
TESTIMONY OF SCOTT GRAY

SENATE COMMUNICATIONS & TECHNOLOGY COMMITTEE
WEDNESDAY, FEBRUARY 8TH

AVIATION COUNCIL OF PENNSYLVANIA

Good morning Chairman Aument, Chairman Haywood, and Members of the Committee; my name is Scott Gray. I am the Airport Executive Director for Washington County Airport and serve as the current President of the Aviation Council of Pennsylvania. On behalf of our members, and our board of directors, I appreciate the opportunity to appear before you today to discuss the issues surrounding Act 38 and its implications on our airports in Pennsylvania.

The Aviation Council of Pennsylvania is a non-profit trade association which has been representing the aviation industry since 1960. Pennsylvania ranks 11th in the country in the number of public-use aviation facilities with 130 airports, heliports and seaplane bases. The 130 public-use facilities provide an annual economic impact of \$23.6 billion to the state. The aviation industry also supports more than 300,000 jobs making it one of the largest employment sectors in the state. Pennsylvania also supports the state's 291 private-use airports and 288 private-use heliports.

The REAL ID Act was passed by Congress in 2005. The Pennsylvania General Assembly passed Act 38, the Real ID Non-Participation Act of 2011, which prevents full compliance, which has put this Commonwealth's passenger traffic in a difficult situation. Due to the work that is currently being undertaken by this general assembly, **Pennsylvania** has a **limited extension** for REAL ID enforcement, allowing Federal agencies to accept **Pennsylvania** driver's licenses until June 6, 2017 for access to federal buildings.

AS OF OCTOBER 2016:

PA residents can continue to use their driver's license to fly in the U.S. and access Federal facilities and nuclear power plants.

AS OF JANUARY 22, 2018:

If Act 38 is not repealed, PA residents will need an alternative identification to fly in the U.S. and access Federal facilities and nuclear power plants.

AS OF OCTOBER 1, 2020:

PA residents will need an alternative identification to fly in the U.S. and access Federal facilities and nuclear power plants if our Pennsylvania driver's licenses are not in compliance if Act 38 is not repealed.

WHAT DOES THIS MEAN TO PENNSYLVANIA'S AIRPORT PASSENGERS

Act 38, most importantly affects Pennsylvania residents who are expecting to fly. As American Airline's testimony states, 87% of their passengers fly once a year for lifetime events - weddings, funerals, graduations, vacations, etc. These are not the savvy business travelers who may be prepared with their passport to fly from Philadelphia to Pittsburgh. They will eventually be able to board a plane but certainly not immediately or possibly in time for their flight. The repercussions for customer service, flight delays and general airport operations could be overwhelming. And yes, it certainly *sounds strange to say we would need a passport to fly from Philadelphia to Pittsburgh!*

To put this in perspective, I have two handouts for you:

- 1) Updated number of roundtrip origination and destination passengers at each PA airport as reported by US DOT. Of our 15 passenger airports, there were 27,699,575 passengers who flew from October 2015 to September 2016 with 58% of these passengers originating at a Pennsylvania airport.
- 2) The second handout takes a look at just tickets purchased by Pennsylvania residents within a one-hour drive of Harrisburg in 2015 and flying out of any local airport. These Pennsylvania residents would all be affected by RealID and Pennsylvania's non-compliance even if they flew from any passenger airport outside of the Commonwealth. That's 1,369,930 departures that could be impacted!

WHAT WE ARE ASKING FOR TODAY

First, thank you for holding today's hearing. As I'm sure you can see, airports all throughout the Commonwealth are all extremely concerned about the significant consequences of Act 38.

Today, I'm here to ask for your support of Senate Bill 133—the repeal of Act 38. Please vote positively to move this through the Communications and Technology Committee and help get it passed by your peers in the legislature for the benefit of your traveling constituents and Pennsylvania's aviation industry.

ACP is here to offer our expertise, support and network to work together on a REAL ID solution for air travelers and residents living in the state of Pennsylvania and a resource for you for all things aviation related. Thank you for your time. I'll be happy to answer any questions you may have.

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Airport	Total Pasengers	Per Day Each Way	% Originating*
Philadelphia	17,693,709	24,172	58.5%
Pittsburgh	7,023,310	9,595	57.0%
Harrisburg	1,074,815	1,468	55.2%
Allentown	677,440	926	55.3%
Wilkes-Barre/Scranton	449,255	614	56.6%
Latrobe	306,216	418	76.0%
State College	229,447	314	57.8%
Erie	170,279	233	53.3%
Williamsport	41,391	57	55.8%
Johnstown	7,764	11	52.4%
Lancaster	7,054	10	
Bradford	6,105	8	
DuBois	5,276	7	57.3%
Altoona	3,817	5	
Franklin/Oil City	3,697	5	
Pennsylvania Totals	27,699,575	37,945	58.0%

Source: Aviation Dataminer - US DOT O&D Survey, October 2015 - September 2016
 * - estimated passengers originating at PA airport

Passengers at Lancaster, Bradford, Altoona and Franklin as reported by Bureau of Transportation Statistic through 10/16

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Rank	County	Estimated Round Trip Pasengers	Departing Trips
1	Lancaster	786,300	393,150
2	Cumberland	557,831	278,916
3	York	475392	237,696
4	Dauphin	473097	236,549
5	Lebanon	274691	137,346
6	Adams	92545	46,273
7	Franklin	61006	30,503
8	Perry	18998	9,499
1 hour drive total from Harrisburg		2,739,860	1,369,930

Source: Airlines Reporting Corporation Market Data Finder
CY 2015