

# California Airports are the Runway to Economic Growth

Just like airports across the country, California airports face unprecedented infrastructure challenges that threaten their ability to remain competitive and globally connected as they respond to the COVID-19 pandemic.



**27**  
Commercial Service Airports

**1.5 Million**  
Jobs Created and Sustained

**\$53.5 Billion**  
Local Payroll Supported

**\$171.2 Billion**  
Total Economic Output

Infrastructure Needs of California Airports 2021 - 2025

**\$17.9 Billion**

Job Creation Potential

**388,000 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.

### CALIFORNIA AIRPORTS

Bob Hope.....	2021
John Wayne Airport.....	2022
Fresno Yosemite International.....	2022
California Redwood Coast.....	2022
San Luis County Regional.....	2022
Redding Municipal.....	2024
Meadows Field.....	2024
Monterey Regional.....	2024
Jack McNamara Field.....	2025
Stockton Metropolitan.....	2025
Santa Maria Public.....	2028
Ontario International.....	2028

### PFC CONSTRAINED UNTIL

San Jose International.....	2030
Imperial County.....	2030
San Francisco International.....	2030
Sacramento International.....	2034
Oakland International.....	2035
Palm Springs International.....	2037
Los Angeles International.....	2038
Santa Barbara Municipal.....	2039
San Diego International.....	2040
McClellan-Palomar.....	2043
Long Beach.....	2043
Charles M Schulz.....	2049

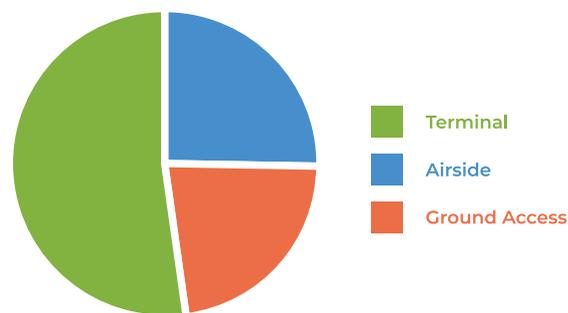
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## U.S. Airport Infrastructure Needs Near \$115 Billion

Airports experienced record growth in the past decade, but spending on infrastructure improvements has not kept up with demand. After years of deferred maintenance, airports are now under immense pressure to upgrade and expand their facilities to prepare for the return of pre-pandemic passenger levels. Airports have more than \$115 billion in infrastructure upgrades over the next five years, which will be difficult to meet given that airports have limited funding sources and currently are sitting on \$107 billion in debt.

## Airport Needs by Project

At nearly 53 percent, terminal projects account for the largest share of infrastructure needs of all airports for 2021 through 2025. 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.



## Airports Are Leaders In Emerging Health Infrastructure, But Need Help

Airports serve as gateways that connect communities across America and the world. They are also gateways for protecting and safeguarding public health. Airports have become leaders in health infrastructure in the wake of the pandemic.

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.