

Terminal 5 Scheduling Protocols

The Terminal 5 (T5) Scheduling Protocols govern the use of gates at T5. The T5 Scheduling Protocols are intended to be consistent with applicable airline Leases and Tariff. Where there is a conflict between the T5 Scheduling Protocols and the airline Leases and or Tariff, the provisions of the Leases and or Tariff shall apply. LAWA and the airlines will work together on these Scheduling Protocols, which may be amended from time to time by the CEO in his or her sole discretion.

All terms shall have the same meanings as set forth in the airline Leases and Tariff, unless otherwise defined.

Definitions

The following terms have the meanings specified below.

Active Loading shall mean that period of time that commences (a) 30 minutes prior to the scheduled departure time for aircraft having a number of seats equal to or less than 99, (b) 45 minutes prior to the scheduled departure time for aircraft having 100 seats or more but less than 175 seats, (c) 60 minutes prior to the scheduled departure time for aircraft, other than for international Departing Flights, having 175 seats or more, or (d) 75 minutes prior to the scheduled departure time for an international Departing Flight using aircraft having a number of seats equal to or greater than 375, and that expires, regardless of aircraft size, 15 minutes after the scheduled departure time of the aircraft, or as such definition may be amended from time to time by the CEO in his or her sole discretion.

Active Unloading shall mean that period of time that commences 15 minutes prior to the scheduled arrival time of an aircraft and expires (a) 30 minutes after the scheduled arrival time for an aircraft having a number of seats equal to or less than 99, (b) 45 minutes after the scheduled arrival time for an aircraft having a number of seats equal to or between 100 and 174, or (c) 60 minutes after the scheduled arrival time for an aircraft having a number or seats equal to or greater than 175, or as such definition may be amended from time to time by the CEO in his or her sole discretion.

Arrival Only means a flight by an airline to deplane passengers.

Baseline Gate Schedule – Final schedule of all existing and new flights for the upcoming Scheduling Period.

The Schedule Coordinator will publish a final schedule known as the Baseline Gate Schedule for the upcoming Scheduling Period thirty (30) days prior to the commencement of the Scheduling Period.

Departure Only means a flight by an airline to a destination other than the Airport.

Flight means (1) an aircraft arriving at the Airport from a Destination which has passengers and/or cargo on board; or (2) an aircraft departing from the Airport to a Destination which has passengers and/or cargo on board.

Gate Coordinator means the entity or individual approved by the CEO to perform the functions described herein. The Gate Coordinator and the Schedule Coordinator may or may not be the same entity or individual.

GSRC means the Gate Scheduling and Review Committee as described herein.

Preferential Flights means flights granted first scheduling rights on Common Use Gates.

Schedule Coordinator means the entity or individual approved by the CEO to perform the functions described herein. The Gate Coordinator and the Schedule Coordinator may or may not be the same entity or individual.

Scheduling Period means monthly effective with the first day of the month.

Turnaround means an arriving flight that deplanes all passengers, bags and cargo, and is then scheduled for a flight departing from the same gate, with passengers, bags and/or cargo, operating under a different flight number.

Utilization Measurement Period For purposes of conversion of the Preferential Use Gates to Common Use Gates means either (i) a consecutive six (6) month period or (ii) a consecutive twelve (12) month period, as determined by the CEO in his or her sole discretion.

Minimum Utilization Requirement

- A. For purposes of implementing the provisions under the airline Lease and Tariff regarding conversion of the Preferential Use Gates to Common Use Gates while the Scheduling Protocols are in effect, the Minimum Utilization Requirement (MUR) shall include:
 - 1. The Minimum Performance Level for the average number of departing seats per gate per day during a Utilization Measurement Period.
- B. LAWA shall find that the Tenant has failed to meet the MUR if, during any Utilization Measurement Period, the Tenant does not exceed the Minimum Performance Level of the MUR and is not projected by the Landlord to exceed such Minimum Performance Level for the then forthcoming six (6) months based on publicly available published schedules.
- C. The Minimum Performance Levels shall reset on an annual basis, effective January 1.

Minimum Performance Levels

- A. For calendar year 2017 the Minimum Performance Level is as follows:
 - 1. Average number of departing seats per gate per day: 1,148 seats
- B. For the purpose of determining whether the Tenant has met the Minimum Utilization Requirement:
 - 1. The number of airline Preferential Use Gates shall be determined by Lease or Tariff, unless (i) the number of gates is reduced in which case the number of gates for purposes of determining whether the Tenant has met the Minimum Utilization Requirement shall be reduced by the number of gates that are temporarily out of service for LAWA approved Tenant Improvements or have been converted, or (ii) the parties mutually agree to the reduction in the number of gates.
 - 2. The Landlord shall exclude flight seats in other terminals.

3. The Landlord shall include, in calculating the number of Tenant's seats, handled airlines, accommodated Requesting Airlines, alliance partner airlines, codeshare airlines, and the Tenant's Landlord-approved subtenants.

Preferential and Common Use Gates

A. Preferential Use Gate Airlines:

AA – 4 Gates (Gates 50A, 50B, 53A, 53B)

B6 – 2 Gates (Gates 55A, 59)

NK – 3 gate (Gate 54A, 54B, 56)

B. Preferential Use Flight Airline:

HA – Per HA Lease, Section 16.3, specifically for flights listed in Attachment 1 through the term of the Lease

C. Common Use Gate Airlines:

F9, G4, SY - 4 Gates (Gates 51A, 51B, 57, 58)

Administration and Authority

The administration for the implementation of the T5 Gate Protocols and the monitoring of the gate scheduling and coordinating will be conducted through the Gate Scheduling and Review Committee (GSRC). The GSRC will be advisory to the CEO. The membership of the GSRC will consist of the following:

- A. One representative designated by the T5 airlines and approved by the CEO, to perform the Schedule Coordinator and Gate Coordinator functions. The Gate Coordinator and the Schedule Coordinator may or may not be the same entity or individual.
- B. One representative designated by each airline that uses T5 gates.
- C. The GSRC will have the following responsibilities:
 1. Participate and support the review and coordination of scheduling plans
 2. Recommend revisions to the T5 Gate Protocols, if any
 3. Recommend resolutions to conflicts involving the application of the T5 Gate Protocols
- D. The Schedule Coordinator will have the following responsibilities:
 1. Receive proposed flight schedules
 2. Evaluate and identify scheduling priorities
 3. Identify gate access conflicts with proposed schedules
 4. Distribute copies of these T5 Gate Protocols, as amended from time to time

5. Assist Air Carrier(s) in defining flight operating times with a gate availability expectation consistent with the established priorities
 6. Act as liaison between the airlines (GSRC) and LAWA Operations
- E. The Gate Coordinator will have the following responsibilities:
1. Day-to-day administration of the priority systems
 2. Communication of schedule assignments
 3. Maintenance of use records and statistics
 4. Act as liaison between the airlines (GSRC) and LAWA Operations

Gate Planning and Review Process

A. Proposed Flight Schedule Submission

Airlines interested in access to Common Use Gates in a forthcoming gate Scheduling Period must submit to the Schedule Coordinator no less than 90-days in advance of the then forthcoming gate Scheduling Period, their proposed flight schedules for all flights planned for Terminal 5, including:

1. Preferential flights with first scheduling rights (as dictated by lease terms, if any)
2. Common use flights on Common Use Gates
3. Preferential flights on Preferential Use Gates

Airlines with assigned Preferential Use Gate(s) must (1) identify the flights that will operate on assigned Preferential Use Gates, (2) identify flights for which a Common Use Gate assignment is sought and (3) demonstrate why such flights cannot reasonably be scheduled on the airline's Preferential Use Gate(s). Changes made by any airline to the submitted schedule will not be considered in the Common Use Gates assignment process and will be treated as new flights that may be accommodated after the assignments process is completed and only if Common Use Gates are available at the requested times. Airlines that do not submit a proposed flight schedule on time will have their flights treated as new flights added after the assignment process is completed and if Common Use Gates are available at the requested times.

B. Airline Consensus Opportunity

Immediately after receipt of the airlines' proposed flight schedules, the Schedule Coordinator will distribute these to all Terminal 5 airlines. The Terminal 5 airlines will have one week from this point to establish unanimous agreement on gate assignments, including use of remote gates.

- C. If the Terminal 5 airlines reach unanimous agreement on gate assignments, including use of remote gates, the Schedule Coordinator will approve the schedule, which will then be administered by Gate Coordinator.
- D. If the Terminal 5 airlines fail to reach unanimous agreement on gate assignments, then the Schedule Coordinator will assign gates pursuant to the T5 Gate Assignment Priority.
- E. Terminal 5 airlines may waive the consensus period of one week if agreed to by all Terminal 5 airlines with a notification to the Schedule Coordinator.

F. Publication of Final Baseline Gate Schedule

The Schedule Coordinator will publish a final schedule known as the Baseline Gate Schedule for the upcoming Scheduling Period thirty (30) days prior to the commencement of the Scheduling Period.

Gate Assignment Priority

Priority will be applied to individual flights (1 arrival plus 1 departure). In times of conflict for a contact gate, the Schedule Coordinator and Gate Coordinator will resolve conflicts by giving priority in the following order:

CUGA/PUGA Method

Reservations are made for individual flights (1 arrival plus 1 departure), according to airline's ranking and classification (CUGA Common Use Gate Airline, PUGA Preferential Use Gate Airline, PUFA Preferential Use Flight Airline).

Ranking developed for each group based on most recently completed and available 3-month publicly available published schedules. Ranking will be calculated as follows:

- A. For CUGA, the ranking will be based on the average departing seats per day.
- B. For airlines with Preferential Flights with first scheduling rights on Common Use Gates, the airline will be classified as a PUFA. The ranking will be based on the average seats per day.
- C. For PUGA, the ranking will be established based on the average seats per preferential gate per day.

Sequence:

Round 1: CUGAs will be allowed to make reservations for a gate assignment for one individual flight each in order of their ranking (i.e. CUGA1, then CUGA2)

Round 2: CUGAs will be allowed to make reservations for a gate assignment for one individual flight each in order of their ranking (i.e. CUGA1, then CUGA2). Then, PUFA will be allowed to make reservations for a gate assignment for one individual flight each in order of their ranking (i.e. PUFA1, then PUFA2). Then, PUGA will be allowed to make reservations for a gate assignment for one individual flight each in order of their ranking (i.e. PUGA1, then PUGA2)

Subsequent Rounds: Repeat Round 2.

Gate Scheduling and Use Provisions

The use of gates will be limited by the Active Loading and Active Unloading periods.

Turnaround flights exceeding Active Loading and Unloading periods will be considered as an independent Arrival Only and an independent Departure Only for gate scheduling purposes. Aircraft scheduled to have excess ground times will be required to remove the aircraft from the gates.

Daily Gate Management Protocols

This section describes the general operating conditions for the day-to-day administration of the T5 Gate Protocols.

Airlines are expected to maintain continuous communication with the Gate Coordinator on changes to the Baseline Gate Schedule driven by day to day operational anomalies. Airlines must communicate daily line-ups, updated ETA/ETDs, tail swaps, and/or any impending delays to the Gate Controller for planning and coordination.

Flights assigned to Common Use Gates through the gate planning and review process will be honored in day to day assignments **except** when:

- A. Flight is off schedule. A flight is considered off schedule when arrival or departure times deviate +/- 15 minutes from scheduled operations.
- B. Airline implements a flight swap that exceeds the original ground time scheduled at the gate under the Baseline Gate Schedule.
- C. In conjunction with Gate Coordinator, early arrivals of flights may opt to either wait for the assigned gate to be vacated or be gated at an alternate gate if available. Gate Coordinator will determine if the flight can be accommodated at a Common Use Gate without impacting another Baseline Gate Schedule flight, provided the action does not create additional delays at the alternate gate.
- D. An airline may request the use of another airlines' Preferential Use Gate for an off-schedule flight. In such a situation, the requesting airline must contact the Gate Controller. The assignment shall be confirmed only when Gate Controller and the preferential use airline concur to accommodate the flight.

Alternative Parking Requirements

All airlines will be required to have alternative parking arrangements at a location other than a gate, in the event aircraft must be moved to a location other than a gate. LAWA will identify remote parking locations that can be used for such purposes.

ATTACHMENT 1

HAWAIIAN FLIGHT SCHEDULE 2009													
ARRIVING FLIGHT	FROM	ARRIVAL TIME	DEPARTING FLIGHT	TO	DEPARTURE TIME	AIRCRAFT TYPE	M	TU	W	TH	F	SA	SU
JANUARY 1 THROUGH JANUARY 5													
ORIGINATOR			1	HNL	8:30	767	X	X	X	X	X	X	X
ORIGINATOR			1003	HNL	10:00	767	X	X	X	X	X	X	X
10	HNL	15:25	9	HNL	16:55	767	X	X	X	X	X	X	X
2	HNL	21:10	TERMINATOR			767	X	X	X	X	X	X	X
1004	HNL	22:25	TERMINATOR			767	X	X	X	X	X	X	X
JANUARY 6 THROUGH MARCH 7													
ORIGINATOR			1	HNL	8:30	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	16:55	767	X	X	X	X	X	X	X
2	HNL	21:10	TERMINATOR			767	X	X	X	X	X	X	X
MARCH 8 THROUGH APRIL 30													
ORIGINATOR			1	HNL	8:35	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:30	TERMINATOR			767	X	X	X	X	X	X	X
MAY 1 THROUGH MAY 2													
ORIGINATOR			1	HNL	8:45	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
MAY 3 THROUGH MAY 31													
ORIGINATOR			1	HNL	8:35	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:30	TERMINATOR			767	X	X	X	X	X	X	X
JUNE 1 THROUGH JUNE 27													
ORIGINATOR			1	HNL	8:45	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
JUNE 28 THROUGH AUGUST 31													
4	HNL	6:55	3	HNL	10:45	767	X	X	X	X	X	X	X
ORIGINATOR			1	HNL	8:45	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
SEPTEMBER 1 THROUGH SEPTEMBER 9													
ORIGINATOR			1	HNL	8:40	767	X	X	X	X	X	X	X
10	HNL	16:20	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
SEPTEMBER 10 THROUGH SEPTEMBER 14													
ORIGINATOR			1	HNL	8:40	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
SEPTEMBER 15 THROUGH SEPTEMBER 30													
ORIGINATOR			1	HNL	8:45	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
OCTOBER 1 THROUGH OCTOBER 24													
ORIGINATOR			1	HNL	8:40	767	X	X	X	X	X	X	X
10	HNL	16:20	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
OCTOBER 25 THROUGH OCTOBER 31													
ORIGINATOR			1	HNL	8:40	767	X	X	X	X	X	X	X
10	HNL	16:25	9	HNL	17:55	767	X	X	X	X	X	X	X
2	HNL	21:35	TERMINATOR			767	X	X	X	X	X	X	X
NOVEMBER 1 THROUGH DECEMBER 15													
ORIGINATOR			1	HNL	8:35	767	X	X	X	X	X	X	X
10	HNL	15:25	9	HNL	17:05	767	X	X	X	X	X	X	X
2	HNL	21:15	TERMINATOR			767	X	X	X	X	X	X	X
DECEMBER 16 THROUGH DECEMBER 31													
4	HNL	5:20	3	HNL	10:30	767	X	X	X	X	X	X	X
ORIGINATOR			1	HNL	8:35	767	X	X	X	X	X	X	X
10	HNL	15:25	9	HNL	17:05	767	X	X	X	X	X	X	X
2	HNL	21:15	TERMINATOR			767	X	X	X	X	X	X	X