

Department for **Transport**

Andrew Haines
Civil Aviation Authority
CAA House
Civil Aviation Authority
45-59 Kingsway
WC2B 6TE

Jonathan Moor CBE
Director General for Civil Aviation
Department for Transport
Zone 1/28
Great Minster House
76 Marsham Street
LONDON
SW1P 4DR
Direct Line: 020-7944-4597
Fax: 020-7944-2192
GTN No: 3533-4597
jonathan.moor@dft.gsi.gov.uk

Web Site: www.dft.gov.uk

21 November 2011

Dear Andrew,

Airport Economic Regulation Indicative Licence: Request for advice under Section 16 (1) Civil Aviation Act 1982.

1. Due to an opportunity that will allow for the Civil Aviation Bill to be introduced into Parliament earlier than expected, I am writing to adjust timescales and scope of the indicative licence that the Secretary of State had previously commissioned from the CAA in letters dated 29th September 2011 and the 12th August 2011. As you know, the purpose of the indicative licence is to help inform Parliamentary debate about the potential scope of the Bill and will not be subject to Parliamentary approval.
2. Our current working assumption is that the Bill is likely to enter Parliament early next year. To ensure that we are ready for this opportunity, I would like to request that the indicative licence is provided to the DfT by January 2012. We recognise that the compressed timetable means that the length of time to seek informal views to inform the indicative licence is shortened. We hope that the high level timetable provided by the CAA about the implementation of the licences will help address any concerns that industry might have about the full process.
3. In terms of scope, I would like this to remain as set out in my previous letters. However, due to the shortened timeframe, I would like to request one example licence for Heathrow is provided.
4. As a result of the above changes, the cost of providing the indicative licence will be reduced and I understand that a figure has already been agreed between our teams.

5. In the interests of transparency, I confirm that I have no objections to the previous technical advice provided by the CAA on the licence and this letter being placed on your website.

Yours sincerely,



Jonathan Moor

Dear Andrew

Airport Economic Regulation Indicative Licence: Request for advice under Section 18 (f) Civil Aviation Act 1982.

1. Due to an opportunity that will arise for the Civil Aviation Bill to be introduced into Parliament earlier than expected, I am writing to adjust the scope and content of the indicative licence that the Secretary of State had previously commissioned from the CAA in letters dated 29th September 2011 and the 13th August 2011. As you know, the purpose of the indicative licence is to help inform Parliamentary debate about the potential scope of the Bill and will not be subject to Parliamentary approval.
2. Our current working assumption is that the Bill is likely to enter Parliament early next year. To ensure that we are ready for this opportunity I would like to request that the indicative licence is provided to the DT by January 2012. We recognise that the compressed timetable means that the length of time to seek informal views to inform the indicative licence is shortened. We hope that the high level timetable provided by the CAA about the implementation of the licence will help address any concerns that industry might have about the full process.
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