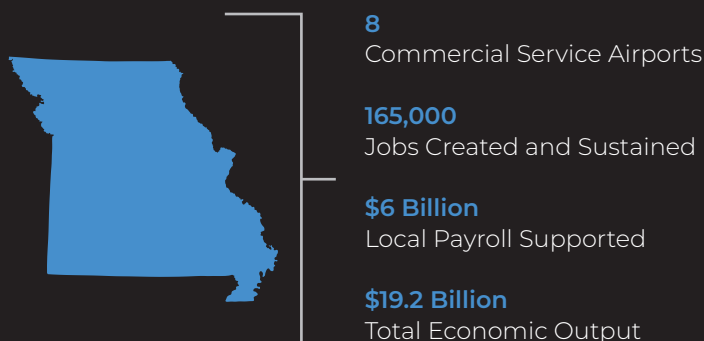# Missouri Airports are Terminally Challenged

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

8
Commercial Service Airports

165,000
Jobs Created and Sustained

$6 Billion
Local Payroll Supported

$19.2 Billion
Total Economic Output

Infrastructure Needs of Missouri Airports 2019 - 2023 — **$1.5 Billion**

Job Creation Potential — **33,000 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.

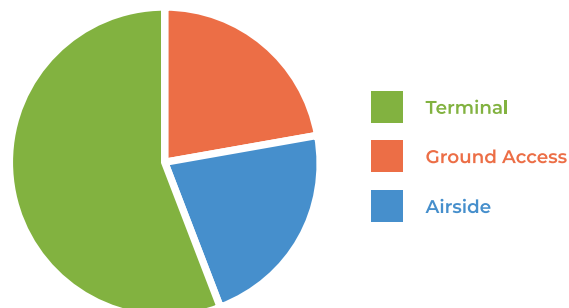| MISSOURI AIRPORTS	PFC CONSTRAINED UNTIL
Kansas City International	2019
Columbia Regional	2025
St. Louis Lambert International	2026
Joplin Regional	2026
Springfield-Branson National	2036

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While passenger and cargo traffic through airport facilities continues to grow at a record pace, our outdated aviation infrastructure is not keeping up with demand.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.

- Terminal
- Ground Access
- Airside

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Modestly adjusting the outdated federal cap on local PFCs would allow airports to take control of their own investment decisions and become more financially self-sufficient.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.