

Private Jet Companies Received Over \$643 Million In Federal Aid Across Multiple Bailout Programs Even As Average Americans Face Homelessness, Poverty, And Hunger.

SUMMARY: Since the beginning of the pandemic, the [stock market has rebounded exceptionally quickly](#), and even [hit new highs](#); global billionaires have [seen their wealth skyrocket](#); and demand for private jets is [soaring](#).

But beyond just booming demand, private jet companies were also the beneficiaries of hundreds of millions in direct government financial support. To date, the Trump administration has given private jet companies \$528.39 million in grants from the Payroll Support Program (PSP), over \$7.9 million in Economic Injury Disaster Loan (EIDL) aid, and as much as \$107.31 million in Paycheck Protection Program (PPP) funds. Additionally, **at least 49 private jet companies have been given access to all three programs, taking up to \$87.38 million in federal COVID stimulus funds between them.**

Meanwhile, [poverty](#), [hunger](#), and the [risk of eviction](#) have dramatically risen since the end of the summer. Tens of millions of Americans are struggling, with people of color and families with children the most likely to face these challenges. Experts have pointed to a lack of federal aid as contributing to the rapid descent of conditions.

Public backlash against private jet bailouts has prompted Trump's Treasury Department to [deny](#) political favoritism. But as [one economist said](#): "It's hard to imagine anything worse. Putting up public money to support an industry that serves the rich would be hard to justify. It's absurd."

In its waning days, the Trump administration should be forced to explain why it's bailed out profitable private jet companies, and left so many Americans [struggling](#).

10 Months Into The Pandemic, Millions Of Americans Face Hunger, Poverty, And The Risk Of Homelessness With People Of Color And Children Most At Risk Due To Lack Of Government Aid, Support

Just Since Summer 2020, America Has Recorded The Largest Number Of Americans Falling Into Poverty Since The Data Began To Be Tracked.

7.8 Million Americans Fell Into Poverty Since Summer 2020 —The Largest Increase Since The United States Began Recording Poverty Data 60 Years Ago, And Double The Next Highest Drop. "The U.S. poverty rate has surged over the past five months, with 7.8 million Americans falling into poverty, the latest indication of how deeply many are struggling after government aid dwindled...While overall poverty levels are low by historical standards, the increase in poverty this year has been swift. It is the biggest jump in a single year since the government began tracking poverty 60 years ago. It is nearly double the next-largest rise, which

occurred in 1979-1980 during the oil crisis, according to James X. Sullivan, a professor at Notre Dame, and Bruce D. Meyer, a professor at the University of Chicago's Harris School of Public Policy." [["Nearly 8 million Americans have fallen into poverty since the summer,"](#) Washington Post, 12/16/20]

- **The Rate Of Poverty Jumped 11.7% In November 2020 Alone.** "The poverty rate jumped to 11.7 percent in November, up 2.4 percentage points since June, according to [new data](#) released Wednesday by researchers at the University of Chicago and the University of Notre Dame." [["Nearly 8 million Americans have fallen into poverty since the summer,"](#) Washington Post, 12/16/20]

Economists Attribute The Sharp Increase To A Lack Of Government Intervention – Pointing To The Spring's Stimulus As Actually Decreasing Poverty Temporarily.

Economists Tracking Poverty Attribute The Sharp Rise In Poverty Due To Declining Unemployment Aid And A Widespread Lack Of Jobs. "Sullivan and Meyer created a [Covid-19 Income and Poverty Dashboard](#) to track how many Americans are falling below the poverty line during this deep recession. The [federal poverty line](#) is \$26,200 for a family of four. The economists say the sharp rise in poverty is occurring for two reasons: Millions of people cannot find jobs, and government aid for the unemployed has declined sharply since the summer. The average unemployment payment was more than \$900 a week from late March through the end of July, but it [fell to about \\$300 a week](#) in August, making it harder for the unemployed to pay their bills." [["Nearly 8 million Americans have fallen into poverty since the summer,"](#) Washington Post, 12/16/20]

Poverty Levels Actually Decreased In The Spring Due To Government Stimulus— Expanded Unemployment And \$1,200 One Time Payments—But Rates Cratered Soon After, And Is Now Higher Than It Was At The Beginning Of The Year. "Poverty levels actually decreased in the spring, despite the widespread business closures to stymie the spread of the pandemic, according to Sullivan and Meyer, after Congress passed generous aid benefits including enhanced federal unemployment aid and one-time \$1,200 stimulus checks that went to 160 million Americans. But the situation began to reverse in July, after most federal stimulus checks were spent, and poverty has been growing quickly ever since. Poverty is now higher than it was at the beginning of the year, a warning sign of the long-lasting effects of the deep recession." [["Nearly 8 million Americans have fallen into poverty since the summer,"](#) Washington Post, 12/16/20]

The Increase In Poverty Has Most Effected Black Americans And Families With Children

Poverty Levels Have Risen Most For Black Americans Since The Summer. "Since June, poverty has risen the most for Black Americans (up 3.1 percentage points, or 1.4 million people) and for Americans with high school degrees or less (up 5.1 percentage points, or 5.2 million people). These workers have experienced the [largest job losses](#) during the recession as many work in low-wage restaurant, travel and retail positions." [["Nearly 8 million Americans have fallen into poverty since the summer,"](#) Washington Post, 12/16/20]

Households With Children Also Saw A Larger Than Average Increase In Poverty Rate.

“Households with children have also seen a larger-than-average increase in poverty (up 2.9 percentage points since June) as many parents have struggled to go back to work while their kids participate in virtual schooling from home. About 2.3 million children under 17 have fallen into poverty since June.” [[“Nearly 8 million Americans have fallen into poverty since the summer,”](#) Washington Post, 12/16/20]

By The End Of 2020 1 In 6 Americans And 1 In 4 Children Will Face Hunger—With Black And Latinx Families Twice As Likely To Face Hunger As White And Asian Families

COVID-19 Related Unemployment, Illness, And Business Closures Has Led To A Massive Spike In Hunger In America. “Now, in the pandemic of 2020, with illness, job loss and business closures, millions more Americans are worried about empty refrigerators and barren cupboards. Food banks are doling out meals at a rapid pace and an Associated Press data analysis found a sharp rise in the amount of food distributed compared with last year. Meanwhile, some folks are skipping meals so their children can eat and others are depending on cheap food that lacks nutrition.” [[“Millions of hungry Americans turn to food banks for 1st time,”](#) Associate Press, 12/07/20]

An Associated Press Analysis Found That Food Banks Distributed 57% More Food In Third Quarter 2020 Than In Third Quarter 2019. “An AP analysis of Feeding America data from 181 food banks in its network found the organization has distributed nearly 57 percent more food in the third quarter of the year, compared with the same period in 2019.” [[“Millions of hungry Americans turn to food banks for 1st time,”](#) Associate Press, 12/07/20]

America’s Largest Anti-Hunger Organization Estimates That By The End Of 2020 1 In 6 Americans—50 Million People—And 1 In 4 Children Will Face Hunger. “Feeding America, the nation’s largest anti-hunger organization, scrambled to keep up as states locked down and schools — many providing free breakfasts and lunches — closed. In late March, 20 percent of the organization’s 200 food banks were in danger of running out of food... Feeding America estimates those facing hunger will swell to 1 in 6 people, from 35 million in 2019 to more than 50 million by this year’s end. The consequences are even more dire for children — 1 in 4, according to the group.” [[“Millions of hungry Americans turn to food banks for 1st time,”](#) Associate Press, 12/07/20]

- **Feeding American Notes That This is A 13.2% Increase In Hunger In The Overall Population Since 2018.** [[“The Impact of the Coronavirus on Food Insecurity in 2020,”](#) Feeding America, October 2020]

A September 2020 Study Found That 25% Of Those Reporting Hunger Were Previously Making Over \$50,000 A Year Prior To The Pandemic. “Low-wage employees, many in the service industry, have borne the brunt of economic hardship. But the misery has reached deeper into the workforce. A September report commissioned by the Food Research & Action Center, an anti-hunger organization, found 1 in 4 of those reporting they didn’t have enough to eat typically had incomes above \$50,000 a year before the outbreak.” [[“Millions of hungry Americans turn to food banks for 1st time,”](#) Associate Press, 12/07/20]

More Than 1 In 5 Of Black And Latinx Families With Children Reported Hunger—Double The Rate Of White And Asian Households. “More than 1 in 5 Black and Latino adults with

children said as of July 2020 they sometimes or often did not have enough to eat, according to the commissioned report. That was double the rate of white and Asian households. It also found that women, households with children and people of color are at greatest risk of hunger.”
 [“[Millions of hungry Americans turn to food banks for 1st time](#),” Associate Press, 12/07/20]

Accountable.US Analysis: 49 Private Jet Companies Triple Dipped In Federal Pandemic Relief Programs, Cumulatively Taking Up To \$87.38 Million In Payroll Support Program Grants, Economic Injury Disaster Loans, And Paycheck Protection Program Funds.

Accountable.US Analysis: 49 Private Jet Companies Took Up To \$87.38 Million In Federal Pandemic Relief Funds, Triple Dipping In The Payroll Support Program, The Economic Injury Disaster Loan Program, And The Paycheck Protection Program.

49 Private Jet Companies Triple Dipped Among The Payroll Support Program, The Economic Injury Disaster Loan Program, And The Paycheck Protection Program And Took Cumulatively As Much As \$87.38 Million In Pandemic Relief Funds. [[Airline Payroll Support Program Payments Data](#), 11/16/20; U.S. Small Business Administration; [COVID Bailout Tracker](#), Accountable.US, accessed 12/17/20]

COMPANY	PSP	PPP	EIDL	TOTAL AID
Exclusive Jets	\$7,596,221	\$4,150,000	\$10,000	\$11,756,221
Air Caritas	\$5,286,146	\$2,780,000	\$500,000	\$8,566,146
Dumont Aviation	\$1,990,469	\$4,090,000	\$200,000	\$6,280,469
Pegasus Elite Aviation	\$3,647,106	\$1,790,000	\$500,000	\$5,937,106
Corporate Air	\$3,000,105	\$1,420,000	\$500,000	\$4,920,105
Mayo Aviation	\$3,091,145	\$1,480,000	\$10,000	\$4,581,145
Jet Access Aviation	\$2,092,623	\$1,140,000	\$150,000	\$3,382,623
Prime Jet Us	\$2,154,355	\$1,310,000	\$10,000	\$3,474,355
Bohlke	\$1,653,831	\$848,300	\$10,000	\$2,512,131
Dominion Aviation Services	\$1,553,238	\$754,100	\$125,600	\$2,432,938
Aircraft Management Group	\$1,177,280	\$612,526	\$150,000	\$1,939,806
Tailwind Air	\$739,153	\$357,300	\$500,000	\$1,596,453
Northern Illinois Flight Center	\$985,389	\$476,400	\$150,000	\$1,611,789
Abilene Aero	\$1,161,551	\$819,906	\$6,200	\$1,987,657

<u>Alante Air Charter</u>	<u>\$747,725</u>	<u>\$358,000</u>	<u>\$10,000</u>	\$1,115,725
<u>World Class Jet</u>	<u>\$827,001</u>	<u>\$407,300</u>	<u>\$150,000</u>	\$1,384,301
<u>Winner Aviation</u>	<u>\$781,568</u>	<u>\$789,200</u>	<u>\$150,000</u>	\$1,720,768
<u>Trident Aircraft</u>	<u>\$760,139</u>	<u>\$406,400</u>	<u>\$67,200</u>	\$1,233,739
<u>Freedom Jets</u>	<u>\$742,749</u>	<u>\$412,500</u>	<u>\$150,000</u>	\$1,305,249
<u>Crew Aviation</u>	<u>\$506,296</u>	<u>\$381,000</u>	<u>\$150,000</u>	\$1,037,296
<u>Pia AVCenter (aka Byerly Aviation)</u>	<u>\$298,177</u>	<u>\$434,113</u>	<u>\$150,000</u>	\$882,290
<u>Grande Aviation</u>	<u>\$805,221</u>	<u>\$331,942</u>	<u>\$90,000</u>	\$1,227,163
<u>Capital City Jet Center</u>	<u>\$352,314</u>	<u>\$190,845</u>	<u>\$500,000</u>	\$1,043,159
<u>Jetright Aerospace Holdings</u>	<u>\$810,105</u>	<u>\$942,460</u>	<u>\$10,000</u>	\$1,762,565
<u>JPS Aviation</u>	<u>\$581,354</u>	<u>\$273,496</u>	<u>\$150,000</u>	\$1,004,850
<u>Executive Aviation Corporation</u>	<u>\$629,854</u>	<u>\$321,500</u>	<u>\$90,000</u>	\$1,041,354
<u>C.C. Calzone (aka Paragon Airways)</u>	<u>\$713,613</u>	<u>\$328,400</u>	<u>\$10,000</u>	\$1,052,013
<u>Ventura Air Services</u>	<u>\$545,845</u>	<u>\$277,800</u>	<u>\$150,000</u>	\$973,645
<u>Nexgen Aviation</u>	<u>\$378,510</u>	<u>\$224,032</u>	<u>\$150,000</u>	\$752,542
<u>Altius Aviation</u>	<u>\$332,279</u>	<u>\$184,622</u>	<u>\$150,000</u>	\$666,901
<u>Rai Jets</u>	<u>\$308,159</u>	<u>\$168,800</u>	<u>\$150,000</u>	\$626,959
<u>Jetex</u>	<u>\$308,222</u>	<u>\$51,000</u>	<u>\$150,000</u>	\$509,222
<u>Moser Aviation</u>	<u>\$444,223</u>	<u>\$226,900</u>	<u>\$10,000</u>	\$681,123
<u>Golden State Jet LLC</u>	<u>\$304,595</u>	<u>\$156,350</u>	<u>\$150,000</u>	\$610,945
<u>East Coast Flight Services</u>	<u>\$239,671</u>	<u>\$160,337</u>	<u>\$101,200</u>	\$501,208
<u>Sky Night</u>	<u>\$342,733</u>	<u>\$204,300</u>	<u>\$121,800</u>	\$668,833
<u>Bankair</u>	<u>\$324,135</u>	<u>\$175,000</u>	<u>\$10,000</u>	\$509,135
<u>Jet Methods</u>	<u>\$278,641</u>	<u>\$150,000</u>	<u>\$144,572</u>	\$573,213
<u>Triton Airways</u>	<u>\$348,915</u>	<u>\$139,600</u>	<u>\$150,000</u>	\$638,515
<u>Mid-Pacific Air Service</u>	<u>\$180,601</u>	<u>\$95,200</u>	<u>\$150,000</u>	\$425,801
<u>StarJet</u>	<u>\$280,892</u>	<u>\$147,386</u>	<u>\$91,600</u>	\$519,878
<u>Windstar Aviaition (aka Jet-Ten)</u>	<u>\$109,642</u>	<u>\$59,800</u>	<u>\$150,000</u>	\$319,442

Catalina Aerospace Corporation	\$213,590	\$98,100	\$22,300	\$333,990
Florida Aerocharter (aka Air Key West)	\$72,726	\$18,750	\$150,000	\$241,476
Tidal Aviation	\$224,422	\$134,700	\$150,000	\$509,122
Go Aviation	\$168,513	\$88,345	\$8,000	\$264,858
Treasure Air Charters	\$22,559	\$18,750	\$125,000	\$166,309
K & R Aviation (dba OpenAir)	\$138,277	\$88,370	\$150,000	\$376,647
Valley Air Service	\$52,871	\$23,200	\$3,000	\$79,071
Total	\$50,304,749	\$30,497,030	\$6,936,472	\$87,738,251

In Total, The Private Jet Industry Has Accessed Up To \$643 Million In Pandemic Relief Aid Via The Payroll Support Program, The Economic Injury Disaster Loan (EIDL) Program, And The Paycheck Protection Program (PPP) – They Even Got A Tax Break Too.

The Private Jet Industry Has Accessed Up To \$643 Million In Payroll Support Program Grants, EIDL Aid, And PPP Funds.

As Of December 18, 2020 The Treasury Department Has Disclosed \$528,393,392 In Payroll Support Program Grants To 176 Private Jet Companies. [Airline Payroll Support Program Payments Data, 11/16/20]

As Of December 18, 2020, The Small Business Administration Has Disclosed \$7,953,672 In EIDL Funds To 36 Private Jet Companies. [[COVID Bailout Tracker](#), Accoutable.US, accessed 12/17/20]

- **U.S. Small Business Owners Were Able To “Apply For An Economic Injury Disaster Loan Advance Of Up To \$10,000” If They “Are Currently Experiencing A Temporary Loss Of Revenue” Due To The Pandemic.** “In response to the Coronavirus (COVID-19) pandemic, small business owners in all U.S. states, Washington D.C., and territories were able to apply for an Economic Injury Disaster Loan advance of up to \$10,000. This advance is designed to provide economic relief to businesses that are currently experiencing a temporary loss of revenue.” [[Economic Injury Disaster Loan Emergency Advance](#), U.S. Small Business Administration, accessed 05/26/20]
- **An EIDL “Loan Advance Will Not Have To Be Repaid.”** “This loan advance will not have to be repaid.” [[Economic Injury Disaster Loan Emergency Advance](#), U.S. Small Business Administration, accessed 05/26/20]

- **Any Recipient Of Both A PPP Loan And EIDL Loan Advance Will Have The Advance “Deducted From The Loan Forgiveness Amount On The PPP Loan.”** “EIDL Grant (up to \$10,000 each) and EIDL loan recipients may apply for and take out a PPP loan as long as there is no duplication in the uses of funds. Proceeds from an EIDL Grant will be deducted from the loan forgiveness amount on the PPP loan.” [[FAQ: CARES Act SBA Loan Programs](#),” Husch Blackwell, 07/15/20]

As Of December, At Least 95 Private Jet Companies Accessed Paycheck Protection Program (PPP) Loans Totaling \$107,312,041. [[COVID Bailout Tracker](#), Accountable.US, accessed 12/17/20]

Beyond Direct Federal Bailouts, Private Jet Companies Were Exempted From Federal Excise And Fuel Taxes As Part Of Coronavirus Relief.

In Addition To Direct Federal Bailouts, Private Jet Companies Were Exempted From Federal Excise And Fuel Taxes As Part Of Coronavirus Relief. “Under the bill, private-jet charter companies and jet-card companies will receive several types of help from the federal government. First, private-jet companies will no longer have to pay a 7.5% tax. The tax, known as Federal Excise Tax, is charged to customers of private-jet charters and jet-card users. The tax won’t be charged for the rest of the year. Jet companies also won’t have to pay any fuel taxes.” [CNBC, [3/29/20](#)]

In The First Three Quarters Of 2020 The Private Jet Industry Spent Over \$1 Million Lobbying For COVID-19 Relief And Claimed Some Private Jet Companies Could Not Survive The Pandemic Without Federal Aid.

In The First Three Quarters Of 2020, The Private Jet Industry Spent \$1,169,500 Lobbying On COVID Relief, Including The CARES Act.

Two Private Jet Industry Groups Spent A Combined \$1,169,500 Lobbying In The First Three Quarters Of 2020

In The First Quarter Of 2020, The National Business Aviation Association Spent \$580,000 On Lobbying, Which Specifically Included The CARES Act. [[National Business Aviation Association, Inc. LD-2 Disclosure Form](#), U.S. Senate Lobbying Disclosure Act Database, 04/20/20]

In The Second Quarter Of 2020, The National Business Aviation Association Spent \$330,000 On Lobbying, Which Specifically Included The CARES Act. [[National Business Aviation Association, Inc. LD-2 Disclosure Form](#), U.S. Senate Lobbying Disclosure Act Database, 07/20/20]

In The Third Quarter Of 2020, The National Business Aviation Association Spent \$60,691 On Lobbying, Which Specifically Included “Issues Related To COVID Impact On General Aviation.” [[National Business Aviation Association INC LD-2 Disclosure Form](#) , U.S. Senate Lobbying Disclosure Act Database, 10/16/20]

In The First Quarter Of 2020, The National Air Transportation Association Spent \$60,891 On Lobbying, Which Specifically Included “Issues Related To COVID Impact On General Aviation.” [[National Air Transportation Association LD-2 Disclosure Form](#), U.S. Senate Lobbying Disclosure Act Database, 04/19/20]

In The Second Quarter Of 2020, The National Air Transportations Association Spent \$74,846 On Lobbying, Which Included Issues Related To The Pandemic’s Impact On The Aviation Industry. [[National Air Transportation Association LD-2 Disclosure Form](#), U.S. Senate Lobbying Disclosure Act Database, 07/19/20]

In The Third Quarter Of 2020, The National Air Transportations Association Spent \$63,072 On Lobbying, Which Included “Issues Related To COVID Impact On General Aviation.” [[National Air Transportation Association LD-2 Disclosure Form](#), U.S. Senate Lobbying Disclosure Act Database, 10/20/20]

Private Jet Industry Lobbied Congress To Be Included In The CARES Act Relief Package, Comparing Their Economic Struggles To “Those Experienced After The Sept. 11, 2001 Terrorist Attacks.”

The National Business Aviation Association, Which Represents The Private Jet Industry, Asked Congress “To Be Included In Any Air-Traffic Relief Package, Comparing The Airline Industry’s Current Economic Woes With Those Experienced After The Sept. 11, 2001 Terrorist Attacks.” “The National Business Aviation Association, which represents private and corporate jet companies, wrote to House and Senate leaders Friday with other industry groups asking to be included in any air-traffic relief package, comparing the airline industry’s current economic woes with those experienced after the Sept. 11, 2001 terrorist attacks.” [Jacob Bogage, “[The private jet industry wants its own coronavirus bailout](#),” *The Washington Post*, 03/20/20]

According To The Private Jet Industry, Some Companies “Will Not Survive The Economic Pain Brought On By” COVID-19 “Without Federal Subsidies”

The Private Jet “Industry Groups Say Some Of Their Members Will Not Survive The Economic Pain Brought On By” COVID-19 “Without Federal Subsidies.” “Industry groups say some of their members will not survive the economic pain brought on by the novel coronavirus without federal subsidies. They ask specifically for ‘medium to long-term liquidity assistance and relief from air transportation excise taxes.’” [Jacob Bogage, “[The private jet industry wants its own coronavirus bailout](#),” *The Washington Post*, 03/20/20]

But Private Jet Companies Are Rapidly Rebounding From The Pandemic And Have Not Been “Hit Nearly As Hard” As Commercial Airlines, As The Industry Is Attracting New Customers That Find It To Be A “Safer Alternative” To Flying Commercial.

Industry Data Shows That The Private Jet Industry Has “Trended Upward” During The COVID-19 Pandemic And Have “Not Been Hit Nearly As Hard” As Commercial Air Travel

Elite Traveler: Headline: “Private Jet Industry Trends Upwards Due to Covid-19 Pandemic.” “Private Jet Industry Trends Upwards Due to Covid-19 Pandemic: Industry data shows private aviation is coping better than commercial in 2020.” While the Covid-19 pandemic has had a huge impact on the commercial airline industry, the trends in the private jet industry actually show comparatively positive effects. Data provided by [FlightAware](#) shows the total number of flights of all types plummeted in March.” [[“Private Jet Industry Trends Upwards Due to Covid-19 Pandemic.”](#), Elite Traveler, 11/19/20]

New York Times: There Is A “Growing Number Of Americans Using Private Jets, Seeing Them As A Safer Alternative To The Often Cramped Commercial Flights Filled With Strangers During The Pandemic.” “Ms. Shangraw is among the growing number of Americans using private jets, seeing them as a safer alternative to the often cramped commercial flights filled with strangers during the pandemic. The day after the Fourth of July, when commercial airline travel was down 74 percent year-over-year, private jet flights were up five percent, according to an analysis of data from Argus, an aviation consulting firm, by Doug Gollan, who runs the website Private Jet Card Comparisons.” [Sally Franch, “[Afraid of Airlines? There’s Always the Private Jet](#),” *The New York Times*, 07/30/20]

Private Jet Companies Have “Not Been Hit Nearly As Hard” As “Commercial Air Travel.” “While commercial air travel is getting pummeled, private jet travel has not been hit nearly as hard [...] By June, private jet operators saw just a 22 percent decrease [in passenger count].” [Sally Franch, “[Afraid of Airlines? There’s Always the Private Jet](#),” *The New York Times*, 07/30/20]

Private Jet Companies Are “Seeing A Rapid Rebound From The Coronavirus Crisis” And Are “In Much Better Shape Than Airlines.”

Private Jet Companies Are “Seeing A Rapid Rebound From The Coronavirus Crisis” With The Growth “Being Driven Almost Entirely By New Customers Drawn To Flying Private Because Of Health Concerns And Lower Jet Prices.” “The private-jet industry is seeing a rapid rebound from the coronavirus crisis, as new customers who had never flown private splurge to avoid the crowds and lines of commercial flying. While commercial traffic is running about 15% to 17% of last year’s totals, private flights are running at up to 70% or more of normal, according to industry data and Private Jet Card Comparisons. Some private-jet charter companies are even running above their year-ago numbers. The growth is being driven almost

entirely by new customers drawn to flying private because of health concerns and lower jet prices.” [Robert Frank, “[Private jet flights surge on health fears, lower prices](#),” *CNBC*, 06/19/20]

Private Jet Companies Are “In Much Better Shape Than Airlines” As “There Is A Strong Flow Of New-

To-Private-Aviation Customers” Along With “Existing Customers Flying For Personal Reasons.” ““With virtually no business travel, the rebound was fueled by existing customers flying for personal reasons and newcomers to the market,’ Mr. Gollan said. ‘Private flying isn’t fully back, but certainly the industry is in much better shape than airlines. There is a strong flow of new-to-private-aviation customers.” [Sally Franch, “[Afraid of Airlines? There’s Always the Private Jet](#),” *The New York Times*, 07/30/20]

Private Jet Companies Have Reported Increases In “Monthly Membership Sales,” Flights Sold To “First-Time Customers,” And “Inquiries From Potential Customers.”

The Private Jet Company XO “Said Monthly Membership Sales Between March And May 2020 Among First-Time Private Jet Fliers Averaged Five Times Higher Than Their Monthly Averages.” “XO, which offers both private charters and the ability to book individual seats on private jets, saw a 19.8 percent decrease in hours flown in the first half of 2020 versus the first half of 2019, according to Argus data. But the company said monthly membership sales between March and May 2020 among first-time private jet fliers averaged five times higher than their monthly averages.” [Sally Franch, “[Afraid of Airlines? There’s Always the Private Jet](#),” *The New York Times*, 07/30/20]

Sentient Jet Said Over Half “Of The 8,000 Flight Hours In June Were Sold To First-Time Customers, Up From About 25 To 30 Percent In Most Months” And Air Charter Service Said In May And June “It Saw A 75 Percent Increase In Year-Over-Year Inquiries From Potential Customers.” “Two other companies have also seen increased interest. Sentient Jet said more than 50 percent of the 8,000 flight hours in June were sold to first-time customers, up from about 25 to 30 percent in most months. And Air Charter Service said in a press release that in May and June, it saw a 75 percent increase in year-over-year inquiries from potential customers.” [Sally Franch, “[Afraid of Airlines? There’s Always the Private Jet](#),” *The New York Times*, 07/30/20]

Methodology

The purpose of this document was to explore the private jet industry’s access to federal pandemic relief aid and the industry’s business operations during the COVID-19 outbreak.

Accountable.US identified the recipients of the Treasury Department’s [Payroll Support Program Payments](#) that are private jet companies. Accountable.US then searched for those companies in the Small Business Administration’s data on recipients of [Paycheck Protection Program](#) loans valued at \$150,000 or more and in the Small Business Administration’s data on recipients of [Economic Injury Disaster Loan Program](#) funds. This data was compiled by Accountable.US and can be found in an attached excel sheet.

Campaign contributions were obtained from the [FEC](#) and lobbying expenses were identified in the U.S. Senate's [Lobbying Disclosure Act database](#). Research on the private jet industry and individual private jet companies was compiled from clips searches in google and Nexis.