

CHARITY GRANT MAKING POLICY

1. Purpose

This grant making policy lays out the aims and principles for Aviation for Good in awarding grants. It also sets out the range of specific checks which will be made on each applicant organisation.

Aviation for Good can only fund projects and activities that are exclusively charitable and fall within the objects of the charity.

2. About Aviation for Good

Aviation for Good transforms lives through aviation in isolated communities around the world, advancing health, wellbeing and the relief of poverty. It is a grant-making organisation that funds partner organisations that use aviation to provide life-saving medical assistance, disaster relief and essential supplies and services to areas that are challenging to reach by other means. Ultimately, Aviation for Good bridges the gap between isolation and opportunity.

Raising funds and resources from the aviation sector, Aviation for Good also promotes awareness within the aviation sector of its role in humanitarian efforts and advocates for responsible aviation solutions.

3. Due Diligence

Due diligence checks are carried out on every organisation that applies to Aviation for Good to ensure it fits within our mission, that any funding will be applied in accordance with our charitable purposes and that the organisation operates with robust and effective practices. These checks will include, but are not limited to:

a. Aviation Compliance

- i. The applicant, as an operator of light aircraft, is required to demonstrate full compliance with national and international aviation regulations. This includes:
 - Possession of a valid Air Operator Certificate (AOC) or equivalent approval, issued by the relevant authority in the country of operation, where required.
 - Appropriate operating permissions for passenger and/or cargo operations and public use under the relevant national civil aviation authority.
 - Compliance with aviation safety regulations, maintenance schedules, crew licensing, and insurance requirements.
- ii. Where an applicant is partnering with an external air service provider, they must provide evidence that their partner holds the relevant authorisations to operate legally and safely in the country (or countries) in question. This includes a valid AOC and other documentation as detailed in 3.a.i as well as proof of operational and safety oversight. Aviation for Good will conduct a compliance review of any such partnership to ensure it aligns with internationally accepted aviation safety and regulatory standards.

b. Charitable Objectives Compliance

- i. The applicant is required to demonstrate their charitable status by providing a copy of their registration, or the reference number and website for records that are publicly accessible. A copy of the registration for conducting activities in the relevant country(s) must also be provided.
- ii. It is recognised that in some countries, an organisation has to be a registered company in order to hold an AOC. If this is the case, the applicant is asked to demonstrate the company or organisation registration and also confirm that they are a company with charitable objectives.
- iii. As the applicant is providing a transport service to other users as part of the achievement of the grant aims, evidence is required of the charitable nature of those users.

c. Governance

- i. The applicant is required to provide evidence of their organisation's financial, governance and regulatory processes, including copies of their policies for: safeguarding; whistleblowing; anti bribery, fraud and corruption; data protection.
- ii. A review of the applicant's published and public information and annual accounts will also be undertaken.

d. Insurance

- i. The applicant is required to provide details of insurance held including, but not limited to, public liability of an appropriate amount for the size and location of their operation and provide a copy of the insurance certificate.

e. Risk Management

- i. The applicant is required to provide evidence of their risk management and security plan and procedures relevant to the context of the country(s) of operation.

Due diligence is carried out for every organisation, and at least every two years if they have been funded by Aviation for Good in the past. Issues arising from past due diligence and previous grants will be revisited and reviewed in subsequent checks.

4. Grant Making Criteria & Priorities

We will consider all applications that fall within our charitable purposes and meet our funding criteria and for which the due diligence process has not identified any unacceptable issues.

a. Eligible organisations

- i. A registered charity, with a written constitution or equivalent, that that has been established for at least three years and is run by at least three trustees.
- ii. An organisation that operates light aircraft for the transportation of goods or services for humanitarian purposes or the relief of poverty.
- iii. An organisation that operates in one or more countries listed at Annex A (on the assumption that the country is defined as low, lower middle or upper middle as defined by the World Bank Gross National Income Data).

- iv. In exceptional circumstances, for instance rapid on-set emergencies, geographical eligibility is extended to other countries that feature in the Global Multi-Dimensional Poverty Index (UNDP).

b. Funding Criteria and Priorities

The trustees of Aviation for Good use the following criteria to help them in making decisions on how best to allocate funding:

- i. The degree to which the communities being served are isolated and unable to access timely medical support, humanitarian relief, or goods and services for the relief of poverty by other means.
- ii. The extent to which the needs include the provision of life-saving and life-sustaining goods and services and/or contribute to poverty reduction, including, but not limited to:
 - Medical emergency evacuations;
 - Transportation of medical aid, patients and healthcare workers;
 - Humanitarian relief, including goods and services in response to short-term disasters or prolonged crises;
 - Transportation of education materials, students and educators.
- iii. The extent to which there is an opportunity for capacity building indigenous individuals to further their professional attainment in aviation-related disciplines, with a particular focus on quality and safety, in order to achieve nationally (or internationally) recognised certification or qualifications.
- iv. In exceptional circumstances, for instance rapid on-set emergencies, Trustees would consider applications from other countries that feature in the Global Multi-Dimensional Poverty Index (UNDP).

Grants will be made based on the funding available, or funding expected to be available through fundraising, and solely on merit.

c. Activities and Organisations excluded from grant-making support.

- i. Applications from any government-related bodies.
- ii. Projects or campaigns that focus on advancing political ideologies.
- iii. Projects or campaigns that focus on promoting religious beliefs, conducting worship activities or proselytising. However, projects led by faith-based organisations that address the mission and purpose of Aviation for Good in accordance with the humanitarian principles of neutrality, impartiality and independence will be considered.
- iv. Capital costs that are not used to deliver project outcomes and impact.
- v. Costs for building up reserves, paying off loans, redundancy or insolvency.

5. Grant Making - Applications

- a. **Application format.** Applications should be completed using the Grant application process with a summary project budget and summary implementation plan. Other supporting documents may also be submitted as Annexes but should be kept to a minimum. An outline of the detail to be included in the application is given at Annex B. Applicants are encouraged to use this as a template but may also provide a proposal in their own format.

- b. **Partnerships.** Applications may include partnerships with other registered charitable organisations for the achievement of the overall aim of the grant.
- c. **Monitoring & Evaluation.** Applications must outline how they intend to measure the impact of the grant. Reasonable, identifiable costs may be included for Monitoring & Evaluation in the budget.
- d. **Safeguarding** If working with children or vulnerable adults, applications must confirm that the proposed project complies with their safeguarding policy and outline any project-specific processes that will be in place. If necessary, additional details may be requested as part of the review of the funding application.

6. Grant Making - Management

In making grants, the Aviation for Good trustees will comply with Charity Commission guidance to ensure that it is in the charity's best interests to award a grant to an entity and ensure that any money is used as set out in the applicant's application.

a. Decision Making Process

- i. Applications can be made at any time.
- ii. Applications will be considered by the Board of Trustees at a Trustee meeting.
- iii. The decision will be recorded in the minutes of an Aviation for Good trustees meeting. Grants are awarded entirely at the discretion of the Trustees and their decision is final.
- iv. All applicants will be notified of the outcome of their bid within one week of the meeting and successful applicants will have funding made available once they have signed a grant agreement.

b. Grant Agreement

The grant agreement will comprise the general Terms and Conditions, outlined in Annex C, and a covering letter with any additional requirements or conditions.

c. Reporting

All grantees will be required to provide a report on how their grant was used and the impact this has had. The content and nature of information to be reported will be appropriate for the size and type of grant awarded. This will be discussed and agreed with the applicant at the time of the award. Unless otherwise agreed, reporting will include 6-month updates and a final report, or a mid-point update and final report for projects less than 12 months. Aviation for Good will monitor such reports to not only ensure that grants are being used for the purposes intended, but also to assess the impact grants have made.

d. Concurrent Grants

Organisations are allowed to be in receipt of more than one grant from Aviation for Good but are limited to no more than four grants being active at any one time or grants with a combined value of £2M GBP, whichever is the lesser.

7. Data Protection



Applicants' data will be held in accordance with data protection legislation. It will be held securely, disclosed if subject to an access request, treated as confidential, used only for the purpose for which it has been provided, and destroyed once no longer needed.

8. Approval

This policy will be reviewed at least **every two years** or sooner if required; first year of operation for all policies will be 1 year.

Approved by the Board of Trustees of **Aviation for Good**
Date: 22/05/2026

Next Review Date: 22/05/2027

Version Control

Version No	Approved By	Approval Date	Main Changes
1.0	Board of Trustees	22/01/2026	Initial Version approved
1.1	Board of Trustees	17/03/2026	Updated Version approved via email and documented at 24/03/26 Trustee mtg
1.2	Board of Trustees	22/05/2026	Further updates following feedback from stakeholders. Approved at 22/05/2026 Trustee Meeting

Annex A : Eligible Countries or Territories

Reference 4.a.(iii)

Angola
Botswana
Cameroon
Chad
Central Africa Republic
Democratic Republic of Congo
Gabon
Guinea
Kenya
Lesotho
Liberia
Madagascar
Malawi
Mozambique
South Africa
South Sudan
Tanzania
Uganda
Zambia

Brazil
Ecuador
Guatemala
Haiti
Mexico
Peru
Suriname

Afghanistan
Burma (Myanmar)
Indonesia
Laos
Papua New Guinea
Timor Leste / East Timor

Reference 4 a.(iv)

Global Multi-Dimensional Poverty Index (UNDP, annual)
<https://hdr.undp.org/reports-and-publications>

Annex B : Guidelines for Applications

The information required for Due Diligence is separate from the grant application details below.

The applicant will initially apply to be a partner using AfG_2 Partnership Application Form, and once successful, apply for the grant using the AfG_3 Grant Application Form. The application should be no more than [6] pages, A4, 12 point font.

Applicants are encouraged to use these guidelines as a template but may also provide a proposal in their own format.

Executive Summary

- *Include a summary of the country (and/or region) of operation, need, proposed project and main expected outcome.*
- *Include the value of the grant requested and the expected start and end date.*

1. Organisation Overview

- *In brief, describe your organisation and the services/support it provides.*
- *Who does your organisation support and where?*

2. Problem Statement / Needs

- *Why is your project/activity needed?*
- *What makes funding your project so urgent and/or necessary?*
- *If appropriate, attributed quotes (and/or photographs) may be included or attached in an Annex.*

3. Proposed project

- *Describe what your project will involve (in line with the funding criteria), how will light aviation be involved, where and/or by whom, including any partners.*
- *Describe any project-specific elements related safeguarding that you wish to highlight above and beyond that which is outlined in your organisation policy.*

4. Timescale

- *What are the key dates and how long will the project last? (a diagram/plan can be included as an Annex).*

5. Expected Outcomes

- *Outcomes are the difference your project will make – list these, including who will benefit, the numbers and how big an impact this will have on them.*
- *Will there be other benefits, such as impact on the wider community, helping you make the activity sustainable, or creating best practice that will be shared?*
- *How will you know/measure that the project has been a success?*

6. Budget Overview

- *What amount are you requesting?*
- *If it is a contribution to a larger budget, what are the other sources of funding that are already secured or that you expect?*



- *Provide a simple breakdown of the budget, including: aviation services, other goods and services, project management, monitoring and evaluation. (Budget detail can be included in an Annex or may be requested during the application review process).*

7. Risks

- *What are the key risks to your project and how will you manage these?*

8. Other Information

- *List any Annexes you are including.*

Annex C : Aviation for Good Grant Agreement

1. By accepting a grant, you agree to the following general terms and conditions. Any changes or additions to these will be set out in your grant agreement letter.
2. Aviation for Good reserves the right to reclaim some, or all, of your grant if your organisation does not meet the requirements set out in these terms and conditions. This also applies if your organisation does not meet any specific requirements that apply to your grant. These will be clear in your grant agreement letter, AfG_6 Grant Agreement V1.0

Use of grants

3. Our trustees have approved your grant based on the information you provided in your funding application. Your grant can only be used for the purposes outlined in your application. If there are any specific conditions or restrictions, these will be made clear in your grant agreement letter.
4. If you are unable to use your grant as outlined in your application, please contact Aviation for Good immediately. We will discuss your situation and agree on a way forward.
5. If you are not going to be able to complete your project within your grant period, please contact us immediately. We can discuss this with you and, if possible, agree on a grant extension.
6. We understand that projects sometimes change as they develop. It is important that you inform us immediately of any proposed changes so we can approve these. If changes happen without our agreement, we reserve the right to reclaim some, or all, of your grant.

Adherence to organisation policies and procedures

7. By accepting our grant, you confirm that the implementation of the project will be in accordance with the organisational policies provided to us as part of Due Diligence and all other policies and procedures that your organisation has in place for the achievement of its objectives.

Reporting - Grant management

8. By accepting our grant, you agree to report back on how your organisation has spent the money. The content and nature of information to be reported will be appropriate for the size and type of grant awarded. This will be discussed and agreed upon with you at the time of the award. Unless otherwise agreed, the following is required:
 - a. An update every six months (or at mid-point for grants less than 12 months in duration). If we do not receive these updates we are not able to release subsequent phases of grant payments.
 - b. A final report to be submitted within 60 days of the end of the project or grant period, including agreed-upon data regarding impact.

- c. The updates and the final report should include feedback, to an agreed level of detail, regarding actual spend versus budget.
- 9. Depending on the size of the grant, we may request that a post-project audit be undertaken. If so, this requirement will be indicated in the grant agreement letter, and the costs of the audit will be added to the grant.
- 10. Any assets, intellectual property or other material of financial value created may not be disposed of at any point, without confirmation that any proceeds will be used for approved charitable purposes and with the prior written permission of the trustees. In the event this is not forthcoming, any asset is to be disposed of in accordance with Aviation for Good Trustees' instructions.
- 11. You are required to exercise appropriate oversight of any downstream personnel or organisations.

Reporting - Incidents.

- 12. You are required to inform us of any serious incident report your organisation makes to the Charity Commission (or equivalent in Scotland or Northern Ireland) during your grant period, or of any serious incidents that meet this threshold for operations elsewhere, even if not regulated by the Charity Commission.

Communication and acknowledging the support of Aviation for Good

- 13. We ask that you acknowledge your grant in an appropriate and timely way. We appreciate that how this is done will depend on the nature of your organisation and its work. This will be discussed when the grant agreement is signed.
- 14. The Aviation for Good logo may be used in accordance with the Aviation for Good brand guidelines and alongside your own logo in images that are part of general communications and publicity, but may otherwise not be used without permission.
- 15. We ask that at least one story about project beneficiaries or activities, with photographs, is provided with each update (for frequency of reports see paragraph 8). This is in addition to the agreed data to demonstrate impact. We encourage more frequent sharing of key facts, photographs and beneficiary stories as valuable material that Aviation for Good can use for promotion and fundraising.
- 16. We may ask that, with advanced planning and agreement on scope and where safe to do so, your organisation hosts a short visit by representatives of Aviation for Good for the purposes of independent monitoring and/or to help with promotion and the fundraising endeavours of the organisation.
- 17. Copyright for images will remain with the originator, or originating organisation, and we will always ensure acknowledgement.

Disputes



18. In the spirit of partnership, we expect to use reasonable discussion to address any disputes. However, if resolution cannot be reached between us in this way all parties agree to the use of arbitration.

19. This grant agreement is made under the law of England and Wales.