

(English version)

**Priority question for written answer P-000176/26
to the Commission
Martin Schirdewan (The Left)
(15 January 2026)**

Subject: Use of private jets in 2025

Since 2018, and in accordance with Article 6(2) of Commission decision C(2018)0700 ⁽¹⁾, Commissioners have been required to publish all missions, including related expenditures. This information published on the Commission website has raised further questions.

1. On what routes were private planes used by EU officials in 2025, how many passengers and which Commissioners were on board?
2. What was the Commission's budget (per year) for transport via private plane in 2025 and what is it projected to be for 2026?
3. Are there other air taxi journeys by Commissioners or by Commission President von der Leyen for which the costs were borne by them themselves or were charged to a budget other than the EU budget, and, if so, what were the itineraries and costs involved in 2025, and how were the respective travel costs for the individual itineraries billed?

Submitted: 15.1.2026

**Answer given by Mr Serafin on behalf of the European Commission
(8 April 2026)**

1. The Honourable Member will find all relevant information on the use of flights, the destinations and the purpose of the travel in 2025 for both the President and the Members of the Commission on dedicated webpages which ensure transparency of missions for the public ⁽¹⁾. The justification and cost of each mission is published once the billing process is concluded.
2. The mission expenses are covered from the Commission's global envelope, which also covers other expenses. No specific budget is allocated for transport via private plane. The Code of Conduct for the Members of the European Commission ⁽²⁾, in particular Annex 2, provides for the rules regarding the use of the College's global envelope and travel on official business (missions) by Commissioners. The Commission draws the Honourable Members' attention to its following provision: 'As a general rule, the air taxi may be authorised only under exceptional circumstances, either when commercial flights are not available to reach a destination or when they cannot fit with the Member of the Commission's diary, or for security reasons. A careful check of all options should be made, including agenda planning, so that the air taxi is only envisaged as a last option'.
3. In 2025, there were no air taxis chartered by the Commission for which the costs were borne by Members or charged to a budget other than the EU budget.

¹ OJ C 65, 21.2.2018, p. 7-20.

⁽¹⁾ See the dedicated transparency section of the websites of the Members of the Commission via the following link: https://commission.europa.eu/about/organisation/college-commissioners_en.

⁽²⁾ Commission Decision of 31 January 2018 on a Code of Conduct for the Members of the European Commission (2018/C 65/06), [https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32018D0221\(02\)](https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32018D0221(02)).