

**Statement of Congresswoman Mary Gay Scanlon**  
**House Transportation and Infrastructure Member Day**  
**April 18, 2023**

Chairman Graves and Ranking Member Larson, thank you for the opportunity to share my priorities as your committee embarks on its important work this Congress.

As you draft the text of the Federal Aviation Administration Reauthorization Act, I want to stress the importance of robust and dependable funding for our nation's airports. I represent Philadelphia International Airport, which serves millions of domestic and international travelers each year. Like many of our nation's airports, PHL is old—the original facilities date to 1925—and despite this, it must serve an ever-increasing number of passengers and air traffic each year.

While the Infrastructure Investment and Jobs Act made a much-needed investment in our nation's airport infrastructure, our airports need the certainty of consistent, robust, and long-term funding so that they can provide first-rate service now and in the future.

The most straightforward way to address this funding gap is to raise the Passenger Facility Charge and index it to inflation. The PFC provides airports with a predictable source of funding proportional to the volume of travelers they serve that can be used to pay for or finance capital improvements to airport infrastructure. The PFC has been debated for the past quarter century, and in that time, inaction caused the quality of our nation's airports to decline. Every year, airports see more passengers and air traffic, and airport infrastructure ages. At the same time, the PFC has been capped at 1990s levels and loses value each year to inflation. I strongly urge your committee to increase the PFC to fairly and efficiently meet these funding needs.

If changes cannot be made to the PFC, I encourage you to look at addressing airport funding by building on the success of the Airport Terminal Program. The ATP's broad scope has allowed airports to address a variety of neglected projects, and this model is proving to be a good alternative to a higher PFC. The Airport Improvement Program could be expanded to more closely resemble the ATP, or the ATP can be formally authorized. In any scenario, it is crucial that additional funds are authorized for these programs to support airport infrastructure.

Finally, I am encouraged by recent initiatives to provide regional connections to hub airports with ground transportation. Like a connecting flight, passengers on these ground connections are ticketed through the airlines, board their ground service through their departing airport, and arrive at their connecting airport. However, passengers on these ground connections are not considered enplanements for the purpose of calculating an airport's entitlement funding through the AIP, despite the otherwise analogous use of airport facilities. As this business model evolves, I ask that you consider changes to the definition of enplanement to create parity between regional ground and air carriers.