From: YouGov
To: Consumer Action for a Strong Economy (CASE)
Re: Survey Results on The Pilot and Aircraft Privacy Act (PAPA)
Date: July 24, 2026

On behalf of Consumer Action for a Strong Economy (CASE), YouGov fielded a sample of 1,000 U.S.-registered voters who are likely voters in the 2026 midterm election, according to screening criteria developed with the client. The survey was fielded from July 16 to July 20, 2026, and included measures of support for tax break provisions in the Pilot and Aircraft Privacy Act (PAPA) currently proposed in Congress. This memo briefly summarizes the results.

Executive Summary

- When voters are first asked about this proposed law, even when given a brief summary of the law, many do not have an opinion, with 39% saying they are unsure how they feel about PAPA.
- After being given more information, most voters say a tax break is unfair. Fully 77% of respondents said they agreed that "Giving a tax break to private jet owners — who are primarily wealthy individuals — while middle-class families pay full taxes is fundamentally unfair."
- Respondents overwhelmingly agreed that "it is wrong to bury a tax break for the wealthy inside a safety bill written in honor of the victims of a deadly helicopter crash", with 84% agreeing with this statement.
- The addition of this type of tax break into legislation may erode public trust in Congress. 78 percent of voters agree that inserting this type of provision without a public hearing is exactly why trust in Congress is low.
- After learning more about the tax break provision included in the PAPA and seeing messages against this provision, voters have an unfavorable view of the tax breaks included in the Pilot and Aircraft Privacy Act. Fully 72 percent of respondents said they have an unfavorable view of them, including majorities of Democrats, Independents, and Republicans.
- A majority of voters say they would be less likely to vote for a candidate who supports this tax break. Only 7 percent of respondents said supporting this tax break would make them more likely to vote for that candidate while 64 percent said the opposite.

Baseline Views of PAPA

This survey asked respondents their views on a tax break for private jet owners included in the Pilot and Aircraft Privacy Act, proposed aviation safety legislation in response to the deadly collision in Washington, D.C. in 2025. Early in the survey, respondents were asked:

> *Congress is considering aviation safety legislation in response to the deadly mid-air collision between American Airlines Flight 5342 and a Black Hawk helicopter that killed 67 people in Washington, D.C. One provision would limit whether state and local governments, airports, and other public entities can use aircraft location data to assess or collect certain taxes, fees, or enforcement actions involving private aircraft. Based on this description, do you [favor or oppose] including this provision in the aviation safety bill?*

39 percent of voters responded that they were unsure about how they felt about this provision. 36 percent of respondents said they favored this provision while another 25 percent said they opposed it. As the survey went on and respondents learned more about what this provision entails, opinions changed sharply to a more negative view.

Messaging Results

After the initial measurement of attitudes toward PAPA, respondents were shown a second question about support or opposition to the tax cut provision in PAPA that included an argument each from those who support and oppose the provision.

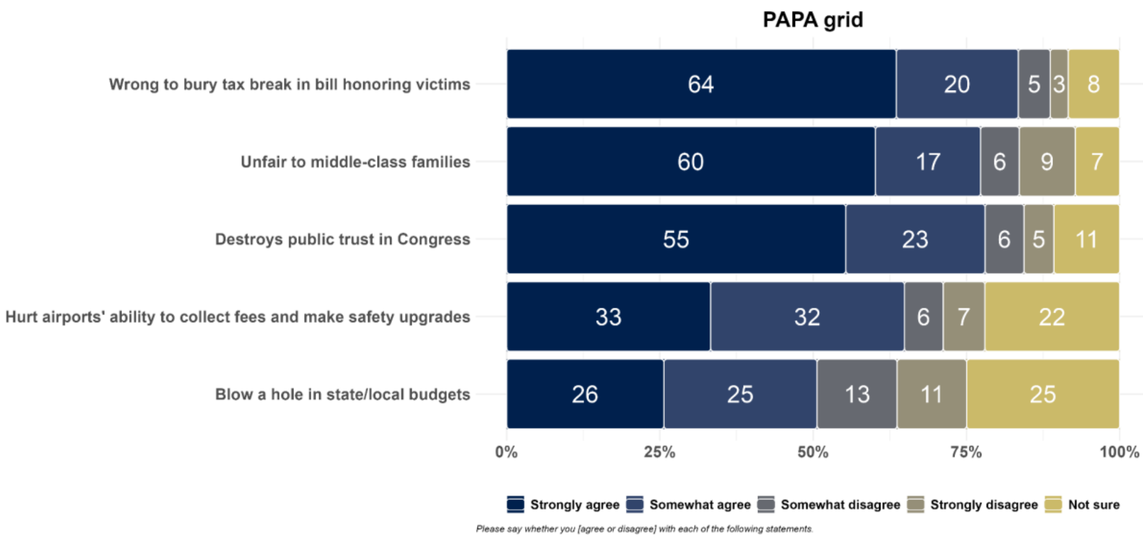
> *Critics say the provision would give private jet owners a special exemption from taxes and fees that ordinary taxpayers still have to pay, and that it should not be added to a safety bill responding to a deadly helicopter crash. Supporters say that transponder data should be used only for safety purposes, not for tax enforcement.*

Provided with this additional messaging, the share of respondents who said they were unsure how they felt dropped to 22 percent, from the initial 39 percent. Support decreases to 29 percent and opposition rises to 49 percent.

Respondents were also asked whether they agreed or disagreed with a set of statements regarding these tax breaks. Each of these statements received overwhelming agreement from voters. Specifically:

- 77 percent agree that a tax break for private jet owners is "unfair to middle-class families"
- 84 percent agree it is wrong to "bury a tax break for the wealthy" in a bill meant to honor victims of a deadly crash

- 51 percent agree this bill will "hurt state and local budgets, potentially causing an increase in taxes"
- 65 percent agree this will "hurt airports' ability to collect landing fees and make it harder to fund safety upgrades"
- 78 percent agree "this kind of backroom dealing is destroying public trust in Congress"



Voters responded most strongly to messaging that focused on the idea of burying this tax break in a bill meant to honor victims of a deadly crash. Respondents were shown:

> *It is wrong to bury a tax break for the wealthy inside a safety bill written in honor of the victims of a deadly helicopter crash*

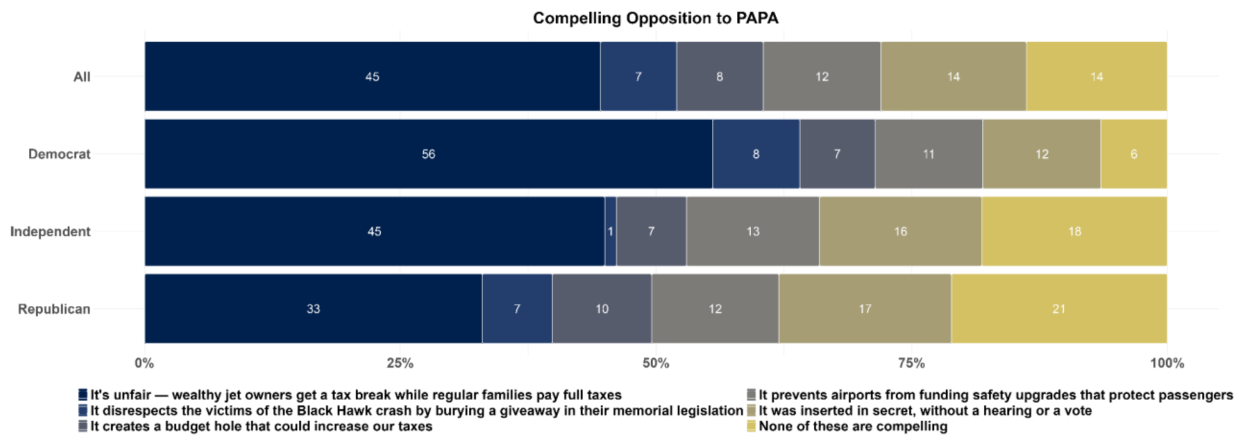
Fully 84 percent said that they agreed doing so was wrong, including 91 percent of Democrats, 76 percent of Republicans, and 82 percent of Independent voters.

Similarly, when asked about these "backroom dealings," voters responded negatively towards them, saying these kinds of insertions are what is eroding public distrust in Congress. Respondents were asked whether they agreed or disagreed with the following statement:

> *Private jet tax breaks inserted into legislation without a public hearing or separate vote are exactly the kind of backroom dealing that has destroyed public trust in Congress*

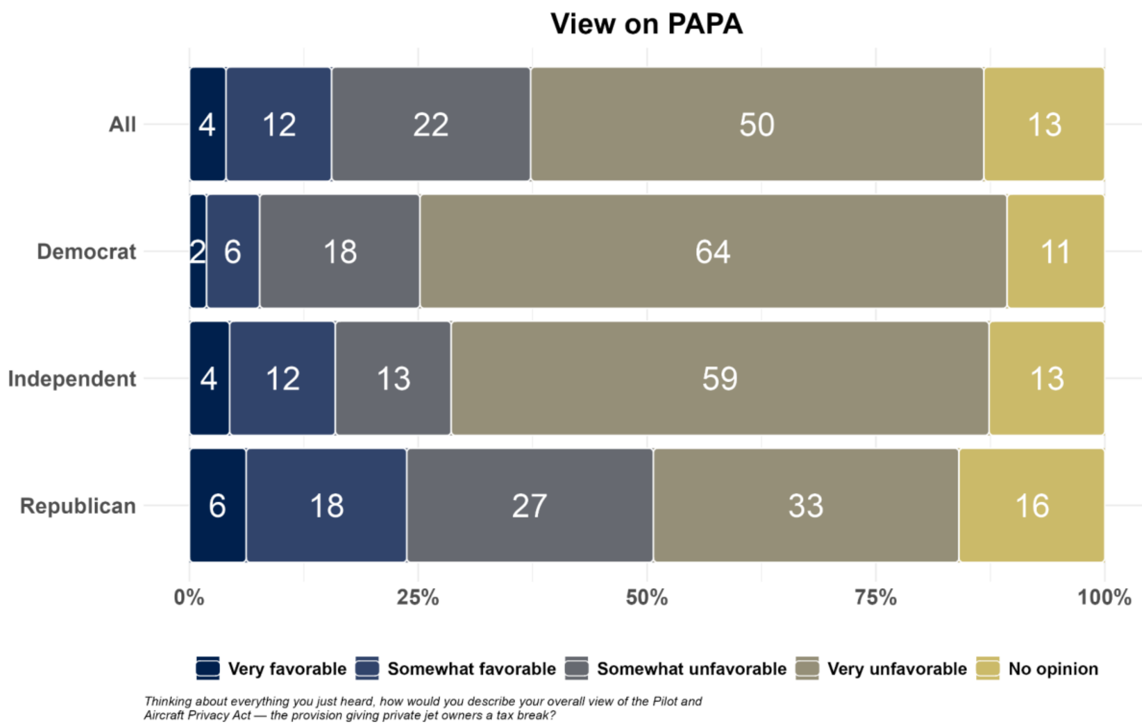
About 77 percent of respondents agreed with the statement. The majority of voters believed that this kind of deal destroys public trust.

At a time when most Americans consistently rate affordability and inflation as a top issue, tax breaks to the wealthy are increasingly seen as unpopular. 77 percent of voters said that giving private jet owners a tax break was fundamentally unfair to middle-class families. This includes 87 percent of Democrats, 67 percent of Republicans, and 75 percent of Independents. When asked the most compelling reason to oppose this provision, almost half of respondents said this unfairness was the most compelling.



Informed Reask and Candidate Preference

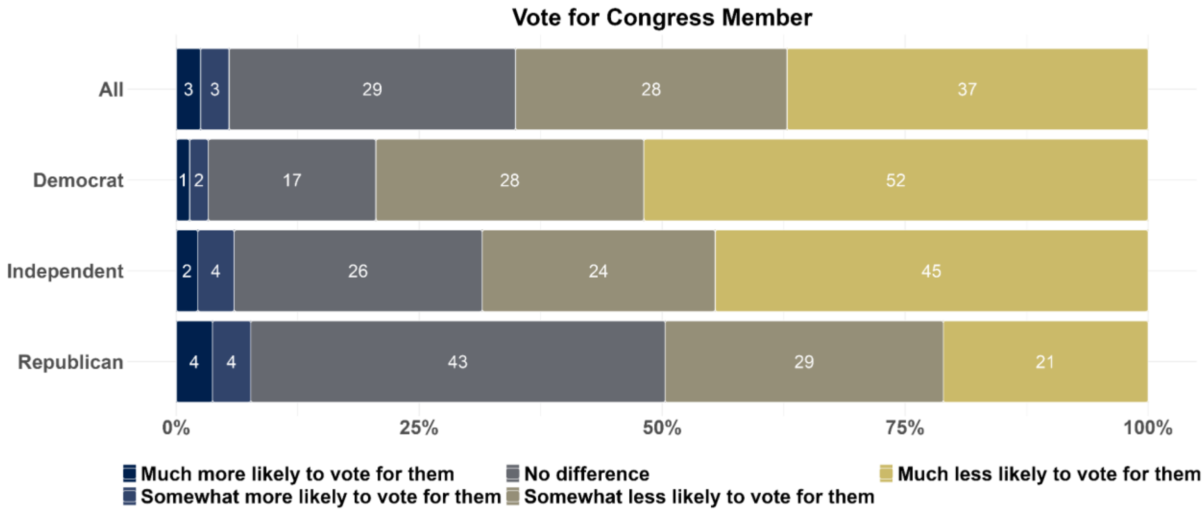
After seeing statements on this tax break, respondents began to feel more strongly against this provision, with 72 percent of voters saying they had an unfavorable view on it, including majorities across party lines.



Respondents also said that they would not support a hypothetical member of Congress who supported this bill. Respondents were asked:

> *If a member of Congress voted in favor of legislation that included this tax break for private jet owners, would that make you [more or less likely] to vote for them?*

Fully 65 percent of respondents said this would make them less likely to support that candidate. This includes 80 percent of Democrats, 50 percent of Republicans, and 69 percent of Independent voters. While half of Republican respondents said this would make them less likely to vote for that candidate, another 43 percent of them said this would make no difference whether or not they voted for them.



Conclusion

Voters across the political spectrum respond negatively towards these tax breaks in the Pilot and Privacy Act. While initially unsure about how to feel, the more respondents learn about this provision the less favorably they view it. Voters agree that inserting tax breaks like this into a bill intended to honor victims of a deadly crash is wrong, destroys public trust in Congress, and is unfair to middle class families who do not get the same breaks. Candidates who support these provisions are less likely to be supported by voters with these views.

Methodology Statement

On behalf of Consumer Action for a Strong Economy (CASE), YouGov fielded this survey based on 1,000 interviews conducted on the internet of registered voters who are likely voters in the 2026 midterm election, according to screening criteria developed with Consumer Action for a Strong Economy. The sampling process for this survey involved sampling a universe of nationally representative registered voters, capturing responses on key demographic variables to ensure we had a representative sample. Then, respondents who indicated they probably would not vote in the 2026 midterm elections were screened out. For respondents who screened out, their demographic data was kept for weighting. All respondents were weighted according to gender, age, race/ethnicity, and education, based on voter registration lists, the U.S. Census American Community Survey, and the U.S. Census Current Population Survey, as well as 2020 Presidential vote, 2022 midterm turnout, and approximate 2024 Presidential vote based on available results. Then, the respondents who did not meet the sample's qualifications were dropped, and weights were recentered. Respondents were selected from YouGov to be representative of registered voters. The weights range from 0.11 to 6.1, with a mean of 1 and a standard deviation of 0.71.

The margin of error (a 95% confidence interval) for a sample percentage p based upon the subsetted sample is approximately 3.8%. It is calculated using the formula:

$$\hat{p} \pm 100 \times \sqrt{\frac{1 + \mathrm{CV}^2}{n}}$$

where *CV* is the coefficient of variation of the sample weights and n is the sample size used to compute the proportion. This is a measure of sampling error (the average of all estimates obtained using the same sample selection and weighting procedures repeatedly). The sample estimate should differ from its expected value by less than margin of error in 95 percent of all samples. It does not reflect non-sampling errors, including potential selection bias in panel participation or in response to a particular survey.