

CHARITY FLIGHT GUIDANCE

Legal basis

This guidance is for private pilots who would like to offer a flight as a charity prize where the only valuable consideration (payment) is given or promised to a registered charity¹. This means the pilot will pay for the entire cost of the flight. The CAA has issued a General Permission² which allows such flights to be conducted as a private flight. This means there is no need for pilots to make individual applications to the CAA if they are conducting flights under the General Permission.

Similar flights conducted by Air Operator Certificate holders would need to be completed in accordance with the Air Operator Certificate.

Charity flight guidance for private flights:

If a member of the public wins a charity flight in a private aircraft it is important that they understand that the level of safety is the same as if they were arranging a flight with a friend or colleague who is a private pilot.

Where the law and privileges of an individual pilot's licence allow the carrying of passengers then that pilot can offer flights to any individual they enter into a private arrangement with; how those people are known or introduced to the pilot does not matter. Therefore the winner of a charity raffle, auction or similar can participate in flights under these arrangements.

To avoid any misunderstanding we recommend that any pilot intending to fly passengers who have won the flight as a prize should confirm that the charity understands this is a private recreational flight and should be considered as a prize in the same way other recreational prizes are considered. That is to say, they should realise that the flight is not without risk and the levels of safety and oversight are very

¹ This means a charity which is registered under section 30 of the Charities Act 2011. If a pilot wishes to conduct a flight for the benefit of a non-registered charity the CAA should be contacted at GA@caa.co.uk.

² The General Permission is at [ORS4 No. 1122](#).

different from a commercial flight and potentially from those of a flying lesson provided by a training school. If this is not acceptable to the charity, and it requires higher levels of safety, then it should be suggested that they consider offering a prize of a commercial aviation activity such as a flight with an Air Operator Certificate operator or flying school.

In addition to their normal pilot in command responsibilities for passengers, for a private flight as a charity flight, pilots should also make sure the passenger understands that it is a recreational private flight and like any recreational activity carries an element of risk. Whilst that risk may be similar to other recreational activities it does not achieve the same safety standard as buying an airline ticket on a commercial flight. Pilots may use whatever means they think appropriate to set the context of the flight as a recreational activity. Every opportunity should be given for the passenger to decline the flight if they so choose.

As there are no legal airworthiness and licencing requirements for paramotors, paragliders and hang gliders, it is strongly recommended that such flights meet the standards as detailed in the rules and requirements of the British Hang Gliding and Paragliding Association (BHPA) or an equivalent organisation.

Insurance:

Before conducting a charity flight, it is recommended that pilots check that the level of insurance cover is adequate for the intended purpose of the flight, and ask the recipient of the flight to check that their own life and/private health insurance covers the intended flight.