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November 24, 2026: Thanksgiving operations, Grand Canyon reopening and fuel relief shape US travel

US Travel Demand & Booking Signals · 24 November 2026 · Published 24 November 2026

This US Travel Demand & Booking Signals briefing covers November 18–24: Thanksgiving flight pressure, South Rim lodging access, selective carrier signals, a future Israel partnership and easing driving costs. The implications favor operational checks and targeted tests—not claims of rising US-resident package demand; the frozen evidence pack contains no representative resident booking feed. (transportation.gov)

Headlines

- FAA forecasts more than 417,000 Thanksgiving-period flights: an operating signal, not holiday bookings.[1] (transportation.gov)
- Grand Canyon announces South Rim lodging reopening from November 20, with conservation continuing.[2] (nps.gov)
- Hawaiian’s interisland bookings and Alaska’s Mexico rankings support selective tests, not market-wide growth claims.[3] (news.alaskaair.com)
- American–Israir partnership concerns future connectivity; American’s Tel Aviv return remains planned for March 2027.[4] (news.aa.com)
- AAA reports weekly gasoline relief, but its benchmark remains above the year-earlier level.[5] (newsroom.aaa.com)

Key figures

$3.945 per gallon[6]

EIA US all-grades gasoline benchmark

2026-11-16 · National all-grades, all-formulations gasoline price including taxes for November 16, first observed November 18 with provider release date unknown; this is road-cost context, not a package price.[6]

$5.937 per gallon[7]

EIA US diesel benchmark

2026-11-16 · National No. 2 diesel retail price including taxes for November 16, first observed November 18 with provider release date unknown; actual coach operating costs depend on contracts and routes.[7]

US Domestic

Thanksgiving operations are the immediate priority. On November 23, FAA forecast more than 417,000 flights across its nine-day holiday period, including more than 52,000 on November 24. These are forecast aircraft movements—not passengers, completed journeys or US-resident bookings. Recommendation: protect fixed-start tours through departure monitoring, realistic connection buffers and named supplier escalation contacts.[1] (transportation.gov)

Grand Canyon access is the second development. NPS's November 18 announcement scheduled South Rim hotels to reopen November 20 as water restrictions moved from Stage 4 to Stage 3. Dining resumes gradually and conservation continues. Recommendation: reconsider overnight itineraries only after reconfirming rooms, meals and operating conditions; an announced reopening does not establish available inventory.[2] (nps.gov)

The third development is a selective carrier signal. Alaska and Hawaiian's November 20 update reports more than 111,000 guests currently booked on Hawaiian's Neighbor Island flights for November 20–30, without a comparable prior-year count or resident-only breakdown. Recommendation: check interisland timings before attaching prepaid activities.[3] (news.alaskaair.com)

Hawaii and Alaska belong in Domestic; Puerto Rico and the US Virgin Islands are explicitly treated as US territories, not foreign outbound destinations. Official background remains lagged: this pack's BTS domestic traffic ends in June 2026, while TSA observations are unavailable following a

failed fetch. Neither supplies a current resident holiday-booking measure.[8]

Americas: Canada, Mexico, Caribbean, Central and South America

The November 20 carrier update identifies Los Cabos and Puerto Vallarta among top international destinations for November 20–30. Destination volumes, growth rates and US-resident segmentation are absent. Recommendation: test comparable beach packages using available seats, hotel margins and inquiry conversion, without extrapolating this ranking across the Americas.[3] (news.alaskaair.com)

Risk checks remain itinerary-specific. The State Department's May 29, 2026 Mexico advisory gives Baja California Sur increased-caution guidance. Jalisco carries Reconsider Travel guidance, while Puerto Vallarta is identified as an area without the listed US-government-employee travel restrictions. That exception is neither a lower advisory level nor a general safety assurance. Recommendation: review transfer and excursion routes before releasing packages. This is dated safety background, not a new advisory this week.[9] (travel.state.gov)

The inspected frozen pack contains no representative weekly US-resident booking measure for Canada, the Caribbean, Central America or South America; its NTTO regional observations end in June 2026. Citizenship-based air departures and Canada/Mexico partner estimates have distinct coverage; Canada/Mexico totals include their air subsets and must not be added to them. Provider release dates are unknown in this pack. These inventory limitations do not establish what data may exist elsewhere.[8]

Overseas: Europe, Asia, Africa, Middle East and Oceania

The fourth development is American's Israir partnership, dated November 20 in its newsroom index. Initial plans envisage Israir codes on American's JFK–Tel Aviv flights and an interline agreement. American plans daily service from March 27, 2027—not additional capacity this week. The emphasis on Israir customers connecting beyond JFK limits immediate US-origin relevance; additional AAdvantage benefits remain under examination.[4][10] (news.aa.com)

Safety and documentation remain separate from connectivity. The State Department's October 23, 2026 Israel advisory is Level 3, Reconsider Travel, with higher-risk areas. Existing entry guidance dated October 22, 2026 requires approved ETA-IL authorization for US-citizen business or tourism visits of up to 90 days. Dual US-Israeli citizens are exempt from ETA-IL and must enter and leave Israel using an Israeli passport. October 22 is the guidance's issue date, not an asserted commencement date. Recommendation: verify nationality-specific documentation and ticketing functionality before committing inventory; the partnership is not a safety endorsement.

(travel.state.gov)

Editorial coverage disclosure: Overseas research in this briefing is selective, not comprehensive. The pack's June NTTO figures are unchanged background with unknown publication dates; NTTO's Overseas definition is not this report's Overseas segment. Domestic indicators cannot establish Overseas resident demand.[8]

US affordability and travel calendar

The fifth development is driving-cost relief with a qualification. AAA's November 19 release reports regular gasoline at $3.72 per gallon, down 18 cents since the preceding week but still more than 60 cents above the year-earlier level. Public EV charging averaged 42 cents per kilowatt hour, unchanged over the week. These benchmarks do not establish cheaper holidays overall.[5] (newsroom.aaa.com)

Newly observed EIA records provide separate context: November 16 all-grades gasoline was $3.945 per gallon, down 4.57% against November 9; diesel was $5.937, down 3.10%. Both were first observed November 18, but provider publication dates remain unknown. EIA's all-grades gasoline is not interchangeable with AAA's regular-grade benchmark.[6][12][7][5] (newsroom.aaa.com)

Recommendation: refresh route-specific driving illustrations and coach-supplier quotations rather than promising automatic savings. October CPI observations are unchanged background: indices, not dollar ticket or package prices. Missing October 2025 airfare/lodging observations prevent exact annual comparisons in this pack.[8]

Thanksgiving falls on November 26 and Christmas on December 25, 2026. These are federal holidays, not nationwide school breaks. Recommendation: verify each targeted district's calendar before presenting family departure windows; no district-specific break is asserted here.[14] (opm.gov)

Actions for travel businesses

Recommendations for the next operating cycle:

- Prioritize servicing: audit fixed-start departures and track missed connections, rebooking time and recovery costs against the Thanksgiving operating backdrop.[1] (transportation.gov)
- Restore South Rim products conditionally: obtain written room and meal confirmations, retain an outside-park fallback and communicate conservation expectations.[2] (nps.gov)

- Run limited Hawaii and Mexico package tests, tracking inventory, inquiry-to-quote conversion and contribution margin rather than advertising carrier rankings as market growth.[3] (news.alaskaair.com)
- Keep Israel planning conditional on guidance, documentation and distribution functionality; avoid nonrefundable commitments justified solely by the partnership announcement.[411] (news.aa.com)
- Separate fuel benchmarks from customer quotations and publication dates from observation dates. The pack cannot establish weekly US-resident package-demand growth across all segments.[768]

Data gaps and limitations

- The frozen TravelSpy pack has no representative US-resident booking feed or domestic trip survey; operational counts and selective carrier disclosures cannot establish weekly package-demand growth.[8]
- BTS traffic and NTTO regional observations end in June 2026; their provider release dates are unknown, and unchanged observations are background rather than fresh weekly news.[8]
- TSA observations are unavailable in this pack following an HTTP 403 fetch failure; missing values are not zero.[8]
- The inspected frozen pack contains no representative weekly US-resident booking measure for Canada, the Caribbean, Central America or South America; its NTTO regional observations end in June 2026.[8]
- Editorial coverage disclosure: Overseas research in this briefing is selective rather than comprehensive; this is not a conclusion about all potentially available external data.
- EIA records R2556 and R2557 describe November 16 and were first observed November 18; provider release dates remain unknown and no later weekly observation is present in this pack.[768]
- October 2025 airfare and lodging CPI observations are explicitly unavailable, preventing exact October year-over-year comparisons; CPI indices are not package prices.[8]
- Carrier destination rankings lack resident segmentation and comparable destination-level growth measures; Grand Canyon reopening does not verify room availability.[23] (nps.gov)
- Editorial verification disclosure: no district-specific school calendars or live package quotations were verified; proposed commercial tests are recommendations, not measured results.

Methodology

Figures come from market-specific statistics stored by TravelSpy with source timing and attribution, or cited published research. Each report is drafted by an AI research analyst, automatically checked figure-by-figure against the stored records, and independently fact-checked by a separate AI reviewer before publication. Sources keep their own periods, populations and units and are never blended. Sentiment, search interest and price indices are not bookings; airport passengers include nonresidents and connections. First-observed dates are not provider publication dates.

- **US outbound regional travel**: included
- **US park visitation context**: included
- **US airport screening context**: not included (No valid observations as of this edition. Latest fetch failed: provider_http_403. See the source run in superadmin for details; do not infer missing values.)
- **US air traffic context**: included
- **US fuel price context**: included
- **US travel price context**: included
- **US outbound spending context**: included

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   Snapshot of TravelSpy evidence only, not a claim about data available elsewhere. US outbound regional travel: available. NTTO US-citizen air series and Canada/Mexico partner estimates have different populations and modes. Not unique residents, final destinations or bookings. Canada/Mexico total includes air: never add the subsets. Original regions map to Americas/Overseas; NTTO Total Overseas is not used as our Overseas total. No Domestic coverage. US park visitation context: available. NPS system-wide monthly recreation visits across all National Park System units. Visits include nonresidents and repeat visits; not unique US holidaymakers, resident trips or bookings. NPS publishes with a long lag (often the whole current year is unpublished); describe it as the latest published seasonality context, never as current demand. Unpublished months are not zero. US airport screening context: unavailable. No valid observations as of this edition. Latest fetch failed: provider_http_403. See the source run in superadmin for details; do not infer missing values. TSA screenings include nonresidents and repeat activity; not unique travellers, resident demand or bookings. No domestic/international or destination split. Provider publication dates unavailable; available_at is first observed. US air traffic context: available. BTS national US-carrier traffic, non-seasonally adjusted. Domestic includes nonresidents and connections; international includes both inbound/outbound with no Americas/Overseas split. Not route-level capacity, unique resident trips or bookings. Null months and release lag are not zeros. US fuel price context: available. EIA weekly US average retail gasoline and diesel pump prices in dollars per gallon. Road-travel cost context only; not airfares, trip costs, resident demand or bookings. Weekly prices; no destination split. US travel price context: available. BLS CPI-U, US city average, not seasonally adjusted. Series-specific index bases differ; never sum indices or treat them as dollar prices, travel spend or bookings. No resident destination demand breakdown. Publication dates are not supplied by this API; available_at means first observed by TravelSpy. US outbound spending context: available. BEA/Census FT-900 Travel imports: spending abroad by US residents, all destinations combined, seasonally adjusted, millions of current dollars (not inflation-adjusted). Includes business, education and health travel; excludes international passenger fares. Not trips, travellers, bookings or an Americas/Overseas split. Months are revised; Travel exports are inbound spending and are not used.
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