

TSA AIRLINE PASSENGER SECURITY FEES INTENDED FOR SECURITY NOT DEFICIT REDUCTION



AIRLINE PASSENGERS HELP PAY FOR TSA SERVICES THROUGH MANDATORY SECURITY USER FEES

- In the aftermath of September 11, 2001, Congress established The Aviation and Transportation and Security Act of 2001 (ATSA) and with it, the Transportation Security Administration (TSA).
- ATSA authorized the collection of a \$2.50 passenger fee per enplanement (\$5 for a roundtrip) to pay the costs of providing civil aviation security services.
- The fee encompasses all domestic and foreign air carriers originating at U.S. airports.
- Air carriers collect the fee from passengers at the time air transportation is purchased, then remit the fees to TSA.

FEE DIVERSION FOR NON-SECURITY PURPOSES

- In 2014, Congress amended ATSA with the Bipartisan Budget Act of 2013.
- The legislation increased the Aviation Passenger Security Fee to \$5.60 per enplanement (\$11.20 per roundtrip).
- The funds generated through the 2014 fee increase, however, are diverted to deficit reduction. The fee diversion is in effect until 2025 at a cost of roughly \$15 billion over the ten-year span.
- In 2018, Congress passed the Bipartisan Budget Act of 2018 with another \$3.3 billion in aviation security fees being diverted for deficit reduction. This brings the total of fees being diverted to over \$18 billion.

WHAT FEES FOR SERVICES IS SUPPOSED TO FUND

- The airline passenger security fee was established as a fee for security services and operations.
- The fee is instrumental in funding all aspects of aviation passenger security, from background investigations, training, salaries, and benefits for the federal security screeners and law enforcement personnel, to TSA PreCheck and Known Crewmember programs to the Federal Air Marshals Service, to security-related capital improvements at airports, as well as the costs of security training for pilots and flight attendants and federal flight deck officers.
- Not only has this fee been instrumental in TSA's implementation of programs to facilitate the secure travel of air passengers, it has also helped to advance the core national security mission of the agency.

PASSENGER FEE	
Fiscal year	Total Collection
2002	\$995,400,000
2003	\$1,199,700,000
2004	\$1,600,200,000
2005	\$1,866,300,000
2006	\$1,855,800,000
2007	\$1,959,800,000
2008	\$1,920,100,000
2009	\$1,756,000,000
2010	\$1,808,000,000
2011	\$1,847,500,000
2012	\$1,877,700,000
2013	\$1,878,900,000
2014	\$2,087,000,000
2015	\$3,508,200,000
2016	\$3,694,217,000
2017	\$3,882,602,000

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FEE INCREASE IN PRESIDENT TRUMP'S 2019 BUDGET



- At the same time as fees are being diverted, President Trump's 2019 budget proposes to increase the security fee by another \$1.00 in 2019 and an additional \$1.65 starting in 2020.

CONGRESS SHOULD STOP DIVERTING REVENUE FROM THE AIRLINE PASSENGER SECURITY FEE AND ALLOW THE MONIES COLLECTED TO BE USED FOR CIVIL AVIATION SECURITY SERVICES.