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# The Cabin Air Quality in Civil Aircraft Act 2019

## Position Paper

Frank Brehany - [frankbrehany.com](http://frankbrehany.com) - 8 April 2019

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## **Introduction:**

This Position Paper is published with the goal of providing a post-Brexit solution for Passengers and Crew of Civil Aircraft; the Author has drafted an Act of Parliament (A Bill) to demonstrate what needs to be accomplished in the changed Regulatory environment for the benefit of the Aviation Industry, Aviation Users and Public Safety

## **About the Author:**

Frank Brehany is a retired Police Officer and a self-funded Solicitor. He works to promote the Consumer message extensively in the media, providing comment principally on Travel Consumer related issues. He is not connected to nor does he work within or with any Law Firm or other Legal entity.

In the last 10 years, he has provided extensive comment to the UK & EU about Travel Consumer issues, creating over 70 reports to highlight detriment suffered by Consumers and solutions to resolve those difficulties.

For 14 years, he was the Consumer Director of the Independent Travel Consumer Organisation, HolidayTravelWatch (HTW), until he left that post in July 2017.

Frank has some 20 years experience, both in the handling of holiday claims and latterly as a Consumer Campaigner, helping Consumers deal with their Travel Complaints. Whilst at the helm of HTW, he proudly aided 97.5% of holidaymakers to self-resolve their complaints.

Since leaving HTW, he remains associated with Consumer issues, principally but not limited to the areas of Carbon Monoxide, Holidaymakers Rights, Justice & Consumers, General Consumer Rights, Whistleblowers, Toxins, Cabin Air Quality.

Frank is active in the field of Standards. he is currently the Chair of the BSI's ACE1/\_/1 Cabin Air Quality sub-committee (UK); he is a voting member and UK representative on CEN TC436 Cabin Air Quality (Europe); he is a voting member representing Consumers on ASHRAE SSPC 161 Cabin Air Quality (USA).

Frank does not receive any funding from any source (apart from Standards work travelling expenses) and his continuing work to independently advocate the Consumer position is entirely self-funded.

Frank voluntarily subscribes to the Nolan Principles of Public Life.

## **Brexit & Consumers:**

As this Position Paper is published, there is no clarity on Brexit and whether it will happen and if it does, under what conditions.

It is important not to understate the effect of Brexit upon the general flow of Consumer Rights, particularly if the UK adopts a deregulatory direction

It is important to re-state the conclusions within an impact policy paper prepared for the European Parliament & DG Internal Policies. On Consumer Protection they have concluded:

*“However, from the time of withdrawal the consumer protection legislation of the EU and the UK are likely to drift apart. Even if the UK autonomously adopts all EU legislation in the field of*

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*consumer protection, interpretation of such legislation will differ, as the UK courts will not be subordinated to the European Court of Justice. As it is unclear, how the consumer protection level in the UK will develop, the protection of EU27 consumers by means of EU consumer law will depend on the applicability of EU consumer protection law and its enforceability. The applicable regime for questions of jurisdiction, conflict-of-laws and enforceability is uncertain after Brexit".*

Government and its Ministers no longer have the luxury of simply sitting on the sidelines.

Ministers have a primary duty to the Consumers/Passengers subject of this report as indeed they do toward Pilots, Crew & Ground Crew, these stakeholders are not some abstract concept.

Consumers suffer real detriment and if this government is not clear in its Consumer Strategy, intended or unintended consequences will not be received lightly, irrespective of whether those same Citizens voted to Leave or Remain. One such 'unintended' consequence will be the development of a new case-type of law, where lawyers will take advantage of the uncertainty created in adopted law. This 'unintended' consequence will deliver a Consumer dissatisfied; a disempowered Consumer!

### **Aircraft Cabin Air Quality:**

The issue of contaminants escaping into the Aircraft environment, is a widely known and accepted risk factor.

For many years, the Regulatory environment has failed to account for the genuine concerns of pilots and crew, with the political discourse being locked generally between government regulators and the aviation industry.

The last 10 years has seen a substantial increase in debate on the issue of Cabin Air Quality along with a very active global Standards caravan, seeking it appears to find that perfect "Regulation" which does not impose heavy regulatory obligations.

Indeed, the existence of basic regulation, supplemented by substantial 'Standards', all of which is 'non-binding', ensures that this same regulatory environment fails to deliver for all stakeholders; it appears that the commercial imperative trumps a much broader consensual approach to regulation.

In the absence of a clear direction from the UK government, particularly on the issues associated with Brexit, it is time to set out very clearly how a new regulatory environment could and should be introduced. The following Bill or Act of Parliament provides a clear roadmap on what is required to protect Passengers, Pilots, Crew and Ground Crew.

Government should not be tempted by siren voices that the UK should develop a looser version of the current version of EU Regulation. This is an opportunity to create the conditions whereby the UK can lead the world of Regulation for Cabin Air Quality, the question remains is whether a vision exists at Westminster to right the wrong of failing to deal with this issue over many years?

Frank Brehany  
Independent Consumer Campaigner & Commentator  
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8 April 2019

Attached: See below - The Cabin Air Quality in Civil Aircraft Act 2019

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**Explanatory Notes:** This Draft Bill has been prepared by Frank Brehany, Independent Consumer Campaigner & Commentator ([www.frankbrehany.com](http://www.frankbrehany.com))

**European Convention on Human Rights:** Secretary of State [INSERT NAME] has made the following statement under Section 19 (1) (a) of the Human Rights Act 1998:

“In my view the provisions of the Consumer Rights Act (Amendments) Bill are compatible with the Convention rights”.

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# Bill

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Increase the Protections and Quality of Cabin Air in Civil Aircraft and to provide powers for the Secretary of State to create new Regulations to ensure compatibility across legal instruments enacted within the United Kingdom.

**B**e it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lord's Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority the same, as follows:-

Section 1	<i>Title</i>
	The Title of this Act shall be, The Cabin Air Quality in Civil Aircraft Act 2019
Section 2	<i>Existing Law &amp; Brexit:</i>
	(1) In recognition of the decision taken by the United Kingdom on 23 June 2016 to leave the European Union and any subsequent Acts of Parliament or other instruments that give affect to that decision along with any change in any law that may affect the operation of this Agreement, and
	(2) In recognition that the provisions of EU Regulation 2018/1139 which amended Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91, such Air Transport Regulations and Directives will cease to have effect within the United Kingdom after [Date to be Inserted], and
	(3) In recognition that the UK membership of the European Aviation Safety Agency, an Executive Agency of the European Union, which is charged to provide regulatory and rule-making obligations for Air Transport within the European Union, will cease after [Date to be Inserted], and

	(4) It being the objective to create a new level of high regulatory observance and enforcement in the field of Air Transport Safety, once the UK has ceased to be a member of the European Union, this Act provides the minimum Standard of compliance in the field of Air Transport Safety
Section 3	<i>Definitions:</i> Each term or expression shall mean:
“Aerotoxic Syndrome”	the condition that produces adverse effects in human health following exposure to Chemical Contaminants in an aircraft following a single or multiple fume event(s)
“Aircraft”	the aircraft model operated by the airline which is subject to certification under regulation
“AirCrew”	persons who through a contract of employment with an airline work on civil aircraft working either in the capacity of pilot or cabin crew and are so licensed to work as flight crew
“Airline”	an airline that is licensed by the National Enforcement Body for the operation of Civil Aircraft
“Airworthiness”	an aircraft or aircraft-type has been subject to a Certification process and at the conclusion of that process has been deemed fit to fly
“Aviation-data”	that data or information that is collected or stored by aircraft operators, aircraft manufacturers, fuel manufacturers, trade unions and any other relevant stakeholder on any aspect relating to the manufacture, product used in an aircraft or operation of the aircraft or those who work within or operate that aircraft
“Aviation Manufacturers”	those that manufacture aircraft or subsidiary industries that supply parts, technology, fuel or software for aircraft
“Airline Operators”	those operators who own and operate an airline using civil aircraft
“Bleed-Air”	the method by which some makes of aircraft extract air through its engine(s) which is then transferred through a mechanical process and converted into breathable air into the civil aircraft environment
“Bleed-Free”	the method by which some models of aircraft extract air through a system that is not through an aircraft’s engines which is then transferred through a mechanical process and converted into breathable air into the Civil Aircraft Environment
“Cabin Air Quality”	the quality of the air either without the presence of toxins within the cabin environment or the introduction of toxins which changes the quality of air in that environment
“Certification”	the laws, rules and standards to be found in International Treaty, Laws or Regulations and/or National Laws and Regulations which govern the construction and safety of the aircraft; such certification also extends to the requirements placed on airlines and aircrew for the safe operation of the working environment and the aircraft
“Chemical Contaminants”	contaminants that are said to exist or are to be found within the fuel, oils or synthetic chemical products which may be used as part of the necessary products for the operation of the aircraft or as a result of pyrolysis of the said chemical contaminants in the operation of the aircraft or may exist external to the aircraft in any environment and due to the operation of the aircraft are capable of entering that aircraft’s environment.
“Chemical Contamination”	contamination through that which is said to exist or are to be found within the fuel, oils or synthetic chemical products which may be used as part of the necessary products for the operation of the aircraft or as a result of pyrolysis of the said chemical contaminants which affect the interior fabric or air supply of the aircraft

<i>“Chemical Marker Compounds”</i>	those potential contaminants identified as strong candidates to help identify contamination within the aircraft environment
<i>“Civil Aircraft”</i>	an aircraft designed for civil aviation operations for the carriage of passengers or goods
<i>“Civil Aircraft Environment”</i>	the interior of the aircraft which is occupied by flight crew and passengers and includes air conditioning systems, electrical systems, seating and all other aspects of that environment necessary or desirable for the comfort and work of its occupants
<i>“Consumer Bodies or Body”</i>	those bodies engaged in Consumer Representation that may be formed as a Company or Charity or in receipt of Public Funding for the purposes of advocating on behalf of Consumers
<i>“Consumers”</i>	that which is defined as set out under Section 2 of the Consumer Rights Act 2015; ‘Consumer’ is similarly defined
<i>“Contract of Carriage”</i>	the contract made between a passenger and an airline for their carriage by that airline and shall have regard to the Montreal Convention and IATA Carriage Conditions
<i>“Data-stakeholders”</i>	aviation data in the control or possession of Stakeholders who may be government and their departments, aircraft manufacturers, fuel manufacturers, airlines and trade unions and any other relevant stakeholder
<i>“Designees” or “Designee’s”</i>	an individual or individual working within an Aviation Manufacturer or an Aviation Manufacturer who has been appointed by a National Enforcement Body to carry out a Certification on an aircraft or part of an aircraft for the purpose of declaring that the aircraft or part of the aircraft has passed the Certification process and is therefore Airworthy
<i>“Designer”</i>	a National Enforcement Body who is the primary facilitator and regulator in the Certification and Airworthiness process and who in order to satisfy its regulatory obligations, acts to appoint other parties to assist them in that Certification and Airworthiness process
<i>“Enforcing Legislation”</i>	any legal instrument which has been created for the purpose of regulating aircraft or any airport body and will have regard to such instruments prior to the UK’s departure from the European Union; a list of such instruments are contained at Annex
<i>“Expert Panel”</i>	the panel created under the provisions of this Act
<i>“Fume Event”</i>	an event in which either the breathing environment of the aircraft cabin or the cockpit of the aircraft or both, is invaded by fumes or smoke or other gaseous or particulate matter which are observed by the occupants of the aircraft or are detected through the biological senses of the occupants of the aircraft
<i>“Ground Crew”</i>	persons who through a contract of employment with an airport or airport body or agent work within the confines of an airport and in particular at ground level on the apron area of that airport in the vicinity of aircraft
<i>“Ground Pollution”</i>	all potential contaminants arising either directly from the operation of the aircraft or the servicing of the aircraft
<i>“Human Health”</i>	the state in which a human can function dependent upon physical (both internal and external medicine), mental and social factors which can affect their abilities within the work, social and home environments
<i>“MOU”</i>	a Memorandum of Understanding either created prior to this Bill between any Public Body or Authority or any National Enforcement Body, Manufacturer or Airline or Group of Airlines or Airport Body for the purpose of identifying the division of responsibilities in process or in law

<i>“National Enforcement Body”</i>	the Body that operates and manages all legal and operational aspects of aviation and its operations, providing licensing and regulatory direction and enforcement toward airlines, manufacturers and airport bodies
<i>“Passengers”</i>	persons who through a contract of carriage with an airline are carried on civil aircraft
<i>“Precautionary Principle”</i>	the Principle whereby risk and hazards are determined, defined and identified to determine not just obvious risk but also differential risk; reference should be made to the EU Commission Memorandum dated January 2000 which details the nature and rationale of the Precautionary Principle
<i>“Pyrolosis”</i>	the method of decomposition of chemical contaminants by the process of high temperatures
<i>“Reporting Systems”</i>	all methodologies or systems that currently exist either in law or through the airline’s or manufacturers operating manuals that allow for the recording of key data and information about the operation of the aircraft whether required to report any deficits found in the key data or information about the operation of the aircraft by law or through a requirement in airline or manufacturer policies
<i>“Sensors”</i>	electronic or digital devices which by design are capable of the detection of potential contaminants either in real-time or offline. References to such devices should not be restricted to present technology but should be determined organically as technology develops to ensure the continued, improved and effective monitoring of potential contaminants. Sensors so used should always have a primary purpose of informing the crew of the aircraft of differential changes in the aircraft environment and alert the recipients of information of any rise in potential contaminants
<i>“Smoke Event”</i>	an event in which either the breathing environment of the aircraft cabin or the cockpit of the aircraft or both, is invaded by smoke which is observed by the occupants of the aircraft or are detected through the biological senses of the occupants of the aircraft
<i>“Sources”</i>	the sources from which potential contaminants found within the aircraft or the aircraft environment can be identified from
Section 4	<i>Basic Regulation Structure</i>
	The Secretary of State shall through this Act make Regulations to mitigate the principal issues of Cabin Air Quality on Civil Aircraft for the benefit of Aircrew and Passengers
	(1) In Making such Regulations, the Secretary of State shall have due regard to the Precautionary Principle
	(2) The Secretary of State shall ensure that the Precautionary Principle will be enshrined within the Regulations subject of this Act
	(3) The Secretary of State may give due regard to matters raised by Aviation Manufacturers or Aircraft Operators when making Regulations
Section 5	<i>Chemical Marker Compounds</i>
	The Act and its subordinate Regulations shall determine the nature of Chemical Contamination within Civil Aircraft; the Secretary of State through Regulation shall cause:
	(1) The creation of a continuous panel of experts

	(2) The Expert Panel shall consist of scientific (engineering, chemistry, toxicology, aviation medicine - this list should not be limited by specialisms), airframe manufacturers, aircraft engine manufacturers, aircrew, aircrew representatives, consumers, consumer bodies, consumer bodies representatives
	(3) The Expert Panel shall be formed within 6 months of this Act coming into force
	(4) The Expert Panel's terms of reference shall include as a minimum:
	(a) That their work shall be influenced and guided by the Precautionary Principle
	(b) That they shall meet every 12 weeks as an Expert Panel to determine its work and progress
	(c) The Expert Panel shall initially determine and record the issues and problems found within bleed-air and bleed-free Civil Aircraft
	(d) The Expert Panel will determine and record the issues and problems associated with a 'fume event', 'smoke event' and 'aerotoxic syndrome' particularly with regard to human health
	(e) The Expert Panel shall have due regard to existing aviation-data whether that is held by government, government bodies or departments or any other stakeholder body, potential or otherwise, or an individual, collectively known as data-stakeholders
	(i) Where data-Stakeholders are based in the United Kingdom, the Secretary of State shall cause Regulation to obligate data-stakeholders to share aviation-data with the Expert Panel
	(ii) Where the Aviation-data contains sensitive or commercial information, the Secretary of State shall empower the Expert Panel through Regulation to obtain such Aviation-data without sensitive or commercial information
	(iii) Where Aviation-data is so obtained, the Secretary of State, through Regulation shall ensure that such Aviation-data is offered to the Expert Panel in an anonymised format
	(iv) The Expert Panel shall then analyse all Aviation-data and determine and record the issues with regard to bleed-air and bleed-free aircraft
	(f) The Expert Panel shall determine and record the following:
	(i) All potential or actual sources of Chemical Contamination within Civil Aircraft
	(ii) All potential or actual Chemicals to be found within the sources identified by the Expert Panel either in the Aircraft environment or external to the Aircraft but entering into the Aircraft

	(iii) From that list of Chemicals, the Expert Panel shall identify a principal list of chemical marker compounds which can be reliably said to be found within Civil Aircraft environments
	(iv) All issues pertaining to the presence of Chemical Contaminant Complex Mixtures, their scope, range and dangers to human health;
	(v) All issues with regards to the health of Ground Crew and their exposure to Chemical Contaminants from Aircraft and such issues shall also examine and report on Ground Pollution and its affect on Ground Crew and the local environment
	(g) The Expert Panel shall determine and record the following:
	(i) All possible sensor and detection technology that could be deployed within the aircraft environment to detect Chemical Marker Compounds reported upon by the Expert Panel;
	(ii) All other Best Available Technology that could be deployed within the civil aircraft environment to detect Chemical Marker Compounds reported upon by the Expert Panel
	(h) The Expert Panel shall determine other cohort studies or standards on Cabin Air Quality and provide such studies or standards as references in any report they make to the Secretary of State
	(i) The Expert Panel shall report to the Secretary of State every 12 weeks as to the progress made in their work as defined by the Regulations
	(5) Upon receipt of the Expert's Panel, the Secretary of State shall carry out a review on the Expert Panel's findings and shall give due regard to making further Regulations for specific areas as identified in this Act
Section 6	<i>Bio-Monitoring of AirCrew</i>
	This Act and its subordinate Regulation shall determine the nature of Chemical Exposure and its affect upon Aircrew; the Secretary of State through Regulation shall cause:
	(1) Airline Operators to monitor the health of Aircrew
	(2) Airline Operators shall collate medical data of Aircrew along with other relevant data following a fume event
	(3) Airline Operators shall monitor Aircrew and collate data from Aircrew:
	(i) At the commencement of a member of Aircrew's employment;
	(ii) Following an aircraft's fume event
	(iii) The health monitoring of any member of Aircrew shall use the best medical protocol following a fume event on an aircraft;
	(iv) The Protocol used shall be made available to all Aicrew and their medical advisors

	(v) Aircrew shall supply 3 urine samples (at least 100mls) and these shall be obtained immediately following an aircraft fume event and thereafter at 24 hours and 48 hours respectively
	(vi) Any monitoring or data capture from Aircrew shall also include information on their occupational and symbology history
	(4) The Secretary of State shall cause the Airline Operator to provide all data collated from Aircrew to be forwarded by the Airline Operator and for that data to be placed into a central database to aid in the consideration of Cabin Air Quality issues:
	(i) Such a database shall be made publicly available without charge;
	(ii) The Secretary of State shall have due regard to privacy and commercially sensitive information but that in itself should not prevent the publication of the database and all methods shall be deployed to ensure confidentiality without reducing the value of that database
	(5) The Secretary of State shall ensure that the provisions of this Section shall be made into Regulation within 6 months of this Act coming into force
Section 7	<i>Bio-Monitoring of Passengers &amp; Passengers Right to Know</i>
	This Act and its subordinate Regulation shall determine the nature of Chemical Exposure and its affect upon Airline Passengers and will provide Airline Passengers with a Right to Know; the Secretary of State through Regulation shall cause:
	(1) That in the event of an Aircraft Fume Event, or a Fume Event where Aircrew are adversely affected, Aircrew shall make enquiries of Passengers to determine if they have been affected by the said Fume Event
	(2) Where a Passenger reports that they have been adversely affected by a Fume Event, the Airline Operator shall cause for that Passenger's details to be recorded along with the details of any adverse health effects
	(3) Where any Passenger reports that they have been adversely affected by an Aircraft Fume Event the Airline Operator shall without delay provide key information to that Passenger in writing or other durable form about the potential Chemical Marker Compounds or other Toxins that may be present in the aircraft cabin environment. Such information to be provided to Passengers shall also include information which may be useful to Passengers medical advisors including information on toxicology tests
	(4) The Airline Operator shall consider and may:
	(i) During the period after the Fume Event and their enquiries consider and offer to Passengers immediate access to medical advice, assessments and testing and the Passenger will not be required to pay for access to that Medical Advice

	(ii) If the Airline Operator provides access to Passengers for medical advice, assessments and testing, then they shall provide unlimited access to the results medical advice received, assessments and any tests carried out. The results of any medical advice, assessments and tests carried out will remain the property of the Passenger irrespective of the fact that the Passenger has not paid for these services
	(iii) Subject to all necessary permissions received from the Passenger, the Airline Operator shall have access to any result from any Medical Advice, Assessment or Testing provided to any Passenger for the purpose of assessing any issue relating to an aircraft's cabin air quality or for general consideration of cabin air quality issues across the Airline Operators fleets of aircraft
	(5) The Secretary of State shall cause the Airline Operator to provide all data collated from Passengers to be forwarded by the Airline Operator and for that data to be placed into a central database to aid in the consideration of Cabin Air Quality issues:
	(i) Such a database shall be made publicly available without charge;
	(ii) The Secretary of State shall have due regard to privacy and commercially sensitive information but that in itself should not prevent the publication of the database and all methods shall be deployed to ensure confidentiality without reducing the value of that database
	(6) The Secretary of State shall ensure that the provisions of this Section shall be made into Regulation within 6 months of this Act coming into force
Section 8	<i>Mitigation Measures</i>
	This Act and its subordinate Regulation shall determine the nature and range of mitigation measures to be deployed on the issue of Cabin Air Quality; the Secretary of State through Regulation shall cause:
	(1) With the assistance of the Expert Panel to determine and create workable methodologies in the following areas:
	(i) Training & Education of Aircrew
	(ii) Reporting methodologies either required by law or by standards
	(iii) Cleansing technologies deployed within the air conditioning system of an aircraft
	(2) The Secretary of State, shall through this Act, be empowered to make Regulation to further the requirements of Section 8 (1) (i), (ii) & (iii) above and is further empowered to amend or repeal any other regulation for the benefit of the subject matter of that Section and sub-sections
	(3) The Secretary of State shall ensure that the provisions of this Section shall be made into Regulation within 6 months of this Act coming into force

Section 9	<i>Sensors &amp; Best Available Technology</i>
	This Act and its subordinate Regulation shall determine sensors and best available technology to be deployed on the issue of Cabin Air Quality; the Secretary of State through Regulation shall cause:
	(1) The Secretary of State and the Expert Panel to assess and determine the use of sensor technology for the purpose of detecting Chemical Contamination within aircraft
	(2) The Secretary of State and the Expert Panel shall also assess and determine the use of Best Available Technology for the purpose of detecting Chemical Contamination within aircraft
	(3) Upon recommendations for the use and deployment of Sensors as determined in Section 9 (1) and Best Available Technology as determined in Section 9 (2) becoming available and viable for use in civil aircraft, the Secretary of State shall make Regulation to deploy the said Sensor and Best Available Technology in Civil Aircraft
	(4) The Secretary of State shall recognise that Carbon Monoxide is a Chemical Marker Compound found within Civil Aircraft and that Sensor Technology exists for use and installation in civil aircraft. The Secretary of State shall make Regulation upon this Act coming into force, having regard to the technology and detection levels (including low-level) of Carbon Monoxide, for the installation in new civil aircraft and retro-fitting of civil aircraft currently in service, of Carbon Monoxide detectors. Such installation of Carbon Monoxide detectors shall be made within 12 months of that Regulation coming into force
	(5) The Secretary of State shall ensure that the provisions of this Section, with the exception of Section 9 (4) above, shall be made into Regulation within 6 months of this Act coming into force
Section 10	<i>Powers to amend or repeal any Act, Regulation or MOU; timetable for provisions coming into force</i>
	(1) The Secretary of State shall have power to amend or repeal any other Act or Regulation to give effect to the provisions of this Act. With the exception of provisions coming into force so stated in this Act, any other Act or Regulation that is amended by the Secretary of State shall come into force 6 months after that Act or Regulation has been amended
	(2) The Secretary of State shall be obliged to act upon the issues determined by the provisions of this Act or its Regulations. The Secretary of State shall cause the National Enforcement Body to amend and update the Regulation of Certification and Airworthiness processes, having due regard to the use of the National Enforcement Body's 'designor' and 'designee' powers and processes and its impact upon the Certification and Airworthiness process. Within 6 months of this Act coming into force, the Secretary of State shall cause the National Enforcement Body to report on how it will adapt its Regulation of the Certification and Airworthiness process and that Body shall provide the Secretary of State with a full report on the issues subject of this Act and its obligations imposed thereon thereafter and this report shall be made available in full for Public consideration within one month of receipt by the Secretary of State

	<p>(3) The Secretary of State shall cause all Government Public Bodies and the National Enforcement Body to examine, review and amend their existing MOU agreements within 6 months of this Act coming into force to ensure that they are compliant with this Act. Such amended MOU agreements must be reviewed by the Secretary of State and if they are not satisfied that any MOU complies with any object of this Act, they shall cause for the creation of a new MOU so that it will be Act compliant within 3 months of the Secretary of State's review</p>
Section 11	Enforceability
	<p>The Secretary of State shall make Regulation that will ensure full compliance with the provisions of this Act and the Secretary of State shall ensure that Regulation will adequately resource and identify a National Enforcement Body to ensure such compliance by all parties obligated by this Act</p>
Section 12	<i>Extent, commencement and short title</i>
	(1) This Act extends to the whole of the United Kingdom
	(2) This Act comes into force on the day it is enacted
	(3) This Act may be cited as The Cabin Air Quality in Civil Aircraft Act 2019

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**BILL**

**To increase the Protections and Quality of Cabin Air in Civil  
Aircraft**

**Ordered to be Printed, [Date to be Inserted]**