



HM Treasury

Reform of Air Passenger Duty for private jets

Consultation

October 2024



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OFFICIAL



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Executive summary

As set out at Autumn Budget 2024, the government will fix the foundations of the economy and deliver change by protecting working people, fixing the NHS and rebuilding Britain. The government is achieving this by taking difficult decisions on tax, spending and welfare to repair the public finances and increase investment in public services and the economy, to rebuild Britain and unlock long-term growth. To support a fairer and sustainable tax system, taxation on the aviation sector must be put on a sustainable footing.

The government is consulting on a proposal to extend the scope of the higher rate of Air Passenger Duty (APD) to all private jets. The government is committed to ensuring that operators and passengers of such aircraft contribute fairly to the public finances. APD has applied to private jets since April 2013. The higher rate was also introduced in April 2013 for the larger, more luxurious, private jets, reflecting the higher class of service they provided. Eleven years later, it is important to reassess whether the higher rate remains aligned to the government's objectives, including whether the rate's scope based on aircraft weight and passenger capacity remains appropriate.

As a first step in ensuring the private jet industry is taxed more fairly, the government announced at Autumn Budget 2024 a 50% increase to the higher rate. This change was on top of other changes to APD rates. The operators of many private jets are currently taxed at the reduced or standard rates of APD because their jets do not meet the definition to be liable for the higher rate. The higher rate is at least six times greater than the reduced rate for all distance bands, and will increase further as a result of the Autumn Budget announcement.

At present, the higher rate only applies to jets of 20 tonnes or more that are equipped to seat fewer than 19 passengers. Many private jets do not meet this weight threshold, while some have more than 19 seats. The government's proposal in this consultation to extend the scope of the higher rate to all private jets would help to redress this imbalance. The government is seeking views on how best to extend the scope of the higher rate to cover all private jets liable for APD, while mitigating any unintended consequences.

Chapter 1

Introduction

1.1 Overall, the government's aims in the taxation of private aviation, in line with the wider aims for aviation taxation, are:

- a) to ensure that private jet operators make a fair contribution to the public finances, including ensuring fairness between operators of lighter and heavier private jets
- b) to continue to support UK and international connectivity
- c) to continue to align the taxation of private jets with the government's environmental objectives, particularly the government's legally binding commitment to net zero emissions by 2050

1.2 APD is the UK government's principal tax on the aviation sector, since tickets are zero-rated for VAT and aviation fuel incurs no duty. It was introduced in 1994 and extended to private jets in 2013.

1.3 Although APD is not an environmental tax, it is aligned with the government's environmental objectives because it incorporates a 'polluter pays' principle, meaning that those that fly furthest in the greatest comfort – and so produce more emissions – incur the largest APD liability.

1.4 For simplicity, throughout this document the term 'private jets' is used to refer to fixed wing aircraft fuelled by kerosene used for private leisure or business purposes. For instance, some types of private jets may be known as 'business jets'.¹

Air Passenger Duty and its contribution to the public finances

1.5 APD raised £3.8 billion in 2023-24 and its primary objective is to ensure that the aviation sector makes a fair contribution to the public finances.² Revenue raised by APD funds vital public services for people and families across the UK. The UK is one of several countries to levy a per passenger tax on aviation.

1.6 APD is paid by airlines and operators and is levied on a per-passenger basis on all flights departing UK airports on fixed-wing

¹ In addition to jets, other fixed wing aircraft fuelled by kerosene are also in scope of APD, such as certain turbo-prop aircraft. Aircraft fuelled by Avgas are not in the scope of APD.

² <https://www.gov.uk/government/statistics/air-passenger-duty-bulletin/air-passenger-duty-statistics-commentary-march-2021>

aircraft with a minimum take-off weight (MTOW) of 5.7 tonnes and over. The rates differ according to a passenger's class of travel and the distance of their journey. APD is simple to collect and complies with the UK's international obligations.

1.7 APD was introduced in 1994 because air travel was under-taxed compared to other sectors of the economy. It initially applied to operators of aeroplanes with a MTOW of 10 tonnes and above authorised to seat 20 or more people.

1.8 In 2013, following a consultation, this de minimis weight threshold changed to 5.7 tonnes and APD was extended to private jets. The then government's response to this consultation noted that 5.7 tonne weight threshold offered a sensible compromise in view of the increased administration and compliance costs.³ Simultaneously, a higher rate was established for those operating aircraft with a MTOW of 20 tonnes and above that were equipped to carry fewer than 19 passengers. This higher rate covers the larger, more luxurious, private jets, reflecting the higher class of service they provided.

1.9 Other private jets (with a MTOW of 5.7 tonnes and above) currently pay the reduced or standard rates. The reduced rate applies to passengers in economy class, travelling in a seat with a pitch of less than 1.016 metres (40 inches). The standard rate applies to any other class of travel or where the seat pitch is more than 1.016 metres.⁴

1.10 The rates of APD for 2026-27 are tabulated below.

Table 1.A : APD rates, 2026-27⁵

Band	Reduced Rate	Standard Rate	Higher Rate
Domestic	£8	£16	£142
A (0-2,000 miles)	£15	£32	£142
B (2,001-5,500 miles)	£102	£244	£1,097
C (over 5,500 miles)	£106	£253	£1,141

1.11 Those operating passenger aircraft within the UK must register with HM Revenue and Customs (HMRC). To assist operators in fulfilling their APD obligations, the government has an Occasional Operator Scheme (OOS) for those that operate 12 flights or fewer per year and

³ H.M. Treasury, 'Reform of Air Passenger Duty: Response to Consultation' (2011), p. 6.

⁴ <https://www.gov.uk/guidance/rates-and-allowances-for-air-passenger-duty>

⁵ Rates for direct long-haul and ultra-long haul flights from Northern Ireland are devolved to the Northern Ireland Assembly and currently set at £0. Direct long haul journeys are those where the first leg of the journey is to a destination in Band B. For direct ultra-long haul, this is where the first leg of the journey is to a destination in Band C.

have a duty liability of less than £5,000.⁶ This ‘pay-as-you-fly’ scheme was introduced to facilitate compliance and reduce the administrative burden of APD on smaller and infrequent operators, such as foreign operators of private jets that rarely visit the UK. Those operators ineligible for the OOS must register and submit monthly APD returns to HMRC. Alternatively, they can submit annual returns if they meet certain criteria; primarily that they expect to pay less than £500,000 in APD. We understand that many private jet operators meet their APD liabilities through management companies that oversee the running and maintenance of the jet for owners.

1.12 Following the 50% increase in the higher rate announced at Autumn Budget 2024 in addition to other changes to APD rates, the gap between how much operators of larger private jets pay compared to lighter private jets has widened substantially. Moreover, operators of some of the largest private jets – those equipped to seat 19 or more passengers – do not pay the higher rate, incurring the reduced or standard rates instead.

The government’s proposal

1.13 The government is minded to standardise the tax treatment of lighter and heavier private jets,⁷ and is seeking evidence on this approach and representations on alternative approaches. At present, the higher rate applies to private jets with a MTOW of 20 tonnes or more that are equipped to seat fewer than 19 passengers. This means that any private jet lighter than 20 tonnes or equipped to seat 19 passengers or more, does not pay the higher rate, provided it meets the 5.7 tonne threshold to be eligible for APD (Table 1.B). As a result, many private jets do not pay the higher rate of APD, instead paying the reduced or standard rates. The government therefore proposes to extend the scope of the higher rate to cover all private jets above the 5.7 tonne threshold for APD so that all private jets currently liable for APD incur the higher rate on all passengers carried. The government also seeks representations on the possibility of bringing into scope of the higher rate private jets below the 5.7 tonne threshold.

1.14 In order to extend the scope of the higher rate, the government proposes to distinguish private jets from commercial aircraft by adopting a definition of private jets on the basis of their arrangements for ticketing, their agreement of carriage, and the absence of published information about scheduled departures.



1.15 The higher rate was first introduced over a decade ago, and the government’s aim in reforming it is to ensure that it remains fit for purpose and continues to tax private jet travel at an appropriate level. The government is committed to ensuring that operators of such

⁶ <https://www.gov.uk/guidance/report-and-pay-air-passenger-duty-if-you-operate-flights-occasionally>

⁷ For simplicity, the term ‘jets’ is used in this consultation. Other fixed wing aircraft fuelled by kerosene are also in scope of APD, such as certain turbo-prop aircraft. Aircraft fuelled by Avgas are not in scope of APD.

aircraft contribute fairly to the public finances, noting differences in rates and per passenger emissions across aircraft types.

Table 1.B : The current and proposed APD treatment of private jets

	Private Jet MTOW	Number of Passenger Seats	Current APD Treatment	Proposed APD Treatment
	≥5.7 tonnes to <20 tonnes	Any	Reduced/standard rate	Higher rate
	≥20 tonnes	<19	Higher rate	Higher rate
	≥20 tonnes	≥19	Reduced/standard rate	Higher rate

1.16 While information about the sector and the costs of private jet travel is limited, the government understands that travel by private jet is generally more expensive and more polluting than commercial flying. Given the small size and low occupancy rates of many private jets relative to commercial airliners, the government understands that their per passenger carbon emissions tend to be significantly greater.⁸

1.17 Extending the scope of the higher rate of APD to cover all private jet over 5.7 tonnes would ensure they make a fairer contribution to the public finances, relative to commercial operators. This is particularly important since private jet services are only used by a relatively small number of people in the UK.

1.18 Increasing the taxation of private jets which are not currently in the scope of the higher rate could align better with the government's environmental and climate objectives. In 2019, aviation accounted for 8% of the UK's total carbon emissions, most of which arose from international aviation.⁹ The government has put in place a wide range of measures to support the decarbonisation of the aviation sector. The UK's Emissions Trading Scheme (ETS) covers emissions from power generation, energy intensive industries and aviation (domestic, UK-EEA, GB-CH and UK-Gibraltar flights). Under the scheme, airline operators are required to pay for the carbon that they emit, whilst also being compensated for a portion of their obligations with free allowances. Following a consultation last year, the UK ETS Authority has announced

⁸ On emissions from private jets, see Frazer-Nash, '[Decarbonising General Aviation: Understanding the Carbon Footprint of General Aviation](#)', (Department for Transport, 2022).

⁹ H.M. Government, [Final UK greenhouse gas emissions national statistics 1990-2019](#) The 2019 emissions figures for aviation are the most recent that do not show a substantial effect of the COVID-19 pandemic and lockdowns, which depressed aviation emissions relative to those of other sectors of the economy.

its decision to phase out aviation free allocation by 2026. This will require the aviation industry covered by the ETS to pay for all of the carbon that it emits. In phasing out free allocation for aviation, the Authority will ensure there is appropriate provision to support individual routes that are in danger of being lost, and if required ensure appropriate mitigations are in place. Many private jets are included in the ETS. As with APD, some jets are below the ETS weight threshold of 5.7 tonnes. The government will also consult further on the interaction between the UK ETS and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in due course.

1.19 The government is committed to securing the long-term future of the aviation sector in the UK by providing support for sustainable aviation fuel (SAF) use (through a mandate that will be introduced in 2025), domestic SAF production (through a revenue certainty mechanism), and by encouraging airspace modernisation.

Chapter 2

The private jet industry

2.1 The government wishes to obtain a broader understanding of this industry, in order to assess as effectively as possible the impact and incidence of the higher rate scope extension.

2.2 The private jet industry differs from the commercial airline industry. Understanding as clearly as possible the differences between commercial aviation and private aviation is essential to ensuring that the government's proposed policy works as intended.

Users of private jets

2.3 Businesses are a major user of private jets. Per a study commissioned by the European Business Aviation Association, private jets allow their users to save an average of two hours per flight relative to commercial airline passengers making the same journey.¹⁰

2.4 There is evidence to suggest that many individual private jet owners possess considerable wealth.¹¹ There is also some evidence that individual owners of private jets make little to no profit from them.¹² Hence, those owning private jets need to have substantial means, not only to purchase a jet – which typically costs millions of pounds – but also to finance its upkeep and use. There is limited evidence on the demographics of those who use private jets, although there is some to suggest that they are disproportionately male.¹³

Private jet management

2.5 The government understands that private jet owners tend to employ management companies to manage their jets on their behalf. These companies oversee the maintenance and repair of the aircraft, the provisioning of fuel, food, crew, insurance, hangar rental and other aspects of private jet management. They also hire out the jet, in line with the owner's consent. The hiring of private jets often depends on brokers, who may be different people from those managing the jet. Per

¹⁰ Booz, Allen, Hamilton, '[European Business Aviation: Economic Value and Business Benefits](#)', European Business Aviation Association (2020), p. 21.

¹¹ C. Collins et al., '[High Flyers 2023: How Ultra-Rich Private Jet Travel Costs the Rest of Us and Burns Up Our Planet](#)', Institute for Policy Studies (2023), p. 9.

¹² See, for example: F. Glasgow, '[High Stakes: Private Jets Gain Popularity But Come With a Fog of Costs](#)', *Financial Times*, 30 August 2021; K. O'Leary, '[Why Can't An Aircraft Owner Make a Profit? Revenue](#)', *Forbes*, 24 May 2023.

¹³ See, for example: Wealth X/VistaJet, '[The Jet Traveller Report: The Global Perspective on Who Flies Privately and How](#)' (2018), pp. 7-8.

one estimate, in 2017 the UK had almost 25,000 people employed directly or indirectly in the operation of private jets, second in Europe only to Germany.¹⁴ In 2023, around 40,000 people were employed directly or indirectly in general aviation in the UK, which includes those working in or in connection with the private jet industry.¹⁵

2.6 While there is good reason to think that those owning private jets may have means, given the cost of purchasing and maintaining a jet, it is less clear that the managers and brokers are necessarily operating a high-margin business – especially if private jet ownership itself is not very profitable. For these businesses, extending the scope of the higher rate would likely increase their costs, particularly if they are unable to pass the increased APD liabilities along the value chain onto those hiring or owning the jet. The government understands that most commercial airlines choose to pass on the cost of their APD liability as part of their ticket pricing structure.

Private jet decarbonisation

2.7 As set out above, the government seeks to ensure that the reform of the higher rate aligns with its net zero objectives.

2.8 Existing low carbon aviation technologies such as battery power have been trialled on smaller aircraft and may, therefore, be better suited to private jets at present than to commercial aviation.¹⁶ The government would be keen to understand more clearly the extent to which the private jet industry is investing in decarbonisation, and any impact that extending the scope of the higher rate may have on the decarbonisation of the private jet sector.

Questions

Make-up of the private jet industry

1. What evidence can you provide about the profitability of different parts of the private jet sector, at the upper and lower ends of the market?
2. How would different segments of the market respond to the government's proposals to extend the scope of the higher rate?
3. What impact would the extension of the scope of the higher rate to cover all private jets over 5.7 tonnes and increases to APD have on customer demand for private jets?

¹⁴ Booz, Allen, Hamilton, 'European Business Aviation', p. 17.

¹⁵ Department of Transport, *General Aviation Handbook* (2023), p. 4.

¹⁶ <https://www.gov.uk/government/news/over-110-million-to-unlock-zero-emission-quilt-free-flights>

4. Can you provide any evidence about the size of the private jet aircraft population and its distribution between lighter and heavier jets?
5. What evidence can you share about the average number of passengers per private jet?
6. In contrast to flying on commercial airliners, what are the primary reasons for using private jets and range of journey lengths?
7. As set out, data suggest that those using private jets are more likely to be male. We do not consider that there will be a significant impact on those with other protected characteristics from the government's proposal on private jet taxation.¹⁷ Do you agree?

Changes to the private jet industry

8. What impact did the Covid-19 pandemic have on the private jet industry?
9. What are the current drivers of change in the UK private jet industry?

Private jet decarbonisation

10. What evidence can you share about how the private jet sector has decarbonised to date?
11. What role could tax changes play in supporting decarbonisation of the private jet sector?
12. What could be the drivers of future decarbonisation of the private jet sector?

¹⁷ Further detail on protected characteristics may be found at: <https://www.gov.uk/discrimination-your-rights>

Chapter 3

Extending the higher rate of APD on private jets

3.1 The government proposes to extend the scope of the higher rate to cover all passengers on private jets above the 5.7 tonne threshold for APD. Currently, the higher rate only applies to the larger, more luxurious, private jets, reflecting the higher class of service they provide. Bringing all these jet operators into the higher rate requires revising the current definition of the higher rate.

3.2 The government's position is that there are two broad categories of aviation to which APD should apply: commercial airlines; and private jets. Commercial airlines provide air transport for the mass market, and account for the great majority of aviation passengers on scheduled and ticketed flights. Private jets provide a bespoke service of convenience for those who use them, allowing small numbers of business or leisure passengers to travel quickly and easily, often in more comfort and convenience than in commercial airliners.

3.3 The government understands private jet users as falling into two broad sub-categories: those who own a jet – fully or fractionally – and those who hire a jet. Most users are expected to be in the second sub-category, but the government intends to cover both sub-categories under the higher rate.

Current definition

3.4 The higher rate currently applies to operators of fixed wing aircraft of 20 tonnes or more that are equipped to carry fewer than 19 passengers. Lighter jets (and extra-large jets carrying 19 or more passengers) incur the standard or reduced rates of APD, provided they exceed the 5.7 tonne MTOW threshold for APD. Whether passengers incur the standard or reduced rates of APD is determined by seat pitch, as it is for commercial airliners. The reduced rate applies where the seat pitch is less than 1.016 metres/40 inches.

Proposed definition

3.5 In amending the scope of the higher rate, the government will need to move away from distinguishing private jets on the basis of the MTOW and number of passengers that they are equipped to carry. In doing so, the government wishes to avoid inadvertently bringing into

the higher rate operators of aircraft, such as small commercial airlines operating island flights, that should either remain outside APD or should incur the reduced or standard rates.

3.6 In order to set the revised scope of the APD higher rate, the government proposes defining private jets on the basis of flights (i) where tickets are not issued to passengers, and/or (ii) that are not scheduled departures according to a published timetable. This is based on the government's understanding that, unlike commercial airlines, private jets do not issue tickets, seldom allocate seats and do not have a scheduled service.

3.7 For all aircraft in scope of APD, there are 'agreements for carriage' in place, which include tickets, but also other arrangements. Currently, APD legislation defines a 'ticket' as 'a document or documents evidencing an agreement (wherever made) for the carriage of any person'.¹⁸ The particulars that should be included in this ticket are prescribed in the APD Regulations 1994.¹⁹ To capture private jets, the definition of 'agreement for carriage' also includes informal agreements or arrangements between, for example, family members or friends.

3.8 As regards scheduled departures, the APD Connected Flights Order, 1994, states that 'scheduled' means 'the time indicated in the operator's timetable for the flights in question'.²⁰ Incorporating this in the definition of a private jet should not inadvertently capture commercial flights – these have published timetables – and aims to reduce the risk that private jet operators could issue tickets to avoid paying the higher rate, if eligibility for it were determined exclusively by agreements of carriage. Moreover, there may be instances where owner-operators of private jets travel without an agreement of carriage.

3.9 Defining private jets in these terms aims to ensure the higher rate would not apply to smaller commercial services. Despite having a similar number of seats and MTOW to a private jet, small commercial flights would remain eligible for the standard or reduced rates of APD because they would issue formal tickets and would be scheduled.

3.10 The government proposes to retain the requirement that the higher rate of APD be charged on a per passenger basis to operators of fixed wing aircraft powered by kerosene. Smaller aircraft fuelled by Avgas would remain outside the scope of APD because, unlike kerosene, Avgas is subject to fuel duty.

3.11 There are a range of exemptions to APD, which could continue to apply under the extended higher rate. These include:²¹

- Children under 2 years of age travelling without a seat.

¹⁸ H.M. Government, *Finance Act 1994* (1994) IV, § 43(1).

¹⁹ H.M. Government, *The Air Passenger Duty Regulations 1994* (1994), V.

²⁰ H.M. Government, *The Air Passenger Duty (Connected Flights) Order 1994* (1994), Notes, § 1(4)(a).

²¹ <https://www.gov.uk/guidance/exemptions-from-air-passenger-duty>

- People with duties such as flight crews, cabin attendants, pilots, and those escorting a passenger or goods, undertaking repairs or safety and security work, and preparing and handling of food and drink. This exemption applies provided these personnel are travelling at the expense of the aircraft operator and continue to perform their duties on another flight within 72 hours of the flight ending.
- Passengers carried under a statutory obligation, including those refused admission to the UK and those on board to inspect the aircraft or the crew, such as Civil Aviation Authority flight operations inspectors.
- Transit passengers on an aeroplane that makes a stop en route and who do not change aeroplanes.
- Passengers on connecting flights, whose initial flight is not departing a UK airport.
- Passengers on emergency and public service flights, including: military flights, police, customs, search and rescue flights, humanitarian flights, emergency medical flights, aeroplanes operated under a public service obligation, research and training flights.
- Passengers leaving from airports in the Scottish Highlands and Islands region.
- Passengers on short pleasure flights, that last 60 minutes or less and begin and end at the same place.
- Flights affected by unforeseen circumstances, such as bad weather or mechanical failure.
- NATO visiting forces and NATO International Military Headquarters, if they are flying for official purposes.

3.12 The government's proposal is that properly targeted exemptions, coupled with the definition of private jets in terms of agreement of carriage and schedule, should allow the reformed higher rate to target small numbers of passengers travelling on a private aeroplane for business and leisure, in line with the policy intention stated above.

3.13 The government understands that a small proportion of private jets fall below the existing 5.7 tonne MTOW threshold. Given the potential for increased compliance costs and instances where some smaller jets may already incur fuel duty (such as for private pleasure flying),²² the government proposes to maintain the existing MTOW

²² Fuel duty also applies to aviation gasoline (Avgas), which is used mainly in small piston-engine aircraft.

threshold of 5.7 tonnes. However, the government welcomes views on whether this threshold remains appropriate.

The impact of extending the scope of the higher rate on the private jet industry

3.14 The government is aware that extending the scope of the higher rate to cover all private jets would increase the costs of operating such jets in the UK, and this may have an impact on the industry. This may have marginal benefits for the commercial aviation industry, if potential private jet passengers switch to commercial airliners. There is also a risk that private jet passengers are displaced to other countries, where such flights are either untaxed or taxed more lightly than under the higher rate. The government therefore wishes to ensure fairness in the taxation of private jets and maintain UK and international connectivity benefits provided by the sector.

3.15 As set out above in chapter 2, the government is seeking additional information on the industry to help to assess the impact of the proposed changes.

3.16 There is some evidence that private jets undertake many more empty-leg flights than commercial airliners. These would incur no APD, given that it is a per passenger tax, and so extending the higher rate may have little or no impact on such flights. However, given that such flights could be necessary for private flights as a service of convenience, they could be seen as encompassed within the overall cost borne by those hiring the jet.

Questions

Defining the scope of the higher rate

13. Do you agree with the proposal that APD higher rate should be reformed to apply to all private jet passengers above the current 5.7 tonne MTOW threshold?
14. Do you have any views on whether the current 5.7 MTOW threshold remains appropriate for private jets, and if not, what alternative threshold would you suggest, and why?
15. What are the benefits and risks of the proposal to define private jets as having no formal agreement of carriage and no schedule?
16. Do you have an alternative proposal as to how the government could achieve its stated aims on private jet taxation? Can you conceive of alternative ways of defining private jets in law in a way which aligns with the government's stated aims?
17. Which APD exemptions should continue to apply to private jets under a reformed higher rate and why?

The impact of extending the Higher Rate to all private jets

18. If, as proposed, the APD higher rate were applied to passengers in all private jets, what would the impact be on:

- The private jet industry in the UK
- The administrative burden facing private jet operators
- Private jet occupancy rates
- Emissions
- UK and international connectivity
- Any other impacts

19. What data on private departures (e.g. numbers of passengers, aircraft size/weight, destination, proportion of departures for which the jet is hired vis-à-vis owner-operated) are kept and by whom (e.g. operators, brokers)?

Chapter 4

Summary of questions

Make-up of the private jet industry

1. What evidence can you provide about the profitability of different parts of the private jet sector, at the upper and lower ends of the market?
2. How would different segments of the market respond to the government's proposals to extend the scope of the higher rate?
3. What impact would the extension of the scope of the higher rate to cover all private jets over 5.7 tonnes and increases to APD have on customer demand for private jets?
4. Can you provide any evidence about the size of the private jet aircraft population and its distribution between lighter and heavier jets?
5. What evidence can you share about the average number of passengers per private jet?
6. In contrast to flying on commercial airliners, what are the primary reasons for using private jets and range of journey lengths?
7. As set out, data suggest that those using private jets are more likely to be male. We do not consider that there will be a significant impact on those with other protected characteristics from the government's proposal on private jet taxation. Do you agree?

Changes to the private jet industry

8. What impact did the Covid-19 pandemic have on the private jet industry?
9. What are the current drivers of change in the UK private jet industry?

Private jet decarbonisation

10. What evidence can you share about how the private jet sector has decarbonised to date?
11. What role could tax changes play in supporting decarbonisation of the private jet sector?

12. What are the drivers of future decarbonisation of the private jet sector?

Defining the scope of the higher rate

13. Do you agree with the proposal that APD higher rate should be reformed to apply to all private jet passengers above the current 5.7 tonne MTOW threshold?
14. Do you have any views on whether the current 5.7 MTOW threshold remains appropriate for private jets, and if not, what alternative threshold would you suggest, and why?
15. What are the benefits and risks of the proposal to define private jets as having no formal agreement of carriage and no schedule?
16. Do you have an alternative proposal as to how the government can achieve its stated aims on private jet taxation? Can you conceive of alternative ways of defining private jets in law in a way which aligns with the government's stated aims?
17. Which APD exemptions should continue to apply to private jets under a reformed higher rate and why?

The impact of extending the Higher Rate to all private jets

18. If, as proposed, the APD higher rate were applied to passengers in all private jets, what would the impact be on:
- The private jet industry in the UK
 - The administrative burden facing private jet operators
 - Private jet occupancy rates
 - Emissions
 - UK and international connectivity
 - Any other impacts
19. What data on private departures (e.g. numbers of passengers, aircraft size/weight, destination, proportion of departures for which the jet is hired vis-à-vis owner-operated) are kept and by whom (e.g. operators, brokers)?

Chapter 5

How to respond

5.1 This consultation will run from 30 October 2024 to 22 January 2025.

5.2 Responses should be sent to airpassengerduty@hmtreasury.gov.uk.

5.3 When responding, please say if you are making a representation on behalf of a business, individual or representative body. In the case of representative bodies, please provide information on the number and nature of the people you represent.

Processing of personal data

5.4 This section sets out how we will use your personal data and explains your relevant rights under the UK General Data Protection Regulation (UK GDPR). For the purposes of the UK GDPR, HM Treasury is the data controller for any personal data you provide in response to this consultation.

Data subjects

5.5 The personal data we will collect relates to individuals responding to this consultation. These responses will come from a wide group of stakeholders with knowledge of a particular issue.

The personal data we collect

5.6 The personal data will be collected through email submissions and are likely to include respondents' names, email addresses, their job titles, and employers as well as their opinions.

How we will use the personal data

5.7 This personal data will only be processed for the purpose of obtaining opinions about government policies, proposals, or an issue of public interest.

5.8 Processing of this personal data is necessary to help us understand who has responded to this consultation and, in some cases, contact certain respondents to discuss their response.

5.9 HM Treasury will not include any personal data when publishing its response to this consultation.

Lawful basis for processing the personal data

5.10 The lawful basis we are relying on to process the personal data is Article 6(1)(e) of the UK GDPR; the processing is necessary for the

performance of a task we are carrying out in the public interest. This task is consulting on the development of departmental policies or proposals to help us to develop good effective policies.

Who will have access to the personal data

5.11 The personal data will only be made available to those with a legitimate need to see it as part of consultation process. These include civil servants in HM Treasury and HM Revenue and Customs.

5.12 We sometimes conduct consultations in partnership with other agencies and government departments. For the purpose of this consultation, we will share responses we receive with HM Revenue and Customs in order for them to help us analyse comments we receive.

5.13 As the personal data is stored on our IT infrastructure, it will be accessible to our IT service providers. They will only process this personal data for our purposes and in fulfilment with the contractual obligations they have with us.

How long we hold the personal data for

5.14 We will retain the personal data until the consultation process has been completed and the policy is implemented. After this, we will only retain personal data if it is embedded in a response, but we will not use it for any unrelated purposes.

Your data protection rights

5.15 You have the right to:

- request information about how we process your personal data and request a copy of it
- object to the processing of your personal data
- request that any inaccuracies in your personal data are rectified without delay
- request that your personal data are erased if there is no longer a justification for them to be processed
- complain to the Information Commissioner's Office if you are unhappy with the way in which we have processed your personal data

How to submit a data subject access request (DSAR)

5.16 To request access to your personal data that HM Treasury holds, contact

The Information Rights Unit
HM Treasury
1 Horse Guards Road
London
SW1A 2HQ

dsar@hmtreasury.gov.uk

Complaints

5.17 If you have concerns about our use of your personal data, please contact the Treasury's Data Protection Officer (DPO) in the first instance at privacy@hmtreasury.gov.uk.

5.18 If we are unable to address your concerns to your satisfaction, you can make a complaint to the Information Commissioner at casework@ico.org.uk or via this website: <https://ico.org.uk/make-a-complaint>.

HM Treasury contacts

This document can be downloaded from www.gov.uk

If you require this information in an alternative format or have general enquiries about HM Treasury and its work, contact:

Correspondence Team
HM Treasury
1 Horse Guards Road
London
SW1A 2HQ

Tel: 020 7270 5000

Email: public.enquiries@hmtreasury.gov.uk