



Civil Aviation Act 2012

2012 CHAPTER 19

PART 1

AIRPORTS

CHAPTER 1

REGULATION OF OPERATORS OF DOMINANT AIRPORTS

Appeals against licence conditions etc

- 25 Appeal to [^{F1} Competition and Markets Authority]: modification of licence conditions**
- (1) An appeal lies to the [^{F2} Competition and Markets Authority] against a decision by the CAA to modify a licence condition under section 22.
 - (2) An appeal may be brought under this section only by—
 - (a) the holder of the licence, or
 - (b) a provider of air transport services whose interests are materially affected by the decision.
 - (3) An appeal may be brought under this section only with the permission of the [^{F3} Competition and Markets Authority].
 - (4) An application for permission to appeal under this section may be made only by a person who, if permission is granted, will be entitled to bring the appeal.
 - (5) The [^{F4} Competition and Markets Authority] may refuse permission to appeal under this section only on one of the following grounds—
 - (a) that the appeal is brought for reasons that are trivial or vexatious,
 - (b) that the appeal does not have a reasonable prospect of success, or
 - (c) that subsection (6) is satisfied.

Changes to legislation: There are currently no known outstanding effects for the Civil Aviation Act 2012, Section 25. (See end of Document for details)

- (6) This subsection is satisfied if the appeal is brought—
- (a) against a decision that relates entirely to a matter remitted to the CAA following an earlier appeal under section 24 or this section, and
 - (b) on grounds that were considered, or could have been raised by the current applicant or a relevant connected person, as part of the earlier appeal.
- (7) In subsection (6), in relation to an applicant, “relevant connected person” means a person who was connected to the applicant at any time during the consideration of the earlier appeal by the [^{F5} Competition and Markets Authority].

Textual Amendments

- F1** Words in s. 25 heading substituted (1.4.2014) by [Enterprise and Regulatory Reform Act 2013 \(c. 24\)](#), s. 103(3), [Sch. 6 para. 142\(3\)](#); S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F2** Words in s. 25(1) substituted (1.4.2014) by [Enterprise and Regulatory Reform Act 2013 \(c. 24\)](#), s. 103(3), [Sch. 6 para. 142\(2\)](#); S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F3** Words in s. 25(3) substituted (1.4.2014) by [Enterprise and Regulatory Reform Act 2013 \(c. 24\)](#), s. 103(3), [Sch. 6 para. 142\(2\)](#); S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F4** Words in s. 25(5) substituted (1.4.2014) by [Enterprise and Regulatory Reform Act 2013 \(c. 24\)](#), s. 103(3), [Sch. 6 para. 142\(2\)](#); S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F5** Words in s. 25(7) substituted (1.4.2014) by [Enterprise and Regulatory Reform Act 2013 \(c. 24\)](#), s. 103(3), [Sch. 6 para. 142\(2\)](#); S.I. 2014/416, art. 2(1)(d) (with Sch.)

Commencement Information

- I1** S. 25 in force at 6.4.2013 by [S.I. 2013/589](#), [art. 2\(1\)-\(3\)](#)

Changes to legislation:

There are currently no known outstanding effects for the Civil Aviation Act 2012, Section 25.