

**2008 No. 2702**

**CIVIL AVIATION**

**The Economic Regulation of Airports (Designation) Order  
(Amendment) Order 2008**

<i>Made</i>	- - - -	<i>10th October 2008</i>
<i>Laid before Parliament</i>		<i>15th October 2008</i>
<i>Coming into force</i>	- -	<i>1st April 2009</i>

The Secretary of State, in exercise of the power conferred by section 40 of the Airports Act 1986 (a), makes the following Order:

**Citation and commencement**

1. This Order may be cited as the Economic Regulation of Airports (Designation) Order (Amendment) Order 2008 and comes into force on 1st April 2009.

**Amendment of the Economic Regulation of Airports (Designation) Order 1986**

2. The Economic Regulation of Airports (Designation) Order 1986(b) is amended as follows.
3. In article 2 omit “Manchester International Airport”.

Signed by authority of the Secretary of State

10th October 2008

*Jim Fitzpatrick*  
Parliamentary Under Secretary of State  
Department for Transport

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(a) 1986 c.31  
(b) S.I. 1986/1502

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order amends the Economic Regulation of Airports (Designation) Order 1986.

Part 4 of the Airports Act 1986 provides that certain airports, whose annual turnover is above £1million (or such other sum as may be specified), shall be subject to economic regulation. At such an airport no airport charges may be levied except by the airport operator to whom permission to do so has been granted by the Civil Aviation Authority.

Section 40 of the Airports Act 1986 also provides that where an airport subject to economic regulation is designated by the Secretary of State for the purposes of that section certain conditions must be imposed by the Civil Aviation Authority. The conditions relate to the disclosure of certain information in the accounts of the airport operator and to the maximum amounts of airport charges that may be levied by that airport operator during successive five-year periods.

The Economic Regulation of Airports (Designation) Order 1986 designated Heathrow, Gatwick, Manchester International Airport and Stansted for the purposes of section 40. This Order de-designates Manchester International Airport on 1st April 2009, the date immediately after the end of the current five-year period.

A full impact assessment of the effect that this Order will have on the costs of business and the voluntary sector is available from [www.dft.gov.uk](http://www.dft.gov.uk) or David Hart (020 7944 0083)

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