

Proposed Changes to the triggers at Gatwick Airport

The charge control for Gatwick Airport, set in the CAA decision of March 2008, includes a term by which the allowable annual level of airport charges is reduced by predetermined amounts if certain defined capital expenditure project triggers are not met by specified milestone dates. Given the potential for change, the CAA made provision in its decision on the charge control for Triggers to be changed as part of a self-contained process.

On 4 March the CAA received three joint submissions from Gatwick Airport Limited (GAL) , the Airport Consultative Committee (ACC) and the Joint Steering Group (JSG). The changes proposed are:

- to turn off the existing Pier 1 trigger;
- to define a new replacement Pier 1 trigger; and
- an amendment of the scope and date of the North West Zone trigger to reflect additional works carried out.

The detail of the proposals are set out in the accompanying files.

The CAA is hereby initiating the process set out in its March 2008 decision to make changes to triggers in circumstances where those changes are agreed by the airport and the airlines through the relevant LACC Committee and notified in writing to be approved by the CAA on an expedited basis. This is:

- i) The CAA publishes any proposed agreement between the LACC and the airport inviting objections from interested parties.
- ii) The CAA then allows 28 days for any objections.
- iii) Unless the agreement raises significant issues, the CAA would expect to approve the agreement within 14 days of the end of the consultation period.

The CAA is allowing 28 days for objections in writing and the closing date for objections is **6 April 2010**. Responses should be sent, if possible by e-mail, to airportsreview@caa.co.uk. Alternatively, comments may be posted to:

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The CAA will acknowledge all responses. It expects to make responses available on its website for other parties to read as soon as practicable after the period for written comments has expired. Any material that is regarded as confidential should be clearly marked and included in a separate annex which, subject to further discussion with the author and subject to the criteria the CAA has established for treating information as confidential, will not be published.

If you have any immediate questions on these proposals please contact Mike Goodliffe on 020 7453 6226, Ken Cheong on 020 7453 6270 or by e-mail to

mike.goodliffe@caa.co.uk or ken.cheong@caa.co.uk.