

EXHIBIT 2

**Letter from Senators Daniel K. Inouye and Daniel K. Akaka and
Representatives Neil Abercrombie and Patsy T. Mink to Secretary
Norman Y. Mineta dated August 6, 2002**

Congress of the United States
Washington, DC 20515

August 6, 2002

The Honorable Norman Mineta
Secretary
U.S. Department of Transportation
400 7th Street, SW
Washington DC 20590

Dear Secretary Mineta:

We strongly support the application filed by Aloha Airlines and Hawaiian Airlines seeking antitrust immunity to permit the coordination of capacity over some of Hawaii's inter-island routes. Hawaii's unique transportation needs can only be met by a strong and vibrant two-carrier interisland air network, and approval of the application is necessary to preserve that network.

Aloha and Hawaiian have experienced years of losses in serving these routes and now face even greater losses due to the continuing impact of the events of September 11. The carriers are asking for a temporary respite from some of the well understood competitive pressures they now face in order to regain their footing. We, as well as Governor Cayetano, who has issued his declaration fully supporting the Aloha-Hawaiian arrangement, firmly believe that their proposal deserves prompt and favorable action by the Department.

Hawaii's unique status as an island state make it heavily dependent on air transportation as a basic component of its economic and social life. There is simply no other practical way for the people of Hawaii to travel among the islands for business, family, and recreation; for businesses to distribute time-sensitive products such as newspapers, medicines, and food among the islands; for mail and express to reach their destinations quickly; or for tourists to enjoy fully the pleasures of our multifaceted island communities. As we learned when the nation's airways were closed down for several days last year, a healthy transportation network is essential to Hawaii.

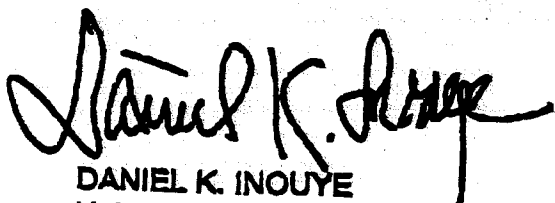
We understand, and Governor Cayetano's declaration makes clear, that Aloha and Hawaiian are facing serious financial problems in serving these routes. Traffic, which had already declined due to economic slowdowns in the United States and abroad, plummeted after September 11, and remains well below the levels required to sustain even a break-even operation. The added costs and delays required because of new

security measures have also had an especially severe impact on interisland travel. Losses in the interisland markets, which we understand were already in the tens of millions of dollars, have spiraled. If the present situation continues, we and Governor Cayetano are concerned that Aloha and Hawaiian will be forced to take action that might not only result in steep service reductions, but would also dramatically affect the high frequency network on which Hawaii depends.

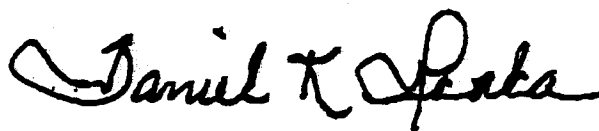
This is precisely the type of situation that Section 116 of the Aviation and Transportation Security Act of 2001 was intended to address. Indeed, the interisland carriers are asking for far less than the statute would permit, and both carriers, as reflected in Governor Cayetano's declaration, have agreed to provide the State with advanced as well as post-operation monthly reports outlining any schedule changes. The carriers are only requesting approval to coordinate aggregate interisland capacity levels. They are not seeking authority to set prices or schedules. By law, even this limited cooperation must cease on October 1, 2003. Implementation of Aloha and Hawaiian's proposal will have no adverse impact on the broader U.S. air transportation markets. We believe, however, that approval is essential to the preservation of viable interisland network in Hawaii.

We urge you to grant their request for antitrust immunity expeditiously so that Hawaii's air transportation network can begin the recovery process.

Aloha,



DANIEL K. INOUE
United States Senator



DANIEL K. AKAKA
United State Senator



NEIL ABERCROMBIE
Member of Congress



PATSY MINK
Member of Congress