

UNITEHERE!

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May 12, 2015

The Honorable John Thune
Chairman, Committee on Commerce,
Science and Transportation
United States Senate
511 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Bill Nelson
Ranking Member, Committee on
Commerce, Science and Transportation
United States Senate
716 Hart Senate Office Building
Washington, DC 20510

The Honorable Kelly Ayotte
Chairwoman, Subcommittee on Aviation
Operations, Safety and Security
United States Senate
144 Russell Senate Office Building
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member, Subcommittee on
Aviation Operations, Safety and Security
United States Senate
311 Hart Senate Office Building
Washington, DC 20510

Dear Chairman Thune, Chairwoman Ayotte, and Ranking Members Nelson and Cantwell:

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.

D. TAYLOR, PRESIDENT

GENERAL OFFICERS: Sherri Chiesa, Secretary-Treasurer • Peter Ward, Recording Secretary
Jo Marie Agriesti, General Vice President • Maria Elena Durazo, General Vice President for Immigration, Civil Rights and Diversity



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 Senate Committee on Commerce, Science and Transportation