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**PART I**

**Acts, Ordinances, President's Orders and Regulations**

**SENATE SECRETARIAT**

*Islamabad, the 17th June, 2026*

**No. F. 9(25)/2026-Legis.**—The following Act of *Majlis-e-Shoora* (Parliament) received the assent of the President on 29th May, 2026 and is hereby published for general information:—

**ACT NO. XL OF 2026**

**AN**

**ACT**

*to amend the Carriage by Air Act, 2012*

WHEREAS it is expedient to amend the Carriage by Air Act, 2012 (IV of 2012), in the manner and for the purposes hereinafter appearing;

It is hereby enacted as follows:—

1. **Short title and commencement.**—(1) This Act may be called the Carriage by Air (Amendment) Act, 2026.

(2) It shall come into force at once.

2. **Amendment of section 2, Act IV of 2012.**—In the Carriage by Air Act, 2012 (IV of 2012), hereinafter called as the said Act, in section 2, clause (c) shall be renumbered as clause (d), the following clause (c) shall be inserted:

“(c) “Court” means the Consumer Court established under any law or, in the absence of the Consumer Court, any other court of competent jurisdiction as notified by the Federal Government; and”.

(515)

*Price: Rs. 6.00*

3. **Amendment of section 3, Act IV of 2012.**—In the said Act, in section 3, after sub-section (10), the following sub-section (11) shall be inserted:

“(11) The Federal Government may, by notification in the official Gazette, amend the Fourth Schedule and revise the limit of liability for international carriage by air to give effect to international commitments.”

4. **Amendment of section 4, Act IV of 2012.**—In the said Act, in section 4, sub-section (2) shall be omitted.

5. **Amendment of section 5, Act IV of 2012.**—In the said Act, in section 5, for sub-section (3) the following shall be substituted:

“(3) The Federal Government may, once in every three years by notification in the official Gazette, amend the Fifth Schedule and enhance the limit of liability for carriage by air, not being international carriage by air, based on average official inflation rate of the intervening period.”

6. **Insertion of sections 5A and 5B, Act IV of 2012.**—In the said Act, after section 5, the following sections 5A and 5B shall be inserted:

“5A. **Court proceedings.**—(1) No action against a carrier or carrier’s servant or agent which arises out of damage to which any of the Carriage by Air Conventions applies shall, if he was acting within the scope of his employment, be brought after more than two years, reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(2) The Court before which any such action is brought under this Act may, at any stage of the proceedings, make any interim or final order as appears to the Court to be just and equitable in view of the provisions of a Schedule and keeping in view any other proceedings in or out of Pakistan.

(3) The Court may rely on the documents produced by the parties or, for reasons to be recorded in writing, allow production of oral evidence by one or more parties to the proceedings.

(4) The Court shall pass the final order or decree within six months from the date of institution of proceedings under this Act.

(5) If the Court fails to decide the case within six months, it shall proceed with the case on day-to-day basis and report the reasons of delay to the High Court whose decision or such report shall be final.

5B. **Amendment of a Schedule.**—(1) If, at any time, the Federal Government has agreed to a revision of any Carriage by Air Conventions, the Federal Government may, by notification in the official Gazette, make such amendments in a Schedule as it may consider appropriate to give effect to the revision of the Convention.

(2) In sub-section (1), “revision” means an omission from, addition to or alteration of the Convention and includes replacement of the Convention or part of it by another convention.”

7. **Insertion of section 8, Act IV of 2012.**—In the said Act, after section 7, the following section 8 shall be inserted:

“8. **Power to make rules.**—(1) The Federal Government may, by notification in the official Gazette, make rules for carrying out the purposes of this Act.

(2) The rules may contain provisions for swift disposal of disputes and payment of liability by the carrier or any other person under this Act.”

**8. Amendment of the Fourth Schedule, Act IV of 2012.**—In the said Act, in the Fourth Schedule:

- (a) in rule 21, for the figure “100,000”, wherever occurs, the figure “151,880” shall be substituted;
- (b) in rule 22:
  - (i) in paragraph (1), for the figure “4150”, the figure “6303” shall be substituted;
  - (ii) in paragraph (2), for the figure “1000”, the figure “1519” shall be substituted; and
  - (iii) in paragraph (3), for the figure “17”, the figure “26” shall be substituted; and
- (c) for rule 28, the following shall be substituted:

“28. **Advance payments.**—(1) In case of aircraft accident resulting in death of a passenger, the carrier shall, within thirty days from the date of submission of succession certificate, make full advance payment under rule 21 to a natural person or persons who is or are entitled to claim compensation.

(2) In case of aircraft accident resulting in injury to a passenger, the carrier shall, in accordance with the annual general or special direction of the Pakistan Civil Aviation Authority, make advance payments without delay to a natural person or persons who is or are entitled to claim compensation in order to meet the immediate economic needs of such person or persons.

(3) Any advance payment under this rule shall not constitute recognition of liability and may be offset against any amounts subsequently paid as damages by the carrier.”

**9. Amendment of the Fifth Schedule, Act IV of 2012.**—In the said Act, in the Fifth Schedule:

- (a) for rule 21, the following shall be substituted:

“21. **Compensation in case of death or injury.**—(1) For damages arising under paragraph (1) of rule 17 not exceeding Rs. 20,000,000/- for each passenger, the carrier shall not be able to exclude or limit its liability.

(2) The carrier shall not be liable for damages arising under paragraph (1) of rule 17 to the extent that they exceed for each passenger Rs. 20,000,000/- if it is proved that:

(a) such damage was not due to the negligence or other wrongful act or omission of the carrier or its servants or agents; or

(b) such damage was solely due to the negligence or other wrongful act or omission of a third party”

- (b) in rule 22, for the figure “1000”, wherever occurs, the figure “5000” shall be substituted;

(c) in rule 23, for the expression "section 4(5) of this Bill at five-year intervals", the expression "sub-section (3) of section 5 of this Act" shall be substituted; and

(d) for rule 27, the following shall be substituted:

"27. **Advance payments.**—(1) In case of aircraft accident resulting in death of a passenger, the carrier shall, within thirty days from the date of submission of succession certificate, make full advance payment under rule 21 to a natural person or persons who is or are entitled to claim compensation.

(2) In case of aircraft accident resulting in injury of a passenger, the carrier shall, in accordance with the annual general or special direction of the Pakistan Civil Aviation Authority, make advance payments without delay to a natural person or persons who is or are entitled to claim compensation in order to meet the immediate economic needs of such person or persons.

(3) Any advance payment under this rule shall not constitute recognition of liability and may be offset against any amounts subsequently paid as damages by the carrier."; and

(e) in rule 29, for paragraph (3), the following shall be substituted:

"(3) Save in respect of the carriage of cargo, the provisions of paragraphs (1) and (2) of this rule shall not apply if it is proved that the damage resulted from an act or omission of the servant or agent of the carrier done with intent to cause damage or recklessly and with knowledge that damage would probably result."

10. **Amendment of the Sixth Schedule, Act IV of 2012.**—In the said Act, in the Sixth Schedule:

(a) for rule 6, the following shall be substituted:

"6. (1) Any person competent to bring an action under rule 2 may apply for the succession certificate under the Succession Act, 1925 (XXXIX of 1925) following the death of the passenger for the grants of a certificate to the effect that only the persons named therein are the members of the passenger's family for whose benefit the liability is enforceable under rule 1.

(2) A certificate under sub-rule (1) shall set out the proportion in which each member mentioned therein shall receive the amount recoverable; and the proportion shall be such as may be agreed upon amongst the members or, in the absence of such agreement, as may be determined in the certificate."; and

(b) rule 7 shall be omitted.

SYED HASNAIN HAIDER,  
*Secretary.*