

Florida Airports are Terminally Challenged

Just like airports across the country, Florida airports face unprecedented infrastructure challenges that threaten their ability to remain competitive and globally connected.



20
Commercial Service Airports

1.65 Million
Jobs Created and Sustained

\$53.3 Billion
Local Payroll Supported

\$201.2 Billion
Total Economic Output

Infrastructure Needs of Florida Airports 2019 - 2023

\$10 Billion

Job Creation Potential

215,000 Jobs

Maxed Out Airports

When the Passenger Facility Charge (PFC) user fee is maxed out, airports aren't able to fund needed infrastructure projects that help the airport keep pace with growth in passenger and cargo volume.

FLORIDA AIRPORTS

Daytona Beach	2020
Punta Gorda	2020
Palm Beach	2021
Southwest Florida	2021
St Pete-Clearwater	2021
Gainesville Regional	2023
Key West International	2023
Sarasota/Bradenton	2023
Orlando Sanford	2024
Jacksonville	2026

PFC CONSTRAINED UNTIL

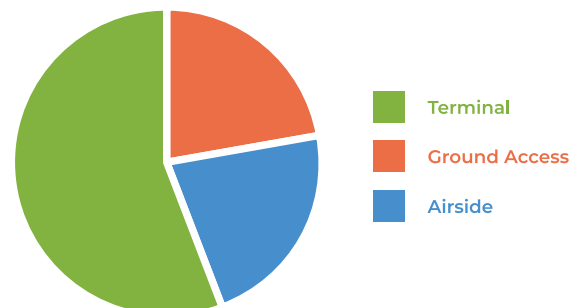
Destin-Ft Walton Beach	2027
Tallahassee	2028
Melbourne	2030
Pensacola	2031
Fort Lauderdale/Hollywood	2032
Miami	2037
Tampa	2037
Northwest Florida Beaches	2039
Orlando	2040

U.S. Airport Infrastructure Needs Near \$130 Billion

While passenger and cargo traffic through airport facilities continues to grow at a record pace, our outdated aviation infrastructure is not keeping up with demand. As a result, far too many airports around the country are overcrowded and cramped. America's airports require more than \$128 billion in infrastructure upgrades by 2023.

Airport Needs by Project

At nearly 56 percent, terminal projects account for the largest share of infrastructure needs of all airports for 2019 through 2023. Such projects are needed to accommodate more passengers and larger aircraft, implement new security requirements, facilitate increased competition among airlines, and enhance the passenger experience.



Addressing the Infrastructure Funding Shortfall for All U.S. Airports

With America's airports facing more than \$128 billion in new infrastructure needs across the system and a debt burden of \$91.6 billion from past projects, it is time to find the means to rebuild our nation's aviation infrastructure and improve the passenger experience for millions of travelers.

Modestly adjusting the outdated federal cap on local PFCs would allow airports to take control of their own investment decisions and become more financially self-sufficient. Airports could build the appropriate facilities like terminals, gates, baggage systems, security checkpoints, roadways, and runways – to meet the travel demands and customer expectations of their community.