

## TRAVEL IS AN ECONOMIC ENGINE

- Travel is America's seventh largest industry in terms of employment. In 2019, travel:



Generated **\$2.6 trillion**  
in economic output



Supported **15.8 million**  
American jobs



Served as a **top-10 employer**  
in 49 states and the District of Columbia

- Travel is America's leading service export. In 2019, total travel exports reached \$255 billion, generated \$59 billion in international travel trade surplus. Of total travel exports in 2018, international visitors spent \$157 billion in the U.S. on travel-related goods and services, which directly supported 1.2 million jobs.

## AIR TRAVELERS ACCOUNT FOR HIGHER PERCENTAGE OF OVERALL SPENDING

- Domestic air travelers spent \$289 billion during their U.S. domestic trips in 2018, which directly supported 2.4 million American jobs. While domestic air passengers account for only 12% of total domestic trips, they generate 31% of the total domestic travel spending in the U.S.
- In 2018, more than 51 million international visitors arrived in the U.S. by air. These visitors spent more than \$144 billion in the U.S. and directly supported 1.1 million jobs in the U.S. travel industry.

## ⊗ THE PROBLEM



**U.S. airports cannot efficiently handle current demand.** In 2018, one-in-five flights in the U.S. was delayed or canceled, and not a single U.S. airport ranks among the top 25 in the world.



**Airport hassles caused Americans to avoid 32 million trips in 2016**, which cost travel businesses \$24 billion in spending—enough to support 200,000 travel industry jobs.<sup>1</sup>



**U.S. airports will be unable to handle future demand, unless improvements are made.** Within the next several years, the top 30 U.S. airports will experience Thanksgiving-like congestion at least one day per week. The FAA predicts that 12 airports will not have enough capacity to meet demand by 2030.



**Airline consolidation limits flight options and drives up prices:** Due to airline mergers, just four U.S. carriers control 80% of available seat capacity (down from 11 airlines in 2005), and 75% of all routes are dominated by a single airline. Airline consolidation has funneled more traffic through large hub airports, causing congestion and limiting access to essential facilities for competitor airlines.

## ⊙ THE SOLUTION

- A PFC cap increase would provide airports with the option to adjust user fees to fund projects that:
  - Enhance safety and security;
  - Reduce congestion or increase capacity;
  - Enhance airline competition; or
  - Reduce airport noise.
- The U.S. Travel Association and its membership strongly support Congressional action to adjust the PFC cap, which would accelerate airport modernization and expansion.
- While only a handful of airlines are opposed, more than 120 travel industry organizations, including hotels, gaming companies, convention bureaus, restaurants and more, signed a 2018 letter urging Congress to enact a PFC cap increase.

<sup>1</sup>[https://www.ustravel.org/sites/default/files/media\\_root/document/MC-Poll-Slides-V3.pdf](https://www.ustravel.org/sites/default/files/media_root/document/MC-Poll-Slides-V3.pdf)