



April 30, 2026

The Honorable Mike Johnson
Speaker
U.S. House of Representatives
Washington, DC 20515

The Honorable Hakeem Jeffries
Democratic Leader
U.S. House of Representatives
Washington, DC 20515

Dear Speaker Johnson and Leader Jeffries:

On behalf of Airports Council International–North America (ACI-NA), which represents the local, regional, and state governing bodies that own and operate commercial service airports across the United States, we urge Congress to extend key aviation infrastructure programs authorized under the Infrastructure Investment and Jobs Act, including the Airport Infrastructure Grants (AIG), Airport Terminal Program (ATP), and Air Traffic Facilities (ATF) programs.

Over the past five years, the federal government has invested \$25 billion to improve the national airspace system—\$20 billion for airport infrastructure, including airfield upgrades, terminal development, and airport sponsor-owned towers, and \$5 billion for Federal Aviation Administration (FAA) facility upgrades. These extremely successful programs will expire in less than six months, creating a significant funding cliff that risks delaying long-overdue safety and infrastructure projects at airports nationwide. Now is not the time to pause such funding.

Airports are central to the U.S. economy, supporting 12.8 million jobs, \$619 billion in annual payroll, and \$1.8 trillion in economic output. With enplanements projected to reach 1 billion this year and grow significantly in the decades ahead, demand for modern, resilient infrastructure continues to rise. ACI-NA estimates that U.S. airports need approximately \$174 billion in infrastructure investment through 2029.

The FAA’s Airport Improvement Program (AIP) remains a core funding source for airfield safety and capacity projects, but its \$4 billion annual funding level meets less than 12 percent of identified needs. Extending AIG and ATP is essential to ensure airports of all sizes can continue advancing priority projects. These programs have delivered flexible, efficient funding for airfield improvements, terminal modernization, and enhanced passenger experience.

Investments in air traffic control towers and broader ATF infrastructure are equally critical to maintaining safe and efficient operations. Upgraded facilities improve situational awareness, reduce runway risks, and support growing traffic volumes across the system.

While existing federal grants are indispensable, they are not sufficient to meet total infrastructure, safety, and passenger needs. Congress should also strengthen local financing tools. The Passenger Facility Charge (PFC), a local user fee federally capped at \$4.50 since 2000, has lost more than half its purchasing power. Modernizing the PFC cap to present day value would assist airports with a proven self-sufficiency tool to fund terminal and airside projects, as well as to help promote airline competition and lower airfares for travelers well into the future.

Extending AIG, ATP, and ATF investments—alongside modernizing the PFC—will provide the certainty airports need to plan and deliver necessary infrastructure projects. These investments are essential to aviation safety, economic growth, supply chain resilience, national security, and U.S. global competitiveness.

With airport infrastructure needs far exceeding available resources, we urge Congress to act now to extend these programs and sustain a strong federal partnership. We look forward to working with you on upcoming infrastructure legislation to ensure U.S. airports can meet growing demand and continue driving economic growth nationwide.

Sincerely,



Kevin M. Burke
President and CEO
Airports Council International – North America

CC: Rep. Sam Graves, Chair, Committee on Transportation & Infrastructure
Rep. Rick Larsen, Ranking Member, Committee on Transportation & Infrastructure
Rep. Tom Cole, Chair, Committee on Appropriations
Rep. Rosa DeLauro, Ranking Member, Committee on Appropriations