



Audit Report



OIG-24-044

CORONAVIRUS DISEASE 2019 PANDEMIC RELIEF PROGRAMS

Audit of Air Carrier Worker Support Certifications - One Sky Flight, LLC

September 26, 2024

Office of Inspector General
Department of the Treasury

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OFFICE OF
INSPECTOR GENERAL

DEPARTMENT OF THE TREASURY
WASHINGTON, D.C. 20220

September 26, 2024

**MEMORANDUM FOR JESSICA MILANO
CHIEF PROGRAM OFFICER**

FROM: Deborah L. Harker /s/
Assistant Inspector General for Audit

SUBJECT: Audit of Air Carrier Worker Support Certifications – One Sky Flight, LLC

Attached is our audit report for the *Audit of Air Carrier Worker Support Certification – One Sky Flight, LLC (One Sky Flight) (OIG-24-044; dated September 26, 2024)*.¹ Under a contract monitored by our office, Saggat & Rosenberg, P.C. (S&R), a certified independent public accounting firm, performed the audit. The objective of this audit was to assess the accuracy, completeness, and sufficiency of One Sky Flight's sworn financial statement or other data used to certify the wages, salaries, benefits, and other compensation amounts submitted and approved by the Department of the Treasury (Treasury) for the Air Carrier Payroll Support Program (PSP1). This audit was mandated by Title IV, Subtitle B, *Air Carrier Worker Support*, of the *Coronavirus Aid, Relief, and Economic Security Act (CARES Act)*.² The scope of this audit covered the period from April 1, 2019 through September 30, 2019, and included the certified PSP1 Application, sworn financial statement, tax returns, and other documentation submitted to Treasury.

In its audit report, S&R found One Sky Flight incorrectly compiled data used for the Awardable Amounts section of the PSP1 Application, resulting in a \$1,742,487 overstatement. Specifically, the inclusion of:

- Unallowable corporate officer compensation, resulted in a [REDACTED] overstatement;
- Employee-paid contributions to benefits, resulted in a [REDACTED] overstatement; and
- Data errors resulted in a [REDACTED] overstatement.

¹ One Sky Flight, LLC changed its legal name to OneSky Flight, LLC on December 14, 2021.

² P.L. 116-136 (March 27, 2020).

However, the overstatements were offset by:

- One Sky Flight's use of estimated employee healthcare costs that would be provided under The Consolidated Omnibus Budget Reconciliation Act³ (COBRA) elections, rather than actual paid amounts, that resulted in a \$4,845,182 understatement.

Overall, One Sky Flight understated its requested PSP1 amount by \$3,102,695 and does not owe additional money to Treasury despite partial non-compliance with application requirements.

Our contract required that the audit be performed in accordance with generally accepted government auditing standards. In connection with the contract, we reviewed S&R's report and related documentation and inquired of its representatives. Our review, as differentiated from an audit performed in accordance with generally accepted government auditing standards, was not intended to enable us to express an opinion on One Sky Flight's compliance with Treasury's PSP1 policies and procedures. S&R is responsible for the attached auditor's report and the conclusions expressed therein. Our review found no instances in which S&R did not comply, in all material respects, with generally accepted government auditing standards.

We appreciate the courtesies and cooperation provided to S&R and our staff during the audit. If you have any questions or require further information, please contact me at (202) 486-1420, or a member of your staff may contact Lisa DeAngelis, Deputy Assistant Inspector General for Audit, at (202) 487-8371.

Attachment

cc: Gregory Till, Chief Operating Officer, Office of Capital Access, Department of the Treasury
Danielle Christensen, Deputy Chief Program Officer, Office of Capital Access, Department of the Treasury
Jason Morrow, Senior Counsel, Department of the Treasury
Jeff Davis, Partner, Saggart & Rosenberg, P.C.

³ P.L. 99-272 (April 7, 1986).

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Abbreviations

CARES Act	Coronavirus Aid, Relief, and Economic Security Act
COBRA	The Consolidated Omnibus Budget Reconciliation Act
COVID-19	Coronavirus Disease 2019
DOT	Department of Transportation
GAO	Government Accountability Office
Guidelines	Guidelines and Application Procedures for Payroll Support to Air Carriers and Contractors
IRS	Internal Revenue Service
OIG	Treasury Office of Inspector General
One Sky Flight	One Sky Flight, LLC
PSP1	Payroll Support Program, CARES Act
PSP2	Payroll Support Program Extension, Consolidated Appropriations Act, 2021
PSP3	Payroll Support Program 3, American Rescue Plan Act of 2021
S&R	Saggar & Rosenberg, P.C.
SOC 1	System and Organizational Controls
Treasury	Department of the Treasury

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September 26, 2024

Jessica Milano
Chief Program Officer
Department of the Treasury

This report presents the results of our audit of One Sky Flight, LLC's (One Sky Flight)¹ certification made to the Department of the Treasury (Treasury) as part of its participation in the Air Carrier Payroll Support Program (PSP1). This audit was mandated by Title IV, Subtitle B, *Air Carrier Worker Support*, of the *Coronavirus Aid, Relief, and Economic Security Act* (CARES Act).² Under the CARES Act, Treasury was to provide \$32 billion in financial assistance to passenger air carriers, cargo air carriers, and certain contractors to be exclusively used for the continuation of payment of employee wages, salaries, and benefits, in response to the economic impact of the Coronavirus Disease 2019 (COVID-19).³ Furthermore, the Treasury Office of Inspector General (OIG) is required to audit certifications made by passenger and cargo air carriers that do not report salaries and benefits to the Department of Transportation (DOT) (hereinafter referred to as non-241 air carriers)⁴ and contractors.

Under a contract with the OIG, Saggat & Rosenberg, P.C. (S&R) conducted this audit. Our audit objective was to assess the accuracy, completeness, and sufficiency of One Sky Flight's sworn financial statement or other data used to certify the wages, salaries, benefits, and other compensation amounts submitted and approved by Treasury for PSP1. The scope of our audit covered the period from April 1, 2019 through September 30, 2019, and included the certified PSP1 Application, sworn financial statement,

¹ One Sky Flight, LLC changed its legal name to OneSky Flight, LLC on December 14, 2021.

² P.L. 116-136 (March 27, 2020).

³ The financial assistance provided under the CARES Act was split between Passenger Air Carriers (\$25 billion), Cargo Air Carriers (\$4 billion), and Contractors (\$3 billion).

⁴ Passenger and cargo air carriers that are not required to report salaries and wages to DOT under 14 CFR, Part 241, "Uniform System of Accounts and Reports for Large Certificated Air Carriers".

tax returns, and other documentation submitted to Treasury on April 3, 2020.⁵

To accomplish the objective, we reviewed applicable laws and regulations; and Treasury’s policies and procedures, including but not limited to, the Title IV, Subtitle B, *Air Carrier Worker Support* of the CARES Act; *Guidelines and Application Procedures for Payroll Support to Air Carriers and Contractors* (Guidelines); PSP1 Agreement; and *Frequently Asked Questions: Application Procedures for Payroll Support to Air Carriers and Contractors*. We interviewed key personnel from One Sky Flight, Treasury, and contracted consultants engaged by Treasury to evaluate certified company applications. We conducted our fieldwork from August 2023 through June 2024. Appendix 1 contains a more detailed description of our objective, scope, and methodology.

Results in Brief

In brief, S&R found that One Sky Flight, a passenger air carrier, reported correct information for three of the four sections reviewed on its PSP1 Application.⁶ These sections are: (1) Applicant Information, (2) Applicant Type, and (3) Certification. We also found that One Sky Flight reported incorrect information in the Awardable Amounts section of the PSP1 Application.

One Sky Flight overstated the awardable amount by \$1,742,487 due to the inclusion of (1) ██████████ in unallowable corporate officer compensation, (2) ██████████ in employee-paid benefit contributions, and (3) ██████████ in data compilation errors. However, the overstatement was offset by the company’s use of estimated employee healthcare costs that would be provided under The Consolidated Omnibus Budget Reconciliation Act⁷ (COBRA) elections, rather than actual paid amounts, resulting in a \$4,845,182 understatement. Overall, One Sky Flight understated its requested PSP1 amount by \$3,102,695 and does not owe

⁵ One Sky Flight submitted the PSP1 Application and related supporting documentation on April 3, 2020.

⁶ The PSP1 Application is comprised of eight sections. Four sections - Financial Institution Information, Employment Levels, Taxpayer Protection, and Additional Information, were not subject to audit procedures. Details regarding the sections not reviewed can be found in appendix 1.

⁷ P.L. 99-272 (April 7, 1986).

additional money to Treasury despite partial non-compliance with application requirements.

As part of our reporting process, we provided One Sky Flight management with an opportunity to comment on a draft of this report. In a written response, One Sky Flight management stated they do not contest the conclusions set forth in this report. One Sky Flight management's response, in its entirety, is included as appendix 2 of this report.

In a written response, Treasury management stated the draft report describes work performed by OIG's contractor to determine whether the recipient's requested awardable amounts complied with Treasury's program requirements. The draft report notes the extensive fieldwork conducted for this review between August 2023 and June 2024, including interviewing One Sky Flight's management and reviewing a wide range of the company's financial records and corporate documents. In relation to One Sky Flight, Treasury management noted that OIG's contractor found no amounts were overpaid. Treasury management appreciates the OIG's work on this engagement and looks forward to working with the OIG to protect the integrity of the PSP and other recovery programs. Treasury management's response, in its entirety, is included as appendix 3 of this report.

Background

Title IV, Subtitle B, of the CARES Act, *Air Carrier Worker Support*, requires Treasury to provide financial assistance to air carriers and respective contractors that must exclusively be used for the continuation of payments of employees' wages, salaries, and benefits. Financial assistance is to be provided to:

- (1) passenger air carriers, in an aggregate amount up to \$25 billion;
- (2) cargo air carriers, in an aggregate amount up to \$4 billion;
and
- (3) contractors, in an aggregate amount up to \$3 billion.

According to the CARES Act, Treasury is required to provide financial assistance to air carriers that report salaries and benefits

to DOT (referred to as 241 air carriers),⁸ in an amount equal to the salaries and benefits reported to DOT for the period April 1, 2019 through September 30, 2019. For air carriers that do not report such data to DOT (referred to as non-241 air carriers), and contractors, financial assistance is required to be in an amount that the air carrier or contractor certifies using sworn financial statements or other appropriate data as the amount of wages, salaries, benefits, and other compensation paid to employees during the period of April 1, 2019 through September 30, 2019. The amounts submitted on the application to Treasury were considered sworn financial statements. To be eligible for payments, air carriers and contractors must enter into agreements with Treasury certifying that they meet certain required assurances, terms, and conditions.

On March 30, 2020, Treasury posted on its website the Guidelines, which included the PSP1 Application. The PSP1 Application is comprised of eight sections:

1. Applicant Information — (1) applicant name; (2) taxpayer identification number and address; and (3) contact person's name, title, phone number, and email address.
2. Applicant Type — selection of applicant type whether it is passenger air carrier, cargo air carrier, or contractor. Additionally, if the applicant is a contractor, this section would identify the contractor's service functions and the name of the air carrier or airport to which services are provided. Finally, this section includes affiliate and parent company information.
3. Financial Institution Information — (1) the applicant's account number and routing number; and (2) the financial institution's name, address, and telephone number.
4. Employment Levels — applicant's average number of employees for 2019 and involuntary reductions after March 1, 2020.

⁸ 14 CFR, Part 241 "Uniform System of Accounts and Reports for Large Certificated Air Carriers" defines "Air carrier, large certificated" as an air carrier holding a certificate issued under 49 U.S.C. 41102, as amended, that: (1) operates aircraft designed to have a maximum passenger capacity of more than 18,000 pounds; or (2) conducts operations where one or both terminals of a flight stage are outside the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the U.S. Virgin Islands. These air carriers are required to report financial information to DOT. One Sky Flight is not a Large Certificated Air Carrier.

5. Awardable Amounts — applicant’s sworn financial statement consisting of salaries, wages, benefits, and other compensation for the period April 1, 2019 through September 30, 2019.
6. Taxpayer Protection — a table that outlines in detail the proposed financial instrument to be issued to Treasury.
7. Additional Information — applicant’s verification of submitting its Internal Revenue Service (IRS) Form 941, *Employer’s Quarterly Federal Tax Return*,⁹ covering the period April 1, 2019 through September 30, 2019, along with the PSP1 Application submitted to Treasury.
8. Certification — names, titles, and signatures of two certifying officials¹⁰ and the applicant’s name and application submission date.

On April 18, 2020, Treasury published a sample PSP1 Agreement on its website, which provided definitions, terms, and conditions for participation in PSP1, and required applicants to submit completed applications by April 27, 2020. After Treasury reviewed and approved an application, both parties were required to sign the PSP1 Agreement.

Treasury Disbursement Processes

To disburse PSP1 payments to passenger air carrier applicants as quickly as possible and prior to the application deadline of April 27, 2020, Treasury applied an initial estimated pro-rata rate of 76 percent to the awardable amount because not all applications had been submitted at the time. After the application deadline, Treasury determined the total amount requested by all passenger air carrier applicants was approximately \$31.8 billion, which exceeded the \$25 billion available financial assistance. Because its initial estimated pro-rata rate was low, Treasury calculated an

⁹ IRS Form 941 is a tax form that businesses file quarterly to report income taxes, Social Security taxes, and Medicare taxes they withheld from employees’ paychecks.

¹⁰ The certifying officials attested under penalty of perjury that the information and certifications provided in the application and its attachments are true and correct.

additional 2.2 percent, the top-off amount, for passenger air carriers making the final pro-rata rate 78.2 percent.

Treasury disbursed an initial lump sum payment of one-third of the awardable amount, followed by four equal subsequent payments to ensure it provided sufficient and timely financial assistance corresponding to the applicants' payroll schedule. In instances where Treasury needed to perform additional follow-up with passenger air carriers or needed additional time to approve applications, Treasury compressed the payment schedule on a case-by-case basis. Generally, Treasury disbursed the top-off amounts for passenger air carriers in September 2020.

PSP1 Interim Audit Report

In a prior audit report,¹¹ OIG identified two systemic issues affecting the payment amounts administered to all PSP1 recipients for non-241 air carriers and contractors. Specifically, some of the recipients audited included unallowable employer-side payroll taxes and/or corporate officer compensation in their calculation of the awardable amounts on their PSP1 applications. Treasury management acknowledged these issues and agreed to: (1) review payments issued under PSP1 to ensure awarded amounts are allowable per the CARES Act and Treasury guidance; and (2) remedy the incorrect amounts awarded under PSP1. Based on our recommendations, in March 2022 Treasury implemented a PSP1 recertification process whereby recipients had to certify whether they excluded employer-side payroll taxes and corporate officer compensation in their calculation of the awardable amounts on their PSP1 applications. Treasury's goal was to determine if overpayments were made to recipients based on inaccurate information included in PSP1 applications.

Treasury officials told us that if recoupment was necessary for an applicant's inclusion of unallowable expenses such as corporate officer compensation and employer-side payroll taxes in the application, the recoupment method was dependent on timing. Any overpayment was first offset against the approved top-off payment. If an overpayment remained, or the overpayment was identified after all PSP1 disbursements were made, and the

¹¹ OIG-21-025, *Interim Audit Update – Air Carrier and Contractor Certifications for Payroll Support Program (Interim Audit)*, March 31, 2021.

recipient was entitled to PSP2 or PSP3 funding, the overpayment was offset against the PSP2 and/or PSP3 awards prior to issuance. All remaining PSP1 overpayments not previously collected where the recipient did not qualify for, or apply for, PSP2 and PSP3 funding, were required to be repaid to Treasury.

One Sky Flight, LLC

Headquartered in Cleveland, Ohio, One Sky Flight¹² provides managerial support and back-office functions for its wholly-owned subsidiaries. The subsidiaries provide passenger air transportation and aircraft brokerage services that connect retail consumers with direct air carriers.

The initial One Sky Flight PSP1 Application included seven United States-based subsidiary companies. The seven subsidiaries were (1) Flexjet, LLC; (2) PrivateFly, LLC; (3) Sentient Jet Charter, LLC; (4) Sentient Jet, LLC; (5) Flight Options, LLC; (6) Sojourn Aviation, LLC; and (7) Everest Fuel Management, LLC. Treasury entered into a PSP1 Agreement with One Sky Flight, inclusive of its seven subsidiaries, on May 4, 2020.

Subsequent to the PSP1 Agreement between Treasury and One Sky Flight, Treasury determined that One Sky Flight; Flight Options, LLC; Sojourn Aviation, LLC; and Everest Fuel Management, LLC were ineligible for PSP1.¹³ Treasury voided the May 4, 2020, PSP1 Agreement with One Sky Flight and entered into four separate agreements with One Sky Flight's eligible subsidiaries, Flexjet, LLC; PrivateFly, LLC; Sentient Jet Charter, LLC; and Sentient Jet, LLC; each effective December 7, 2020. Additionally, Treasury revised One Sky Flight's payment schedule to reflect the change, leaving the remaining four subsidiaries as eligible PSP1 entities (hereafter, One Sky Flight refers to all four eligible subsidiaries). A breakdown of the PSP1 requests by the eligible entities that was approved by Treasury is detailed below in Table 1.

¹² One Sky Flight, LLC changed its legal name to OneSky Flight, LLC on December 14, 2021.

¹³ One Sky Flight and its seven subsidiaries were originally approved to receive \$ [REDACTED] for PSP1 financial assistance. On July 28, 2020, after the disbursement of the first two payments, Treasury determined One Sky Flight and three of the seven subsidiaries, were ineligible and withheld further payments. After calculating the requested amount for the four eligible subsidiaries, Treasury continued the remaining payments for the revised amount of \$ [REDACTED].

Table 1: PSP1 Final Application Requests

Company	PSP1 Request
Flexjet, LLC	\$ [REDACTED]
PrivateFly, LLC	\$ [REDACTED]
Sentient Jet Charter, LLC	\$ [REDACTED]
Sentient Jet, LLC	\$ [REDACTED]
TOTAL – Merged Application	\$ [REDACTED]

Source: Initial PSP1 Applications

One Sky Flight received the passenger air carrier top-off for a total award amount of \$80,671,375, or 78.2 percent of the company’s requested amount. Treasury’s disbursements to One Sky Flight were as follows:

- May 6, 2020: \$28,120,995
- June 2, 2020: \$14,060,497
- August 10, 2020: \$28,120,995
- September 1, 2020: \$8,099,361
- October 1, 2020: \$2,269,527

In addition to PSP1, Treasury awarded One Sky Flight \$54,571,812 under the Payroll Support Program Extension (PSP2)¹⁴ authorized by the Consolidated Appropriations Act, 2021 and \$50,899,130 under the Payroll Support Program 3 (PSP3)¹⁵ authorized by the American Rescue Plan Act of 2021. PSP2 and PSP3 were not the subject of this audit.¹⁶

¹⁴ The Consolidated Appropriations Act, 2021 (P.L. 116–260), enacted on December 27, 2020, created the *Airline Worker Support Extension* for passenger air carriers and certain contractors. Treasury referred to this as Payroll Support Program Extension (PSP2).

¹⁵ The American Rescue Plan of 2021 (P.L. 117–2), enacted on March 11, 2021, created the *Air Transportation Payroll Support Program Extension* authorizing Treasury to provide additional assistance to passenger air carriers and contractors that received financial assistance under PSP2. Treasury referred to this as Payroll Support Program 3 (PSP3).

¹⁶ Flexjet, LLC; PrivateFly, LLC; Sentient Jet Charter, LLC; and Sentient Jet, LLC applied separately under PSP2 and PSP3, the amounts represent a combination of their awards.

Audit Results

We found that One Sky Flight reported correct information for three of the four sections reviewed on its PSP1 Application. These sections are: (1) Applicant Information, (2) Applicant Type, and (3) Certification. We compared information provided in each section of the PSP1 Application to supporting documentation including air carrier certificates, general ledger data, company sworn financial statement, IRS Form 941, executive-level business charts, payroll registers, and third-party benefit invoices.

We also found that One Sky Flight reported incorrect information in the Awardable Amounts section of the PSP1 Application. The company overstated the awardable amount by \$1,742,487 due to the inclusion of (1) [REDACTED] in unallowable corporate officer compensation, (2) [REDACTED] in employee-paid benefit contributions, and (3) [REDACTED] in data compilation errors. However, the overstatement was offset by the company's use of estimated employee healthcare costs that would be provided under COBRA elections, rather than actual paid amounts, resulting in a \$4,845,182 understatement. Overall, One Sky Flight understated its requested PSP1 amount by \$3,102,695 and does not owe additional money to Treasury despite partial non-compliance with application requirements.

Finding 1

One Sky Flight Did Not Over-Request PSP1 Financial Assistance Despite Partial Non-Compliance with Application Requirements

Both the CARES Act and Treasury's Guidelines define "employee" as "an individual, other than a corporate officer, who is employed by an air carrier or contractor in the United States (including its territories and possessions)."

In addition, the signed PSP1 Agreements for the eligible One Sky Flight subsidiaries, effective date December 7, 2020, subsequently define a corporate officer as:

with respect to the Recipient, its president; any vice president in charge of a principal business unit, division, or function (such as sales, administration, or finance); any other

officer who performs a policy-making function; or any other person who performs similar policy making functions for the Recipient. Executive officers of subsidiaries or parents of the Recipient may be deemed Corporate Officers of the Recipient if they perform such policy-making functions for the Recipient.

Treasury's Guidelines define wages, salaries, benefits, and other compensation as:

remuneration paid by the applicant to its employees for personal services and includes salaries, wages, overtime pay, cost-of-living differentials, and other similar compensation, as distinguished from per diem allowances or reimbursement for expenses incurred by personnel for the benefit of the applicant.

In addition, the Guidelines define Awardable Amounts as:

an amount that such carrier certifies, using sworn financial statements or other appropriate data, as the amount of wages, salaries, benefits, and other compensation that such contractor paid its employees during the time period.

One Sky Flight incorrectly certified the PSP1 awardable amount by including a total of \$1,742,487 in unallowable corporate officer compensation, ineligible benefit compensation, and data errors. Specifically, One Sky Flight included:

- Compensation for the Chief Brand Officer and Chief Experience Officer for Flexjet, LLC, and Chief Executive Officer for Sentient Jet, LLC, who all met the definition of corporate officer per the PSP1 Agreement, resulting in an overstatement of [REDACTED];
- Employee-paid contributions towards their health, dental, life, and disability insurance coverages, resulting in an overstatement of [REDACTED]; and
- Differences between the actual amounts paid and the application figures compiled using company payroll registers for salaries, wages, and other compensation totaling [REDACTED], as shown in Table 2.

Table 2: Data Errors

Amount	Description
██████████	<ul style="list-style-type: none"> One Sky Flight included duplicate amounts in "Salaries and Wages" and "Other Compensation" for August and September 2019.
██████████	<ul style="list-style-type: none"> One Sky Flight overstated commission amounts paid to one company employee for July 2019.
██████████	Net Overstatement

Source: S&R Calculation of Awardable Amount

However, the overstatements were entirely offset because One Sky Flight used estimated employee healthcare costs that would be provided under COBRA elections, rather than actual paid amounts. The actual amount paid was ██████████, which exceeded the requested amount of ██████████, resulting in an understatement of \$4,845,182.

The overstatement of \$1,742,487 for corporate officer, ineligible benefit compensation, and data errors; and understatement of \$4,845,182 for COBRA healthcare benefits, resulted in an aggregate understatement of \$3,102,695.

One Sky Flight management stated that the inclusion of (1) corporate officer compensation, (2) employee-paid contributions towards their health, dental, life, and disability insurance coverages, and (3) data errors in its PSP1 Application was due to unintentional oversight.

In addition, One Sky Flight management stated that it used COBRA healthcare benefit estimates as opposed to actual healthcare payments made on behalf of company employees to exercise conservatism when preparing the PSP1 Application.

To remedy the findings noted in the prior OIG audit report,¹⁷ Treasury required PSP2 applicants to recertify their PSP1 awardable amounts. One Sky Flight erroneously certified to Treasury under PSP2, that its PSP1 Application did not include unallowable corporate officer compensation. Although the

¹⁷ OIG-21-025, *Interim Audit Update – Air Carrier and Contractor Certifications for Payroll Support Program (Interim Audit)*, March 31, 2021.

company's recertification was inaccurate, the PSP1 allowable amount exceeded the requested amount by \$3,102,695, as illustrated in Table 3 below. As such, One Sky Flight did not receive an overpayment of PSP1 financial assistance.

Table 3: Aggregate Understatement

Description	Total
Corporate Officers	██████████
Employee-Paid Benefits	██████████
Data Errors	██████████
COBRA	\$4,845,182
Understatement	\$3,102,695

Source: S&R Calculation of Awardable Amount

* * * * *

We appreciate the courtesies and cooperation provided to our staff during the audit. A distribution list for this report is provided as appendix 4.

Saggar & Rosenberg, P.C. /s/

Appendix 1: Objective, Scope, and Methodology

Our objective was to assess the accuracy, completeness, and sufficiency of One Sky Flight, LLC's (One Sky Flight) sworn financial statement or other data used to certify the wages, salaries, benefits, and other compensation amounts submitted and approved by the Department of the Treasury (Treasury).

The scope of our audit covered the period from April 1, 2019 through September 30, 2019 and included the certified Payroll Support Program (PSP1) Application, sworn financial statement, tax returns, and other documentation submitted to Treasury on April 3, 2020.¹⁸

To accomplish this objective, Saggat & Rosenberg, P.C. (S&R) performed the following activities during audit fieldwork, from August 2023 through June 2024:

- Reviewed applicable laws and regulations, including:
 - Title IV, Subtitle B, *Air Carrier Worker Support*, of the *Coronavirus Aid, Relief, and Economic Security Act* (CARES Act);¹⁹ and
 - 14 CFR, Part 241,²⁰ *Uniform System of Accounts and Reports for Large Certificated Air Carriers*, December 28, 2023.
- Reviewed Treasury's policies and procedures related to PSP1:
 - *Guidelines and Application Procedures for Payroll Support to Air Carriers and Contractors* (Guidelines), which included the PSP1 Application, March 30, 2020;
 - PSP1 Agreement;

¹⁸ One Sky Flight submitted the PSP1 Application and related support documentation on April 3, 2020.

¹⁹ P.L. 116-136 (March 27, 2020).

²⁰ 14 CFR, Part 241 "Uniform System of Accounts and Reports for Large Certificated Air Carriers" defines "Air carrier, large certificated" as an air carrier holding a certificate issued under 49 U.S.C. 41102, as amended, that: (1) operates aircraft designed to have a maximum passenger capacity of more than 18,000 pounds; or (2) conducts operations where one or both terminals of a flight stage are outside the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the U.S. Virgin Islands. These air carriers are required to report financial information to the Department of Transportation. One Sky Flight is not a Large Certificated Air Carrier.

Appendix 1: Objective, Scope, and Methodology

- *Question and Answer: Payroll Support to Air Carriers and Contractors*, (April 2, 2020, April 3, 2020, and April 20, 2020 versions); and
- *Frequently Asked Questions: Application Procedures for Payroll Support to Air Carriers and Contractors*, April 3, 2020.
- Performed 100 percent testing for four of the eight sections of the PSP1 Application—specifically, the Applicant Information, Applicant Type, Awardable Amounts, and Certification sections. The other four sections were not reviewed because the Taxpayer Protection section generally applied to 241 air carriers, with exceptions; the Employment Levels, Financial Institution Information, and Additional Information sections had no impact on Treasury’s determination of recipients’ award amounts.
- Interviewed key Treasury personnel and contracted consultant personnel engaged by Treasury to aid in its evaluation of the air carriers’ and the contractors’ certified applications and other data.
- Interviewed One Sky Flight management about the completion and submission of the sworn financial statement in the Awardable Amounts section of the PSP1 Application.
- Reviewed sworn financial statement and documents to support the requested payroll support amount. The documentation included general ledger data, company pay registers, benefit invoices, Internal Revenue Service (IRS) Form 941, *Employer’s Quarterly Federal Tax Return*,²¹ and organizational hierarchy information.
- Reviewed Government Accountability Office’s (GAO) *Standards for Internal Control in the Federal Government*²² to identify the components of internal control that are significant to the audit objective. Understanding internal control within the context of an entity’s internal control framework can help auditors determine whether internal control deficiencies exist. We concluded that one of the five internal control components, Control Activities, as related to One Sky Flight’s payroll system,

²¹ IRS Form 941 is a tax form that businesses file quarterly to report income taxes, Social Security taxes, and Medicare taxes they withheld from employee paychecks.

²² GAO-14-704G (September 2014).

Appendix 1: Objective, Scope, and Methodology

was significant to the audit objective.²³ This component states that control activities are the actions management establishes through policies and procedures to achieve objectives and respond to risks in the internal control system, which includes the entity's information system. To assess the controls over One Sky Flight's payroll system, we reviewed Data Supplier Questionnaires,²⁴ a System and Organizational Controls 1 (SOC 1) report,²⁵ and interviewed One Sky Flight's management responsible for generating and using the data. Additional details regarding our assessment of the reliability of the data is reported in the section below.

- Reviewed GAO's *Assessing Data Reliability*²⁶ guidance, which states that a data reliability determination does not involve attesting to the overall reliability of the data or database. For this audit, the audit team has only determined the reliability of the specific data sources needed to support the findings, conclusions, or recommendations in the context of the audit objective. One Sky Flight prepared the PSP1 Application using payroll and benefit compensation from April 2019 through September 2019, which included information developed from One Sky Flight's payroll and financial accounting systems. We compared details generated from payroll registers at the individual employee level, as well as third-party vendor benefit invoices from April 2019 through September 2019 to the amounts presented in the Awardable Amounts section of the PSP1 Application.

To assess data reliability of these sources, we reviewed the Data Supplier Questionnaires for the payroll and financial accounting systems, reviewed the SOC 1 report for the payroll system, and interviewed One Sky Flight's management responsible for generating and using the data. Based on our assessment, we determined that the data was sufficiently

²³ The five components in GAO's Standards for Internal Control in the Federal Government are Control Environment, Risk Assessment, Control Activities, Information and Communication, and Monitoring.

²⁴ A Data Reliability Assessment is completed to assess the reliability of data originating from a system to determine if it is reliable for the purposes of the audit. The Data Supplier Questionnaire would be one of the tools used during the Data Reliability Assessment.

²⁵ SOC 1 report addresses a company's internal control over financial reporting, which pertains to the application of checks-and-limits. Essentially, it is the audit of a third-party vendor's accounting and financial controls.

²⁶ GAO-20-283G (December 2019).

Appendix 1: Objective, Scope, and Methodology

reliable to support the findings and conclusions to answer the objective of this audit.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objective. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objective.

Appendix 2: One Sky Flight Management Response



26180 CURTISS WRIGHT PKWY

CLEVELAND, OH 44143

August 27, 2024

Saggar & Rosenberg, P.C.
One Church Street, Suite 700
Rockville, Maryland 20850
Attention: Tyler Robertson

Re: OneSky Flight, LLC PSP Audit – Management Response

Dear Tyler:

We are writing in response to the discussion draft of the Audit Report that you circulated to us on August 23, 2024 (the "Report") following Saggar & Rosenberg's audit of OneSky Flight, LLC and affiliates ("OneSky," "us" or "we") in respect of its Payroll Support Program ("PSP") application. We are not contesting the conclusions or recommendations set forth in the Report, and as a result we are happy to consider the Report final.

We appreciate your and Treasury's professionalism and courtesy throughout the audit process.

Sincerely,

OneSky Flight, LLC

By _____

Name: Michael A. Rossi
Title: Manager

FLEXJET

FXAIR

PRIVATEFLY

SENTIENTJET

Sirio

TUVOLI



Appendix 3: Treasury Management Response



DEPARTMENT OF THE TREASURY
WASHINGTON, D.C. 20220

September 20, 2024

Deborah L. Harker
Assistant Inspector General for Audit
U.S. Department of the Treasury – Office of Inspector General
1500 Pennsylvania Avenue, N.W.
Washington, D.C. 20220

Dear Ms. Harker:

I write regarding the Office of Inspector General's (OIG) draft *Audit of Air Carrier Worker Support Certifications* (Draft Report), regarding One Sky Flight, LLC (the Recipient), a recipient of funds under Treasury's Payroll Support Program (PSP). The U.S. Department of the Treasury (Treasury) appreciates OIG's efforts.

Background on the Payroll Support Program

PSP was part of an effort to provide emergency assistance in response to the unprecedented challenges presented by the COVID-19 public health emergency and had three iterations:

- The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) was enacted on March 27, 2020, and established the Payroll Support Program (PSP1) to provide financial assistance to America's passenger air carriers, cargo air carriers, and certain aviation contractors. Treasury disbursed more than \$28 billion to over 600 businesses in PSP1, directly supporting more than 600,000 American jobs.
- In December 2020, the Consolidated Appropriations Act, 2021, created the Payroll Support Program Extension (PSP2) for eligible passenger air carriers and certain aviation contractors. Treasury disbursed over \$15 billion to over 480 passenger air carriers and contractors under PSP2.
- In March 2021, the American Rescue Plan Act of 2021 provided an additional \$15 billion for Treasury to make further payroll support payments to entities that participated in PSP2 (PSP3). Treasury disbursed over \$14.5 billion to over 480 passenger air carriers and contractors under PSP3.

The CARES Act set forth two different methodologies for calculating awardable amounts for the largest carriers and for smaller air carriers and aviation contractors. For the largest air carriers, which received approximately 89% of the total PSP assistance, PSP1 amounts were based on reports the carriers had filed with the U.S. Department of Transportation under 14 C.F.R. part 241. In contrast, the statute required Treasury to provide financial assistance to smaller air carriers and aviation contractors in an amount that the applicants certified, using sworn financial statements or other appropriate data, as the amount of wages, salaries, and benefits that they paid to their employees during the time period from April 1, 2019, through September 30, 2019.

For awards to the smaller companies, the PSP1 application and Treasury's guidelines made clear that the awardable amounts should not include, inter alia, (1) any employer-side payroll taxes, which are not paid to employees, and (2) compensation paid to corporate officers and non-employee contractors. Before accepting PSP2 applications, Treasury published additional guidance further emphasizing that such amounts should not be included in the companies' awardable amount calculations.¹ In both PSP1 and PSP2, Treasury required two officials of each applicant, including at least one corporate officer, to certify that the information provided in the application was correct and did not contain any materially false or fraudulent statements.

In April 2020, OIG began a series of audits of PSP1 recipients to determine whether they had properly calculated their requested awardable amounts. In March 2021, OIG issued an Interim Audit Update, notifying Treasury that a number of recipients being audited had impermissibly included, in their PSP1 applications, employer-side payroll taxes or corporate officer compensation in the calculation of the awardable amount, which may have resulted in an overstatement of the amount of PSP1 funds requested. In response, Treasury promptly took a series of remedial actions, including requiring that all PSP1 applicants receiving awards on the basis of self-certification re-certify whether their awardable amounts included employer-side payroll taxes or corporate officer compensation. Where a company informed Treasury that it had improperly included those amounts in its application, Treasury either withheld future PSP1 disbursements or began pursuing debt recoupment. Through this process, Treasury has successfully recouped more than \$147 million of PSP overpayments.

OIG's Finding

The Draft Report describes the work performed by OIG's contractor to determine whether the Recipient's requested awardable amount complied with the guidelines provided by Treasury. The Draft Report notes the extensive fieldwork conducted for this review between August 2023 and June 2024 to determine the accuracy of the information in the Recipient's PSP1 application submitted to Treasury, including interviewing the Recipient's management and collecting and reviewing a wide range of the company's financial records and corporate documents. OIG found that the Recipient's application incorrectly included unallowable corporate officer compensation, unallowable employee-paid benefit contributions, and data compilation errors. However, OIG also found that the overstatement was offset by the Recipient's use of estimated certain employee healthcare costs rather than actual paid amounts. Overall, therefore, the Recipient did not receive any overpayment for PSP1.

¹ Because awardable amounts in PSP3 were calculated as a percentage of each company's PSP2 award, companies were not required to calculate awardable amounts for PSP3.

Again, Treasury appreciates OIG's work on these engagements. We look forward to working with you to protect the integrity of the PSP and other recovery programs.

Sincerely,

A handwritten signature in black ink that reads "Jessica Milano". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Jessica Milano
Chief Program Officer

Appendix 4: Report Distribution

Department of the Treasury

Deputy Secretary
Treasury Audit Liaison
Office of Strategic Planning and Performance Improvement
Office of the Deputy Chief Financial Officer, Risk and Control
Group

One Sky Flight, LLC

Chief Financial Officer
Vice President of Accounting

Office of Management and Budget

OIG Budget Examiner

United States Senate

Committee on Homeland Security and Governmental Affairs
Committee on Finance
Committee on Banking, Housing, and Urban Affairs
Committee on Commerce, Science, and Transportation
Committee on Appropriations
Committee on the Budget

United States House of Representatives

Committee on Oversight and Accountability
Committee on Financial Services
Committee on the Budget
Committee on Transportation and Infrastructure

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