

TRAVEL IS AN ECONOMIC ENGINE

- Travel is America's seventh largest industry in terms of employment. In 2018, travel:



- Travel is America's leading service export. In 2018, total travel exports reached \$256 billion, generated \$69 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.¹



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.

¹https://www.ustravel.org/sites/default/files/media_root/document/MC-Poll-Slides-V3.pdf