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*Changes to legislation: There are currently no known outstanding effects for the Civil Aviation Act 2012, Paragraph 30. (See end of Document for details)*

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## SCHEDULES

### SCHEDULE 2

#### APPEALS UNDER SECTIONS 24 AND 25

#### PART 6

#### GENERAL

##### *Withdrawal of applications and appeals*

- 30 (1) An application under paragraph 1 for permission to appeal may be withdrawn only with the consent of [<sup>F1</sup> the Competition and Markets Authority ].
- (2) After an application for permission to appeal is granted, the appeal may be withdrawn only with the consent of [<sup>F1</sup> the Competition and Markets Authority ].
- (3) An application under paragraph 4 for permission to intervene may be withdrawn only with the consent of [<sup>F1</sup> the Competition and Markets Authority ].
- (4) After an application for permission to intervene is granted, the intervener may withdraw from the appeal only with the consent of [<sup>F1</sup> the Competition and Markets Authority ].
- [<sup>F2</sup>(4A) For the purposes of sub-paragraphs (1) to (4), the consent of the Competition and Markets Authority is to be given by an authorised member of the Competition and Markets Authority.]
- (5) An application under paragraph 9 or 12 for a direction suspending the effect of a decision may be withdrawn at any time.
- (6) Withdrawal of an application under this Schedule or of an appeal has effect when the applicant or appellant gives notice to the [<sup>F3</sup> Competition and Markets Authority ].
- (7) The applicant or appellant must send a copy of the notice to the CAA.
- (8) The CAA must—
- publish the notice, and
  - send a copy of the notice to the persons listed in sub-paragraph (9) (other than the person withdrawing the application or appeal).
- (9) Those persons are—
- the holder of the licence that is the subject of the application or appeal,
  - any other person with a qualifying interest in the decision that is the subject of the application or appeal, and
  - such bodies representing airport operators or providers of air transport services as the CAA considers appropriate.

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#### Textual Amendments

- F1** Words in Sch. 2 para. 30(1)-(4) substituted (1.4.2014) by Enterprise and Regulatory Reform Act 2013 (c. 24), s. 103(3), **Sch. 6 para. 148(29)(a)**; S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F2** Sch. 2 para. 30(4A) inserted (1.4.2014) by Enterprise and Regulatory Reform Act 2013 (c. 24), s. 103(3), **Sch. 6 para. 148(29)(b)**; S.I. 2014/416, art. 2(1)(d) (with Sch.)
- F3** Words in Sch. 2 para. 30(6) substituted (1.4.2014) by Enterprise and Regulatory Reform Act 2013 (c. 24), s. 103(3), **Sch. 6 para. 148(29)(c)**; S.I. 2014/416, art. 2(1)(d) (with Sch.)

#### Commencement Information

- I1** Sch. 2 para. 30 in force at 6.4.2013 by S.I. 2013/589, **art. 2(1)-(3)**

**Changes to legislation:**

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