**Support Funding for Air Cargo Facilities and Operations Based on GAO Report to Congress (July 2025)**

* The [GAO report](https://www.gao.gov/assets/gao-25-107334.pdf) confirms U.S. airport cargo infrastructure is decades old and unable to meet today’s demands. Warehouses, truck areas, aprons, and roadways need urgent upgrades to improve efficiency, safety, and capacity.
* Many facilities are 40+ years old which slows operations. Poor truck access and crowded aprons create congestion and safety hazards. Planning gaps remain due to unreliable DOT air cargo data and data sharing among stakeholders. Also, a lack of federal engagement with industry stakeholders continues to be an issue.
* The economic importance of this sector cannot be overstated. Air cargo accounted for $106 billion of economic output while housing over 1 million U.S. jobs. These operations remain critical for high-value, time-sensitive goods as well as cold chain logistics and the e-commerce environment.
* **Congressional action is needed.** This GAO study exists because of Congressional leadership and industry advocacy. We specifically cite the following deficiencies that should be addressed:
  + **Fund** modernization of air cargo facilities and access roads through DOT programs.
  + Direct DOT to **implement** GAO’s recommendations in order to improve data, engage stakeholders, and address infrastructure challenges.
  + **Ensure** federal freight and airport improvement funds include cargo projects.

**NCBFAA supports Congressional action that enables the modernization of air cargo facilities that will enhance procedures and streamline operations.**

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