

The Civil Aviation Authority's response to Heathrow Airport Limited's public consultation on airport expansion

CAP 1892

Published by the Civil Aviation Authority, 29 March 2018

Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

First published 2018
Second edition

The latest version of this document is available in electronic format at: www.caa.co.uk

Contents

Contents	3
The Civil Aviation Authority's response to Heathrow Airport Limited's public consultation on airport expansion	4
Introduction	4
The CAA's regulatory roles and statutory functions	5
The CAA's role as a statutory consultee under planning law	5
The CAA's regulatory roles and statutory functions	7
Economic regulation	7
Price controls	7
Section 16 advice to the Secretary of State on airport-airline engagement	8
Safety regulation	9
Aerodrome infrastructure oversight	9
Air Traffic Service oversight	10
Airspace	10
Airspace change process	10
Air Quality	11
Security	12

The CAA's response to HAL's public consultation on airport expansion

Introduction

1. The Civil Aviation Authority (CAA) welcomes the opportunity to respond to Heathrow Airport Limited's (HAL) public consultation on airport expansion.
2. We note that the decision to designate the draft Airports National Policy Statement (NPS) for the development of new runway capacity and infrastructure at airports in the south east of England lies with the Government. While the CAA does not decide where new runways should be built, the CAA has consistently stated that additional runway capacity in the south east of England would benefit passengers and cargo owners. More runway capacity is required to prevent future consumers experiencing higher airfares, reduced choice and lower service quality.
3. The CAA has a number of statutory functions which impact on the success of any scheme proposed to meet or deliver the objective of the Airports NPS, if designated.
4. We are using our response to this public consultation to provide clarity and transparency on the roles and responsibilities we are performing and will continue to perform with respect to the proposed Northwest runway scheme at Heathrow airport. We also note that should the Airports NPS be designated by the Government, the scheme for a Northwest runway at Heathrow airport will become a Nationally Significant Infrastructure Project for the purposes of the planning regime.
5. A number of HAL's proposals for expansion will be subject to CAA regulatory processes and approval. Some of these regulatory processes are already under way.
6. We have engaged, and will continue to engage with HAL over the coming months to understand its proposals for expansion insofar as they relate to our relevant regulatory roles and statutory functions. For each new chapter, click on chapter number - this will add the next chapter number automatically, and will update the header.