



February 16, 2023

The Honorable Sam Graves
Chair
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chair Graves and Ranking Member Larsen:

As members of the *Beyond the Runway* coalition, we urge Congress to prioritize additional airport infrastructure funding in the upcoming FAA reauthorization bill. Authorization levels for the traditional Airport Improvement Program (AIP) have remained stagnant for nearly two decades, shortchanging funding for crucial aviation infrastructure projects nationwide needed to meet growing demands for additional air service and an improved passenger experience.

The FAA's most recent National Plan of Integrated Airport Systems (NPIAS) report estimates \$62.4 billion in eligible and justified airport improvements needed between 2023 and 2027. This is an increase of almost \$19 billion (43 percent) from the NPIAS issued just two years ago spread across all airport types and development categories. Further, the report finds that 11 airports are expected to be runway capacity constrained by 2026, increasing to 14 in 2031. An additional 16 airports are at risk of significant congestion by 2031.

While aircraft operations can continue to grow at capacity constrained airports, the operations growth is expected to result in increasing levels of passenger congestion and reduced levels of efficiency. Increased annual AIP authorizations in the next FAA reauthorization bill would allow airports to more quickly address the most pressing needs at their facilities.

Airports are grateful for the \$20 billion included in the bipartisan infrastructure law (BIL) to help jumpstart an overdue investment in our nation's airport infrastructure. But more will be needed to finish the job, as we already are seeing demand for these funds far exceed the available funding. Airports submitted more than 650 applications totaling \$14 billion for the first round (\$1 billion) in terminal upgrades and nearly \$10 billion for the second round of funding. A substantial increase in AIP funding, along with extra flexibility in the use of airport funds in BIL, would help airports take a meaningful step toward meeting their infrastructure needs of today and the future.

We look forward to working with you and your staff on this and other important issues that emerge as the FAA reauthorization debate moves forward.

Sincerely,

Beyond the Runway Coalition

Airports Council International – North America
Airports Consultants Council
American Association of Airport Executives
American Coatings Association
American Concrete Pipe Association
American Council of Engineers
Associated Equipment Distributors
Associated General Contractors of America
Association of Equipment Manufacturers
American Hotel & Lodging Association
American Road & Transportation Builders Association
The American Society of Civil Engineers
Aviation Strategies and Trade Solutions Inc.
C&S Companies
Decision Services International, LLC
The International Association of Duty Free Stores
Mead & Hunt
National Electrical Manufacturers Association
The National Stone Sand & Gravel Association
Portland Cement Association
Security Industry Association
The Sheet Metal and Air Conditioning Contractors National Association
Siemens