



House of Commons
NOTICES OF AMENDMENTS
 given up to and including
Monday 23 April 2012

New Amendments handed in are marked thus ★

CONSIDERATION OF BILL

CIVIL AVIATION BILL, AS AMENDED

NEW CLAUSES

CAA's specific duty

Graham Stringer

NC1

To move the following Clause:—

‘It will be the primary duty of the CAA to ensure that there is adequate capacity at the United Kingdom’s airports to serve all domestic and international demand from providers and users of air transport services for domestic and international air transport.’

Access for disabled and reduced mobility air passengers

Jim Fitzpatrick
 John Woodcock
 Tom Blenkinsop

NC2

To move the following Clause:—

‘(1) The Secretary of State and the CAA will produce an annual report on disabled and reduced mobility air transport passenger experiences of airport operation services and air transport services which must include evidence on the extent to which airport operations and air transport services are compliant with relevant legislation, regulations and codes of practice for the time being in force.’

Civil Aviation Bill, *continued*
Risk-based aviation security regime

Jim Fitzpatrick
John Woodcock

NC3

To move the following Clause:—

- ‘(1) The Secretary of State may direct the operators of airport areas to implement an outcomes-focused, risk-based aviation security regime to govern the exercise of their functions in relation to aviation security.
- (2) When making directions under this section, the Secretary of State must by order set out the framework for the introduction of the outcomes-focused, risk-based aviation security regime.
- (3) An order under this section must be approved by a resolution of each House of Parliament.’.

Accounts and audits

Jim Fitzpatrick
John Woodcock

NC4

To move the following Clause:—

- ‘(1) Section 15 of the Civil Aviation Act 1982 (Accounts and audit) is amended as follows—
 - (a) In subsection (1), leave out paragraph (c) and insert—
 - “(c) to send copies of the statement of accounts to the Secretary of State and the Comptroller and Auditor General before the end of the November following the accounting year to which the statement relates.”.
 - (b) In subsection (2), leave out paragraph (a) and insert—
 - “(a) The National Audit Office shall examine, certify and report on each statement of accounts received under subsection (1) and shall lay copies of the statement of accounts and its report thereon before each House of Parliament.”.
- (2) In the National Audit Act 1983, Schedule 4 (Nationalised Industries and Other Public Authorities) Part 1, leave out “Civil Aviation Authority”.’.

Civil Aviation Bill, *continued*

CAA general financial duties

Jim Fitzpatrick
John Woodcock

NC5

To move the following Clause:—

‘In section 8 of the Civil Aviation Act 1982 (General financial duties) after subsection (4) insert—

“(5) It shall be the duty of the CAA to conduct its affairs in such a manner as to fulfil a general duty of efficiency in the use of its financial resources.”’.

Compensation for noise pollution

Seema Malhotra

NC6

★ To move the following Clause:—

‘The CAA must ensure that airport operators establish and implement a scheme to compensate persons residing in or occupying business or community premises in an area designated in the licence conditions for the noise pollution arising from activities within the airport area, including the landing and taking off of aircraft.’.

Graham Stringer

2

Page 2, line 11 [*Clause 1*], after ‘economy’, insert ‘, effectiveness’.

Jim Fitzpatrick
John Woodcock

3

Page 2, line 17 [*Clause 1*], after ‘Chapter’, insert—

‘(ea) the need to work with NATS, the Secretary of State, the Committee on Climate Change and air transport service providers towards meeting the United Kingdom’s greenhouse gas emission reduction obligations as set out in the UK’s Carbon Budget, including the UK’s share of international aviation emissions’.

 Civil Aviation Bill, *continued*

Jim Fitzpatrick
John Woodcock

4

Page 2, line 17 [*Clause 1*], after ‘Chapter’, insert—

- ‘(ea) the effect on the environment and on local communities of activities connected with the provision of airport operation services and air transport services at the airport to which the licence relates.’
-

Graham Stringer

1

Page 3, line 8 [*Clause 2*], after ‘economy’, insert ‘, effectiveness’.

Jim Fitzpatrick
John Woodcock

5

Page 3, line 10 [*Clause 2*], leave out ‘and’ and insert—

- ‘(ca) the effect on the environment and on local communities of activities connected with the provision of airport operation services and air transport services at the airport to which the licence relates, and’.
-

Jim Fitzpatrick
John Woodcock

8

Page 13, line 17 [*Clause 18*], at end add—

- ‘(3) A licence must include an obligation on licence holders to procure and publish annual surveys of passenger satisfaction, including but not limited to—
(a) baggage handling services, and
(b) arrangements for delays affecting air passengers.’

Jim Fitzpatrick
John Woodcock

9

Page 13, line 17 [*Clause 18*], at end add—

- ‘(3) A licence must include provisions requiring the holder of a licence to develop passenger welfare plans.’

Jim Fitzpatrick
John Woodcock

10

Page 13, line 17 [*Clause 18*], at end add—

- ‘(3) A licence must include provisions requiring the holder of a licence to provide support for stranded passengers at airports.’
-

Civil Aviation Bill, *continued*

Seema Malhotra

20

★ Page 14, line 37 [*Clause 21*], at end insert—

- ‘(g) provision relating to a compensation scheme for the noise pollution arising out of activities within the airport area which affects persons residing in or occupying business or community premises in an area designated in the licence conditions.’.
-

Mrs Theresa Villiers

14

Page 38, line 42 [*Clause 63*], at end insert—

- ‘() In this section “relevant 1998 Act functions” means functions specified in section 62(2).’.
-

Mrs Theresa Villiers

15

Page 42, line 28 [*Clause 70*], at end insert—

- ‘() Regulations under section 9 may include provision about when two or more persons are or are not to be treated for the purposes of this Part as jointly having such responsibility.
 - () The CAA’s power under section 10 to make a determination includes power to determine whether, in a particular case, two or more persons have such responsibility.’.
-

Mrs Theresa Villiers

19

★ Page 46, line 5 [*Clause 77*], after ‘functions’, insert ‘—

- (a) section 7(2) (requirement to make market power determination) does not apply in respect of area C,
 - (b) section 14(4) (deemed application for licence where airport area becomes dominant) does not apply in relation to the operator, and
 - (c) ’.
-

Jim Fitzpatrick
John Woodcock

11

Page 49, line 31 [*Clause 80*], at end insert—

- ‘(2A) The CAA may also provide advice and assistance to such persons in connection with security checks performed on users of civil air services who have religious

Civil Aviation Bill, *continued*

clothing requirements in order that their dignity be maintained without compromising the rigour of those security checks.’.

Jim Fitzpatrick
John Woodcock

13

Page **51**, line **10** [*Clause 82*], at end insert—
 ‘(3A) Before making a scheme under this section the Secretary of State must review the impact of such transfers on the security functions of the CAA.’.

Jim Fitzpatrick
John Woodcock

7

Page **51**, line **22** [*Clause 83*], at end insert—
 ‘(d) greenhouse gas emissions resulting from both domestic flights and flights to European Union Member States, with greenhouse gas emissions for an equivalent journey via rail or coach.’.

Mrs Theresa Villiers

16

Page **52**, line **9** [*Clause 84*], after first ‘or’, insert ‘proposed’.

Jim Fitzpatrick
John Woodcock

6

Page **52**, line **11** [*Clause 84*], at end insert—
 ‘(d) greenhouse gas emissions resulting from the use of international air transport services from a civil airport and domestic air transport services to or from a civil airport.’.

Jim Fitzpatrick
John Woodcock

12

Page **64**, line **30** [*Clause 109*], at end insert—
 ‘(2A) In relation to NC3, an order under this section must set a commencement date which is later than the date of the satisfactory introduction of an outcomes-focused, risk-based aviation security regime.’.

Civil Aviation Bill, *continued*

Mrs Theresa Villiers

17

Page 110, line 30 [*Schedule 11*], after ‘aircraft’) insert ‘—
(a) ’.

Mrs Theresa Villiers

18

Page 110, line 31 [*Schedule 11*], at end insert ‘, and
(b) for “that Authority” substitute “the CAA”.’.

ORDER OF THE HOUSE [30 JANUARY]

That the following provisions shall apply to the Civil Aviation Bill—

Committal

1. The Bill shall be committed to a Public Bill Committee.

Proceedings in Public Bill Committee

2. Proceedings in the Public Bill Committee shall (so far as not previously concluded) be brought to a conclusion on Thursday 15 March 2012.
3. The Public Bill Committee shall have leave to sit twice on the first day on which it meets.

Consideration and Third Reading

4. Proceedings on Consideration shall (so far as not previously concluded) be brought to a conclusion one hour before the moment of interruption on the day on which those proceedings are commenced.
5. Proceedings on Third Reading shall (so far as not previously concluded) be brought to a conclusion at the moment of interruption on that day.
6. Standing Order No. 83B (Programming committees) shall not apply to proceedings on Consideration and Third Reading.

Other proceedings

7. Any other proceedings on the Bill (including any proceedings on consideration of any further message from the Lords) may be programmed.

CIVIL AVIATION BILL (PROGRAMME) (NO. 2)

Mrs Theresa Villiers

That the Order of 30 January 2012 (Civil Aviation Bill (Programme)) be varied as follows—

1. Paragraphs 4 and 5 of the Order shall be omitted.
2. Proceedings on consideration and proceedings on Third Reading shall be taken on two days in accordance with the following provisions.

Consideration

3. Proceedings on consideration shall be taken on the first day and shall (so far as not previously concluded) be brought to a conclusion at the moment of interruption on that day.

Civil Aviation Bill, *continued**Third Reading*

4. Proceedings on Third Reading shall be taken on the second day and shall (so far as not previously concluded) be brought to a conclusion two hours after their commencement.
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