

UNITEHERE!

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May 12, 2015

The Honorable Bill Shuster
Chairman, Committee on Transportation
and Infrastructure
United States House of Representatives
2268 Rayburn House Office Building
Washington, DC 20515

The Honorable Peter DeFazio
Ranking Member, Committee on
Transportation and Infrastructure
United States House of Representatives
2134 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank LoBiondo
Chairman, Subcommittee of Aviation
United States House of Representatives
2427 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member, Subcommittee on
Aviation
United States House of Representatives
2113 Rayburn House Office Building
Washington, DC 20515

Dear Chairmen Shuster and LoBiondo, and Ranking Members DeFazio and Larsen:

If you could vote to end travel delays for millions of commuters across the United States without using any federal funding, would you?

You have just that kind of opportunity in this Congress. You can vote to help airports reduce flight congestion that threatens to make Thanksgiving-day travel conditions the norm. You can do it without using any taxpayer dollars. You can do it without adding any restrictions on local governments.

In fact, all you have to do is vote to stop the federal government from infringing on a local program that has proven it works. You might call it the Passenger Facility Charge; I just think of it as a program that gives airports a fighting chance to get flights out on time.

On behalf of UNITE HERE's members in the airport and hospitality industries, I urge you to listen to common sense instead of airline lobbyist-speak on this issue.

The PFC is good for business – that's why major trade groups from the hotel industry to the construction industry support reducing federal limitations on it. The PFC is good for passengers – that's why the U.S. Travel Association supports reducing federal limitations on it. And the PFC is good for jobs – that's why UNITE HERE supports reducing federal limitations on it.

New terminal facilities, new runways and other airport improvements supported by the PFC help U.S. airports compete as drivers in the global economy, creating a better experience for passengers and good jobs for more hardworking Americans.

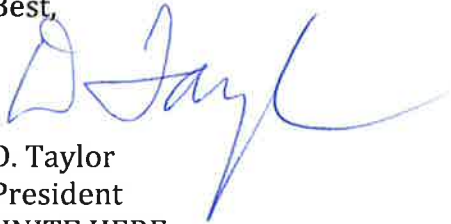
Unfortunately, the airlines are trying to stand in the way of those benefits, even while they are posting profits projected at over \$25 billion for 2015. Increased, independent airport capacity aided by the PFC could mean the possibility of more gates at airports and more flights for passengers to choose from.

Airports should have the right to determine – without federal government intervention – what fair market PFC rate balances a need to keep airline competition high, ticket prices affordable and airport facilities up to the challenge of modern travel.

Lifting or increasing the federal PFC cap helps local airports help themselves, how they see fit. It reduces an unwanted federal restriction on their ability to react to the market – and to get their flights out on time.

You have a choice this Congress to increase flight options and reduce delays in air travel, all while creating new jobs. I bet the airlines would charge a lot more than \$8.00 for that.

Best,



D. Taylor
President
UNITE HERE

Cc: Members of the House Transportation and Infrastructure Committee