



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

November 17, 2017

### **H.R. 3669** **Securing General Aviation and Commercial Charter Air Carrier Service** **Act of 2017**

*As reported by the House Committee on Homeland Security on October 12, 2017*

#### **SUMMARY**

H.R. 3669 would authorize the Transportation Security Administration (TSA) to expand activities aimed at ensuring the security of general aviation, which encompasses all civil aviation, including scheduled or chartered passenger and cargo service that is subject to TSA security requirements.

CBO estimates that implementing H.R. 3669 would increase TSA's costs by about \$15 million over the 2018-2022 period, assuming appropriation of the necessary amounts. Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 3669 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

H.R. 3669 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would not affect the budgets of state, local, or tribal governments.

#### **ESTIMATED COST TO THE FEDERAL GOVERNMENT**

The estimated budgetary effect of H.R. 3669 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					2018- 2022
	2018	2019	2020	2021	2022	
<b>INCREASES IN SPENDING SUBJECT TO APPROPRIATION</b>						
Estimated Authorization Level	3	3	3	3	3	15
Estimated Outlays	3	3	3	3	3	15

Note: This estimate does not reflect any potential receipts from amounts paid by operators of private charters to compensate TSA for screening services. Those receipts, which would offset direct spending, would be contingent on future appropriations.

## **BASIS OF ESTIMATE**

H.R. 3669 would direct TSA to prepare a variety of reports related to the security of general aviation and to assess the feasibility of providing, to operators of commercial air charters, web-based access to “Secure Flight,” TSA’s pre-screening program for passengers. The bill also would authorize TSA to designate at least one full-time employee to engage those entities with interests in general aviation on security-related issues. Finally, the bill would direct TSA to provide screening services at the request of operators of certain private charter flights in exchange for compensation for the costs of such services.

Under the bill, CBO estimates that TSA would spend less than \$300,000 annually to meet new reporting requirements and to designate a full-time employee to focus on issues related to general aviation. We also expect that the agency would incur additional costs to provide screening services for private charter flights. Under the bill, TSA would have discretion in deciding whether to accommodate such requests, which would be contingent on the agency requiring air carriers to provide compensation for all reasonable costs that TSA incurs. Based on an analysis of information from TSA about the potential demand for screening services across approximately 400 airports that serve operators of private charters, CBO expects that increased costs to TSA under this provision would initially cost about \$2.5 million annually; those costs would increase with inflation.

This estimate does not reflect any potential receipts that might result under H.R. 3669 from amounts paid by operators of private charters to compensate TSA for screening services. Although the bill would require TSA to seek such compensation, any resulting receipts—which would be deposited in the Treasury as miscellaneous receipts and would thus be unavailable to the agency—would be contingent on future appropriations providing funding to the agency to provide such services.

**PAY-AS-YOU-GO CONSIDERATIONS:** None

**INCREASE IN LONG-TERM DIRECT SPENDING AND DEFICITS**

CBO estimates that enacting the legislation would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

**MANDATES**

H.R. 3669 contains no intergovernmental or private-sector mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

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