

As a regulator with concurrent competition powers within the aviation sector, the CAA is taking a close interest in the development by the CMA of its policies, procedures and guidance which will in turn heavily influence our own approach. We have reviewed the various consultation documents, most of which we were shown at an earlier stage and were able to make observations then. Consequently, we have very few comments to make on the first tranche of documents issued on 15 July 2013:

Towards the CMA (CMA1)

In the final bullet of paragraph 4.1 the reference to “aviation” may be a convenient shorthand to describe the CAA’s concurrent powers but this should ideally be clarified somewhere to explain that CAA’s powers are limited to airport operation services and air traffic services.

Administrative Penalties: Statement of Policy on the CMA’s approach (CMA4con)

Because the CAA is in the process of developing its own policy towards administrative penalties under the Civil Aviation Act 2012, we have reviewed this document with particular interest and may wish to put in further comments on Monday 9th September, noting that this is a working day after the consultation deadline.

On a point of factual detail, in footnote 1 on page 4, for consistency with other CMA documents, the reference to “air traffic” should be to “aviation” if a shorthand term is required or to “airports and air traffic services” for a fuller but more accurate description of CAA concurrent powers. The CAA does not have concurrent powers for airlines.

We look forward to seeing the second tranche of documents later this month.

Paul Taylor

Senior Regulatory Policy Adviser, Regulatory Policy Group

Civil Aviation Authority
CAA House, 45-59 Kingsway, London, WC2B 6TE
Direct line: 020 7453 6232
<http://www.caa.co.uk>

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