

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

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
8 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.

BARONESS BRINTON
BARONESS GRENDER

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

- “(3A) Regulations under this section must make provision for an enhanced rate of compensation for disabled passengers, including but not limited to passengers who require the use of a wheelchair or other mobility aid.
- (3B) Regulations made under subsection (3A) must set out clear rules for this compensation, including –
 - (a) the situations that trigger the higher rate, such as a passenger being stranded, left without assistance, or refused boarding due to an accessibility issue;
 - (b) the minimum amounts payable under the enhanced rate and the timeframe within which compensation must be paid or offered to the passenger;
 - (c) the process by which a disabled passenger, or a person acting on their behalf, may make a claim for enhanced compensation, including accessible formats for claims and supporting evidence.
- (3C) The Secretary of State must, in making regulations under subsection (3A), have regard to the additional costs and barriers faced by disabled passengers as a result of an accessibility failure, including costs of alternative transport, accommodation,

care support, or medical equipment, and must ensure that the enhanced rate reflects those additional costs.

- (3D) The Secretary of State must seek to negotiate with the International Air Transport Association (IATA) with a view to securing revisions to IATA regulations that raise the maximum levels of compensation payable in respect of damage to, or loss of, wheelchairs and other mobility aids, so as to reflect the actual replacement cost of such equipment.”

Member's explanatory statement

This amendment ensures that regulations create an enhanced compensation scheme for disabled passengers.

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.

BARONESS BRINTON
BARONESS GRENDER

After Clause 3, insert the following new Clause —

“Wheelchair passports for air travel

- (1) The Secretary of State must by regulations make provision for a wheelchair passport scheme (a “wheelchair passport”) for disabled passengers travelling by air to, within or from the United Kingdom.
- (2) A wheelchair passport issued under this section must record the passenger's mobility and assistance requirements, including the type, dimensions, and weight of any wheelchair or mobility aid used, and any other information relevant to the safe and dignified handling of the passenger and their equipment.
- (3) Regulations under this section must make provision for —
 - (a) the form and content of a wheelchair passport, including requirements that it be available in accessible formats;
 - (b) the secure storage and transfer of data contained in a wheelchair passport;
 - (c) the process by which a passenger may apply for, update, or appeal a decision relating to a wheelchair passport.
- (4) The Secretary of State must ensure that the wheelchair passport scheme is interoperable, to the greatest extent practicable, with equivalent schemes operated by other countries or international bodies, including the International Air Transport Association (IATA).
- (5) A carrier who fails to comply with a wheelchair passport issued under this section is to be treated as having committed an accessibility failure for the purposes of this section.
- (6) The Secretary of State must take all reasonable steps to promote the adoption of a common international wheelchair passport standard through engagement with the IATA by December 2028.
- (7) Regulations in this section are to be made by statutory instrument.
- (8) A statutory instrument containing regulations under this section may not be made unless a draft of the instrument has been laid before and approved by a resolution of each House of Parliament.”

Member's explanatory statement

This probing amendment requires the Secretary of State to establish a wheelchair passport scheme enabling disabled passengers to record their mobility and assistance needs in a single portable document accepted by all air carriers to, within or from the United Kingdom to facilitate their travel needs.

Clause 4

BARONESS GRENDER

Clause 4, page 4, line 27, at end insert –

“(aa) after subsection (6) insert –

“(6A) Where the Secretary of State makes a direction under this section, the Secretary of State must first –

- (a) consult persons likely to be affected by the direction, including communities in the vicinity of any airport or airspace affected,
- (b) undertake an environmental impact assessment in respect of the proposed direction, and
- (c) undertake a noise impact assessment in respect of the proposed direction.””

Member's explanatory statement

This amendment would require the Secretary of State to consult affected communities and complete environmental and noise impact assessments before making a direction under section 2 of the Air Traffic Management and Unmanned Aircraft Act 2021. It seeks to ensure that the exercise of the direction-making power is subject to scrutiny and community engagement.

Clause 6

LORD KIRKHOPE OF HARROGATE

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Clause 6, page 6, line 28, at end insert –

“(4A) After section 80 (Secretary of State’s duties) insert –

“80A Consideration of growth and sustainability of general aviation in relation to charges

In exercising functions relating to charges for air traffic and air navigation services, the Secretary of State and the CAA must have regard to –

- (a) the desirability of promoting the growth and sustainability of general aviation, and
- (b) the desirability of ensuring that persons carrying out general aviation activities are not subject to charges which are disproportionate to the use made by such persons of air traffic and air navigation services.””

Member's explanatory statement

This amendment requires the Secretary of State and the Civil Aviation Authority to have regard to the growth and sustainability of general aviation (i.e. civil aviation activities other than commercial air transport) and to the desirability of ensuring that charges imposed on persons carrying out general aviation activities are proportionate to the use made by such persons of air traffic and air navigation services.

Clause 7

LORD EMPEY

Clause 7, page 8, line 2, at end insert –

“(2A) The regulations must make provision to ensure adequate slots at hub airports are allocated to flights from regional airports in the United Kingdom.

(2B) In subsection (2A) –

“hub airport” means an airport used as a transfer point for passengers from one flight to another in order to complete a route;

“adequate” means at such a level so as to maintain national air infrastructure and regional economic growth.”

Member's explanatory statement

This amendment obliges the Secretary of State to regulate so that sufficient access to slots at hub airports such as Heathrow is allocated to flights from regional UK destinations.

BARONESS GRENDER

Clause 7, page 8, line 16, at end insert –

“(4A) The Secretary of State may not make regulations under this section that would have the effect of facilitating airport expansion unless the Secretary of State has first –

- (a) consulted persons likely to be affected by the proposed expansion, including communities in the vicinity of the airport,
- (b) undertaken an environmental impact assessment of the proposed expansion, and
- (c) undertaken a noise impact assessment of the proposed expansion.”

Member's explanatory statement

This amendment would prevent the Secretary of State from making regulations that facilitate airport expansion unless they have first consulted affected communities, completed an environmental impact assessment, and completed a noise impact assessment. It ensures that proper scrutiny and community engagement take place before any expansion can be progressed through secondary legislation.

Clause 8LORD BARBER OF AINSDALE
LORD KIRKHOPE OF HARROGATE

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Clause 8, page 12, leave out lines 34 to 38 and insert –

“(6) The Secretary of State –

- (a) must consult the CAA and such other persons appearing to the Secretary of State to represent the interests of users and other persons

affected by the exercise of the CAA's rule-making functions as the Secretary of State considers appropriate in preparing or revising the document, and

- (b) may not issue the document unless the consultation required by paragraph (a) has been carried out."

Member's explanatory statement

This amendment removes the requirement for the agreement of the Civil Aviation Authority before the statement of priorities and objectives may be issued, and requires consultation with representative bodies and other persons affected by the exercise of the CAA's rule-making functions.

LORD BARBER OF AINSDALE
LORD KIRKHOPE OF HARROGATE

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Clause 8, page 13, leave out lines 17 to 19 and insert –

“(5) The Secretary of State must –

- (a) publish any direction given under this section and any variation or revocation of such a direction, and
- (b) lay before Parliament a copy of any such direction, variation or revocation.”

Member's explanatory statement

This amendment would require the Secretary of State to lay before Parliament any direction, as well any variation or revocation of a direction, made under new section 61G.

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.

BARONESS GRENDER

After Clause 9, insert the following new Clause –

“Limitation on powers for the purposes of airport expansion

No power in this Act may be for the purposes of, or in connection with, the facilitation of airport expansion.”

Member's explanatory statement

This amendment prohibits powers in this Bill from being used for the purposes of airport expansion.

EARL RUSSELL

After Clause 9, insert the following new Clause –

“Report on the impact of this Act on passenger information and low-carbon travel choices

- (1) The Secretary of State must, within 12 months of the day on which this Act is passed, lay before Parliament a report assessing the impact of this Act on –
 - (a) the provision of information to consumers about the carbon emissions associated with air travel,
 - (b) the availability and transparency of information enabling consumers to compare aviation and international rail travel options,
 - (c) consumer awareness of lower-carbon alternatives to short-haul flights, and
 - (d) emissions arising from civil aviation.
- (2) In preparing the report, the Secretary of State must consult such persons as the Secretary of State considers appropriate, including representatives of the aviation and rail sectors and consumer groups.
- (3) The report must include any recommendations the Secretary of State considers appropriate.”

Member's explanatory statement

This amendment requires the Secretary of State to undertake a review of the impact of this Act on low-carbon travel choices.

EARL RUSSELL

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After Clause 9, insert the following new Clause –

“Civil Aviation Authority: environmental duty and annual report to Parliament

- (1) In exercising its functions under this Act, the CAA must have regard to the desirability of contributing to the achievement of the targets and duties set out in the Climate Change Act 2008 and the Environment Act 2021.
- (2) In particular, the CAA must have regard to –

- (a) the desirability of reducing greenhouse gas emissions and other environmental impacts arising from civil aviation and associated activities,
 - (b) the desirability of supporting the conservation and enhancement of biodiversity and the natural environment, and
 - (c) the desirability of improving the resilience of civil aviation to the effects of climate change.
- (3) The CAA must, in respect of each financial year, prepare an annual report setting out –
 - (a) how it has complied with subsection (1),
 - (b) the environmental effects of the exercise of its functions under this Act,
 - (c) the steps it has taken during the reporting period to assess, avoid, reduce or mitigate adverse environmental effects, and
 - (d) the further steps it proposes to take during the next reporting period.
- (4) The first report under subsection (3) must be laid before Parliament within 12 months of the day on which this Act is passed.”

Member's explanatory statement

This amendment would impose a duty on the Civil Aviation Authority to have regard to the desirability of contributing to the achievement of the targets and duties in the Climate Change Act 2008 and the Environment Act 2021. It would also require the CAA to prepare and lay before Parliament an annual report setting out how it has complied with that duty.

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