

Strictly Private & Confidential

26 July 2013

Mr Tim Griffiths
Civil Aviation Authority
CAA House
45-49 Kingsway
London WC2B 6TE
United Kingdom
Email: airportregulation@caa.co.uk

By email & post

Re: Ryanair response to CAA's draft penalties policy

Dear Tim,

Ryanair welcomes the opportunity to submit comments on the CAA's draft penalties policy contained as Annex A in your letter of 31 May. While Ryanair is in general agreement with the CAA's draft policy, we have two specific comments.

Firstly, the CAA has on occasion issued data requests that were excessive, unnecessary, or unrelated to the investigation in question. In order to avoid such unnecessary burdens, Ryanair advises the CAA to discuss and agree the scope of data requests with airlines, before they are issued. Such discussions would lead to more efficient delivery of data with minimum disruption to both the CAA and airlines. Additionally, in Ryanair's experience the CAA has often issued voluminous data and information requests with a short deadline to respond, without appreciating the enormity of the request and the time needed to compile the data. Ryanair advises that in such instances, the CAA should be receptive to Ryanair's (and other airlines') concerns, and set reasonable deadlines, before threatening penalties. The CAA's penalties policy should include provisions reflecting the above.

Secondly, due to the tendency of some UK airports to partake in regulatory gaming (e.g. Stansted's gamed RAB which includes the misguided and failed SG2 project), the CAA's penalties policy should make it clear that should it impose a penalty on an airport, the airport in question is prohibited from passing these costs on to airport users, for example through increased OPEX and/or increased risk allowances. As above, the CAA's penalties policy should include a provision on this issue.

Please do not hesitate to contact me should you require any further information.

Yours sincerely,



Juliusz Komorek

Director of Legal & Regulatory Affairs