



Civil Aviation Act 2012

2012 CHAPTER 19

PART 1

AIRPORTS

CHAPTER 1

REGULATION OF OPERATORS OF DOMINANT AIRPORTS

Dominant airports

5 Dominant areas and dominant airports

- (1) For the purposes of this Part, an airport area is dominant if the CAA has—
 - (a) made a determination that the market power test is met in relation to the area (see section 6), and
 - (b) published a notice of the determination.
- (2) For the purposes of this Part, an airport is dominant if all or part of its core area is a dominant area or part of a dominant area.
- (3) In this Part—

“airport area” means an area that consists of or forms part of an airport;
“area” includes an area of land, a building or other structure and a part of a building or other structure.
- (4) In this Part “core area”, in relation to an airport, means—
 - (a) the land, buildings and other structures used for the purposes of the landing, taking off, manoeuvring, parking and servicing of aircraft at the airport,
 - (b) the passenger terminals, and
 - (c) the cargo processing areas,(subject to regulations under section 66).

*Changes to legislation: There are currently no known outstanding effects
for the Civil Aviation Act 2012, Section 5. (See end of Document for details)*

(5) In subsection (1) the reference to a determination does not include a determination that has ceased to have effect (see section 7(9) and (10)).

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Commencement Information

II S. 5 in force at 6.4.2013 by S.I. 2013/589, art. 2(1)-(3)

Changes to legislation:

There are currently no known outstanding effects for the Civil Aviation Act 2012, Section 5.