

The CAA's approach to the regulation of terminal air navigation service for RP2

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CHAPTER 1

Introduction

- 1.1 This document sets out the CAA's approach to the regulation of terminal air navigation services (TANS). The CAA set out its proposed approach in '*Approach to terminal air navigation service regulation in RP2 - a consultation*' (CAP 1132)¹ which the CAA published in December 2013. The consultation formally closed on 8 January 2014.
- 1.2 The CAP 1132 consultation dealt with regulatory issues however inevitably there were some aspects of competition raised in the NSL business plan as well as in the responses. For clarity the discussion in this document relates purely to the application of the RP2 regulation to TANS. It does not discuss or deal with the potential issues raised in CAP 1004 other than as background to the CAA's approach. The CAA is still considering its position with regards to the competition implications of the CAP 1004 finding which forms an area of work distinct from that of the RP2 regulations. Where appropriate responses to CAP 1132 will be considered within CAA's work in that area.
- 1.3 The RP2 regulations for TANS applies to towers contained within 'charging zone B' those with over 70,000 IFR movements on average for the last three years. For the RP2 period the towers that will be covered by regulation are as follows:
- Heathrow Airport;
 - Gatwick Airport;
 - Manchester Airport;
 - Stansted Airport;
 - Edinburgh Airport;
 - Luton Airport;
 - Birmingham Airport;

¹ This can be viewed on the CAA website at: www.caa.co.uk/cap1132

- Glasgow Airport; and
- London City Airport.²

1.4 The document is set out as follows:

- Chapter 2: Summary of Responses;
- Chapter 3: CAA's approach to TANS; and
- Chapter 4: Enforcement.

² The CAA has become aware on the latest available data that London City Airport would come within scope of the regulation. The Draft NSL business plan did not cover London City.