Free RSS Feed of Discounted Empty-Leg Private Jet Flights -- For Travel & Lifestyle Publishers

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Empty-leg private jet flights -- the repositioning legs operators sell at 25-75% off when they would otherwise fly the aircraft without passengers -- are one of the highest-engagement deal categories in luxury travel. Limitless Sky now publishes its complete live empty-leg inventory as a free, public RSS feed so travel magazines, lifestyle blogs and deal aggregators can syndicate the same flights their readers are searching for, with full filtering, rich previews and zero cost. The only condition is a credit link.

The feed in one line

Public RSS endpoint, no key, no signup: https://limitlesssky.com/api/public/empty-legs/rss.xml. It returns a valid RSS 2.0 document of currently bookable empty-leg flights worldwide, refreshed every fifteen minutes, cached for five minutes, with CORS open to any origin. Plug it into any feed reader, CMS, Zapier flow, Make scenario or static-site generator that consumes RSS.

Why publishers care about empty legs

Empty-leg deals are emotionally easy to write about and click on: a real Gulfstream, a real Friday afternoon, a price 60% below the published charter rate. They convert better than generic 'private jet' coverage because the numbers are concrete and the inventory is genuinely scarce -- most legs disappear within 24 to 72 hours of being filed. For deal sites, that creates natural urgency without any of the manufactured countdown timers readers have learned to ignore. For lifestyle and travel titles, it gives editors something specific to anchor a story around: 'this week, Nice to Ibiza on a Citation XLS for €4,200.' That kind of detail is what readers screenshot, forward to a group chat, and -- surprisingly often -- actually book. Our own data shows that empty-leg pages convert to a quote request at roughly 4.8x the rate of generic charter content, and that conversion holds even when the visitor arrives from a third-party syndication rather than directly from search. Distribution, not differentiation, is the bottleneck in this category, and that is precisely the problem this feed is designed to solve for both sides.

What each feed item contains

Every <item> is enriched for aggregators that render rich previews. The title carries the route and price in a single glanceable phrase -- 'Nice (LFMN) -> Ibiza (LEIB) - Citation XLS+ - €4,200'. The description is a multi-sentence editorial-grade narrative covering the aircraft type and approximate cabin size, the origin and destination cities with IATA and ICAO codes and country, the departure window (date plus a typical four-hour flex band that most operators will accommodate), the operator where disclosure is permitted, whether the price is firm or estimated, and a price-index hint comparing the leg to the typical ad-hoc charter rate for that aircraft class on that distance band. Multiple <category> tags cover the specific aircraft model, the FAA aircraft class (Light, Midsize, Super-Mid, Heavy, Ultra-Long Range), the city pair, and the broad region (Europe, Middle East, Transatlantic, US Domestic, Caribbean, etc.) so feed routers can filter on whichever axis matches the publication. The <link> deep-links into a pre-filled quote request on limitlesssky.com with the origin, destination, date and aircraft type already populated and the leg ID carried in the URL for attribution -- meaning we can credit the originating publisher when a booking closes, which is the foundation of the affiliate revenue-share programme described later in this guide.

An editorial example

A typical Friday afternoon item, rendered exactly as it would appear in a feed reader:

Nice (LFMN) -> Ibiza (LEIB) - Citation XLS+ - €4,200
One-way empty-leg repositioning a 9-seat Citation XLS+ from Nice Côte d'Azur to Ibiza on Friday 4 July, departure window 14:00-18:00 local. Operator: undisclosed EASA Part-NCC. Price is firm. Ad-hoc charter rate for the same aircraft and route typically runs €11,500-€13,200 -- this leg is indexed at roughly 64% below market. Cabin sleeps 8 in club + divan, full catering on request, ground handling included at LFMN.That single block carries every detail an editor needs to write a 60-word deal write-up without a single email exchange with us -- which is the point. The feed exists so journalists never need to ask permission to publish.

Filtering: a custom feed per editorial angle

The feed accepts query parameters so each publication can publish exactly the slice that matches its audience. Combine any of the below:

- ?from=LFMN -- depart from a specific airport (IATA or ICAO).

- ?to=EGGW -- arrive at a specific airport.

- ?fromDate=2026-07-01 -- only legs after a date (ISO yyyy-mm-dd).

- ?toDate=2026-07-31 -- only legs before a date.

- ?max=50 -- cap the item count (default 100, up to 200).

Example: a Côte d'Azur lifestyle title might subscribe to /api/public/empty-legs/rss.xml?from=LFMN for everything departing Nice, while a London deal aggregator might pull ?from=EGGW&from=EGLF&fromDate=2026-07-01 for summer Luton and Farnborough departures. A US transcontinental newsletter would use ?from=KTEB&to=KVNY for the Teterboro to Van Nuys corridor, which is one of the densest single-route empty-leg markets in the world. Parameter values are validated and rejected on syntax errors rather than failing silently, so misconfigured feeds surface immediately in your reader's error log rather than quietly publishing nothing for weeks.

How to syndicate -- three common setups

WordPress / Ghost / Webflow: use any RSS-to-post plugin (FeedZy, WP RSS Aggregator, RSSground, Zapier RSS -> CMS). Map title to the post title, description to the body, and append your editorial intro. Make sure the credit link from this article's licence is included in every published post -- most plugins have a 'template footer' field that injects a constant snippet into every imported item, which is the cleanest place to put it.

Static deal pages: fetch the feed at build time with a 15-minute cron and render to a Jamstack template (Next.js ISR, Astro content collections, Hugo data files, Eleventy data cascades all work). The feed is cached for five minutes server-side, so polling more frequently than every 5-10 minutes yields no fresher data and only costs you rate-limit budget. Pair the build with a webhook on your build provider so a new leg can trigger an out-of-band rebuild rather than waiting for the next scheduled run.

Newsletter: Mailchimp, Beehiiv, Substack and ConvertKit all accept an RSS-to-email trigger. Filter the feed to your audience's preferred origin and send a weekly digest of the new legs -- Friday morning sends consistently outperform any other slot for this category because most empty legs depart over the weekend.

The licence -- free, but with one condition

You may syndicate the full feed or any filtered subset, in print or online, on free or paywalled properties, in any language, without paying us anything. The only condition is attribution: every published item -- every post,

newsletter entry, listicle row or print blurb -- must include a clearly visible, crawlable link back to Limitless Sky.

Two acceptable credit formats:

- Inline: 'Empty-leg inventory via Limitless Sky.'

- Per-item CTA: a 'Book this flight' button or text link pointing to the leg's deep-link URL (already provided in the feed's <link> field).

The link must be a standard <a href> -- not rel='nofollow', not rel='sponsored', not redirected through an opaque tracker. Aggregators that strip or nofollow the credit are not licensed to use the feed.

What you may and may not do

Allowed: rewriting titles and descriptions, translating into any language, reordering or filtering legs, combining the feed with your own editorial commentary, embedding it in newsletters, displaying ads alongside it, monetising the resulting traffic however you wish.

Not allowed: claiming the inventory as your own, presenting Limitless Sky's deep-link URLs as if they belong to a competing broker, removing the credit link, re-selling the raw feed to a third party, or scraping faster than the published cache window (the endpoint is rate-limited).

If you want a co-branded data partnership -- a custom subdomain, a private widget, real-time webhook delivery, an affiliate revenue share on confirmed bookings -- write to partners@thelimitlesssky.com. That's a different conversation from the free public feed, and we are actively looking for a small number of high-quality publishers to work with on that basis.

Editorial best practice

Empty-leg coverage ages fast. The single most common mistake we see is publishers leaving sold legs visible for days after they have closed, which destroys reader trust the first time someone clicks 'book' on a flight that no longer exists. Two simple rules avoid this: re-render the feed at least every six hours, and route every booking CTA through the deep-link URL provided in the item -- that URL surfaces a clear 'this leg is no longer available' message when the leg has cleared, plus three live alternatives on similar dates. Beyond freshness, the editorial angles that consistently outperform are: weekend wishlist roundups (five new Friday-departure legs across Europe), single-route deep dives (everything departing Farnborough this month, with a few paragraphs on why the route is dense), and seasonal pieces tied to events -- Cannes, the Monaco Grand Prix, the Burning Man window, Davos. The flatter the listicle, the worse it performs; the more it reads like an editor noticed something specific, the better.

Why we're giving this away

Empty-leg inventory only sells if buyers see it. Every additional surface that lists a leg shortens the time between an operator filing it and a passenger booking it -- which is good for the operator, good for the client and good for Limitless Sky as the broker that closes the deal. Distribution is the entire game in this category. We would rather have fifty travel and deal sites pointing readers at our live feed than spend the equivalent budget on paid distribution that disappears the moment we stop paying. The economics also work in the publisher's favour: a single booked flight from a syndicated listing typically generates more affiliate commission (under the optional partner agreement) than a month of programmatic display revenue on the same page, because the unit economics of private aviation are simply on a different scale from the rest of travel media.

Technical notes

Content-Type: application/rss+xml; charset=utf-8. Cache: public, max-age=300, s-maxage=300. CORS:

Access-Control-Allow-Origin: *. Each item carries a stable <guid> of the form empty-leg-{id}, so feed readers de-duplicate correctly across refreshes. <pubDate> reflects the leg's departure date, not the time we indexed it -- sort by that field if you want chronological order. The channel <description> reports the current total leg count worldwide.

The feed validates against the W3C Feed Validator. If you hit a parsing issue in a specific reader, email feed@thelimitlesssky.com with the reader name and a saved copy of the response.

Getting started

Subscribe in any feed reader: https://limitlesssky.com/api/public/empty-legs/rss.xml. Build a filtered version for your audience using the query parameters above. Add the credit link to your template. Publish.

Prefer not to wire up an RSS-to-CMS pipeline? Use the free embeddable widget instead -- a configurable iframe that renders the same live inventory, with the credit link auto-included. Two lines of HTML, no backend required.

If you are a travel magazine, lifestyle title or deal site and want to be listed as a syndication partner on our empty-legs page (which itself ranks for high-intent private aviation queries and sends meaningful referral traffic), email partners@thelimitlesssky.com once you go live. Reciprocal listings help both sides.