

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

RUNNING LIST OF ALL AMENDMENTS ON REPORT

*Tabled up to and including
2 July 2026*

[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;
 - (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 GRENDER

Clause 1, page 1, line 12, at end insert –

- “(1A) Regulations under this section may not reduce the standards of service and protection available to passengers and consumers of airport and air transport services compared to any provision which those regulations replace.”

Member's explanatory statement

This amendment ensures that regulations made under this section do not make provision setting out lower passenger and consumer standards than current regulations.

LORD MOYLAN

Clause 1, page 1, line 12, at end insert –

- “(1A) When making regulations under subsection (1), the Secretary of State must have regard to the desirability of promoting economic growth.
- (1B) In complying with subsection (1A), 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 1, line 12, at end insert –

- “(1A) 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.
- (1B) 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 (1A).
- (1C) 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.

BARONESS KENNEDY OF CRADLEY

- ★ Clause 1, page 2, line 3, at end insert “or persons with medical conditions, including allergies, that may require assistance, support, accommodation or the provision of information during travel”

LORD MOYLAN

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

Member's explanatory statement

This amendment ensures the CAA will be the sole aviation regulator.

LORD MOYLAN

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

Member's explanatory statement

This amendment ensures the CAA will be the sole aviation regulator.

LORD GRAYLING

- ★ Clause 1, page 2, line 33, at end insert —
- “(3A) The CAA may exercise powers to impose a financial penalty granted by this section only 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 solely to an isolated or minor individual consumer dispute.”

Member's explanatory statement

This amendment confines the Civil Aviation Authority's power to impose financial penalties to cases involving systemic or repeated non-compliance rather than isolated customer service disputes.

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 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.

After Clause 3

LORD MOYLAN

After Clause 3, insert the following new Clause —

“Review of airport drop-off charges

- (1) The Secretary of State must, within six months of the day on which this Act is passed, 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.

LORD EMPEY

★ After Clause 3, insert the following new Clause —

“Responsibility for air quality standards on planes

- (1) Within 12 months of the day on which this Act is passed, the Secretary of State must conduct a review to establish responsibility for standards of air quality on civil aviation planes.
- (2) The review must —
- (a) make suggestions for which organisation should be responsible for standards of air quality on civil aviation planes, and
 - (b) provide guidance for implementing a strategy for the establishment of standards of air quality on civil aviation planes.”

LORD EMPEY

★ After Clause 3, insert the following new Clause —

“Responsibility for drop-off charges regulation

- (1) Within 12 months of the day on which this Act is passed, the Secretary of State must conduct a review to establish responsibility for the regulation of drop-off charges at airports.
- (2) The review must —
- (a) assess the impact of drop-off charges on users of airport services,
 - (b) make suggestions for which organisation should be responsible for the regulation of drop-off charges at airports, and
 - (c) provide guidance for implementing a strategy for the regulation of, and enforcement of the regulation of, drop-off charges at airports.”

After Clause 4

LORD TUNNICLIFFE

- ★ After Clause 4, insert the following new Clause —

“Consultation of safety-critical professionals

Before making a direction relating to the redesign or management of airspace using the powers granted under section 4, the Secretary of State must consult persons representative of professional groups performing safety-critical functions in civil aviation who are likely to be affected by the proposed airspace change.”

Member's explanatory statement

This amendment would require the Secretary of State to consult representatives of safety-critical aviation professions likely to be affected by a proposed direction before exercising the direction-making powers granted by section 4.

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.

LORD GRAYLING

- ★ Clause 7, page 8, line 2, at end insert —

“(2A) Before making regulations replacing Council Regulation (EEC) No. 95/93 under subsection (2)(h)(i), the Secretary of State must publish a consultation setting out the principal policy changes proposed.”

Member's explanatory statement

This amendment requires public consultation before the Government substantially reforms the airport slot allocation regime.

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.

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”

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 MOYLAN

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

Member's explanatory statement

This amendment would prevent the CAA from having a veto over the Secretary of State's priorities and objectives document.

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, 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 14, leave out lines 1 to 11

Member's explanatory statement

This amendment deletes a Henry VIII provision.

LORD MOYLAN

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 —

“Limitation on powers for the purposes of airport expansion

No power in this Act may be used 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.

BARONESS GRENDER

After Clause 9, insert the following new Clause –

“Report on impact of Act on passenger protections and standards

- (1) Two years after the day on which this Act is passed, the Secretary of State must publish a report on the impact of this Act on passenger protections and standards in the use of airport and airline services.
- (2) The report under subsection (1) must include an assessment of –
 - (a) any changes, including declines, in passenger protections and standards as a result of provisions in connection with regulations under this Act,
 - (b) the accessibility of services for passengers with disabilities.
- (3) The Secretary of State must lay a copy of the report under subsection (1) before each House of Parliament.
- (4) The Secretary of State may consult such persons as the Secretary of State considers appropriate before preparing the report.”

Member's explanatory statement

This amendment requires the Secretary of State to publish a report two years after the passage of the Act on its impact on passenger protections and standards.

LORD YOUNG OF COOKHAM

★

After Clause 9, insert the following new Clause –

“Compensation reimbursement scheme for airlines

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

★ After Clause 9, insert the following new Clause —

“Flight time limitations: enforcement

- (1) Within 12 months of the day on which this Act is passed, the Secretary of State must conduct a review of the enforcement of flight time limitations for civil aviation pilots and crew.
- (2) The review must —
 - (a) make suggestions for which organisation should be responsible the enforcement of civil aviation flight time regulations, and
 - (b) provide guidance for implementing a strategy for enforcement.”

LORD GRAYLING

★ After Clause 9, insert the following new Clause —

“Exercise of powers under this Act

In exercising functions granted by this Act, the Secretary of State and the Civil Aviation Authority must have regard to —

- (a) protecting the interests of consumers,
- (b) maintaining competitive aviation markets,
- (c) supporting regional connectivity within the United Kingdom,
- (d) promoting operational resilience,
- (e) ensuring that regulatory intervention is proportionate, and
- (f) minimising unnecessary burdens on airlines, airports and consumers.”

Member's explanatory statement

This amendment establishes overarching principles to guide the exercise of powers under the Act.

LORD GRAYLING

★ After Clause 9, insert the following new Clause —

“Statement before exercise of delegated powers

Before making regulations under powers granted by this Act, the Secretary of State must lay before Parliament a statement explaining —

- (a) the purpose of the regulations,
- (b) why the regulations are necessary,
- (c) why the subject matter was not addressed on the face of this Act,
- (d) the anticipated impact on consumers, and
- (e) the anticipated impact on airlines, airports and competition.”

Member's explanatory statement

This amendment increases parliamentary scrutiny of the delegated powers contained in the Bill by requiring Ministers to explain the purpose and anticipated effects of regulations before they are made.

LORD BARBER OF AINSDALE

★ After Clause 9, insert the following new Clause —

“Civil Aviation Authority: report on commercial pilot licence holders

- (1) The CAA must annually prepare and publish a report on holders of licences issued 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, and
 - (c) such other demographic characteristics as the CAA considers appropriate.
- (3) The report must also include an assessment of —
 - (a) the availability of appropriately trained pilots to support the safe and efficient operation of commercial air transport services in the United Kingdom,
 - (b) the capacity of pilot training provision to meet current and future operational requirements,
 - (c) future workforce requirements for holders of licences mentioned in subsection (1), including emerging pressures arising from retirements and growth in demand for commercial air transport operations, and
 - (d) any implications of the matters mentioned in paragraphs (a) to (c) for the safety, efficiency and resilience of commercial air transport operations.
- (4) Information published under this section must not identify any individual licence holder.
- (5) The CAA must provide the Secretary of State with a copy of each report prepared under this section.
- (6) The Secretary of State must lay each report received under subsection (5) before Parliament.
- (7) The first report under this section must be published within the period of six months beginning with the day on which this section comes into force.”

Clause 10

LORD MOYLAN

Leave out Clause 10

Member's explanatory statement

This amendment deletes a Henry VIII Clause.

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, 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) confirms the notice,
 - (b) varies the notice, or
 - (c) withdraws 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.

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