



Civil Aviation Act 1982

1982 CHAPTER 16

PART I

ADMINISTRATION

Regulation of performance by CAA of its functions

4 General objectives.

- (1) It shall be the duty of the CAA to perform the functions conferred on it otherwise than by this section in the manner which it considers is best calculated—
 - (a) to secure that British airlines provide air transport services which satisfy all substantial categories of public demand (so far as British airlines may reasonably be expected to provide such services) at the lowest charges consistent with a high standard of safety in operating the services and an economic return to efficient operators on the sums invested in providing the services and with securing the sound development of the civil air transport industry of the United Kingdom; and
 - (b) to further the reasonable interests of users of air transport services.
- (2) In subsection (1) above “British airline” means an undertaking having power to provide air transport services and appearing to the CAA to have its principal place of business in the United Kingdom, the Channel Islands or the Isle of Man and to be controlled by persons who either are United Kingdom nationals or are for the time being approved by the Secretary of State for the purposes of this subsection.
- ^{F1}(3) The duty mentioned in subsection (1) above does not apply in relation to anything done by the CAA in the performance of functions mentioned in subsection (3) of section 86 of the Transport Act 2000 which, by virtue of that section, are concurrent functions of the CAA and the ^{F2} Competition and Markets Authority] .
- (4) However, when performing such a function the CAA may have regard to any matter in respect of which a duty is imposed by subsection (1) above if it is a matter to which

Changes to legislation: There are currently no known outstanding effects for the Civil Aviation Act 1982, Section 4. (See end of Document for details)

the [^{F2}Competition and Markets Authority] could have regard when performing that function.]

Textual Amendments

- F1** S. 4(3)(4) inserted (1.2.2001) by 2000 c. 38, s. 97, **Sch. 8 Pt. IV para. 13** (with s. 106); S.I. 2001/57, art. 3(1), **Sch. 2 Pt. I** (with transitional provisions and savings in Sch. 2 Pt. II)
- F2** Words in s. 4(3)(4) substituted (1.4.2014) by The Enterprise and Regulatory Reform Act 2013 (Competition) (Consequential, Transitional and Saving Provisions) Order 2014 (S.I. 2014/892), art. 1(1), **Sch. 1 para. 38** (with art. 3)

Modifications etc. (not altering text)

- C1** S. 4 excluded by Airports Act 1986 (c. 31, SIF 9), s. **34(2)**
- C2** S. 4 applied (E.W.S.) by Airports Act 1986 (c. 31, SIF 9), s. **69(6)**
- C3** S. 4 excluded (1.2.2001) by 2000 c. 38, **ss. 70(5)**, 87(8) (with s. 106); S.I. 2001/57, art. 3(1), **Sch. 2 Pt. I** (with transitional provisions and savings in Sch. 2 Pt. II)
- C4** S. 4 excluded (31.8.2004) by The Single European Sky (National Supervisory Authority) Regulations 2004 (S.I. 2004/1958), **regs. 2, {3}**, Sch.
- C5** S. 4 excluded (31.1.2008) by The Civil Aviation (Allocation of Scarce Capacity) Regulations 2007 (S.I. 2007/3556), **reg. 9(2)**
- C6** S. 4 excluded (31.1.2008) by Civil Aviation (Allocation of Scarce Capacity) Regulations 2007 (S.I. 2007/3556), **regs. 1, 9(2)**
- C7** S. 4 excluded (6.4.2013) by Civil Aviation Act 2012 (c. 19), **ss. 1(7)**, 61(10), 63(3), 110(1) (with s. 77(1)-(3), Sch. 10 paras. 12, 17); S.I. 2013/589, art. 2(1)-(3)
- C8** S. 4 excluded (12.12.2013) by The Single European Sky (National Supervisory Authority) Regulations 2013 (S.I. 2013/2620), **regs. 1(1), 3(2)**
- C9** S. 4 excluded (26.11.2018) by Space Industry Act 2018 (c. 5), **ss. 16(6)**, 70(1); S.I. 2018/1224, **reg. 2(w)**
- C10** S. 4 excluded (18.2.2022) by Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12), s. **5(3)(a)**; S.I. 2022/119, **reg. 2(e)**

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