

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

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
11 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]

Before Clause 1

LORD MOYLAN

Before Clause 1, insert the following new Clause –

“Purpose

- (1) The purpose of this Act is to –
 - (a) promote the international competitiveness of the United Kingdom aviation sector;
 - (b) support economic growth in that sector; and
 - (c) protect the rights and interests of consumers of air transport and airport services.
- (2) The Secretary of State must, in taking any actions under the provisions of this Act, have regard to this purpose.”

Member's explanatory statement

This amendment inserts a purpose clause into the Bill requiring the Secretary of State and the CAA to have regard to the promotion of the international competitiveness of the United Kingdom aviation sector and economic growth in that sector.

Clause 1

BARONESS GREY-THOMPSON

- ★ Clause 1, page 1, line 13, leave out “may” and insert “must”

BARONESS GREY-THOMPSON

- ★ Clause 1, page 1, line 21, at end insert —
- “(ca) about the liabilities of air transport services providers and operators in relation to the damage or loss of mobility aid devices, medical and life-sustaining equipment, ensuring compensation of a such loss or damage is commensurate with the full replacement or repair value of the equipment;”

Member's explanatory statement

This amendment seeks to ensure that air transport service providers and airport operators are strictly liable for the full financial value of repairing or replacing any damaged or lost mobility and medical equipment.

LORD MOYLAN

- ★ Clause 1, page 2, line 2, at end insert —
- “(da) requiring the Secretary of State to review the extent to which hidden or undisclosed charges are being imposed on passengers by air transport service providers or airport operators;”

Member's explanatory statement

This amendment requires regulations made under Clause 1 to provide for a review by the Secretary of State into hidden or undisclosed charges imposed on passengers by airlines and airport operators.

LORD MOYLAN

- ★ Clause 1, page 2, line 2, at end insert —
- “(da) about the terms on which air transport service providers make available to travel intermediaries their fares, fare conditions, and ancillary products and services, content, availability, and booking, payment and post-booking servicing functionality, including a duty on air transport service providers to make these available on fair, reasonable and non-discriminatory terms;”

Member's explanatory statement

This amendment would enable regulations or CAA rules to make provision about the terms on which air transport service providers make available to travel intermediaries information and functionality necessary for the distribution and sale of air transport services.

BARONESS GREY-THOMPSON

★ Clause 1, page 2, line 3, leave out paragraph (e) and insert –

- “(e) establishing minimum standards to provide assistance to disabled persons or persons with reduced mobility, including but not limited to –
 - (i) mandatory accessibility and disability awareness training for all personnel;
 - (ii) requirements for the safe handling, storage and return of mobility aids devices and medical and life-sustaining equipment;
 - (iii) the collection and publication of data regarding the damage, delay or loss of mobility aids devices and medical and life-sustaining equipment;
 - (iv) standardised levels of accessibility for all digital communications, including websites, apps and emails;
 - (v) the implementation of the “One Click” standard to enable straightforward access to key information.”

Member's explanatory statement

This amendment allows regulations to set a minimum standard for passengers who needs assistance and to make training on accessibility mandatory. It also introduces specific protections for mobility and medical equipment and mandates the collecting and public reporting of data concerning any damaged and lost mobility and medical equipment, and requires minimum levels of digital accessibility.

BARONESS KENNEDY OF CRADLEY

Clause 1, page 2, line 3, leave out “or persons with reduced mobility” and insert “, persons with reduced mobility, persons with hidden disabilities, and persons with medical conditions that may require assistance, support, accommodation or the provision of information during travel, including allergies”

LORD MOYLAN

Clause 1, page 2, line 4, leave out “or CMA”

Member's explanatory statement

This amendment probes why both the CAA and the CMA require powers to compel information from air transport service providers and airport operators, and whether this function should rest with the CAA alone as the aviation regulator.

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 GREY-THOMPSON

★

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

“(g) establishing a transparent complaints procedure for disabled passengers.”

Member's explanatory statement

This amendment seeks to ensure that disabled passengers have a clear route for complaints.

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 FINLAY OF LLANDAFF

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

- “(2A) The regulations must include provision to protect cabin air quality in relation to any short or long term physical or neurological symptoms which result from the inhalation of air containing carbon monoxide or hydrocarbons, by imposing a duty on air transport service providers to install, maintain and operate continuous active monitoring systems for carbon monoxide and hydrocarbons in the cockpit and passenger cabins of their aircraft.”

Member's explanatory statement

This amendment requires monitoring for carbon monoxide and hydrocarbons which are produced when aviation fuel is combusted and air leaks from engine exhaust into the cabin. Carbon monoxide is a colourless odourless gas which can be rapidly fatal.

BARONESS GREY-THOMPSON

★

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

- “(2A) For the purposes of subsection (2)(c), “baggage” does not include mobility aids devices, including but not limited to wheelchairs and medical and life-sustaining equipment.”

Member's explanatory statement

This amendment distinguishes mobility aids and medical and life-sustaining equipment from standard baggage.

BARONESS GREY-THOMPSON

- ★ Clause 1, page 2, line 8, leave out “may” and insert “must”

LORD GRAYLING
LORD MOYLAN

Clause 1, page 2, line 14, leave out paragraph (b)

Member's explanatory statement

This amendment removes the provisions granting the Civil Aviation Authority powers to enter business premises, ensuring the regulator relies on existing judicial disclosure channels.

LORD MOYLAN

Clause 1, page 2, line 14, leave out “, the CMA”

Member's explanatory statement

This amendment probes why both the CAA and the CMA require powers to compel information from air transport service providers and airport operators, and whether this function should rest with the CAA alone as the aviation regulator.

BARONESS GREY-THOMPSON

- ★ Clause 1, page 2, line 33, at end insert —

“(g) for the imposition or the enhancement by the CAA of specific financial penalties in case of repeated or systemic failure by air transport service providers, or airport operators, to any requirement related to disabled persons, persons with reduced mobility or mobility aid devices and medical and life-sustaining equipment.”

Member's explanatory statement

This amendment seeks to protect disabled persons, persons with reduced mobility or mobility aid devices and medical and life-sustaining equipment, by strengthening the enforcement mechanisms which allow the CAA to impose and enhance financial penalties on airports or airlines who shows accessibility failures.

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.

LORD GRAYLING
LORD MOYLAN

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

- “(3A) The CAA may only exercise its powers to impose a financial penalty under this section where it has reasonable grounds to believe that the non-compliance constitutes a systemic failure or a widespread pattern of conduct by the regulated entity, and does not relate to an isolated or minor individual consumer dispute.”

Member's explanatory statement

This amendment restricts the CAA’s direct financial penalty powers (introduced by clause 1) to cases where a systemic pattern of non-compliance by an airline or airport is evident.

LORD MOYLAN

Clause 1, page 2, line 37, at end insert –

- “(4A) When making regulations under subsection (1), the Secretary of State must have regard to the desirability of promoting economic growth.
- (4B) In complying with subsection (4A), the Secretary of State must in particular consider the impact of the regulations on –
- (a) the competitiveness of air transport service providers and airport operators,
 - (b) investment in the United Kingdom aviation sector, and
 - (c) the burdens imposed on air transport service providers and airport operators in complying with the regulations.”

Member's explanatory statement

This amendment requires the Secretary of State to have regard to the desirability of promoting economic growth before making regulations under clause 1, with particular reference to the competitiveness of the aviation sector, investment, and the regulatory burden on businesses.

LORD MOYLAN

Clause 1, page 2, line 37, at end insert –

- “(4A) Before making regulations under this section for the purpose of aligning United Kingdom law with any provision of European Union law or any international standard, requirement or practice, the Secretary of State must publish a statement explaining –

- (a) the provision of European Union law or international standard, requirement or practice with which the regulations are intended to align,
- (b) the reasons why the Secretary of State considers such alignment to be necessary or appropriate,
- (c) whether, and if so to what extent, the regulations make provision that goes beyond such alignment, and
- (d) the likely impact of the regulations on passengers, air transport service providers, airport operators and competition in the aviation sector.”

Member's explanatory statement

This amendment would require the Secretary of State to publish a statement before making regulations under clause 1 for the purpose of aligning UK law with EU law or international standards, explaining the basis for alignment, whether the regulations go beyond it, and their likely impact.

LORD MOYLAN

Clause 1, page 2, line 37, at end insert –

- “(4A) When making regulations under subsection (1), the Secretary of State must have regard to the Government's target of reducing the administrative costs of regulation on business by 25% by the end of the Parliament.
- (4B) Regulations under subsection (1) must not impose administrative requirements on air transport service providers or airport operators the costs of which are disproportionate to the consumer protection objectives the regulations seek to achieve, having regard to the target referred to in subsection (4A).
- (4C) In this section, “administrative costs” means costs incurred by air transport service providers or airport operators in complying with information, reporting, documentation or other procedural requirements imposed by regulations under this section.”

Member's explanatory statement

This amendment requires the Secretary of State, when making regulations under clause 1, to have regard to the Government's target of reducing the administrative costs of regulation on business by 25% by the end of the Parliament.

LORD MOYLAN

Clause 1, page 2, line 40, leave out “that include provision of the kind mentioned in subsection (3)(e) or (f)”

Member's explanatory statement

This amendment would ensure that all regulations made under this section are subject to the affirmative procedure, rather than only regulations containing provision of the kind mentioned in subsection (3)(e) or (f).

LORD MOYLAN

Clause 1, page 3, line 1, leave out subsection (7)

Member's explanatory statement

This amendment would require all regulations made under clause 1, including those not containing criminal offences or financial penalties, to be subject to the affirmative procedure.

LORD MOYLAN

Clause 1, page 3, line 3, at end insert –

- “(7A) The Secretary of State must, at least once every five years, review the regulations made under this section and lay a report before Parliament setting out whether –
- (a) the regulations remain appropriate, having regard to technological developments and innovation in the aviation sector, and
 - (b) any new or amended regulations are necessary or desirable in consequence of such developments.”

Member's explanatory statement

This amendment requires the Secretary of State to review regulations made under clause 1 at least every five years and report to Parliament on whether those regulations remain appropriate in light of technological developments and innovation in the aviation sector.

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.

Schedule 1

LORD MOYLAN

Schedule 1, page 19, line 9, leave out “negative” and insert “affirmative”

Member's explanatory statement

This amendment ensures that regulations made under this section are subject to the affirmative procedure.

LORD MOYLAN

★ Schedule 1, page 25, line 16, at end insert—

“30A After section 202 (appeals), insert—

“202A Independent review of notices given by the Civil Aviation Authority

- (1) This section applies where the Civil Aviation Authority gives a relevant notice.
- (2) A person to whom the notice is given may, before bringing an appeal under section 202 of this Act, request a review of the notice by an independent reviewer.
- (3) The Secretary of State must appoint or designate one or more independent reviewers for the purposes of this section.
- (4) A person may not act as an independent reviewer in relation to a notice if that person was involved in the decision to give the notice.
- (5) On a review under this section, the independent reviewer may recommend that the Civil Aviation Authority—
 - (a) confirm the notice,
 - (b) vary the notice, or
 - (c) withdraw the notice.
- (6) The Civil Aviation Authority must consider the recommendation and publish its decision.
- (7) Where a person requests a review under this section, the time for bringing an appeal under section 202 begins from the date on which the Civil Aviation Authority publishes its decision under subsection (6).”

Member's explanatory statement

This amendment would create an independent review stage before an appeal to the High Court or Court of Session in respect of direct enforcement notices issued by the Civil Aviation Authority.

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.

LORD MOYLAN

★ After Clause 3, insert the following new Clause—

“CAA to update on review of ATOL reform

- (1) Within six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a report on proposals for reform of the Air Travel Organiser’s Licence scheme.
- (2) This report must include—
 - (a) the Government’s intended timetable for any legislative or regulatory changes, and
 - (b) an assessment of the implications for reform for consumers and travel businesses.”

Member's explanatory statement

This amendment would require the Secretary of State to report to Parliament within six months of Royal Assent on proposals for reform of the Air Travel Organiser’s Licence (ATOL) scheme, including the Government’s proposed timetable for reform and an assessment of the implications for consumers and travel businesses.

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.

After Clause 4

LORD GRAYLING

After Clause 4, insert the following new Clause—

“Directions about implementation: consultation

Before issuing a direction relating to the redesign or management of airspace using the powers granted under section 4, the Secretary of State must undertake a targeted consultation, lasting not less than 28 days, with representatives of local communities, local authorities, and airport operators likely to be affected by the proposed changes to flight paths or noise distribution.”

Member's explanatory statement

This amendment introduces a statutory requirement for the Secretary of State to conduct a brief, 28-day targeted consultation with affected local communities and authorities prior to directing flight path alterations or airspace redesigns via the UK Airspace Design Service.

LORD TUNNICLIFFE

As an amendment to the above Amendment in the name of Lord Grayling to After Clause 4.

★ After “authorities” insert “, representatives of the British Airline Pilots’ Association”

Member's explanatory statement

This amendment would require the Secretary of State to consult the trade union for UK pilots as part of the consultation outlined in the amendment tabled by Lord Grayling.

Clause 6

LORD MOYLAN

Clause 6, page 6, line 14, leave out paragraph (c)

Member's explanatory statement

This amendment probes the rationale for allowing charges to be imposed on persons who do not use, cannot use, do not benefit from, or cannot benefit from the air traffic and air navigation services concerned.

LORD KIRKHOPE OF HARROGATE

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 GRAYLING

Clause 7, page 7, leave out lines 18 to 27 and insert—

- “(a) allocating additional capacity created at an existing airport or a new airport where the affected air carriers have failed to reach a voluntary commercial agreement within a reasonable timeframe;
- (b) as to the circumstances in which, the terms on which and the procedure by which, slots may be transferred, exchanged or withdrawn where there is no agreement between the commercial parties about the slots;
- (c) determining the temporary reallocation or suspension of unused slots during a period of international crisis;”

Member's explanatory statement

This amendment strictly limits the Secretary of State's power to intervene in airport slot allocation to distinct scenarios: managing unused slots during international crises, handling entirely new airports, or distributing newly created capacity where commercial airlines fail to reach an agreement, thereby preventing broader state intervention in functioning commercial slot markets. In addition it gives the Secretary of State the power to intervene where there is a dispute between the parties over the transferral, exchange or withdrawal of a slot.

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.

LORD GRAYLING

Clause 7, page 8, leave out lines 4 to 6

Member's explanatory statement

This amendment removes the criminal and judicial provision in the enforcement of the slot regime.

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.

LORD MOYLAN

Clause 7, page 8, line 24, leave out “, other than excluded regulations,”

Member's explanatory statement

This amendment would ensure that all regulations made under new section 34A of the Airports Act 1986, including temporary regulations modifying or disapplying slot usage requirements, are subject to the affirmative procedure.

LORD MOYLAN

Clause 7, page 8, leave out lines 28 to 31

Member's explanatory statement

This amendment would ensure that all regulations made under new section 34A of the Airports Act 1986, including temporary regulations modifying or disapplying slot usage requirements, are subject to the affirmative procedure.

After Clause 7

LORD HARPER

★ After Clause 7, insert the following new Clause –

“Oversight of airport slot coordinator

- (1) The CAA must exercise formal regulatory oversight over any person appointed as a slot coordinator under Article 4 of UK Regulation (EC) No 95/93 or exercising functions under the Airports Slot Allocation Regulations 2006 (S.I. 2006/2665).
- (2) For the purposes of subsection (1), the CAA is granted powers to audit and scrutinise the actions, allocation methodologies, and decision-making processes of the coordinator to ensure compliance with applicable regulations and statements of policies issued by the Secretary of State.
- (3) The CAA must monitor and oversee the governance of the coordinator, with particular reference to –
 - (a) the coordinator’s compliance with statements of policies issued by the Secretary of State and applicable regulations, and
 - (b) the transparency and independence of the coordinator's institutional structures.”

Member's explanatory statement

This amendment places the appointed airport slot coordinator under the formal regulatory oversight of the Civil Aviation Authority, requiring the coordinator to act in the interest of consumers and maintain transparent governance standards.

LORD MOYLAN

★ After Clause 7, insert the following new Clause –

“Review of airport drop-off charges

- (1) The Secretary of State must, within three months of the passing of this Act, conduct and publish a review of the impact of airport drop-off charges on users of airport services in the United Kingdom.
- (2) The Secretary of State must lay a copy of the review before both Houses of Parliament.
- (3) In this section, "drop-off charge" means any charge levied by an airport operator on a vehicle entering a terminal forecourt or designated kerbside area for the purpose of setting down one or more passengers.”

Member's explanatory statement

This amendment requires the Secretary of State to conduct and publish a review of the impact of airport drop-off charges on passengers.

Clause 8

LORD MOYLAN

Clause 8, page 9, line 15, leave out “CAA may by rules (to be known as “CAA rules”)” and insert “Secretary of State may by regulations make”

Member's explanatory statement

This amendment would provide for CAA rules to be made by regulations by the Secretary of State.

LORD MOYLAN

★ Clause 8, page 10, line 23, at end insert —

“(7A) Before making regulations under subsection (7), the Secretary of State must publish a statement setting out the principles underlying the exceptions to the CAA’s power to make CAA rules.

(7B) The statement under subsection (7A) must explain how those principles apply to the provision, matters or purposes specified in the regulations.”

Member's explanatory statement

This amendment would require the Secretary of State to publish the principles underlying the exceptions to the CAA’s delegated rule-making power, in line with the recommendation of the Delegated Powers and Regulatory Reform Committee.

LORD TUNNICLIFFE

★ Clause 8, page 10, line 30, at end insert —

“(aa) representatives of the British Airline Pilots’ Association, and”

Member's explanatory statement

This amendment would require the CAA to consult the trade union for UK pilots when making CAA rules as provided for in Clause 8.

LORD MOYLAN

Clause 8, page 10, line 31, at end insert “, or as the Secretary of State may direct.”

Member's explanatory statement

This amendment would require the CAA to consult such persons as the Secretary of State may direct when making CAA rules, in addition to those the CAA itself considers appropriate.

BARONESS GREY-THOMPSON

★ Clause 8, page 10, line 34, at the end insert –

“(2A) If, after carrying out the consultation required by subsection (1), the CAA proposes to make CAA rules that would have a significant impact on the rights, the safety or the travel experience of disabled persons or persons with reduced mobility, the CAA must publish a disability impact assessment before publishing a notice of its intention to implement this new regulation.”

Member's explanatory statement

This amendment requires the CAA to publish a wide disability impact assessment before implementing significant new regulations on the matter.

LORD MOYLAN

Clause 8, page 12, line 9, leave out “a document” and insert “guidance”

Member's explanatory statement

This amendment probes the Government's decision to describe the Secretary of State's priorities and objectives statement as a “document” rather than as guidance, and seeks clarity on the intended legal status and effect of that document.

LORD MOYLAN

Clause 8, page 12, line 13, leave out “document” and insert “guidance”

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

★ Clause 8, page 12, line 26, at end insert –

- “(g) set out how the exercise of the CAA's rule-making functions will strengthen –
 - (i) air connectivity between all parts of the United Kingdom, and
 - (ii) connectivity between the nations and regions of the United Kingdom.”

Member's explanatory statement

This amendment requires the document setting out the Secretary of State's priorities and objectives for the CAA's rule-making functions to address how those functions will strengthen air connectivity and union connectivity between all parts and all nations and regions of the United Kingdom.

LORD HARPER

★ Clause 8, page 12, line 26, at end insert —

“(g) set out how the CAA will have regard to the seventh carbon budget in exercising its functions under this Act, including any implications for aviation demand and consumer access to air travel.”

Member's explanatory statement

This amendment probes whether the CAA will be required to have regard to the seventh carbon budget in exercising its functions and what that would mean for aviation demand and consumer access to air travel.

LORD MOYLAN

Clause 8, page 12, line 27, leave out “document” and insert “guidance”

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, line 29, leave out “document” and insert “guidance”

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, line 32, leave out “document” and insert “guidance”

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, line 33, leave out “a revised document” and insert “revised guidance”

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD BARBER OF AINSDALE
LORD KIRKHOPE OF HARROGATE

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 MOYLAN

Clause 8, page 12, line 35, leave out "document" and insert "guidance"

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, leave out lines 37 and 38

Member's explanatory statement

This amendment and another to clause 8 in the name of Lord Moylan would prevent the CAA from having a veto over the Secretary of State's priorities and objectives document.

LORD MOYLAN

Clause 8, page 12, line 37, leave out "document" and insert "guidance"

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, line 38, leave out "document" and insert "guidance"

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to clause 8, page 12, line 9.

LORD MOYLAN

Clause 8, page 12, line 40, leave out "document" and insert "guidance"

Member's explanatory statement

This amendment is consequential on Lord Moylan's amendment to Clause 8, page 12, line 9.

LORD BARBER OF AINSDALE
LORD KIRKHOPE OF HARROGATE

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.

LORD MOYLAN

Clause 8, page 13, line 21, leave out “may” and insert “must”

Member's explanatory statement

This amendment, and another amendment to clause 8 in the name of Lord Moylan, would require the CAA to prepare and publish up-to-date consolidated versions of CAA rules, rather than leaving publication to the CAA's discretion.

LORD MOYLAN

Clause 8, page 13, line 22, leave out “, or any part of, the”

Member's explanatory statement

This amendment would require the CAA to prepare and publish up-to-date consolidated versions of CAA rules, rather than leaving publication to the CAA's discretion.

LORD MOYLAN

Clause 8, page 13, line 25, after “may” insert “not”

Member's explanatory statement

This amendment would prohibit the CAA from charging a fee for providing a person with a paper copy of text published under this section.

LORD MOYLAN

Clause 8, page 13, line 25, leave out “reasonable”

Member's explanatory statement

This amendment, and another amendment to clause 8 in the name of Lord Moylan, would prohibit the CAA from charging a fee for providing a person with a paper copy of text published under this section.

LORD MOYLAN

Clause 8, page 14, leave out lines 1 to 11

Member's explanatory statement

This amendment deletes a Henry VIII provision.

BARONESS GRENDER

Clause 8, page 14, line 31, leave out “negative” and insert “affirmative”

Member's explanatory statement

This amendment changes the power in section 61A(7) of the Civil Aviation Act 1982 to an affirmative procedure, in the light of the recommendations from the DPPRC.

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

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.

LORD HARPER

After Clause 9, insert the following new Clause –

“Assessment of business rates revaluation on airport services and consumer protection

- (1) The Secretary of State must, within three months of the day on which this Act is passed, publish an assessment of the impact of the 2026 business rates revaluation on the provision and regulation of airport services and consumer protection measures.
- (2) The assessment under subsection (1) must include an assessment of the impact of the revaluation on –
 - (a) the cost, quality and resilience of airport services provided to passengers and other users,
 - (b) airports’ ability to meet consumer protection obligations and service standards,
 - (c) airport investment in facilities and infrastructure used for the provision of airport services to consumers,
 - (d) airport expansion and infrastructure development in order to meet regulatory requirements,
 - (e) the financial sustainability of airports and the effects of that on consumers,
 - (e) regional air connectivity, and
 - (f) the regulatory stability of the airport sector.
- (3) The Secretary of State must lay the assessment before Parliament.”

Member's explanatory statement

This amendment would require the Secretary of State to publish an assessment of the impact of the 2026 business rates revaluation on the provision and regulation of airport services and consumer

protection, including its effect on passenger outcomes, service standards, investment, infrastructure, financial sustainability, regional connectivity and regulatory stability.

LORD YOUNG OF COOKHAM

After Clause 9, insert the following new Clause —

“Compensation reimbursement scheme for airlines

After section 9 (power to exclude services from effect of section 8) of the Transport Act 2000 insert —

“9A Reimbursement of passenger compensation payments

- (1) A licence holder must establish and maintain a scheme for the reimbursement of the costs incurred by airlines in paying compensation to passengers in consequence of a qualifying disruption.
- (2) For the purposes of this section, a “qualifying disruption” means a cancellation caused by the fault or failure of the licence holder.””

LORD HARPER

★

After Clause 9, insert the following new Clause —

“Heathrow Airport: third runway

- (1) The Government may not approve the construction of a third runway at Heathrow Airport, or any associated works, unless the Secretary of State has published an assessment of the impact of that construction on —
 - (a) airspace use,
 - (b) airport slots,
 - (c) airspace design,
 - (d) schedules, and
 - (e) air traffic services.
- (2) The Secretary of State must lay a copy of the assessment before Parliament.”

Member's explanatory statement

This amendment would prevent the Government from approving the construction of a third runway at Heathrow Airport unless a Minister has published an assessment of the impact of that construction on aspects of civil aviation regulation.

LORD MOYLAN

★ After Clause 9, insert the following new Clause —

“Impact of sustainable aviation fuel mandate

Within two years of the day on which this Act is passed, the Secretary of State must publish an assessment of the impact of the sustainable aviation fuel mandate on —

- (a) the cost of air fares to passengers;
- (b) the operational and compliance costs to air transport service providers;
- (c) the competitiveness of United Kingdom aviation in international markets.”

Member's explanatory statement

This amendment requires the Secretary of State to publish and lay before Parliament, within two years of the Act passing, an assessment of the impact of the sustainable aviation fuel mandate on passenger fares, airline costs and the competitiveness of United Kingdom aviation in international markets.

LORD TUNNICLIFFE

★ After Clause 9, insert the following new Clause —

“Civil Aviation Authority: future aviation workforce

In exercising their functions under this Act, the Secretary of State and the CAA must have regard to future aviation workforce requirements, in particular for commercial pilots, including how emerging pressures, such as retirements and sector growth, can be identified and addressed.”

Member's explanatory statement

This amendment requires the Secretary of State and the CAA to consider pilot recruitment and training when carrying out their new functions under this Act.

Clause 10

LORD MOYLAN

Lord Moylan gives notice of his intention to oppose the Question that Clause 10 stand part of the Bill.

Member's explanatory statement

Opposition to this clause standing part is intended to delete a Henry VIII provision.

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

RUNNING LIST OF ALL AMENDMENTS IN GRAND COMMITTEE

*Tabled up to and including
11 June 2026*

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