

Civil Aviation (Consumer Protection and Regulatory Reform) Bill [HL]

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
3 June 2026*

The amendments are listed in accordance with the following Instruction –

Clauses 1 and 2	Schedule 2
Schedule 1	Clauses 6 to 13
Clauses 3 to 5	Title

[Amendments marked ★ are new or have been altered]

Clause 1

EARL RUSSELL

- ★ Clause 1, page 2, line 7, at end insert –
- (g) requiring airlines and all ticket sellers to provide standardised, comparable information at the point of sale on –
 - (i) total price (including all associated fees, unavoidable fees, taxes, and charges);
 - (ii) passenger rights in disruption scenarios;
 - (iii) the environmental impact of the journey;
 - (h) requiring minimum compensation standards and automated payout mechanisms for flight delays, cancellations, and denied boarding.”

Member's explanatory statement

This amendment expands the scope of consumer protections by requiring airlines and ticket sellers to provide transparent, upfront information on total pricing, passenger rights, and carbon footprints at the point of sale, while also establishing mandatory minimum standards and automated systems for flight disruption compensation.

BARONESS GRENDER

★ Clause 1, page 2, line 7, at end insert —

- “(2A) The regulations must include provision prohibiting a carrier from seating members of the same booking in such a way that any child under the age of 16 is not seated adjacent to, or within immediate proximity of, at least one accompanying adult included in that booking.
- (2B) For the purposes of subsection (2A), an “accompanying adult” means a person who is —
- (a) a parent or guardian of the child,
 - (b) a carer responsible for the child during the journey, or
 - (c) any other adult who has legal responsibility for the child, and who is included in the same booking as the child.”

Member's explanatory statement

This amendment requires regulations to prohibit airlines from separating family groups travelling under the same booking, ensuring that young children are not seated away from accompanying adults.

BARONESS GRENDER

★ Clause 1, page 2, line 7, at end insert —

- “(2A) The regulations must include provision prohibiting a carrier from seating members of the same booking in such a way that a person requiring care is not seated adjacent to, or within immediate proximity of, at least one accompanying carer included in that booking.
- (2B) For the purposes of subsection (2A) an “accompanying carer” means a person who has care of, or responsibility for, the person requiring care during the journey, and who is included in the same booking.”

Member's explanatory statement

This amendment requires regulations to prohibit airlines from separating individuals who require care from their accompanying carers when travelling under the same booking, ensuring they are seated together for assistance and supervision during the journey.

BARONESS GRENDER

★ Clause 1, page 2, line 7, at end insert —

- “(2A) Regulations made under this section must include provision to standardise the maximum dimensions for permitted hand baggage across all air carriers, in alignment with recognised industry standards.”

Member's explanatory statement

This amendment requires the standardisation of hand baggage size allowances across airlines to create consistency for passengers, while preserving the commercial freedom of individual airlines to set their own pricing policies for such baggage.

BARONESS GRENDER

★ Clause 1, page 2, line 33, at end insert –

- “(3A) Where regulations modify passenger standards, including but not limited to mandatory compensation provisions, and such standards depart from equivalent assimilated law or other EU aviation standards recognised by the United Kingdom, the Secretary of State must ensure that the consumer protection afforded by the replacement domestic standard is equal or superior to the standard it replaces.
- (3B) In making regulations under subsection (3A), the Secretary of State must keep passenger standards under continuous review to identify opportunities for enhanced consumer protection, and shall have a duty to implement such higher standards of compensation and protection wherever it is reasonably practicable to do so.”

Member's explanatory statement

This amendment ensures that if the UK diverges from EU aviation laws regarding passenger rights and compensation, the new domestic standards must match or exceed the level of protection currently provided by the EU.

After Clause 1

BARONESS BRINTON
BARONESS GRENDER

★ After Clause 1, insert the following new Clause –

“Duty to ensure accessible air travel services

- (1) It is the duty of the Secretary of State and the Civil Aviation Authority (CAA) to ensure that air transport services and airport infrastructure systems are accessible to disabled passengers and persons with reduced mobility.
- (2) In discharging this duty, the Secretary of State and the CAA must –
- (a) consult regularly with organisations representing disabled passengers,
 - (b) establish, monitor, and enforce minimum accessibility standards across all commercial air travel providers,
 - (c) publish an annual report assessing the accessibility of the aviation sector, and
 - (d) engage with the International Air Transport Association (IATA) to promote alignment between domestic accessibility standards and IATA regulations, recognising that effective and consistent accessibility provisions require international cooperation.”

Member's explanatory statement

This amendment creates a duty on the Secretary of State and the Civil Aviation authority to ensure that air travel services are accessible to disabled passengers.

After Clause 3

BARONESS GRENDER

★ After Clause 3, insert the following new Clause —

“Passengers' charter for air travel

- (1) The Secretary of State must, within six months beginning on the day on which this Act is passed, lay before Parliament a Passengers' Charter for Air Travel.
- (2) A Passengers' Charter for Air Travel must include —
 - (a) a guarantee about value for money, quality of service, and provision of adequate seating for any flight operated to, from or within the United Kingdom;
 - (b) targets for punctuality and reliability of air services;
 - (c) a timetable for implementing improvements to passenger accommodation on aircraft, including in relation to —
 - (i) seat design and minimum seat pitch,
 - (ii) availability of high-speed WiFi and reliable in-flight connectivity,
 - (iii) provision of power outlets and USB charging points,
 - (iv) storage for carry-on luggage, pushchairs and prams,
 - (v) provision of lavatories, including standards of cleanliness and accessibility, and
 - (vi) provision of in-flight catering on any service with a total scheduled duration of at least two hours;
 - (d) a guarantee relating to improving the accessibility of aircraft, airports, areas immediately surrounding airports and interfaces with connecting transport modes, and alternative transport arrangements, for passengers with disabilities requiring relevant equipment such as wheelchairs;
 - (e) extension of the principles behind existing flight delay compensation to include a framework of compensation for failures to comply with the Passengers' Charter for lack of specified on-board amenities;
 - (f) a commitment that air carriers will take all reasonable steps to ensure that systems for compensating passengers for delays or disruption —
 - (i) are digital by default;
 - (ii) minimise any administrative burden on passengers when applying for compensation;
 - (iii) allow, where practicable, for compensation to be issued automatically based on information attainable by the carrier from a customer's booking or ticketing account.”

Member's explanatory statement

This new Clause creates provision for a Passengers' Charter, to promote a customer first approach to the aviation sector.

After Clause 9

BARONESS GRENDER

★ After Clause 9, insert the following new Clause —

“Report on commercial pilot licence holders

- (1) The CAA must annually prepare and publish a report on holders of licences issued or recognised by the CAA which authorise the holder to act as a pilot in commercial air transport operations.
- (2) A report under subsection (1) must include anonymised statistical information and an analysis of trends in relation to —
 - (a) age,
 - (b) sex,
 - (c) ethnicity, and
 - (d) such other demographic characteristics as the CAA considers appropriate.
- (3) The analysis under subsection (2) must, in particular, consider —
 - (a) changes over time in the composition of the commercial pilot workforce,
 - (b) risks relating to workforce sustainability and future pilot supply, and
 - (c) any implications for the safety, efficiency or resilience of commercial air transport operations.
- (4) Information published under this section must not identify any individual licence holder.”

Member's explanatory statement

This amendment would require the CAA to publish an annual report containing both anonymised statistical information and analysis of demographic trends relating to holders of licences authorising commercial air transport operations.

BARONESS GRENDER

★ After Clause 9, insert the following new Clause —

“UK-EU mutual recognition in aviation and aerospace

- (1) The Secretary of State must, in exercising functions under this Act and the Civil Aviation Act 1982, have regard to the importance of achieving mutual recognition between the United Kingdom and the European Union in relation to —
 - (a) pilot licences and pilot training approvals,
 - (b) aircraft maintenance engineer licences, including Part 66 licences,

- (c) aircraft parts certification and maintenance organisation approvals, including under Part 145, and
 - (d) such other aviation and aerospace regulatory matters as the Secretary of State considers appropriate.
- (2) In carrying out the duty in subsection (1), the Secretary of State must have regard to the importance of—
 - (a) securing arrangements that reflect the extent to which United Kingdom and European Union regulatory requirements in civil aviation remain aligned, and
 - (b) continued engagement through the Specialised Committee on Aviation Safety established under the UK-EU Trade and Cooperation Agreement.
- (3) Within six months of this section coming into force, and annually thereafter, the Secretary of State must lay before Parliament a report on progress made towards achieving mutual recognition in the matters referred to in subsection (1).”

Member's explanatory statement

This amendment confers a duty on the Secretary of State to pursue UK-EU mutual recognition across pilot licences and training approvals, aircraft maintenance engineer licences, and aircraft parts certifications, and requires a report on progress in achieving mutual recognition to be laid before Parliament within six months of Royal Assent, and annually thereafter.

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