

**United Kingdom**  
**Civil Aviation Authority**  
**Official Record Series 9**



**CAA Decision to adopt Acceptable Means of Compliance and Guidance  
Material pursuant to Article 76(3) UK Reg (EU) 2018/1139**

**DECISION No. 0054**

**Publication date: 4 August 2025**

---

**Background**

1. Statutory Instrument (SI) 2025 No. 878, The Aviation Safety (Amendment) (No.2) Regulations 2025 laid before Parliament on 16 July 2025, amended UK Regulation (EU) No. 965/2012 with regards to cost sharing flights.
2. By this decision, the CAA is supplementing the AMC and GM within Annex VII (Part NCO) for UK Regulation (EU) No. 965/2012 to support the regulation changes which come into force on 1 October 2025.

**Decision**

3. The CAA, under Article 76(3) of UK Reg (EU) 2018/1139, has decided to amend the AMC and GM attached at Schedule 1.
4. This AMC and GM supplements and/or replaces that which was adopted for **UK Reg (EU) No. 965/2012 Annex VII Part-NCO** by CAA UK-EU Transition Decision No. 1 dated 22 December 2020.
5. The AMC and GM attached at Schedule 1 to this Decision comes into force on 1 October 2025.
6. This Decision remains in force unless revoked or amended by the CAA.

**Definitions**

7. All references to Regulations are to assimilated law pursuant to the Retained European Union Law (Revocation and Reform) Act 2023.

A handwritten signature in black ink, appearing to read 'Rob Bishton', with a long horizontal stroke extending to the right.

Rob Bishton  
For the Civil Aviation Authority

Date of Decision: 4 August 2025

Date of Decision Coming into force: 1 October 2025

**Schedule 1**

**Includes the Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents referenced below.**

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) ~~Text to be deleted is shown struck through;~~
- (b) New text is highlighted in grey;
- (c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey.

**AMC and GM for UK Regulation (EU) No 965/2012****GM1 NCO.GEN.102(c) Cost-shared flights****CONTRIBUTION**

- (a) Pilots may pay more than the proportional costs.

**MARKET RATE**

- (b) 'Direct costs' are defined in Article 2 of UK Regulation (EU) No. 965/2012 as including 'aircraft rental fees at current market rate'. 'Market rate' in this context means the average rental price of the same type of aircraft in the same geographic area on the particular date of the flight.

**JOINT OWNERS**

- (c) In the case of a jointly owned aircraft, the CAA considers the hourly rate, normally payable by a joint owner, for use of their aircraft to be a 'direct cost'. It may be no more than the average market rental price.

**AMC1 NCO.GEN.102(g) Cost-shared flights**

- (a) The method of recording the safety standards being identified and accepted by the passenger(s) can be such as in the format provided by the CAA, or such method available to the pilot, but which should record as a minimum the following:
  - (1) Date of Flight;
  - (2) Aircraft Type and Registration;
  - (3) Departure and Arrival information;
  - (4) Passenger information on the differences and associated risks between Commercial Air Transport (CAT) and flights under this regulation; and
  - (5) Passenger Name(s), contact details and passenger signature or other means of indicating acceptance of cost sharing flight.

- (b) Recording and acceptance of safety standards is not required for passengers who hold or have held a pilot's licence proved to the satisfaction of the pilot-in-command of the cost sharing flight.
- (c) New records do not need to be made for passengers on repeat flights who have flown with the same pilot on a cost sharing flight within the last 6 calendar months, provided that the original record is retained, updated to include the repeat flight details and retained for a further 6 months from the date of any repeat flight.
- (d) Passengers who are required to sign the declaration and consent form and who are under the age of 18, or who otherwise cannot legally or physically do so, should have the risks accepted on their behalf by an individual who has legal authority to make decisions for that person, or by an individual to whom such authority has been delegated for the relevant period.