

# THIRD QUARTER REPORT

*AirTran's third quarter report was mailed to shareholders recently. Here are excerpts from Chairman Robert Swenson which appeared in the quarterly publication.*

**A**IRTRAN CORPORATION REPORTED essentially break-even results for the third quarter of fiscal 1995 despite the anticipated operating loss of AirTran Airways, our start-up jet carrier subsidiary, in its first quarter of scheduled operations. Although we are investing in the future of our new jet carrier, the corporation has maintained strong cash balances, reflecting the fundamental strength of our Mesaba Aviation subsidiary.

Operating revenues rose 10% in the third quarter ended December 31, 1994 to \$35,807,000. We reported a consolidated net loss of \$216,000 or \$.01 per share, compared to earnings of \$924,000 or \$10 per share in the year-earlier period. For the first nine months of fiscal 1995, operating revenues increased 8% to \$105,712,000. Consolidated earnings for the nine-month period totaled \$2,887,000 or

\$.31 per share, compared to \$3,060,000 or \$.35 per share last year.

We believe Mesaba's third quarter passenger load factor was affected by national publicity regarding safety issues in the regional airline industry. However, Mesaba posted modestly higher income for this period due to the recognition of some of the incentive revenues contained in Mesaba's Airlink contract with Northwest Airlines.

Since 1984, Mesaba has operated all of our large aircraft under a Part 121 Certificate from the F.A.A., the same certificate held by major airlines. For over ten years, we have operated our entire fleet to a higher and costlier standard of safety than federal regulations require of the regional airline industry.

(continued on page 2)

## MESABA TRAFFIC

December '94 & January '95

**M**esaba Aviation's load factor for the month of December was 44.4 percent, compared to 44.1 percent during the same month last year. Mesaba flew 25.6 million revenue passenger miles in December, compared to 23.5 million flown in the same month last year (one revenue passenger mile equals one passenger flown one mile).

Mesaba carried 99,103 passengers in January, a .5 percent increase over 98,616 carried in January 1994. Mesaba's load factor for January was

39.8 percent, compared to 41.2 percent during the same month last year. Mesaba flew 21.7 million revenue passenger miles in January, compared to 20.5 million flown in the same month last year.

Robert D. Swenson, President and CEO of AirTran Corporation, said "Mesaba's load factor continued to be adversely affected in January by the negative national publicity surrounding the regional airline industry during the last three months."

### MONTHLY OPERATING STATISTICS (Mesaba Aviation Only)

	Dec. 1994	Dec. 1993	Change		Jan. 1995	Jan. 1994	Change
Passengers carried:	116,496	111,311	+4.7%	Passengers carried:	99,103	98,616	+0.5%
Available seat miles:	57,794,684	53,304,723	+8.4%	Available seat miles:	54,601,721	49,925,283	+9.4%
Revenue Passenger miles:	25,642,513	23,518,233	+9.0%	Revenue Passenger miles:	21,747,405	20,548,973	+5.8%
System-wide load factor:	44.4%	44.1%	-0.3 pts	System-wide load factor:	39.8%	41.2%	-1.4 pts



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## Third Quarter Report

(continued)

loss in the third quarter due to difficulties with its computer reservations system and the need to lease an additional jet aircraft while one of its own 737s was undergoing a modification program. We have implemented a new reservation system for Airways, and the modification of our 737 has also been completed.

We expect to be flying four of our own leased 737s by late February, which will enable Airways to add non-stop Orlando service to Syracuse and Albany, New York, and Cincinnati, Ohio. In March, Orlando service will expand Airways' system to nine markets.

We were pleased to announce the appointment of John F. Horn as president of AirTran Airways in January. John served a 20-year career with Northwest, where he held the posts of president and chief operating officer between 1986 and 1989. Given his extensive airline experience and executive capabilities, John will make a significant contribution to the growth and development of AirTran Airways.

Our adherence to these stringent regulations, coupled with our own uncompromising policies, have enabled Mesaba to amass an unblemished record of passenger safety.

AirTran Airways posted a higher than planned operating

We are continuing to address Northwest's objection to AirTran Corporation's ownership of AirTran Airways. There have been many issues to resolve, including the tax treatment of the contemplated spin-off of AirTran Airways or Mesaba. Negotiations with Northwest concerning these issues are continuing, as is our analysis of the alternative tax considerations. We are attempting to avoid a taxable event for our shareholders, and we are striving to have this situation resolved by this summer.

Lingering problems related to our previous computer reservations system made January a difficult month for Airways. However, we believe our jet carrier will post improving results over the balance of the fourth quarter. In addition, Mesaba's January operations were affected by sleet and fog as well as ongoing public concerns about regional airline safety. Given these factors, our consolidated fourth quarter results will not reach the level reported last year. Moreover, the impact of Airways' start-up costs throughout the second half will

cause us to report reduced earnings for the full fiscal year.

We thank our outstanding employees for their hard work and dedicated efforts,

and we appreciate the confidence of you, our shareholders and customers.

Sincerely,

Robert D. Swenson

President and Chief Executive Officer

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*"Mesaba's January operations were affected by sleet and fog as well as ongoing public concerns about regional airline safety."*

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## Thanks from Station Training

FROM THE STATION TRAINING DEPARTMENT:

MARCI DEPASCALE,  
CLAUDIA HAMAND,  
WESLEY LOESCH  
Station Training Instructors

Before we get too far into 1995, our team wanted to say thanks for all the help you have given us. Training is a huge responsibility and we do not take your help for granted.

In 1994, our group trained over 360 new-hire customer service agents. This training included over 26 new-hire ramp classes, 19 counter, and 13 ops/cargo. Recurrent classes in winter operations and de-icing also required instructor time. Last year, we were faced with the challenge of implementing the new Cardinal Tracking system, new towing procedures and new group weight and balance

changes. The successful FFM, SCE and TRI station openings also took shape in 1994. Without your help and cooperation, all this training would never have been possible.

We would like to thank the large number of agents who helped with new-hire orientation and class instruction, the station managers who went above and beyond the call of duty to help with training, and the hub managers and supervisors who also played a very important part in making all this possible. You have our most sincere thanks.





## MESABA'S DEPARTMENTAL PROFILE: MAINTENANCE PLANNING

**PLANNING/DISPATCH**— left to right -Chris Dobmeler, Ronda Miller, Kim Ward, Sherry Simonson, Brad Baker and Dave Hanten. Not Pictured are: Erick Groebner, Julie Holmes, John Lally. DTW Dispatch not pictured are Roger Linse, Leslie Heron, Greg Pettygrue and Lori Schulz

**T**he Maintenance Planning Department consists of Stores, Aircraft Records, Maintenance Dispatch and Maintenance Planning. As a unit, the department is tasked with supporting all aspects of maintenance on Mesaba's fleet of aircraft.

The Stores Department has transferred from Finance to Maintenance Planning. As you may remember from your last issue of Mesaba On The Move's departmental highlight, this Department is responsible for receiving, maintaining, issuing and shipping all of the components used on the aircraft as well as many other orders including facility equipment and commissary supplies. The Detroit department is staffed with eight employees and is under the supervision of Sylvia Reed. The Minneapolis department is staffed with 13 employees and is managed by Mark Loken.

The Aircraft Records Department is responsible for compiling all records of maintenance performed on each aircraft and entering into the AS400 computer

system the compliance of each task, replacement of each component and correction of each modification. Additionally, all paperwork is maintained as required by the FAA. To accomplish this monumental task, the department is staffed by seven full time employees in MSP and managed by Kathy Meihak.

The Maintenance Planning Department is responsible for ensuring all regulatory, manufacturer and company maintenance requirements are monitored and accomplished within their specified time limitations. The department is staffed by three full-time employees in MSP.

(continued on page 4)

**RECORDS**— left to right: Karna Haglund, Nora Peterson, Terry-Crosby, Tara Weiss, Kathy Meihak, Jessica Laube, Jacque Crawford, Patsy Lipe and Brad Baker.





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President and Chief Executive Officer

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## CUSTOMER LETTERS:

# Thanks Mesaba!

## Welcome!

### NOVEMBER, 1994

David Hanton-Planning MSP  
Kathy Koons-CSA DTW  
Kimberly Utley-CSA DTW  
Misti Ausland-CSA ATY  
William Mitchell-CSA DTW  
Kim Henderson-CSA DTW  
Gregory Wurdell-CSA DTW  
Gayla Packard-CSA DTW  
Richard Altman-Crew Sched.  
MSP  
Keynon Phillips-Groomer  
MSP  
Charles Veigel-Stores MSP  
Christa Pierce-FA MSP  
Mary Kay Plank-FA DTW  
Lisa Coe-FA DTW  
Jennifer Feathers-FA DTW  
Lori Gardner-Stores MSP  
Christine Hausjalter-CSA BMI  
Carol Walker-CSA MLI  
Kurt Schmidt-CSA CWA  
Kirby Skinner-CSA CWA  
Lisa Wojtala-CSA DTW  
Pike Kelly -CSA LAF  
Christine Cosey-CSA DTW

### DECEMBER, 1994

Timothy White-Groomer, DTW  
Volanda Lescott-Groomer,  
DTW  
Carl O'Neil-Groomer DTW  
Michelle Monson-CSA MSP  
David Trapp-CSA MSP  
Pamela Casteel-CSA ESC  
Kirk Rose-CSA LEX  
Tami Erickson-CSA MSP  
Ryan Cole-CSA YXU  
Brad Hagenow-CSA LAF  
Wade Rynning-CSA MSP  
Jeff Cales-CSA LEX  
Nila Gianettino-CSA DTW  
Ali Hamid-CSA DTW  
Charlene Eastman-CSA MSP  
Lisa Walker-CSA DTW  
Wayne Jech-Groomer MSP  
Heidi Landry-Crew Sched.  
MSP  
Weston Bigelow-Stores MSP  
John Schlichting-MIS MSP

### JANUARY, 1995

This past August 4th, my son and I flew on Bearskin Airlines between Thunder Bay, and Sioux Lookout, Ontario. On August 4th, our travel initiated in Houston flying Continental Airlines to Minneapolis connecting there with Northwest into Thunder Bay, where upon arrival we discovered that two of our most important luggage items - two fishing rod cases carrying 10 rods - were missing. I'm sure you can imagine a trip to a remote fishing lake without rods.

Fortunately for us, you employ an outstanding customer oriented person named Jackie Drazeczy at Thunder Bay. Recognizing the level of our frustration, Ms. Drazeczy did everything she could and in fact went beyond the call of duty to try and locate our missing fishing rod cases. While in my presence, she called both Northwest and Continental baggage departments in Minneapolis. She made every attempt to contact Continental's lost baggage group in Houston, but could not reach them immediately, but she continued to persist. I believe she stayed at least an hour past her normal working hours just to assist us. And further to emphasize the level of personal service she provided, she was most courteous by giving my son and me a ride to a nearby restaurant in her own car. I can't tell you enough how much we appreciated her efforts in assisting us.

Later that same evening upon our return to the Thunder Bay Airport to catch the last flight to Sioux Lookout, we were informed by your personnel that the rod cases had been found with Continental in Houston and were already in route to Minneapolis. I credit our luck in locating the missing rod cases and in salvaging our planned fishing vacation completely to the efforts of Jackie Drazeczy, for without her persistence I'm sure the cases

would have remained in Houston past the time that we could have received them during our trip. Please express my very, very sincere thank you's to Jackie for the outstanding customer service she provided. She is a credit to your organization.

Very truly yours,

Thomas P. White (and Associates),  
President

On Friday, July 22, 1994, my wife, son, and I were scheduled to leave Detroit, MI for State College, PA on Flight 3094. Nasty weather shut down the airport for a time. That, along with accumulated traffic, delayed our departure for approximately two hours. Unfortunately, most of the two hours were spent sitting on the airplane. The ground operations boarding and releasing the airplane left something to be desired. However, the purpose of writing this letter is to commend the flight crew for the excellent job they did with respect to those of us on the plane.

The crew kept us informed and carried out their duties in an exceptional manner considering the circumstances. The Captain and First Officer did an excellent job piloting the craft when we did get underway through the stormy weather around Detroit and the Flight Attendant was cheerful, accommodating and helpful.

I wish to commend them for their service to the passengers on the flight. The individuals on the crew were as follows: Capt. Herb Schulke; F.O. John Baker; Flight Attendant Sherri DiCicco.

In this day and age of criticism and fault finding I believe it is incumbent on those who receive exceptional treatment to positively respond to it. Therefore, I would ask that you notify these three individuals concerning this positive feedback for their job performance on July 22, 1994.

Very truly yours,

William C. Kriner

Kriner, Koerber & Kirk, P.C.

## Maintenance Department

(continued from page 3)



Stores— from left to right: Pat Keenan, Mark Loken, Chris Henderson, Art Simons, Brad Baker and Lori Gardner. Not pictured are Mike Hawkins, Monte Wendl and Chuck Veigel

The Maintenance Dispatch Department is the newest department within this organization. Staffed by four full-time employees in MSP (soon to be operational in DTW as well) the department prioritizes all maintenance activities, tracks all labor, coordinates with stores and warranty and ensures compliance with all maintenance scheduled for completion by the Maintenance Planning Department. Both the Maintenance Dispatch and Maintenance Planning Departments are managed by Ronda Miller.

The Maintenance Planning Department is under the direction and support of Bradley Baker, who joined Mesaba in 1985 and has been recently promoted from the Technical Training Department.



**FOR IMMEDIATE RELEASE:**

AirTran Corporation  
7501 26th Avenue South  
Minneapolis, MN 55450  
612/726-5151



**AIRTRAN CORPORATION AND NORTHWEST AIRLINES, INC. REACH  
PRELIMINARY AGREEMENT FOR SPINOFF OF AIRTRAN'S JET SUBSIDIARY**

Minneapolis/St. Paul, MN -- March 8, 1995 -- AirTran Corporation announced today that it signed a Preliminary Agreement with Northwest Airlines, Inc., relating to AirTran's proposed distribution, or spinoff, to its shareholders of the AirTran Airways, Inc. business and certain other assets. A definitive agreement will need to be approved by the parties' boards of directors, AirTran shareholders and governmental authorities.

Subsidiary:  
Mesaba Aviation, Inc.

AirTran Airways is an expanding Orlando-based 737 jet carrier which presently offers low fares to ten U.S. cities. The Airways business will become a new public company, separate from AirTran Corporation. After the spinoff, AirTran Corporation will continue to be the holding company for Mesaba Aviation, Inc., which operates as Northwest Airlink under a codesharing agreement with Northwest Airlines.

Robert D. Swenson, AirTran's Chairman, said the Preliminary Agreement is in response to the objections raised by Northwest Airlines and Northwest's pilot union to AirTran's entry into the jet carrier business in mid-1994. Negotiations with Northwest on this issue, and others, which are covered by the Preliminary Agreement, have been ongoing since July of last year. Swenson said, "We are pleased to have reached an agreement with Northwest on the Airways spinoff. We believe that the final outcome of the corporation's new structure will benefit our shareholders and our employees and will enhance the long-term relationship with Northwest."

Under the terms of the Preliminary Agreement:

- Northwest and Mesaba will enter into good-faith negotiations to amend the Airlink Agreement to provide for a term of not less than 10 years.
- Northwest, currently an owner of approximately 2% of AirTran's outstanding stock, will exercise its AirTran stock purchase warrants, issued in 1988, to purchase 1,499,078 (14%) of AirTran common stock for approximately \$4,477,563. Northwest will not receive any ownership interest in the new Airways business but will instead be issued AirTran shares, which when added to its existing ownership in AirTran, will represent approximately 29.7% of AirTran's common stock outstanding after the spinoff.

continued, page 1 of 2



When you combine that with Northwest's guarantee of a Pre-Tax profit of not less than \$10 million for the next fiscal two years, in two years Mesaba could be in a stronger cash position than it is in today. Furthermore, as I said earlier, Northwest and Mesaba have agreed to enter into good-faith negotiations to reach a new Airlink agreement which would extend for not less than 10 years. I believe that Mesaba is positioned very favorably for future growth.

**Q: How will Northwest's scheduling and routing control affect Mesaba?**

A: During the next two years while our Pre-Tax profit agreement is in place, we have given Northwest the ability to maintain scheduling and routing control. Northwest has had control over part of our system for two years already. The Airlink partnership works because Northwest is dependant upon feed traffic to support its hub gateways. Giving Northwest more scheduling control over Mesaba helps them build a stronger system.

**Q: How will our stock in AirTran be affected by the Spinoff?**

A: Each person who owns shares of stock in AirTran today will be issued new shares of stock in Airways; in effect, you will become a shareholder in both companies. As of the date of the spinoff, the two companies will operate separately. Shareholders in AirTran today will benefit from the strong capitalization of both companies and the ability for each to grow freely.

I want to thank all of our employees for their continued support and efforts in making Mesaba one of the leading regional airlines today in the country.

new\agree.emp



# CRON NAMED AS AIRLINK DIRECTOR FOR NORTHWEST

Northwest's Airlink Team has a new team leader in Jim Cron, who was named Director of Airlink Planning earlier this year. Cron, who has become familiar to Mesaba's operations and marketing group as the liaison to Northwest on most issues, had formerly served as manager of domestic route planning at Northwest.

In his new position, he and his team work closely with the Airlink affiliate companies, including Mesaba, Express, Horizon, Transtates, and Business Express. He said, "Our number one priority is to maximize revenue with the relation-

ship of Mesaba and Northwest through scheduling, pricing, inventory and marketing activities." There are five persons who work in the Airlink Planning group including Bill Wernicke, Ann Linvill, Kevin Meeder and Joan Rambaum.

Cron is a native of the Twin Cities. He earned his undergraduate degree at St. Johns University and Masters of Business Administration from St. Thomas University. He and his wife Mary, and two-year-old daughter Shanna, reside in the Twin Cities.

## Welcome!

Michael Wagberg-Pilot DTW  
James Anderson-Pilot DTW  
Timothy Porter-Pilot DTW  
John Haver-Pilot DTW  
Neal Helfman-Pilot DTW  
James Griffin-Pilot DTW  
Michael Ganse-Pilot DTW  
Thomas Park-Pilot DTW  
David Perez-Pilot DTW  
Anthony Loftusj-Pilot DTW  
Robert Hanson-CSA MSP  
Cynthia Clayton-CSA MSP  
Kevin Sullivan-CSA DTW  
Sean Gunnery-CSA DTW  
Carrie Niemi-CSA GPZ  
Charles Hutchinson-CSA CWA  
Russell Sawyer-j-CSA DTW  
Larry Hagen-CSA MSP  
Daniel Krieger-CSA STC  
Doug Nash-CSA ABR  
John Kempf-CSA DTW  
Michael Schwanke-CSA MSP  
Carl Knight-CSA DTW  
Thomas Mazacek-CSA MSP  
Chris Sabby-CSA MSP  
William Stacy-Maint DTW  
Linda Finn-FA MSP  
Kathleen Simone-FA DTW  
Jennifer Fairchild-FA MSP  
Amy Swanson-FA MSP  
Adrienne Giacoletti-FA DTW  
John Townsend-FA DTW  
Jason Wells-FA DTW  
Marcia Endries-FA MSP  
Kristie Celeski-FA DTW  
Jenel Sauber-FA MSP  
Terri Shelhamer-FA DTW  
Nora Peterson-Records MSP  
Sam Short-Stores DTW  
Andre Godbott-Maint DTW  
Penelope Tomlinson-Stores DTW  
Mark Szpaichler-CSA DTW  
Douglas Alanis-CSA DTW  
Ellen Lill-CSA MSP  
Matthew Louwagie-CSA MSP  
Michael Maquire-CSA YQT  
Gerald Ryan-CSA DTW  
Kenneth Cooper-CSA DTW  
Ryan Hruska-CSA DTW

## Mesaba Expands Service North, and More North

The two newest cities to hit Mesaba's route system are in the north, literally. Effective May 1, 1995, Mesaba begins providing one flight a day between Ottawa, Ontario and Detroit, Michigan. The new service will complement the new service which Northwest is beginning as part of the new Open Skies agreement between Canada and the U.S.

Additionally, on May 26, Mesaba will begin operating one daily flight between

Minneapolis/St. Paul and Ely, Minnesota. Northwest, Mesaba and Ely have worked for several months to establish a summer service to the airport in Ely to promote tourism in the region. The one scheduled flight a day will be the first scheduled airline service that Ely has had since Mesaba Aviation last provided scheduled airline service to Duluth in 1976-77.

## Aged to Perfection

Bart Schmidt, Director of Operations/Audit for Mesaba and former DH8 Pilot for Mesaba flew his last Mesaba flight last September when he turned 60, that magic age when the FAA says that Part 121 pilots need to stop flying scheduled service.

Schmidt joined Mesaba in April 1993 after a 31 year career with the FAA where he retired as Principle Operations Inspector at Minneapolis. He got his wings in 1958 and he spent three years as a Marine pilot prior to starting his career with FAA.

As Director of Operations/Audit, Schmidt will continue to develop and monitor Mesaba's operations, safety and auditing procedures.

He said he'll miss flying scheduled service. We guess he'll continue to fly however. He said he's got 14,000 hrs flying time in 41 different aircraft. Sounds like he likes to fly.





# CRM Helps Build Teamwork, Improve Safety at Mesaba

## *Congratulations!*

Chris Dobmeler on his marriage to Crystal.

Julia Dudley (Hill) on her marriage to Randolph.

Dale Campbell on his marriage to Brenda.

Craig Daniel on his marriage to Andrea.

Michael Dillon on his marriage to Jill.

Jennifer Dittmer (Sherril) on her marriage to Brian.

Mike Elliott on his marriage to Debra.

Jon Engstrand on his marriage to Michelle.

Loran Gruman on his marriage to Catrina.

Tracy Hansen (Kraft) on her marriage to Brian.

Ken Hayes on his marriage to Linda.

Kelly Horvath (Johnson) on her marriage to Michael.

Tim Houghes on his marriage to Jill.

George Kojis on his marriage to Toni.

Jeff Ledbetter on his marriage to Gina.

Don Lepley on his marriage to Lisa.

Michelle Lindemyer (Isming) on her marriage to Todd.

Kevin McCarthy on his marriage to Shannon.

Albert Mercer on his marriage to Jackie.

Angie Roethlisberger (Hughes) on her marriage to Thomas.

Leslie Selpel (Day) on her marriage to Kurt.

Jeff Somerville on his marriage to Tammy.

Steve Torsell on his marriage to Carol.

Todd Wakefield on his marriage to Sandra.

Laura Wegner (Hilden) on her marriage to Eric.

**L**AST SUMMER, MESABA initiated a Crew Resource Management Program (CRM) to help build teamwork and improve communications within the company's various operational divisions. CRM programs have been run for years at many of the major airlines and Mesaba felt the time was right to develop its own internal program.

Helped by AvTeam, a local consulting company, a team of Mesaba pilots and flight attendants were trained as facilitators in the CRM program (Regan Dirkx, Tim Strand, Tammy Bratton, Chris Lamb, Brian Teske and Perry Wilson). These facilitators began the process of training Mesaba's flight crews in two day courses.

To date, 270 of Mesaba's employees have been through the course, and the results are positive. "Our goal is to make our working environment more safe, friendly and supportive," said Perry Wilson, an active facilitator for the program. Wilson, a Mesaba DH8 Pilot who joined the company in April 1993, has helped facilitate training for all who have participated in the courses. The classes are facilitated through various modules which concentrate on different communications and interaction skills.



Examples of the modules are; Teamwork, Communications, Decision Making, Attitudes and Perceptions, Overload, and Conflict Resolution, to name a few. The classes have been well received by participants.

"It exceeded my expectations," said Cecil Ford, a first officer for Mesaba. "We talked about what to do in different situations... how to be assertive without stepping out of bounds. For me, it was valuable."

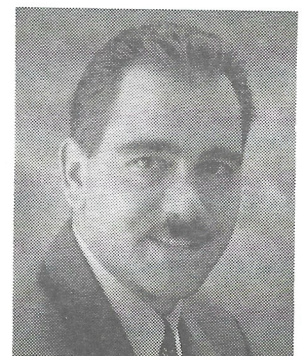
In light of recent industry hearings, there have been suggestions made to mandate CRM training for all airlines. While Mesaba is ahead of the game, Wilson said "We would like to have everyone in the company who comes in contact with Flight Operations go through the course."

## DAVID T. QUERIO NAMED NEW ENGINEERING & MAINTENANCE V.P.

**L**ast November, Mesaba announced the promotion of David Querio to Vice President of Engineering and Maintenance. Robert Swenson, President and CEO said, "We are delighted to name David as Vice President of Engineering and Maintenance. His industry experience and technical skills will be very valuable to us as we continue to expand our airline's services."

Querio is a certified A & P mechanic and has over 12 years of airline maintenance experience. He joined Mesaba last September as Director of Maintenance Planning. Before that, Querio served as Vice President of Customer Support and

Service at West Virginia Air Center, and before that, as Director of Airline Services at Arkansas Aerospace. He also worked eight years in a variety of senior maintenance positions with American Eagle, including Simmons Airlines, Command and AMR in Dallas, Texas.





# LISTEN UP!

Bart Schmidt, Co-Chair,  
Safety Committee/Director  
of Operations Audit

## *Congratulations!*

### **Birth Announcements**

Sandra Agnew and her husband on the birth of their daughter Arika

Terri Bray and her husband on the birth of their twins Roxanne and Robert.

James Clancy and his wife on the birth of their daughter Claire.

Dan Fenton and his wife on the birth of their daughter Joslyn.

Dominick Figarra and his wife on the birth of their daughter Camille.

Greg Gogin and his wife on the birth of their daughter Pauline.

Tom Hartley and his wife on the birth of their daughter Laura.

Jed Heimendinger and his wife on the birth of their son Eric.

Eric Hollander and his wife on the birth of their son Jacob.

Dan Jackson and his wife on the birth of their son Leon.

Renee and John Kunkel on the birth of their daughter Zoe.

Christi Lampi and her husband on the birth of their daughter Samantha.

James Latta and his wife on the birth of their daughter Samantha.

Stephen Lee and his wife on the birth of their son Nathan.

Michael McCartney and his wife on the birth of their son Hunter.

Tony Nielson and his wife on the birth of their daughter Jazzmyn.

**W**e recently received a comment from one of our pilots regarding the confusion caused by clearances delivered to aircraft of similar flight numbers. It's easy to misunderstand the flight identification number and execute a clearance that was actually meant for another flight with a similar number. Sometimes there is only one digit difference, often, the numbers are quite different but there is a phonetic similarity that causes confusion. The situation becomes especially worrisome when the intensity of the radio chatter prevents us from breaking in to question it. The safety committee has discussed this problem at length and found no obvious answer. The problem embraces the entire industry and so does the solution. Here are some techniques that can be employed to help ease the situation

**FIRST.** Keep a sterile cockpit. I know this is hard to do especially with a jump seat rider. But remember who's in command and be in command. Ask for or indicate, the need for silence.

**SECOND.** Question the reasonability of the clearance. If you're at twenty thousand feet and are cleared to three thousand feet, in a high density environ-

ment you may wonder. You can question the clearance by promptly reporting out of twenty thousand and see what kind of response that generates. If your controller responds in a voice increased three octaves, there is a good chance, it was not only *not* your clearance - you may be intruding into someone else's airspace.

**THIRD.** Rely on your instincts. Not always the best answer but if you can't break in and you have to do something, consider how you were handled the last time you were there. Most of the time we are in an area we have been before, and have some feel for the kind of handling to expect. We can learn to anticipate a rapid descent or an extended vector or a speed controlled descent or any combination of these.

**FORTH.** Execute promptly. This will minimize the need for additional communication and help reduce frequency chatter.

These are not new ideas. This problem is simply not within our capacity to solve. The solution lies with the congress and their responsibility to fund an ATC system that can accommodate the needs of Mesaba and the rest of the industry. So, until that happens the best we can advise is to, "Listen Up!"

## MESABA IS ALREADY A PART 121 CARRIER

**G**iven the intense amount of attention the regional airline industry has received during the past four months, Mesaba sent a bulletin to all stations to post for the benefit of our passengers. The bulletin stressed Mesaba's safety record and the fact that we have been certified as a Part 121 carrier for over 10 years: Mesaba Bulletin:

- Since 1984, Mesaba has operated under Part 121 Certificate from the F.A.A., the same certificate as that held by major airlines.
- For over 10 years, we have operated our entire fleet to a higher and more costly standard of safety than required by federal regulations.
- All of our pilot training and checking is performed to the same Part 121 standards as that of major airlines.
- Mesaba uses licensed dispatchers for all of our flights, under the same Part 121 rules used by the major airlines.

■ Mesaba pilots receive flight training in advanced simulators, under the same Part 121 rules as the pilots of major airlines.

■ Mesaba pilots are scheduled for flight and duty time under Part 121 regulations, the same as major airline pilots.

■ Mesaba's maintenance is performed to the same F.A.A. standards as that of all major airlines.

Mesaba and its employees are extremely proud of providing safe transportation to all of our passengers for over 20 years. We support the F.A.A.'s recent recommendations for a single safety standard in our industry.

We are proud to say that for over a decade, our airline has voluntarily subscribed to the higher safety standards in training, maintenance and operations of the major airlines. Thank you for your business and continued support.



## *Congratulations!*

### *Birth Announcements*

Ronn Parker and his wife on the birth of their son William.

Eric Rolland on the birth of his daughter Shelby.

Frank Sheehy and his wife on the birth of their daughter Ellyn.

Jay Substad and his wife on the birth of their daughter Bethany.

John Turpen and his wife on the birth of their son Stephen.

Wayne Veness and his wife on the birth of their son Jonathan.

Rodney Vigstol and his wife on the birth of their daughter Samantha.

Joleen Macloch and her husband on the birth of their daughter Alisia.

# AIRTRAN APPOINTS CARL R. POHLAD TO BOARD OF DIRECTORS

AirTran Corporation, Mesaba's parent company, appointed Carl R. Pohlada to serve as a member of the board of directors - effective February 21, 1995. Pohlada fills the board vacancy created by the resignation of Philip L. Swenson. Swenson, who has served as director of the corporation since 1978, said personal health issues are the reason for his resignation from the board.

Pohlada became AirTran's largest shareholder in September 1993 when he invested \$10 million to purchase approximately 1.38 million shares of AirTran stock, representing approximately 16% of the company's outstanding common stock.

"We are delighted to have Carl Pohlada join AirTran's Board," said Chairman Robert D. Swenson. "His knowledge and airline experience will be tremendous assets to us as we continue to expand our business."

Among his numerous business associations, Pohlada is President and Chairman of Marquette Bancshares, Inc., and Owner of the Minnesota Twins Baseball Club, Inc. His airline experience dates back to the 1960's when he was an active investor in Central Airlines. Formerly, he has also served as a Director of Texas International and Continental Airlines, and as Chairman of Continental's Board of Directors.

## **Mesaba On The Move**

**7501 26TH AVENUE SOUTH  
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**Mesaba On the Move is published bi-monthly for employees of MESABA AVIATION. Stories, Ideas and points of interest are encouraged from employees. Send information to Mesaba On the Move, 7501 26th Avenue S., Minneapolis, MN 55450.**

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