

**HAWAIIAN AIRLINES  
FLIGHT ATTENDANT AGREEMENT**

**SECTION 34-11: LETTERS OF AGREEMENT**

**LETTER OF AGREEMENT  
Between  
HAWAIIAN AIRLINES, INC.  
And  
THE FLIGHT ATTENDANTS  
In the service of  
HAWAIIAN AIRLINES, INC.  
As represented by  
THE ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO**

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LOS ANGELES DOMICILE

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THIS LETTER OF AGREEMENT is made and entered into in accordance with the provisions of Title II of the Railway Labor Act, as amended, by and between HAWAIIAN AIRLINES, INC. (hereinafter referred to as the "Company") and the Flight Attendants in the service of the Company, as represented by the ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO (hereinafter referred to as the "Association").

WITNESSETH:

WHEREAS, the Company, in its efforts to reduce operating costs, researched the viability of continuing with Los Angeles as Flight Attendant domicile and;

WHEREAS, the Company in the interest of maintaining stability at the Los Angeles domicile requested certain changes be made to make the operation cost neutral and;

WHEREAS, the Association agreed to explore what would be necessary to have the Los Angeles domicile be either a cost savings or cost neutral operation;

NOW therefore, the parties have agreed all changes to the Flight Attendant Agreement as included herein shall apply to those Flight Attendants domiciled in Los Angeles.

1. The diurnal rest seat language is waived for flights 9/4 when scheduled as a LAX grouping, to allow the flights to be paired as a turn out of LAX without loss of revenue seats for the

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Company. The last sold/assigned language outlined in Section 7.D.2.f.(1) would still apply to these flights.

2. LAX based Flight Attendants who attend a 2-day training in Honolulu, shall be given twelve (12) hours domicile rest upon return to domicile.
3. LAX based Flight Attendants who attend training in Honolulu will begin to receive per diem 1:15 hours before scheduled departure and until :15 minutes after arrival of the Company designated deadheading flight.
4. The Company and the Association agreed to establish alternate check-in points for the following airports: ONT and SAN. Should the Company not find suitably cost effective or efficient flying out of LAX, the Company, at its option, may build groupings originating and terminating out of the alternate airports. Such groupings shall begin and end from the same airport. If the Company exercises its right to use alternate check-in points there will be a joint review of the viability of the alternate check-in points after 3 months of actual operation.
5. The Company and the Association will establish a "call-in" procedure for Flight Attendants originating from an "alternate check-in points" to sign off for their flight.
6. Eliminate the requirements for a lounge and union office at LAX. It is understood that if the base should exceed 180 Flight Attendants the present language of the Agreement will be honored.
7. LAX based Bid Flight Attendants may have the option to work a flight into/out of Honolulu to attend training by using the contractual provisions of the Agreement.
8. The Company and the Association have agreed to revisit the issue of a reduced check-in time in the event it becomes necessary with regard to flying assigned to the LAX domicile.

THIS LETTER OF AGREEMENT shall remain in full force and effect, concurrent with the basic Agreement dated May 1, 2001.

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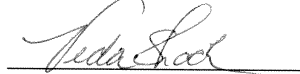
IN WITNESS WHEREOF, the parties hereto have signed this Letter of Agreement as of this 23<sup>rd</sup> day of March, 2011.

FOR HAWAIIAN AIRLINES, INC.

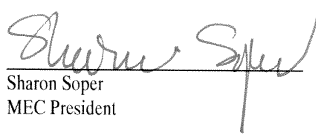


Louis Saint-Cyr  
Vice President-Inflight Services

FOR THE ASSOCIATION OF FLIGHT  
ATTENDANTS-CWA, AFL-CIO



Veda Shook  
International President



Sharon Soper  
MEC President



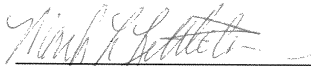
Diana Huihui  
Negotiating Committee Chairperson



Scott Akau  
Negotiating Committee



Ka'imi Lee  
Negotiating Committee



Mark L. Littleton  
Sr. Staff Negotiator

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