



CONGRESSIONAL BUDGET OFFICE  
COST ESTIMATE

July 10, 2018

**H.R. 4467**  
**Strengthening Aviation Security Act of 2018**

*As ordered reported by the Senate Committee Commerce, Science, and Transportation  
on June 27, 2018*

The Federal Air Marshal Service (FAMS), part of the Transportation Security Administration (TSA), promotes the safety of the U.S. aviation system, particularly by protecting airline passengers and crew members against the risk of criminal and terrorist violence. H.R. 4467 would require FAMS to use a risk-based strategy when allocating resources between international and domestic flights, and to report to the Congress on its compliance with that requirement.

Using information from TSA, CBO estimates that implementing H.R. 4467 would not significantly affect the federal budget. Because the act's requirements are consistent with existing administrative policy, CBO expects that any change in federal costs to meet them would be negligible. Such spending would be subject to appropriation.

Enacting H.R. 4467 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 4467 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

H.R. 4467 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.

On March 20, 2018, CBO transmitted a cost estimate for H.R. 4467, as reported by the House Committee on Homeland Security on March 19, 2018. The two versions of the legislation are similar, and CBO's estimated costs are the same for both versions of the legislation.

The CBO staff contact for this estimate is Megan Carroll. The estimate was reviewed by H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.