

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

RUNNING LIST OF ALL AMENDMENTS ON REPORT

*Tabled up to and including
6 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
BARONESS GREY-THOMPSON

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.

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, or any adult requiring care, is not seated adjacent to, or within immediate proximity of, at least one accompanying adult or carer included in that booking.
- (2B) For the purposes of subsection (2A), an “accompanying adult or carer” means a person who is —
- (a) a parent or guardian of the child,
 - (b) a carer responsible for the child or adult requiring care during the journey, or
 - (c) any other adult who has legal responsibility for the child or adult requiring care,
- and who is included in the same booking as the child or adult requiring care.
- (2C) For the purposes of subsection (2A), an “adult requiring care” means a person aged 16 or over who requires assistance or support from another person during the journey by reason of disability, illness or any other condition affecting their ability to travel independently.”

Member's explanatory statement

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

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 GRAYLING

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

- “(3A) The CAA or CMA may exercise powers to enter conferred by subsection (3)(b) only where –
- (a) it has reasonable grounds to believe that a relevant contravention has occurred, and
 - (b) the information sought cannot reasonably be obtained by less intrusive means.”

Member's explanatory statement

This amendment ensures that the CAA and CMA's powers of entry are exercised only where they are necessary and proportionate.

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.

LORD HENDY OF RICHMOND HILL

- ★ Clause 1, page 3, line 4, after “section” insert “and sections (Consultation) and (Matters to which Secretary of State must have regard)”

Member's explanatory statement

This amendment would apply the definitions in clause 1 to my new clauses (Consultation) and (Matters to which Secretary of State must have regard).

After Clause 1

LORD HENDY OF RICHMOND HILL

- ★ After Clause 1, insert the following new Clause —

“Consultation

- (1) The Secretary of State must, before the end of the period of 12 months beginning with the day on which this Act is passed, begin the process of consultation under

subsection (3) (but the Secretary of State need not complete the process within that period).

- (2) After completing the process the Secretary of State must publish the Secretary of State's response to the consultation.
- (3) Consultation under this subsection is consultation with the persons mentioned in subsection (4) about the provision that should be made by regulations under section 1 concerning —
 - (a) the compensation that should be paid for breaches of requirements to provide assistance to disabled persons and persons with reduced mobility;
 - (b) the measures that should be put in place to protect persons with allergies when using air transport services;
 - (c) the procedures that should be put in place by air transport service providers and airport operators for dealing with complaints;
 - (d) the provision by air transport service providers and airport operators of wheelchairs suitable for use in aircraft;
 - (e) any other matters that appear to the Secretary of State to be of particular importance
- (4) The persons mentioned in this subsection are —
 - (a) air transport service providers,
 - (b) airport operators,
 - (c) such disabled persons, persons with reduced mobility and persons with allergies who are users or prospective users of air transport services, or such organisations appearing to the Secretary of State to represent such persons, as the Secretary of State considers appropriate, and
 - (d) such other persons as the Secretary of State considers appropriate.”

Member's explanatory statement

This amendment would require the Secretary of State to consult on the provision that should be made by regulations under clause 1.

LORD HENDY OF RICHMOND HILL

★

After Clause 1, insert the following new Clause —

“Matters to which Secretary of State must have regard

- (1) When considering whether and how to exercise the power to make regulations under section 1, the Secretary of State must have due regard to —
 - (a) the desirability of strengthening the rights of persons who purchase or use air transport services, in particular where the persons whose rights would be affected are or include disabled persons or persons with reduced mobility, and
 - (b) the principles set out in subsection (2).
- (2) The principles are —

- (a) that all persons travelling by means of air transport services should be treated with dignity and that their individual physical and mental health needs should be respected;
- (b) that disabled persons and persons with reduced mobility should be afforded access to air transport services that is equal or comparable to that afforded to other persons;
- (c) that where assistance is required by disabled persons or persons with reduced mobility the assistance provided should meet their needs;
- (d) that independent journeys by disabled persons and persons with reduced mobility should be facilitated wherever possible.”

Member's explanatory statement

This amendment would introduce (i) a duty concerning strengthening air passenger rights, and (ii) principles where the Secretary of State is to make consumer protection regulations under clause 1

LORD HENDY OF RICHMOND HILL

★ After Clause 1, insert the following new Clause –

“Non-international flights: compensation for damage to wheelchairs etc

- (1) Council Regulation (EC) No 2027/97 of 9 October 1997 on air carrier liability in respect of the carriage of passengers and their baggage by air is amended in accordance with subsections (2) and (3).
- (2) In Article 3, after paragraph 1 insert –
 - “1A Article 22 of the Montreal Convention applies in relation to carriage by air performed by a UK air carrier within the United Kingdom as if –
 - (a) at the beginning of paragraph 2 there were inserted “Subject to paragraph 2A of this Article”, and
 - (b) after paragraph 2 there were inserted –
 - “2A In the carriage of wheelchairs or other mobility equipment or assistive devices, the liability of the carrier in the case of destruction, loss or damage is unlimited.””
- (3) In the Annex, in the entry relating to destruction, loss or damage to baggage, after “at fault” insert –
 - “In the case of carriage within the United Kingdom of wheelchairs or other mobility equipment or assistive devices, the liability of the air carrier for destruction, loss or damage is unlimited.”
- (4) Schedule 1 to The Carriage by Air Acts (Application of Provisions) Order 2004 (S.I. 2004/1899) (application of the Montreal Convention: non-international carriage) is amended in accordance with subsections (5) and (6).

(5) In Part 1, after paragraph (4), insert –

“(4A) In Article 22.2, at the beginning, there shall be inserted “Subject to paragraph 2A of this Article,”.

(4B) After Article 22.2, there shall be inserted –

“2A In the carriage of wheelchairs or other mobility equipment or assistive devices, the liability of the carrier in the case of destruction, loss or damage is unlimited.””

(6) In Part 2, under the heading “Article 22 – Limits of Liability in Relation to Delay, Baggage and Cargo” –

(a) at the beginning of paragraph 2 insert “Subject to paragraph 2A of this Article”;

(b) after paragraph 2 insert –

“2A In the carriage of wheelchairs or other mobility equipment or assistive devices, the liability of the carrier in the case of destruction, loss or damage is unlimited.””

Member's explanatory statement

This amendment would remove the current compensation cap in relation to destroyed, lost or damaged wheelchairs or other aids for non-international flights.

Clause 2

LORD HENDY OF RICHMOND HILL

★

Clause 2, page 3, line 38, at end insert –

“(2) In section 21 of the Civil Aviation Act 1982 (CAA’s annual report), in subsection (2), after paragraph (b) insert –

“(ba) must include a summary of what the CAA has done during that year in the performance of its functions under –

- (i) Part 3 of the Digital Markets, Competition and Consumers Act 2024 (enforcement of consumer protection law), and
- (ii) Schedule 5 to the Consumer Rights Act 2015 (investigatory powers etc);”.

Member's explanatory statement

This amendment would require the CAA to report each year to the Secretary of State on the performance of its enforcement functions.

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.”

BARONESS GRENDER

After Clause 3, insert the following new Clause –

“Duty to provide information about flight delays

- (1) An airline operator must provide passengers affected by a delay to a scheduled flight with timely, accurate and accessible information about that delay in accordance with this section.
- (2) That duty requires the operator to –
 - (a) notify affected passengers of the delay as soon as reasonably practicable after becoming aware of it,
 - (b) provide an updated estimated departure time at intervals of not more than 30 minutes until the flight departs or is cancelled,
 - (c) state the reason for the delay so far as the operator is able to do so,
 - (d) inform passengers of any rights to assistance, compensation or rebooking arising from the delay, and
 - (e) ensure that information provided under this subsection is accessible to passengers with a disability or impairment.
- (3) The Secretary of State may by regulations –
 - (a) specify the minimum information threshold to which passengers are entitled under this section, including as to its content, form and frequency,
 - (b) impose additional requirements on airline operators in relation to delay information for passengers with complex travel circumstances,
 - (c) make provision about accessibility standards for the purposes of subsection (2)(e), and
 - (d) make provision about enforcement of the duty under this section, including by conferring functions on the Civil Aviation Authority.
- (4) Regulations under subsection (3) are to be made by statutory instrument.
- (5) 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 amendment requires airline operators to provide passengers with timely, accurate and accessible information in relation to delays and establishes the provision of a minimum information threshold to which passengers are entitled.

BARONESS FINLAY OF LLANDAFF

★ After Clause 3, insert the following new Clause —

“Monitoring of aircraft cabin air

- (1) The Secretary of State must by regulations made by statutory instrument make provision to protect passengers and crew from acute or chronic exposure to carbon monoxide and hydrocarbons in aircraft cabin air.
- (2) The regulations made under subsection (1) must impose a duty on air transport service providers to—
 - (a) install, maintain and operate continuous active monitoring systems for these substances in the cockpit and passenger cabins of the aircraft;
 - (b) ensure such systems provide immediate alerts to the crew when thresholds are breached;
 - (c) mandate the recording and direct reporting of this monitoring data to the Civil Aviation Authority.
- (3) 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 amendment requires the Secretary of State to make regulations placing a duty on airlines to monitor 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.

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 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 6

LORD HENDY OF RICHMOND HILL

- ★ Clause 6, page 6, line 18, leave out “, or actually benefit or could benefit,”

Member's explanatory statement

This amendment would ensure that the amended section 75(7) of the Transport Act 2000 accurately reflects the intended operation of charging arrangements for air traffic and air navigation services.

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, including its role in introducing individuals to aviation, supporting aviation skills development, and encouraging entry into commercial aviation careers, 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 seeks to ensure that decisions relating to charges for air traffic and air navigation services take account of the importance of general aviation to the sustainability of the wider aviation sector, including its contributions to aviation skills and future workforce development, and that such charges remain proportionate to use.

Clause 7

LORD GRAYLING

Clause 7, page 7, leave out lines 18 to 22 and insert –

- “(a) for the allocation of slots at a new airport;
- (b) for the allocation of additional capacity created at an existing airport, or at a new airport, where the affected air carriers have failed to reach a voluntary commercial agreement within a reasonable period;
- (ba) securing the availability of such proportion of the additional capacity created at an existing airport, or at a new airport, as is reasonably necessary to maintain or improve regional air connectivity within the United Kingdom;”

Member's explanatory statement

This amendment and two others in the name of Lord Grayling confine the Secretary of State's intervention in airport slot allocation to specified circumstances and permit intervention only where commercial agreement cannot be reached after reasonable efforts and preserves the commercial allocation of existing airport slots while allowing limited provision for regional connectivity from newly created capacity.

LORD GRAYLING

Clause 7, page 7, line 25, at end insert “where the parties have failed, after reasonable efforts, to reach a voluntary commercial agreement;

- (ca) determining the temporary reallocation or suspension of unused slots during a period of international crisis;”

Member's explanatory statement

This amendment and two others in the name of Lord Grayling confine the Secretary of State's intervention in airport slot allocation to specified circumstances and permit intervention only where commercial agreement cannot be reached after reasonable efforts and preserves the commercial allocation of existing airport slots while allowing limited provision for regional connectivity from newly created capacity.

LORD GRAYLING

Clause 7, page 8, leave out lines 1 and 2

Member's explanatory statement

This amendment and two others in the name of Lord Grayling confine the Secretary of State's intervention in airport slot allocation to specified circumstances and permit intervention only where commercial agreement cannot be reached after reasonable efforts and preserves the commercial allocation of existing airport slots while allowing limited provision for regional connectivity from newly created capacity.

LORD HENDY OF RICHMOND HILL

★

Clause 7, page 8, line 2, at end insert “(and, in the case of a restatement, may include a restatement of any offences created by the regulations)”

Member's explanatory statement

This would clarify that the power to restate the Airports Slot Allocation Regulations 2006 includes power to restate the offences created by the regulations.

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 GRAYLING

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

- “(2A) Before making regulations under subsection (2)(ba), the Secretary of State must –
- (a) consult –
 - (i) the Civil Aviation Authority,
 - (ii) the airport operator concerned,
 - (iii) such air carriers as the Secretary of State considers appropriate,
 - (iv) representatives of regional airports, and
 - (v) such other persons as the Secretary of State considers appropriate;
 - (b) lay before Parliament a statement setting out –
 - (i) why the regulations are considered necessary,
 - (ii) the evidence demonstrating that the proposed allocation is reasonably necessary,
 - (iii) the expected effects on competition,
 - (iv) the expected effects on consumers, and
 - (v) the expected effects on the efficient use of airport capacity;
 - (c) have regard to –
 - (i) preserving the commercial operation of airport slot allocation wherever reasonably practicable,
 - (ii) the economic and social benefits of regional air connectivity,
 - (iii) the efficient utilisation of airport capacity, and
 - (iv) the need to maintain effective domestic air connectivity between the nations and regions of the United Kingdom.”

Member's explanatory statement

This amendment requires consultation and transparency before newly created slot capacity may be reserved for regional connectivity and requires the Secretary of State to have regard to preserving commercial slot allocation.

LORD HENDY OF RICHMOND HILL

★

Clause 7, page 8, leave out line 5

Member's explanatory statement

This would remove the power for regulations under section 34A of the Airports Act 1986 to include provision for criminal offences.

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 GRAYLING

Clause 7, page 8, line 19, at end insert –

- “(5A) Regulations made under subsection (3)(a) may not create an offence punishable by imprisonment.”

Member's explanatory statement

This amendment probes the necessity of creating criminal offences under the slot allocation regime while preserving the possibility of civil sanctions or financial penalties.

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 HENDY OF RICHMOND HILL

★

Clause 8, page 12, line 7, at end insert –

“61EA Considerations for exercise of power under section 61A(7)

- (1) When considering whether and how to exercise the power to make regulations under section 61A(7) the Secretary of State must, in particular, consider whether the Secretary of State should retain responsibility for the following –
 - (a) anything that would significantly affect the public interest, including in particular the public interest in protecting national security, promoting economic growth, protecting the environment and ensuring the efficient operation of the civil air transport industry of the United Kingdom;
 - (b) anything that would involve matters of public policy, or legal issues, of general importance;
 - (c) anything that would involve the imposition of requirements on the CAA in relation to the exercise of its functions;
 - (d) anything that would involve the imposition of significant and unexpected financial burdens on any person;
 - (e) anything that would directly affect the interests of passengers using air transport services, in particular where the passengers whose

interests would be affected are or include disabled persons or persons with reduced mobility;

- (f) anything that would involve changes to other legislation that cannot be made by regulations under section 61J.

- (2) In this section “disabled persons” means persons with a disability within the meaning given by section 6 of the Equality Act 2010.”

Member's explanatory statement

This amendment would set out matters to consider when making regulations under section 61A(7) of the Civil Aviation Act 1982, addressing a concern raised by the Delegated Powers and Regulatory Reform Committee in their report on the Bill.

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 HENDY OF RICHMOND HILL

★

Clause 8, page 13, line 17, after “must” insert “lay before Parliament and”

Member's explanatory statement

This amendment would require directions under section 61G, and variations or revocations of them, to be laid before Parliament as well as being published.

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
LORD HENDY OF RICHMOND HILL

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.

Clause 12

LORD HENDY OF RICHMOND HILL

- ★ Clause 12, page 16, line 15, after “1” insert “, (Consultation), (Matters to which Secretary of State must have regard),”

Member's explanatory statement

This amendment would provide for the consultation requirement, duty and principles relating to regulations under clause 1 to come into force on Royal Assent.

LORD HENDY OF RICHMOND HILL

- ★ Clause 12, page 16, line 17, after “Sections” insert “(Non-international flights: compensation for damage to wheelchairs etc) and”

Member's explanatory statement

This amendment would provide for the removal of the limit on damage to wheelchairs etc on non-international flights to come into force 2 months after Royal Assent.

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 HENDY OF RICHMOND HILL

- ★ Schedule 1, page 23, line 29, leave out from “condition” to end of line 30 and insert “, and
- (b) another direct enforcement authority (“the relevant direct enforcement authority”) is also capable of exercising its direct enforcement functions in respect of that commercial practice.”

Member's explanatory statement

This amendment would correct the position on concurrency arrangements between the CMA and other direct enforcement authorities, to ensure that those arrangements operate as intended.

LORD HENDY OF RICHMOND HILL

- ★ Schedule 1, page 23, line 32, leave out from “inform” to “of” in line 35 and insert “the relevant direct enforcement authority”

Member's explanatory statement

This amendment would make a consequential amendment required as a result of my other amendment to paragraph 26 of Schedule 1 (concurrency arrangements).

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.

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

RUNNING LIST OF ALL AMENDMENTS ON REPORT

*Tabled up to and including
6 July 2026*

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