206. One example of joint operators would be where the ownership structure of an airport area is a partnership. Partnership is defined by section 1 of the Partnership Act 1890 as “the relation which subsists between persons carrying on a business in common with a view of profit”.
207. *Subsection (2)* clarifies that the power of the Secretary of State to make regulations under section 9 about when a person is or is not to be treated as having overall responsibility for the management of an airport area includes power to make provision about when two or more persons are to be treated as jointly having overall responsibility for the management of an airport area.
208. *Subsection (3)* clarifies that the CAA’s powers in section 10 to make operator determinations include the making of a determination that there are joint operators.
209. *Subsection (4)* empowers the Secretary of State to make regulations modifying the provisions of Chapters 1 and 3 of the Act in respect of joint operators. This is required because aspects of Chapters 1 and 3 may need to be modified in order to apply in the intended way where there are joint operators.

***Section 71: Connected persons***

210. **Sections 3, 16, 21, 23, 25, 44** and Schedule 2 refer to the concept of “connected persons”. Section 71 defines this concept for the purposes of Part 1 of the Act. Connected persons are defined by reference to the Companies Act 2006 using the definition of “group undertaking” set out in section 1161 of that Act in order to cover any arrangements an operator may have within a company group. *Subsection (3)* enables

the Secretary of State to modify the “connected persons” definition for the purposes of Part 1.

## **Other general provision**

### ***Section 76: Minor, consequential and transitional provision***

211. This section repeals Part 4 of the AA 1986 and revokes Part 4 of the Airports (Northern Ireland) Order 1994. It also gives effect to Schedule 8 (consequential amendments relating to the status of airport operators as statutory undertakers in Great Britain and Northern Ireland), Schedule 9 (other consequential amendments) and Schedule 10 (transitional provision).

### ***Schedule 8: Status of airport operators as statutory undertakers etc***

212. **Part 1** of Schedule 8 amends Part 5 of the AA 1986 and Article 2 of the Airports (Northern Ireland) Order 1994 (the “1994 Order”) to make provision for conferring the status of statutory undertaker on certain airport operators.

213. Under the AA 1986 an airport operator has statutory undertaker status if a permission to levy charges under Part 4 of the AA 1986 has been granted in respect of the airport, or there is a subsisting pending application and it is not for these purposes an excluded airport under section 57(2) of that Act. Under section 37(2) of the AA 1986 permission to levy charges is necessary where the annual turnover of the airport operator exceeds £1million per financial year in at least two of the last three financial years.

214. **Part 1** of the Act will repeal section 37 of the AA 1986 and this financial threshold will no longer be the determining factor as to whether an airport is regulated. Therefore consequential amendments are needed to the AA 1986 to enable the status of statutory undertaker to be conferred upon airport operators and preserve the position in respect of existing airport operators which have had such status conferred upon them.

215. **Section 57** of the AA 1986 is substituted with section 57A, which provides that a relevant airport operator will have the status of a statutory undertaker where a certificate has been granted in respect of the airport of which it is the operator. The CAA will grant such a certificate if the airport operator has applied for the certificate, has paid the relevant charge, and is eligible. An airport will continue to be eligible where the annual turnover of the business carried on by the operator at the airport exceeds £1 million in at least two of the last three financial years.

216. Airports owned solely or jointly by a principal council, an Integrated Transport Authority (as defined by the Local Transport Act 2008) in England or a metropolitan county passenger transport authority in Scotland are excluded from being an eligible airport.

217. A certificate may be withdrawn by the Secretary of State (in relation to an airport in England and Wales) or the Scottish Ministers (in relation to an airport in Scotland) if the airport no longer meets the eligible annual turnover in the relevant financial years. Before withdrawing a certificate the Secretary of State or the Scottish Ministers (as appropriate) must consult the CAA and the airport operator. The withdrawal of a certificate does not affect rights or liabilities accrued during the period when a certificate had been granted.

218. The Secretary of State may make regulations about the operation of new section 57A of the AA 1986 in cases in which there is more than one operator at an airport (see paragraph 5 of Schedule 8).

219. The Secretary of State may make an order substituting a greater sum than £1 million.

220. Separate arrangements exist in Northern Ireland for the conferral of statutory undertaker status on airport operators. Part 2 of Schedule 8 makes amendments to the 1994

Order for airports in Northern Ireland to achieve a similar effect to the Great Britain arrangements.

***Schedule 10: Regulation of operators of dominant airports: transitional provision***

221. [Part 1](#) of Schedule 10 to the Act contains the key elements for the transition to Part 1 of the Act from the existing regulatory regime set out in Part 4 of the AA 1986 and Part 4 of the 1994 Order. Further transitional provision will be made in secondary legislation.
222. [Paragraph 1](#) of Schedule 10 defines for the purpose of this Schedule an interim period, which will run from the date of commencement of section 3 (“the commencement day”) until 31 March 2014. The remainder of the Schedule makes provision about the operation of the AA 1986, the 1994 Order and the Act during that period.
223. [Paragraphs 2](#) and [3](#) apply where an airport is designated under the AA 1986 or the 1994 Order at the beginning of the interim period. There are currently three designated airports - Heathrow, Gatwick and Stansted – which are subject to price controls that expire on 31 March 2014. The Government has made a commitment not to disturb the current price control settlements for those airports.
224. [Paragraph 2\(2\)](#) and [\(3\)](#) provide that, on the commencement day”, a designated airport under the AA 1986 will be treated as having met the market power test under section 6 and as if the CAA had published a notice of that determination under section 8.
225. [Paragraph 2\(4\)](#) has the effect that the CAA may not treat this determination as having been previously made for the purposes of section 7(5). Therefore the CAA could not refuse a request from the operator of the airport area and/or other persons whose interests are likely to be materially affected by the determination on the basis that there has been no material change of circumstances since section 3 came into force.
226. [Paragraph 2\(6\)](#) disapplies the right of appeal in relation to the market power determination which is treated as made under paragraph 2(3). But it does not remove the right of appeal under section 13 and Schedule 1 where a market power determination is made in response to a request made after the commencement day”. The CAA is obliged to respond to a request made by the operator of the airport area in question or a person whose interests are likely to be materially affected by the determination (see section 7).
227. [Paragraph 3\(2\)](#) provides an exemption during the interim period from the prohibition under section 3. In brief, section 3 prevents specified persons from requiring others to pay relevant charges for airport operation services provided in an airport area if the operator of the area does not have a licence. The exemption under paragraph 3(2) applies to any person at an airport which is a designated airport on the commencement day”.
228. [Paragraph 4\(1\)](#) provides that if a decision was made to designate an airport, or to confirm or revoke a designation, on or after 10 November 2011, the CAA can refuse to make a market power determination (if it is requested to do so) if it considers that there has not been a material change of circumstances since the previous decision. The [Airport Charges Regulations 2011\(SI 2011/2491\)](#) came into force on 10 November 2011. They amended the AA 1986 and the 1994 Order to provide for mandatory procedures whereby the CAA examines whether airport operators have or are likely to acquire substantial market power.
229. [Paragraph 4\(2\)](#) provides for the handling of requests made before the commencement day” for an order designating an airport or revoking its designation. If the Secretary of State (or the Department of the Environment in Northern Ireland) has not made such an order (or a decision not to make such an order) before the commencement day”, the request will be treated as a request for a market power determination under the Act.
230. [Paragraph 5](#) provides that during the interim period no orders can be made designating an airport under the AA 1986 or the 1994 Order. If, during the interim period, a designated airport ceases to be a dominant airport for the purposes of Part 1 of the Act,

an order must be made revoking the designation subject to the specified restrictions set out in paragraph 5(4). The decision on whether an airport is still dominant will be made by the CAA and, if the CAA's decision is that the airport has ceased to be dominant, the Secretary of State (or the Department of the Environment in Northern Ireland) must then make an order revoking its designation. The Secretary of State (or the Department of the Environment in Northern Ireland) is to have no discretion when making such an order.

231. [Paragraph 5\(4\)](#) provides that the Secretary of State (or the Department of Environment in Northern Ireland) must not revoke such an order in three circumstances: 1) during the sixty day period in which a person may make an appeal to the Competition Appeal Tribunal against the market power determination; 2) at a time when the effect of the market power determination has been suspended by the Competition Appeal Tribunal or when the Secretary of State or the Department of the Environment in Northern Ireland considers it may be suspended; or 3) if all or part of the market power determination has been set aside or quashed.
232. [Paragraph 5\(5\)](#) provides that where a request is made during the interim period for an order revoking an airport's designation and the Secretary of State (or the Department of the Environment in Northern Ireland) has not made such an order before the end of this period, the request is to be treated as a request for a market power determination.
233. [Paragraph 6](#) makes provision to address the different definitions of an "airport" under the AA 1986 or the 1994 Order and sections 66 and 67 of this Act to ensure that the provisions in this Schedule are properly applied during the interim period.
234. For example, paragraph 6(3) provides that where an airport (as defined in the AA 1986 or the 1994 Order) is designated under that Act or Order, the effect of paragraph 2(2) and (3) of Schedule 10 is that the main operator's airport area will be treated as having met the market power test. The main operator's airport area is the area at the airport (as defined in this Act) which is under the overall management of the person who, immediately before the commencement day", was the operator of the airport for the purposes of the AA 1986 or the 1994 Order.
235. [Paragraph 7](#) restricts the power under section 108 for the Secretary of State to amend Part 1 of Schedule 10 so that the power cannot be used to end the interim period before 31 March 2014. This prohibits any amendments which would in effect remove the exemption from the prohibition for people at designated airports from the prohibition before 31 March 2014. It does so in order to ensure that the current price controls affecting designated airports are not disturbed before 31 March 2014, unless the designations are revoked.
236. [Part 2](#) of Schedule 10 makes transitional provision for airport operators that currently have the status of statutory undertakers by virtue of Part 5 of the AA 1986 or Article 25 of the 1994 Order.
237. Under the AA 1986 an airport operator has statutory undertaker status if a permission to levy charges under Part 4 of that Act has been granted in relation to the airport or it has a pending application for such a permission and the airport is not an excluded airport described in section 57(2) of that Act. Excluded airports include airports owned by certain types of local authority. Under section 37(2) of the AA 1986 permission to levy charges is necessary where the annual turnover of the airport operator exceeds £1million per financial year in at least two of the last three financial years.
238. Under new section 57A of the AA 1986 (to be inserted by Schedule 8), an airport operator will have statutory undertaker status by virtue of Part 5 of the AA 1986 if a certificate has been granted under that section in respect of the airport.
239. [Paragraph 9](#) of Schedule 10 provides that, where a permission to levy charges is in force in respect of an airport immediately before the day on which Schedule 8 to the Act comes into force, the permission is to be treated as if it were a certificate given under



section 57A of the AA 1986. So the airport operator's status as a statutory undertaker will be uninterrupted.

240. **Paragraph 10** of Schedule 10 makes similar provision for cases in which an application under section 38 of AA 1986 for permission to levy charges is pending on the commencement day”.
241. Separate arrangements exist in Northern Ireland for conferring statutory undertaker status on airport operators under the 1994 Order. Paragraphs 14 to 18 of Schedule 10 make provision in relation to airports in Northern Ireland that achieves a similar effect to the Great Britain arrangements described above.

### **Section 77: Crown application**

242. This section provides that Chapter 1 (other than sections 50 to 52 on obtaining information), Chapters 2 and Chapter 3 bind the Crown, subject to certain exceptions mentioned in or provided by the section. It also provides that Chapters 1 and 3 do not affect Her Majesty in her private capacity.
243. *Subsection (5)* provides that nothing in Chapters 1 and 3 prevents a person from requiring payment of, or recovering, charges in respect of services provided in the course of carrying out exempt Crown functions (as defined in *subsection (12)*), i.e. customs functions, immigration functions, police functions and other functions exempted by regulations, to the extent that such functions are carried out by or on behalf of the Crown.
244. *Subsection (6)* provides that if the operator of an airport area exercises overall responsibility for its management in the course of carrying out exempt Crown functions, the absence of a licence in respect of the airport area does not prevent charges being imposed in respect of services provided at another area in the same airport. It also removes the possibility of the CAA being required, in response to a request under section 7(2), to make a market power determination in respect of a core airport area operated by a person exercising exempt Crown functions; and disapplies section 14(4) so that any person carrying out exempt Crown functions is not to be treated as having applied for a licence in respect of the relevant airport area in the event of the area becoming a dominant area at a dominant airport.
245. *Subsections (7) to (9)* provide for services provided in an exempt Crown airport area to be excluded from the scope of economic regulation. “Exempt Crown airport area” is defined in *subsection (10)*, which provides amongst other things that the area must be part of a small airport (an airport where the number of passenger movements did not exceed 5 million during the previous calendar year or the airport was not open to commercial traffic) and that it must be explicitly excluded from the scope of economic regulation through regulations made by the Secretary of State.

## **Part 2 – Other Aviation Matters**

### **Aviation security**

#### **Section 78: Aviation security directions etc**

246. **Section 78** amends Part 2 of the ASA 1982 by inserting a number of new sections which confer various aviation security functions on the CAA. Section 78 also gives effect to Schedule 11 (aviation security directions etc: minor and consequential amendments).
247. *Subsection (2)* inserts new section 14A (review by CAA). The new section places a duty on the CAA to review aviation security directions that are currently in force and to make recommendations to the Secretary of State about those directions and about the giving of further directions. The Secretary of State may specify the form of the recommendations. Aviation security directions will continue to be given by the Secretary of State. The

CAA's role will be, for example, to prepare draft directions for the Secretary of State to consider and to prepare guidance on directions.

248. *Subsection (3)* inserts new section 16A (directions requiring national security vetting). Aviation security directions specify certain aviation security activities that can only be carried out by individuals who have been vetted. This new section places a duty on the CAA to make arrangements for carrying out that vetting, including arrangements for renewing and withdrawing clearance and arrangements for appeals. This new section enables the Secretary of State to give directions to the CAA in connection with the vetting arrangements, which the CAA must comply with. Subsection (5) of new section 16A confirms that this provision does not remove or limit any other power under which national security vetting is carried out.
249. *Subsection (4)* of section 78 inserts new section 23A (functions of CAA under this Part). New section 23A(1) places a duty on the CAA to carry out the functions conferred on it by or under Part 2 of the ASA 1982 with a view to achieving the purposes to which that Part applies. Part 2 of the ASA 1982 is broadly concerned with the protection of civil aviation against acts of violence: see section 10 of that Act. New section 23A(2) requires the CAA to consult the Secretary of State if it considers there to be a conflict between its duty under new section 23A(1) and its duty under section 4 of the CAA 1982, which, amongst other things, includes securing a high standard of safety. The CAA must resolve the conflict in the manner directed by the Secretary of State and, in so doing, is to be treated as being in compliance with new section 23A(1) and section 4 of the CAA 1982.
250. *Subsection (5)* of section 78 amends the definition of “authorised person” in section 24A(1) (interpretation of Part 2) of the ASA 1982 so that it can mean a person authorised in writing by the Secretary of State or the CAA. Authorised persons have the power to inspect aircraft and aerodromes and other connected powers as set out in Part 2 of the ASA 1982. This will mean that such persons will be able to be appointed by the CAA, as well as the Secretary of State.
251. *Subsection (6)* gives effect to Schedule 11.

***Schedule 11: Aviation security directions etc: minor and consequential amendments***

252. **Schedule 11** contains amendments to Part 1 of the CAA 1982 and Part 2 of the ASA 1982.
253. **Paragraph 2** amends section 11 of the CAA 1982 (charges by CAA) by inserting a new subsection (8) which provides that references in section 11 to functions of the CAA include functions conferred by or under Part 2 of the ASA 1982 on authorised persons (as defined in that Part) to the extent that the functions are carried out by persons authorised by the CAA. This enables the CAA to charge for the cost of authorised persons authorised by the CAA.
254. **Paragraph 3** amends section 20 of the CAA 1982 (supplementary provisions with respect to functions of the CAA) by inserting a new subsection (5) which provides that references in section 20 to functions of the CAA include functions conferred by or under Part 2 of the ASA 1982 on authorised persons (as defined in that Part) to the extent that the functions are carried out by persons authorised by the CAA. This enables the CAA to have the power to do anything which is calculated to facilitate, or is conducive or incidental to, the performance of any of the functions of authorised persons authorised by the CAA.
255. **Paragraph 6** amends section 11 of the ASA 1982 (power to require information) to provide that the Secretary of State and the CAA are a “relevant authority” for the purposes of section 11. These amendments enable the CAA, in addition to the Secretary

*These notes refer to the Civil Aviation Act 2012 (c.19)  
which received Royal Assent on 19 December 2012*

of State, to require information be provided in connection with the exercise of its functions conferred by or under Part 2 of the ASA 1982.

256. [Paragraph 8](#) amends section 11A of the ASA 1982 (designation of security restricted area) by inserting new subsection (4A) which requires the Secretary of State to consult the CAA before approving an application without modifications to designate a security restricted area. It also adds the CAA to the list of persons whom the Secretary of State must consult before approving an application with modifications and to whom the Secretary of State is required to give notice of any designation under section 11A.
257. [Paragraph 12](#) inserts new section 17A (copies of directions etc for CAA) into the ASA 1982. New section 17A requires the Secretary of State to give the CAA a copy of each aviation security direction, each direction varying or revoking such a direction and each notification given by the Secretary of State, in relation to directions and notifications given on or after the coming into force of this paragraph.
258. [Paragraph 13](#) deletes subsection (3) of section 18A (enforcement notices) of the ASA 1982 and inserts new subsections (4) and (5). These new subsections require, respectively, that where a person authorised by the Secretary of State serves an enforcement notice the Secretary of State must give a copy of the notice to the CAA, and where a person authorised by the CAA serves an enforcement notice the CAA must give the Secretary of State a copy.
259. [Paragraph 14](#) amends section 18D of the ASA 1982 (objections to enforcement notices). Paragraph 14(2) inserts new subsection (3A). New subsection (3A) requires that, where an objection to an enforcement notice has been received, the Secretary of State must give a copy of the objection to the authorised person who served the enforcement notice and the CAA, consider the objection and allow the objector and the authorised person an opportunity to make written or oral representations to the Secretary of State or a person appointed by the Secretary of State. It also requires the Secretary of State to give a decision notice (defined by section 18D(4), as amended by paragraph 14(3)) to the person who made the objection and to give a copy of the decision notice to the authorised person who served the enforcement notice and the CAA.
260. [Paragraph 15](#) amends section 20B of the ASA 1982 (detention directions). Paragraph 15(2) inserts new subsections (2A) and (2B). These subsections require, respectively, that where a person authorised by the Secretary of State gives a detention direction the Secretary of State must give the CAA a copy and where a person authorised by the CAA gives a detention direction, the CAA must give the Secretary of State a copy. Paragraph 15(3)(a) inserts new paragraph (za) into subsection (5) which requires the Secretary of State to give a copy of an objection to a detention direction to the authorised person who gave the direction and the CAA. Paragraph 15(3)(d) adds new paragraph (e) to subsection (5) of section 20B which requires the Secretary of State to give a copy of the notice of the Secretary of State's decision to the authorised person who gave the direction and the CAA.
261. [Paragraph 16](#) amends subsection (7) of section 21 (application of provisions to air navigation installations) by inserting references to new sections 14A, 16A and 17A of the ASA 1982 to ensure that references to directions in these sections are construed as including references to directions that may be given in respect of air navigation installations.
262. [Paragraph 17](#) amends subsections (1) and (2) of section 21G (duty to report certain occurrences). The amendments provide that regulations made under that section may require reports of certain occurrences to be made to the Secretary of State or the CAA. They also add the CAA to the list of persons to be consulted by the Secretary of State before making regulations requiring persons to report certain occurrences.
263. [Part 3](#) of the RESA 2008" (civil sanctions) allows for civil sanctions to be applied to the offences in Part 2 of the ASA 1982. Paragraph 18 provides that offences under

section 11 of the ASA 1982 (power to require information) as amended by this Schedule are to be treated as if they had been in force immediately before the day on which the RESA 2008” was passed, and are therefore to be capable of being dealt with by way of civil sanctions as provided for by Part 3 of that Act.

***Section 79: Approved providers of aviation security services***

264. **Section 79** makes a number of amendments to section 20A of the ASA 1982 (aviation security services: approved providers). Section 20A confers a power enabling the Secretary of State to make regulations about approved providers of aviation security services. *Subsection (2)* of section 79 amends section 20A(2) so as to enable the regulations made under that section to provide for the CAA, rather than the Secretary of State, to maintain a list of persons who are approved by it for the provision of a particular aviation security service.
265. *Subsection (3)* of section 79 amends section 20A(3) so as to enable regulations made under section 20A to provide for approval to be given, and persons to be listed in respect of the provision of a service, either generally or only at a particular location; to make provision about factors to be taken into account when deciding whether to grant an application; to make provision for employees of listed persons to be treated as listed in respect of the provision of that service generally or at that location (as appropriate) in specified circumstances; and other conditions applying to a listing.
266. *Subsection (4)* inserts new subsection (3A) into section 20A, which provides that regulations must include provision for appeals against the refusal of applications for inclusion in a list and against removal from a list, and, where appropriate, for appeals against conditions.
267. *Subsection (5)* inserts new subsection (5A), which defines “listed person”, in relation to an aviation security service, as meaning a person who is listed in respect of the provision of that service generally or at the relevant location.

***Section 80: Advice and assistance in connection with aviation security***

268. **Section 80** inserts new sections 21H (provision of advice and assistance to Secretary of State) and 21I (provision of advice and assistance to other persons). Subsection (1) of new section 21H places a duty on the CAA to provide such advice and assistance to the Secretary of State as the Secretary of State requires in connection with matters relevant to the purposes of Part 2 of the ASA 1982 (the protection of civil aviation against acts of violence). Subsection (2) of new section 21H provides that a requirement to provide such advice and assistance may be a continuing requirement on the CAA. Subsection (3) makes clear that nothing in new section 21H affects the general provision made by section 16 of the CAA 1982.
269. New section 21I places a duty on the CAA to provide such advice and assistance to the persons listed in subsection (3) of that section (for example, managers of UK aerodromes and operators of aircraft registered or operating in the UK) as the CAA considers appropriate having regard to the purposes to which Part 2 of the ASA 1982 applies. Subsection (4) of new section 21I ensures that the Secretary of State retains the power to provide advice and assistance to the persons listed in subsection (3) of the new section, having regard to the purposes to which Part 2 of the ASA 1982 applies and any advice and assistance provided to those persons by the CAA.

***Section 81: Power to modify functions of CAA etc relating to aviation security***

270. **Section 81** inserts new section 21J into the ASA 1982 (power to modify functions of CAA etc relating to aviation security). The new section enables the Secretary of State to modify, by regulations, the aviation security functions of the CAA and the functions of authorised persons who are authorised by the CAA. This new section provides that before making any such regulations, the Secretary of State must consult the CAA.

**Section 82: Transfer schemes**

271. **Section 82** enables the Secretary of State to make one or more schemes to transfer to the CAA rights, powers, duties and liabilities of the Crown in connection with individuals employed in the civil service of the Crown and other property, rights and liabilities of the Crown.
272. It provides that a scheme may transfer only such property, rights, powers, duties and liabilities as the Secretary of State considers appropriate having regard to the functions conferred on the CAA by or under Part 2 of the ASA 1982, as amended by this Act, and the functions of persons authorised by the CAA for the purposes of Part 2 of the ASA 1982, as amended by this Act.
273. **Subsection (3)** requires the Secretary of State to consult the CAA before making a transfer scheme.
274. **Subsection (4)** gives effect to Schedule 12 which makes further provision about transfer schemes, made under section 82.

**Schedule 12: Aviation security: further provision about transfer schemes**

275. **Paragraph 1** provides that a transfer scheme may make provision for the transfer of property, rights and liabilities that would not otherwise be capable of transfer.
276. It provides that a transfer scheme may create rights or impose liabilities over property transferred by the scheme, create new rights and liabilities as between the Crown and the CAA and apportion property, rights and liabilities between the Crown and the CAA.
277. Sub-paragraph (3) allows a transfer scheme to include consequential, incidental, supplementary, transitional, transitory and saving provision.
278. **Paragraph 2** makes provision in relation to rights, powers, duties and liabilities relating to an individual's contract of employment where they are transferred by means of a transfer scheme. It provides that the continuity of the individual's employment is not broken by the transfer of employment under a transfer scheme. The contract of employment will continue as if it had been made between the individual and the CAA, and the individual will not be regarded as having been dismissed by reason of redundancy because of the transfer.
279. **Paragraph 3** sets out what happens if an individual objects to the transfer of their employment contract under a transfer scheme before it takes effect. The contract of employment will be terminated immediately before the point at which the transfer would have taken place but the employee is not to be considered to have been dismissed for any purpose. Sub-paragraph (5) preserves an individual's right to terminate their contract of employment where there is a substantial detrimental change in the individual's working conditions, other than the change of employer.
280. **Paragraph 4** provides that a transfer scheme may include provision with respect to the individual's eligibility to become a member of a pension scheme by virtue of employment with the CAA. The transfer scheme may include provision with respect to the rights of, or rights or liabilities in respect of, the individual under a pension scheme of which the individual may become a member by virtue of employment with the CAA, or a pension scheme of which the individual is a member by virtue of employment immediately before the transfer.
281. **Paragraph 5** modifies the provisions of Schedule 12 as they apply to employment in the civil service of the Crown other than under a contract of employment. Where an individual holds such employment, the individual is deemed to be employed under a contract of employment on the terms of employment in the civil service of the Crown and reference to dismissal in paragraph 3 of the Schedule is deemed to be a reference to termination of employment in the civil service of the Crown.

282. **Paragraph 6** provides that a certificate issued by the Secretary of State that any property, rights, powers, duties or liabilities have been transferred to the CAA under a transfer scheme is to be taken as conclusive evidence of that fact. The certificate is evidence that a transfer has taken place.
283. **Paragraph 7** ensures that anything done by the Crown before the time of transfer is still valid after transfer.
284. **Paragraph 8** ensures that things done by or in relation to the Crown with respect to anything transferred under a transfer scheme are to be treated as though they had been done by or in relation to the CAA or its members or employees, or continued by or in relation to the CAA or its members or employees. Sub-paragraph (2) provides that a transfer scheme may, in particular, make provision about the continuation of legal proceedings and for references to the Crown in documents to be treated as references to the CAA.

### **Provision of information about aviation**

#### ***Section 83: Information for benefit of users of air transport services***

285. The provisions of section 83 are designed to assist users (passengers and owners of cargo) and potential users of aviation services and facilities to compare service standards and make a more informed choice. The section imposes a duty on the CAA to publish, or arrange for the aviation industry to publish in a form that the CAA considers appropriate, such information and advice as the CAA considers appropriate to assist users of air transport services to compare aviation services and facilities. The duty does not apply to information which the CAA could refuse to disclose in response to a request made under the Freedom of Information Act 2000. The CAA may also publish guidance and advice for the aviation industry to improve service standards. The CAA must where practicable keep under review the information, guidance and advice published under this section. The CAA may conduct or commission research in support of these functions.

#### ***Section 84: Environmental information***

286. The provisions of section 84 are designed to raise awareness of the environmental effects of civil aviation in the UK, their impact on human health and safety and measures taken to limit the adverse environmental effects. Environmental effects are wide-ranging and include, for example, noise, vibration, emissions and visual disturbance from aircraft as well as the effects from services and facilities provided at airports (other than military airports). The section imposes a duty on the CAA to publish, or arrange for the aviation industry to publish in a form that the CAA considers appropriate, such environmental information and advice as the CAA considers appropriate. The duty does not apply to information which the CAA could refuse to disclose in response to a request made under the Freedom of Information Act 2000. The CAA may also publish guidance and advice with a view to limiting the adverse environmental impacts of the aviation sector. The CAA must where practicable keep under review the information, guidance and advice published under this section. The CAA may conduct or commission research in support of these functions.

#### ***Section 85: Power to obtain information***

287. **Section 85** provides that the CAA may by notice in writing require a person to provide information that the CAA reasonably requires in order to exercise its functions under section 83 or 84. As a result of *subsection (6)*, information obtained using this power which relates to the affairs of an individual or to a particular business must not be disclosed unless this is permitted under Schedule 6. For example, Schedule 6 permits disclosure for the purpose of facilitating the carrying out of the CAA's functions under sections 83 and 84 (see paragraph 4(1) to (3) of that Schedule).

***Section 86: Enforcement of information notice***

288. **Section 86** provides that when a person fails without reasonable excuse to comply with a notice issued under section 85, the CAA may impose a penalty, or enforce the duty to comply in civil proceedings for an injunction, or both. The amount of the penalty as determined by the CAA must be appropriate and proportionate to the offence and may be either a fixed amount of up to £50,000 or a daily amount of up to £5,000 (or both). The Secretary of State may vary the maximum fixed and daily amounts by regulations which must be approved in each House of Parliament.

***Section 87: Penalty for providing false information, destroying documents etc***

289. **Section 87** provides that the CAA may impose a penalty if a person deliberately or recklessly provides false or misleading information in response to a notice under section 85 or knowing that the CAA is likely to use the information to carry out its functions under section 83 or 84. The CAA may also impose a penalty when a person intentionally alters or destroys information required by a notice under section 85. The amount of a penalty imposed under section 87 must be appropriate and proportionate.

***Section 88: Procedure before imposing penalty***

290. **Section 88** sets out the procedure which the CAA must follow before imposing a penalty under section 86 or 87. The CAA must give the person a notice stating the proposed amount of the penalty, the reasons for imposing it and, in the case of a daily penalty, when it would begin and when, or in what circumstances, it would cease to accumulate. The CAA must consider any representations made about the proposed penalty within the period specified in the notice (which must be at least 21 days beginning with the day on which the notice was given). The same process applies before the CAA can vary the proposed amount of the penalty or the day on which daily amounts would begin to accumulate or the day on which, or circumstances in which, they would cease to accumulate. The section also provides that the CAA may, by notice, withdraw a notice proposing a penalty. The CAA must publish any notice under section 88 as soon as practicable.

***Section 89: Procedure after imposing penalty***

291. **Section 89** sets out the procedure which the CAA must follow after imposing a penalty, which includes a requirement to give notice to the person on whom the penalty is imposed and to publish the notice.

***Section 90: Appeals and Schedule 13: Appeals against penalties***

292. **Section 90** and **Schedule 13** provide the grounds on which a person may appeal to the Competition Appeal Tribunal against a penalty imposed under section 86 or 87. A person may appeal against the imposition of the penalty or its amount, duration or payment period. The Competition Appeal Tribunal may confirm or set aside a penalty or give such directions as it considers appropriate to the CAA. A further appeal to the courts may be made on a point of law arising from the decision of the Competition Appeal Tribunal with the permission of the appropriate court or the Competition Appeal Tribunal.

***Section 91: Recovering penalties***

293. **Section 91** provides for the calculation of interest on unpaid penalty balances and the recovery of unpaid penalties as a debt due to the CAA. Any penalties or debt recovered by the CAA must be paid into the Consolidated Fund.

### ***Section 92: Statement of policy***

294. **Section 92** provides that the CAA must prepare and publish a statement of its policy on: the exercise of its functions under sections 83 and 84; imposing penalties under sections 86 and 87; and determining the amount of such penalties. When preparing or revising a statement of policy relating to the carrying out of its functions under sections 83 and 84, the CAA must have regard to the principle that the benefits of carrying out its functions under those sections should outweigh any adverse effects. When imposing a penalty under section 86 or 87, or determining its amount, the CAA must have regard to the last statement of policy published before the act or omission in respect of which the penalty is to be imposed. The CAA must consult those persons it considers appropriate on the preparation or revision of its statement of policy. It must also publish any revisions to its statement of policy.

### **Regulation of provision of flight accommodation**

#### ***Section 94: Regulation of provision of flight accommodation***

295. **Section 94** amends section 71 of the CAA 1982 to broaden the Secretary of State's powers to regulate the provision of flight accommodation. Section 71 forms the legal basis for the Air Travel Organisers' Licensing (ATOL) scheme.
296. The amended subsection (1) of section 71 enables the Secretary of State to make regulations requiring airlines to hold and act in accordance with a licence when making available flight accommodation, except where they are doing so on a flight-only basis on aircraft which they operate. It also enables the making of regulations requiring licences to be held by businesses acting as an agent for another person in procuring flight accommodation, and by businesses facilitating the making available of flight accommodation by another person in circumstances where prescribed arrangements relating to payment are met. Those arrangements are, by virtue of the new subsection (1D) of section 71, arrangements where the business makes or receives a payment in relation to the making available of flight accommodation, or facilitates the making or receiving of such a payment by another person. Businesses which operate in that way may not themselves be making available flight accommodation, or procuring it on behalf of a consumer, and so would not otherwise be subject to the ATOL scheme.
297. The amended section 71(2)(b) enables the regulations, in making provision about the terms of licences, to make provision about goods, services and other benefits purchased alongside a flight without such goods, services and other benefits needing to be supplied in connection with the contract for the flight accommodation.
298. New section (3) of section 71 provides a new power for the Secretary of State to make regulations imposing statutory obligations on licence holders and conferring rights of action for contravention of those obligations, as well as imposing criminal sanctions for their breach. Finally, section 94 of the Act also removes elements of the regulation-making power in section 71 of the CAA 1982 that are no longer required.

### **CAA Membership**

#### ***Section 95: CAA membership***

299. **Section 95** amends section 2 of, and Schedule 1 to, the CAA 1982 so that the Secretary of State is responsible for the appointment of the chair of the CAA and the other non-executive members, and the non-executive members are responsible for the appointment of the chief executive with the approval of the Secretary of State. The chief executive is to appoint the other executive members with the approval of the chair and at least one other non-executive member. This section further provides that the CAA is to consist of between 7 and 16 members, and that the Secretary of State and chief executive must exercise their powers of appointment and approval to secure that, as far as practicable, non-executive members exceed executive members in number.



***Section 96: Non-executive members of CAA***

300. **Section 96** amends Schedule 1 to the CAA 1982 to reflect the fact that the Secretary of State is only responsible for the appointment or removal of non-executive members. It updates the circumstances in which the Secretary of State may remove a non-executive member from office. It removes the requirement for HM Treasury's consent to levels of remuneration for non-executive members. It also ensures that non-executive members are not entitled to the payment of a CAA pension as they are not employees of the CAA.

***Section 97: Executive members of CAA***

301. This section inserts provisions into Schedule 1 to the CAA 1982 about the terms and conditions of employment of executive members, which are to be determined:
- in the case of the chief executive, by the non-executive members; and
  - in the case of the executive members, by the chief executive with the approval of the chair and at least one other non-executive member.
302. It also makes amendments to the CAA 1982 so as to draw a distinction between executive members and other employees of the CAA where necessary in that Act.

***Section 98: CAA's air navigation functions***

303. **Section 98** amends section 66 of the TA 2000 so as to replace the Secretary of State's power to nominate a member to perform certain of the CAA's air navigation functions with a duty for the chief executive of the CAA to consult the Secretary of State before nominating, with the approval of the chair and at least one other non-executive member, another executive member to perform such of the CAA's air navigation functions as the Secretary of State may specify. It also amends section 67 of the TA 2000 to ensure that the Secretary of State may only nominate a non-executive member to perform the national security functions in section 67.

***Section 99: Transitional and saving provision and Schedule 14: CAA membership: transitional and saving provision***

304. **Section 99** gives effect to Schedule 14, which makes transitional provision about serving members of the CAA, in particular for determining whether such a member is to be an executive or non-executive member of the CAA for the purposes of section 2 of, and Schedule 1 to, the CAA 1982 as amended by the Act. It also provides for the continuation of their terms and conditions. The CAA will be required to continue to make provision for the payment of pensions to current and former members for whom it is currently making such provision. The existing nomination of a member made under sections 66 and 67 of the TA 2000 will also continue.

**Further provision about CAA**

***Section 100: CAA charges***

305. **Section 100** amends section 11 of the CAA 1982, which makes provision about charging schemes and regulations in respect of the performance of functions of the CAA. The amendments to section 11 require the CAA to consult first those affected by a charging scheme and then the Secretary of State. New charging schemes are to come into force no earlier than 14 days after publication of the scheme, instead of no earlier than 60 days after publication (as previously provided by section 11).
306. **Section 11(3)** of the CAA 1982 provides that the Secretary of State may make regulations to override any charging scheme made by the CAA. Section 100 adds new subsections (3A) and (3B). These subsections require the Secretary of State to consult persons likely to be affected by regulations before making them, unless such

consultation is thought unnecessary by the Secretary of State in view of consultation carried out by the CAA.

307. The section also amends sections 16 and 17 of the CAA 1982 so as to provide that the CAA cannot recover from the Secretary of State any expense it incurs in providing assistance or advice under section 16 or in providing information under section 17 in connection with any exercise of the Secretary of State's power to make regulations under section 11(3). The Secretary of State would only need to use that power in the unlikely event of disagreement between the Secretary of State and the CAA on the appropriateness of the charging scheme.

### ***Section 101: Criminal proceedings***

308. **Section 101** amends section 20 of the CAA 1982 (supplementary provisions with respect to the functions of the CAA) to make explicit that the power conferred on the CAA to do anything which facilitates, or is conducive or incidental to, the performance of any of its functions includes the power to institute and carry on criminal proceedings in England and Wales or Northern Ireland. The power to do anything which facilitates, or is conducive or incidental to, the performance of the CAA's functions applies in respect of Scotland but criminal proceedings there are instituted and carried out by Procurators Fiscal.

### ***Section 102: CAA efficiency***

309. **Section 102** amends section 21(2) of CAA 1982 so as to require the annual report made by the CAA under section 21(1) to include a statement by the CAA about efficiency in the performance of its functions (an "efficiency statement") and an assessment by the CAA's auditors of that statement.
310. **Section 102** also inserts in section 21 of CAA 1982 new subsections (2A) and (2B). New subsection (2A) provides a power for the Secretary of State to give directions to the CAA about the matters that must be covered in an efficiency statement. New subsection (2B) imposes on the auditors appointed under section 15(2) of CAA 1982 a duty to produce an assessment of the efficiency statement.

### ***Section 103: Civil sanctions***

311. **Section 103** amends Part 3 of the RESA 2008" (civil sanctions) to add the CAA to the list of designated regulators in Schedule 5 to that Act. This enables an order to be made so as to give the CAA access to a range of civil sanctions provided for by Part 3 of RESA 2008", which could be used in relation to the enforcement of breaches of civil aviation law. These sanctions would sit alongside the existing sanctions available to the CAA and would provide it with an alternative to relying on criminal prosecutions. Section 103 also adds particular provisions of the CAA 1982, including section 71 as amended by section 94 of the Act (regulation of provision of flight accommodation), to the list of enactments in Schedule 7 to the 2008 Act. This has the effect of extending an existing power to create criminal offences by subordinate legislation, so as to include the power to confer on the CAA the civil sanctions provided for by Part 3 of the Act.

### ***Section 104: Regulatory burdens***

312. This section imposes a duty on the CAA not to impose or maintain unnecessary burdens. The duty applies to all of the CAA's functions under Chapter 1 of Part 1 of the Act and also applies to the CAA's regulation of air traffic services under Chapter 1 of Part 1 of the TA 2000.

### ***Section 105: Disclosure of medical information***

313. This section amends section 23 of the CAA 1982 by inserting new subsections (4A), (4B) and (7). The amendments allow the CAA to disclose anonymised medical

information relating to flight crew and air traffic controllers that the CAA receives in pursuance of a provision of an Air Navigation Order. In addition to the anonymisation safeguard, this section also provides that:

- the disclosure must be for the purposes of medical research approved by a research ethics committee (as defined in new subsection (7));
- the CAA must consider that the research is likely to improve the understanding of health risks to the types of individual who are required to provide medical information to the CAA under an Air Navigation Order; and
- the CAA must consider that it would be difficult or expensive to take the steps necessary to enable disclosure in reliance on section 23(1) of all of the information which is to be disclosed. One of the steps which would enable information to be disclosed in reliance on section 23(1) is obtaining the written consent to disclosure of each person to whom the information relates.

## **Miscellaneous**

### ***Section 106: Dangerous flying***

314. **Section 106** repeals section 81 of the CAA 1982 which makes dangerous flying of an aircraft an offence. It also has the effect of removing references to the offence elsewhere in that Act. The repeal is made as prosecutions for endangerment are brought by the CAA under the **Air Navigation Order 2009 No. 3015** and not under section 81 of the CAA 1982.

### ***Section 107: Offences under Civil Aviation Act 1982***

315. **Section 107** contains amendments to section 99 of the CAA 1982. *Subsection (2)* adds to section 99(4) of the CAA 1982 a reference to an offence under an Air Navigation Order, so that such an offence is covered by the provision made by section 99(1) and (2), relating to cases where an offence is committed by a body corporate. *Subsection (3)* removes references in section 99(5) of the CAA 1982 to sections 62 and 63 of that Act, which were repealed by the TA 2000.

## **Part 3 – Final Provisions**

### ***Section 108: Power to make consequential and transitional provision***

316. **Section 108** enables the Secretary of State to make regulations making consequential, transitional, transitory or saving provision in relation to any provision of the Act.

### ***Section 110: Commencement***

317. **Section 110** provides for commencement of the Act's provisions. Most of the provisions of the Act are to come into force on a day appointed by order of the Secretary of State.
318. **Sections 83 to 93** and Schedule 13, sections 94 to 99 and Schedule 14, section 101 and sections 105 to 107 come into force at the end of the period of two months beginning with the day Royal Assent is given. Paragraphs 1 and 7 of Schedule 10 (and section 76(5) so far as it relates to those paragraphs) and Part 3 of the Act come into force on Royal Assent.

### ***Section 112: Channel Islands, Isle of Man and British overseas territories***

319. *Subsection (1)* provides that the powers in section 108(1) of the CAA 1982 (power to extend to Channel Islands, Isle of Man and British overseas territories) are exercisable in relation to the amendments of that Act made by or under this Act.

*These notes refer to the Civil Aviation Act 2012 (c.19)  
which received Royal Assent on 19 December 2012*

320. *Subsection (2)* provides that the powers in section 39(3) of the ASA 1982 (extension outside the United Kingdom) are exercisable in relation to the amendments of that Act made by or under this Act.
321. *Subsection (3)* provides that the power in section 107 of the TA 2000 (extension outside United Kingdom) is exercisable in relation to the amendments of provisions listed in section 107(2) of that Act made by or under this Act.

### COMMENCEMENT

322. Details of the commencement dates are provided above in the commentary on section 110.

### HANSARD REFERENCES

323. The following table sets out the dates and Hansard references for each stage of this Act's passage through Parliament.

<i>Stage</i>	<i>Date</i>	<i>Hansard reference</i>
<b>House of Commons</b>		
Introduction	19 January 2012	Vol. 538 Col. 908
Second Reading	30 January 2012	Vol. 539 Col. 566-647
Committee	21 February 2012 23 February 2012 28 February 2012 1 March 2012 6 March 2012 8 March 2012 13 March 2012	Proceedings of Public Bill Committee on Civil Aviation Bill
Report	25 April 2012	Vol. 543 Cols. 979-1066
Third Reading	22 May 2012	Vol. 545 Cols. 1081- 1097
<b>House of Lords</b>		
Introduction	23 May 2012	Vol. 737 Col. 789
Second Reading	13 June 2012	Vol. 737 Cols. 1364-1410
Grand Committee	27 June 2012 2 July 4 July 2012 9 July 2012	Vol. 738 Cols. GC 125-168 Vol. 738 Cols. GC 239-290 Vol. 738 GC 347-392 Vol. 738 Cols. GC 459-500.
Report	7 November 2012	Vol. 740 Cols. 996-1067
Third Reading	13 November 2012	Vol.740 Col. 1401
Commons consideration of Lords amendments	20 November 2012	Vol. 553 Cols. 498-508
Royal Assent	19 December 2012	Lords: Vol.741 Col. 1543 Commons: Vol.555 Col. 891