

Cost sharing flights: GA guide

Guidance from the Civil Aviation Authority

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Information and guidance on the circumstances under which the direct costs of a private flight may be shared between up to six occupants (including the pilot) of an aircraft

European and National regulations permit cost sharing flights as follows:

- The flight is a cost-shared flight by private individuals.
- The direct costs of the flight must be shared between all of the occupants of the aircraft, including the pilot, up to a maximum of 6 persons.
- The cost-sharing arrangements apply to any other-than complex motor-powered EASA aircraft and this includes aircraft registered outside of the EASA area but operated by an operator established or residing in the Community.
- Cost-sharing is also permitted in non-EASA (Annex II of the Basic Regulation) aircraft registered in the UK.

Direct costs means the costs directly incurred in relation to a flight (e.g. fuel, airfield charges, rental fee for an aircraft). There can be no element of profit.

Annual costs which cannot be included in the cost sharing are the cost of keeping, maintaining, insuring and operating the aircraft over a period of one calendar year. There can be no element of profit.

Additional guidance

- In the case of a jointly-owned aircraft, the CAA considers the hourly rate, normally payable by a joint owner for the use of their aircraft, to be a 'direct cost'.
- Cost shared flights can be advertised, including the use of online 'flight sharing' platforms.

- It is recommended that any advertising or promotion of cost-sharing flights makes it clear that they are private arrangements and not conducted in accordance with commercial air transport or, where appropriate, public transport rules.
- Passengers should be made aware that the pilot may amend or cancel the flight for any reason, including at short notice.
- The proportion of the costs that must be shared by the pilot is not specified in the regulations; however, the pilot must make a contribution to the direct costs of the flight that he is conducting.
- The General Exemption (ORS4 No.1234) which permits cost-sharing flights for Annex II aircraft only applies to flights conducted within the London and Scottish Flight Information Regions.

Reference material

- **EASA Air Operations Regulations** - <http://www.easa.europa.eu/regulations>
- **Air Navigation Order (2016)** - <http://www.caa.co.uk/cap393>
- **Sharing the direct costs of a flight** (General Exemption, ORS4 No.1234) - <https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=8043>
- **CAP 1590: Cost sharing flights: guidance and information** - <http://www.caa.co.uk/cap1590>