AirTran

1993 Annual Report

Celebrating Mesaba's
20th Anniversary of
Scheduled Air Service

AirTran Corporation and Subsidiary

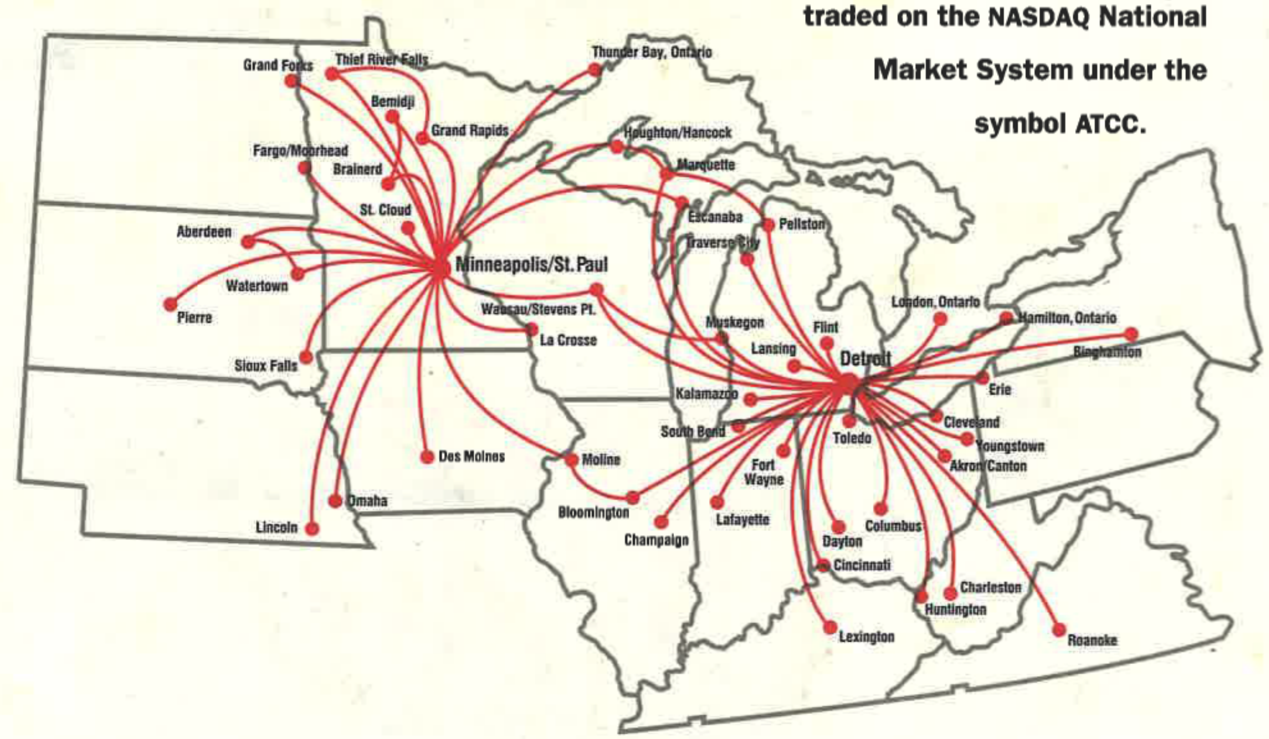
Financial Highlights	Fiscal years ended March 31, 1993	1992	1991
Operating Revenues	$ 124,331	$ 102,389	$ 90,232
Operating Expenses	112,028	92,204	82,550
Operating Income	12,303	10,185	7,682
Net Income	6,740	5,822	4,418
Net Income Per Share	.75	.66	.57

Statistical Highlights	Fiscal years ended March 31, 1993	1992	1991
Revenue Passengers	1,306,750	1,067,230	947,287
Revenue Passenger Miles (000)	270,137	216,082	196,873
Available Seat Miles (000)	536,216	419,903	388,377
Passenger Load Factor	50.4%	51.5%	50.7%
Yield Per Revenue Passenger Mile	45.5¢	46.8¢	44.8¢
Operating Cost Per Available Seat Mile	20.8¢	21.9¢	21.2¢

Fleet Composition	Fiscal years ended March 31, 1993	1992	1991
deHavilland Dash 8	19	–	–
Fairchild Metro III	21	22	16
Fokker F27	12	15	15
Total	52	37	31

Corporate Profile

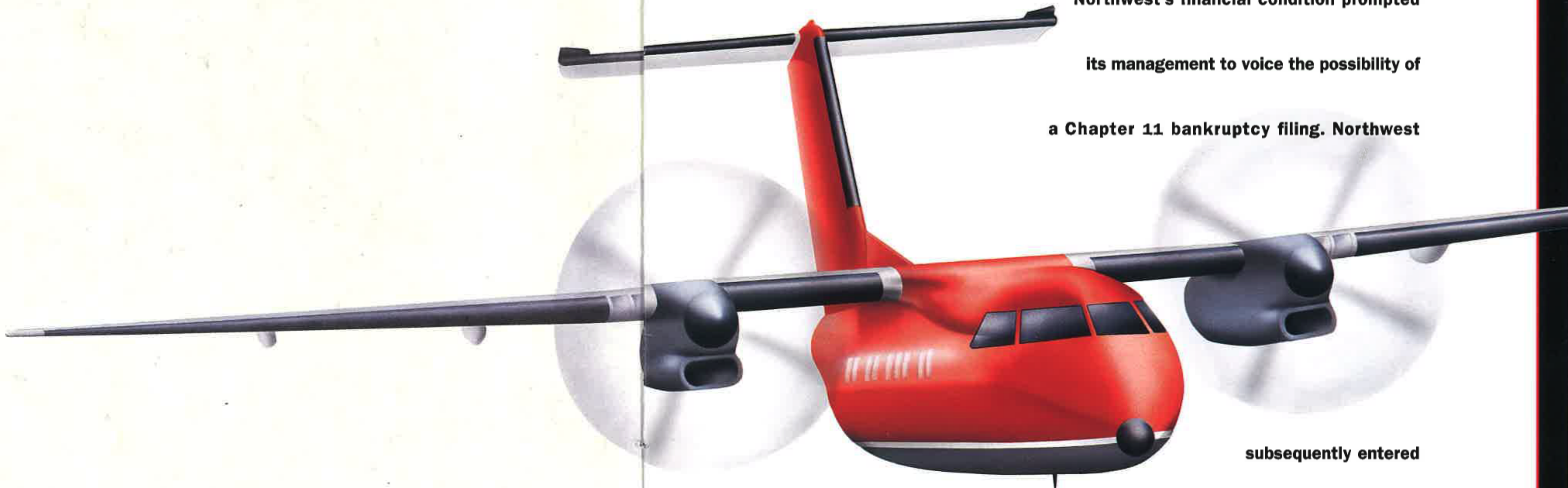
AirTran Corporation is the parent company of Mesaba Aviation, Inc., a U.S. Domestic Air Carrier serving the hub airports of Minneapolis/St. Paul and Detroit. Mesaba, which marks its 20th anniversary of scheduled air service in 1993, is the largest regional carrier serving these major hubs. Extending from New York state to the Dakotas, Mesaba's dual-hub system consisted of 46 cities in 15 states and Ontario, Canada at March 31, 1993. Also at that time, Mesaba was operating 52 turboprop aircraft: nineteen 37-passenger deHavilland Dash 8s; twenty-one 19-passenger Fairchild Metro IIIs; and twelve 48-passenger Fokker F27s. In August, Mesaba will take delivery of the final two Dash 8s out of the initial order of 25 aircraft. Fiscal 1993 marked AirTran's sixth consecutive year of record earnings. Mesaba also remains one of the nation's fastest growing regional airlines. The carrier operates publicly as Mesaba/Northwest Airlink under a marketing agreement with Northwest Airlines. AirTran Corporation is headquartered at Minneapolis/St. Paul International Airport, and its common stock is traded on the NASDAQ National Market System under the symbol ATCC.



To Our Shareholders

We are pleased to report that fiscal 1993 marked the sixth consecutive year of record earnings for AirTran Corporation, parent company of Mesaba Aviation, Inc. For the year ended March 31, 1993, operating revenues rose 21% to $124,331,000. Net income came to $6,740,000, an increase of 16% from $5,822,000 in fiscal 1992. On a per share basis, AirTran's fiscal 1993 earnings were $.75, up from $.66 a year ago.

Delayed Revenue Payments **Earlier this year, Northwest's financial condition prompted its management to voice the possibility of a Chapter 11 bankruptcy filing. Northwest subsequently entered negotiations with its labor groups for a package of pay concessions and related measures. During this period, Northwest failed to make several biweekly revenue payments**



to AirTran on the dates specified in our Airlink contract. However, each late payment

has ultimately been received within the 10-day grace period available to Northwest under contract terms.

Progress at Northwest As this annual report went to press in early August, we were encouraged by the progress Northwest had

made on several fronts. All of its labor groups ratified the concessions package by late July. In addition, Northwest's lenders agreed to restructure a significant portion of the company's debt. Northwest stated these actions have averted a bankruptcy filing and that the company is now positioned to strengthen its operating performance.

Stock Redemption As a stakeholder in Northwest's success, AirTran has consistently demonstrated its commitment to our Airlink relationship. In December 1992, we redeemed 1,000,000 shares of AirTran stock held by Northwest at a cost of $8,000,000. Last April, we also agreed to renegotiate a five-year Airlink contract renewal at Northwest's request. **Strong Dual-Hub System** AirTran's performance

in fiscal 1993 was attributable to our strong positions at Mesaba's Detroit and Minneapolis/St. Paul hubs. Extending over 1,200 miles from Binghamton, New York to Pierre, South Dakota, this dual-hub system encompassed 46 cities in 15 states and Canada at our year-end. Reflecting the size of our regional operations, Mesaba boarded 1,307,000 passengers in fiscal 1993 and flew more than 270,000,000 revenue passenger miles. By any standard, these numbers are indicative of a large regional airline system.

Profitable New Service A significant portion of our traffic growth was generated by the eight new Detroit markets opened during fiscal 1993. Supported by our growing fleet of Dash 8 turboprops, these new markets are contributing to AirTran's profitability. During the second quarter of fiscal 1994, we will introduce service to three new markets: St. Cloud, Minnesota, Escanaba, Michigan, and Champaign, Illinois. **Lower Unit Operating Costs** Reflecting significant capacity growth in the form of 19 new Dash 8s added during the year, Mesaba's passenger load factor declined in fiscal 1993. However, the benefits of these efficient, 37-seat aircraft strengthened AirTran's earnings growth by contributing to a 5% reduction in operating costs per available seat mile. At 20.8 cents in fiscal 1993, this key benchmark of airline operating costs fell to its lowest level in three years. We anticipate further reductions in our ASM costs during fiscal 1994.

Reduced Maintenance Expense Mesaba's reduced ASM costs resulted in part from a 13% decline in total maintenance costs, since our new Dash 8 fleet is incurring considerably less maintenance expense than the Fokker F27s we are replacing. Our cost structure is also benefiting from the greater fuel efficiency of our Dash 8s in comparison to the Fokker fleet. **Fokker F27 Phase-Out** The final two Dash 8s out of our initial order of 25 are scheduled for delivery in August. At the end of calendar year 1993, seven F27s will have been removed from our fleet. Leases on most of our remaining five F27s will expire by mid-1994. In addition, operating leases on approximately half of our 21 Fairchild Metro III aircraft will expire by next spring. These expirations provide us with the opportunity to phase out or renegotiate our Metro and F27 leases at more favorable rates. **Cash Reserves** Despite the $8,000,000 redemption of AirTran stock held by Northwest, our fiscal 1993 year-end cash position of $12,786,000 was up modestly from the year-earlier period. We have also maintained a very conservative balance sheet, with our ratio of long-term debt-to-shareholders' equity improving to .25 at March 31, 1993, from .35 a year ago. **First Quarter Earnings** Northwest's recent

progress at improving its financial condition is welcome news to AirTran and its shareholders. Unfortunately, our passenger traffic has remained weaker than planned thus far in fiscal 1994 due to the economy and the impact of negative publicity surrounding Northwest's financial condition. As a result, AirTran reported earnings of $1,158,000 or $.14 per share for the first quarter of fiscal 1994 ended June 30, virtually unchanged from the year-earlier level. Due to these same factors, we also anticipate reduced earnings in the second quarter.

AirTran will remain solidly profitable for the full year, but given these first half traffic shortfalls, fiscal 1994 earnings may not equal the record level reported last year.

Promising Long-Term Future We remain very confident about AirTran's future. Given our significant presence at two major hub airports and fleet of efficient turboprop aircraft, AirTran is positioned to participate in the continued growth of the regional airline industry. A portion of this future growth may be generated by system realignments as major carriers vacate shorter-haul markets that cannot be served profitably with large jet aircraft. Regional carriers can efficiently fill such service voids due to the greater efficiency of turboprop and small jet aircraft designed specifically for shorter-haul markets.

Additional Opportunities We look forward to working closely with Northwest in the years ahead and providing growing volumes of traffic to our Airlink partner at its Detroit and Minneapolis/St. Paul hubs. We are also exploring additional opportunities that can be served within AirTran's holding company structure. We believe it is in the best interests of AirTran's shareholders to consider options that would expand our revenue stream by capitalizing upon our expertise in the airline industry. **A Special Thanks**

As always, we owe a special word of thanks to our outstanding and highly trained employees. We also appreciate the continued support of you, our shareholders and customers.

Best regards,

Robert D. Swenson

President and Chief Executive Officer

Financial Review

AirTran Corporation and Subsidiary

Operating Revenues (in millions)

1991	$90.2
1992	$102.4
1993	$124.3

Operating Costs Per Available Seat Mile

1991	21.2¢
1992	21.9¢
1993	20.8¢

Operating Margin

1991	8.5%
1992	9.9%
1993	9.9%

Earnings Per Share

1991	$.57
1992	$.66
1993	$.75

Revenue Passengers Carried (in thousands)

1991	947
1992	1,067
1993	1,307

Available Seat Miles (in millions)

1991	388
1992	420
1993	536

Passenger Load Factor

1991	50.7%
1992	51.5%
1993	50.4%

Long-Term Debt/Equity Ratio

1991	.58
1992	.35
1993	.25

Earnings Summary

The Company reported record net income of $6,740,000 or $0.75 per share for the fiscal year ended March 31, 1993, an increase of 16% from $5,822,000 or $0.66 per share in fiscal 1992 and $4,418,000 or $0.57 per share in fiscal 1991. Earnings per share for fiscal years 1992 and 1991 have been adjusted to reflect a two-for-one stock split in the form of a 100% stock dividend declared by the Board of Directors on April 7, 1992 for shares held of record on April 22, 1992.

Results of Operations

Operating Revenues Operating revenues rose 21% to $124,331,000 in fiscal 1993 from $102,389,000 in fiscal 1992 and $90,232,000 in fiscal 1991. The increase in operating revenues for fiscal 1993 was due to increased revenue passenger miles flown, which rose 25% to 270,137,000 from 216,082,000 in 1992 and 196,873,000 in 1991. The fiscal 1992 increase in operating revenues was attributable to a 10% increase in revenue passenger miles flown and a 4% increase in passenger yield. Passenger yield was 45.5 cents in fiscal 1993, compared to 46.8 cents in 1992 and 44.8 cents in 1991. The Company's average passenger load factor was 50.4% in 1993, compared to 51.5% in 1992 and 50.7% in 1991.

Nineteen deHavilland Dash 8 aircraft under operating leases were added during fiscal 1993 to provide service to eight new Detroit markets and additional flight frequencies to existing markets. The Dash 8 aircraft also replaced three Fokker F27 aircraft returned to lessors during fiscal 1993. The Company intends to phase out its entire F27 fleet within the next eighteen months. Detroit service to Hamilton, Ontario was added in May, 1992, followed by Huntington, West Virginia and Binghamton, New York in July, 1992, Roanoke, Virginia in August 1992, Lafayette, Indiana and Bloomington, Illinois in September, 1992, South Bend, Indiana in October 1992 and Thunder Bay, Ontario in March, 1993. At March 31, 1993 the Company was serving 46 cities out of its Minneapolis/St.Paul and Detroit hubs.

Operating Expenses Total operating expenses increased 22% to $112,028,000 in fiscal 1993 from $92,204,000 in 1992 and $82,550,000 in 1991. These increases were due primarily to increased available seat miles flown, reflecting expansion of the Company's Detroit hub. Available seat miles rose 28% in fiscal 1993 to 536,216,000 from 419,903,000 in 1992 and 388,377,000 in 1991.

A comparison of the components of operating costs per available seat mile is shown in the following table for fiscal years 1993, 1992 and 1991:

March 31,	1993	1992	1991
Labor and Related Costs	5.8¢	6.0¢	5.7¢
Fuel Cost	2.5	2.6	3.0
Direct Maintenance Costs	2.7	4.4	4.1
Passenger-Related Expense	2.2	2.0	1.9
Depreciation, Amortization and Aircraft Rental	5.9	4.8	4.6
Administrative and Other Costs	1.7	2.1	1.9
	20.8¢	21.9¢	21.2¢

Labor and related costs totaled $31,067,000 in fiscal 1993, compared to $25,287,000 in 1992 and $22,024,000 in 1991. Increases in labor and related costs in all three years reflect a growing work force along with normal wage, longevity and benefit increases. Total employment at the end of fiscal 1993 was 1,317 employees, compared to 1,072 at the end of fiscal 1992.

Total fuel expense was $13,237,000 in fiscal 1993, $10,662,000 in 1992 and $11,526,000 in 1991. Fuel consumption increased 21% in 1993 and 8% in 1992, reflecting the Detroit expansion. Fuel prices increased 2% in 1993 and declined 13% in 1992. The average cost of fuel per gallon, including taxes and pumping fees, was 86 cents in 1993, 84 cents in 1992 and 97 cents in 1991. Certain provisions of the Company's Airlink Agreement with Northwest Airlines moderate the impact of fluctuating fuel prices.

Direct maintenance expense, excluding labor and related costs, decreased to $14,372,000 in fiscal 1993 from $18,592,000 in 1992 and $15,808,000 in 1991. The decrease in fiscal 1993 reflects lower Fokker F27 overhaul and repair costs due primarily to turnback of three leased F27 aircraft and lower hours flown on the F27 fleet during the year. The addition to the Company's fleet of new deHavilland Dash 8 aircraft has also provided increased cost efficiencies. Our airlink agreement requires Northwest to provide all necessary maintenance and overhaul for the Dash 8 aircraft.

Passenger-related expenses were $11,768,000 in fiscal 1993, $8,256,000 in fiscal 1992 and $7,540,000 in 1991. Higher traffic volumes as well as increased landing fees, airport services and facility charges accounted for the increases during the periods.

Depreciation and amortization totaled $8,338,000 in fiscal 1993, up from $6,081,000 in 1992 and $5,118,000 in 1991. Aircraft rentals were $23,540,000, $14,125,000, and $12,814,000 in fiscal 1993, 1992 and 1991, respectively. The higher level of depreciation and amortization resulted from increased investments in spare parts and equipment and the payment of a contract rights fee to Northwest. The Company paid the contract rights fee to Northwest in the form of amended stock purchase warrants as part of the extension of the Airlink Agreement on April 1, 1992. Contract rights are being amortized on a straight-line basis over the extended term of the Airlink Agreement of five years.

The 1993 increase in aircraft rentals reflects the addition of nineteen deHavilland Dash 8 aircraft under operating subleases from Northwest.

Operating Income The Company's operating income totaled $12,303,000 in fiscal 1993, up 21% from $10,185,000 in fiscal 1992 and also up from $7,682,000 in 1991. Operating margins were 9.9% in both 1993 and 1992 and 8.5% in 1991.

Provision for Income Taxes The provision for income taxes rose to $5,473,000 in fiscal 1993 from $4,040,000 in 1992 and $2,948,000 in 1991, resulting in an effective tax rate of 45% in 1993, 41% in 1992 and 40% in 1991. The increase in the fiscal 1993 effective tax rate is due to nondeductible contract rights amortization expense.

The Company intends to adopt Statement of Financial Accounting Standards No. 109, "Accounting for Income Taxes," in the first quarter of fiscal 1994. The adoption of Statement 109 is not expected to have a material effect on the Company's financial position.

Liquidity and Capital Resources

The Company's working capital increased to $6,464,000 with a current ratio of 1.39 at March 31, 1993 compared to $4,158,000 and 1.24 at March 31, 1992. Cash and short-term investments increased by $402,000 to $12,786,000 at March 31, 1993. Net cash flows provided by operating activities totaled $11,969,000 in fiscal 1993, compared to $12,069,000 in 1992. Net cash flows used for financing activities amounted to $9,767,000 in fiscal 1993, primarily for the repurchase of 1,000,000 shares of the Company's common stock from Northwest for $8,000,000. In addition, the Company agreed to pay Northwest $1,000,000 on July 1, 1994 if certain conditions are met. Funds used to purchase spare parts, equipment and other assets totaled $1,800,000 in fiscal 1993, compared to $5,467,000 in 1992.

The Company has a $5,000,000 revolving line of credit at prime plus one-half of 1%. At March 31, 1993, $5,000,000 was available under this line of credit for future use. In addition, a letter of credit facility totaling $3,886,000 secures a lease commitment to the County of Wayne, Michigan, for the Company's Detroit hangar. All borrowings under the revolving line of credit and a term loan of $628,000 at March 31, 1993 are collateralized by F27 aircraft, spare parts, inventory and accounts receivable.

Long-term debt, net of current maturities, totaled $6,660,000 at March 31, 1993, compared to $7,892,000 at the end of fiscal 1992. Lease financing for the Minneapolis/St.Paul and Detroit hangar facilities comprised $6,426,000 of long-term debt at the end of fiscal 1993. The ratio of long-term debt to stockholders' equity improved to .25 at March 31, 1993 compared to .35 at the end of fiscal 1992.

FAA directives will require the Company to equip its Metro III fleet with ground proximity warning systems by April 1994 and traffic alert and collision avoidance systems by February 1995. The estimated cost to modify the Company's existing Metro III fleet is approximately $1.2 million.

As of April 1, 1992, the Company amended its Airlink Agreement with Northwest Airlines to provide, among other things, a contract extension to March 31, 1997, exclusive rights to designated service areas and support in acquiring new aircraft and equipment. Separately, Northwest Airlines has negotiated the acquisition of 25 deHavilland Dash 8 aircraft that will be made available to the Company under operating leases with terms up to five years. As of March 31, 1993, the Company had taken delivery and signed sub-leases for nineteen Dash 8 aircraft. The remaining six aircraft are expected to be delivered by August 1993. Manufacturer's product support along with fleet integration, spare parts and equipment provided by Northwest Airlines will satisfy the majority of the funding requirements necessary to initiate and expand service with the Dash 8 aircraft. These aircraft brought the Company's total fleet to 52 aircraft at March 31, 1993. Of this total, 49 aircraft are covered under operating leases with remaining terms of eight months to five years and aggregate monthly lease payments of $2,465,000. Operating leases have been the Company's primary method for acquiring aircraft, and management expects to continue relying on this method to meet most of its future aircraft needs.

In connection with the extension of the Airlink Agreement as of April 1, 1992, the Company agreed to amend the expiration dates and exercise prices of common stock purchase warrants outstanding to Northwest Aircraft Inc. The amended warrants were valued at $3.46 per share effective April 1, 1992 based upon independent appraisal.

Approximately 81% of the Company's passengers connected with Northwest in fiscal 1993, 76% in 1992 and 81% in 1991. Substantially all accounts receivable balances in the accompanying consolidated balance sheets are due from Northwest. Northwest is currently pursuing initiatives involving its major organized labor groups and lenders to improve its financial position which, like that of other major domestic carriers, has suffered from prolonged, unfavorable operating circumstances. Northwest has indicated that it may seek protection under Chapter 11 of the Bankruptcy Code. Under Chapter 11 bankruptcy proceedings, Northwest could reject the Airlink Agreement or otherwise seek to alter its business relationship with the Company.

Regardless of the outcome of Northwest's initiatives, the Company believes that Northwest's Minneapolis and Detroit hubs will continue to serve as key air traffic centers. Although the Company maintains an expanding air system serving those traffic centers, loss of the Company's affiliation with Northwest or Northwest's failure to make timely payment of amounts owed to the Company or to otherwise materially perform under the Airlink Agreement for any reason would have a material adverse effect on the Company's operations and financial position.

The Company has historically relied upon cash reserves, internally generated funds and borrowings to support its working capital requirements. Management believes that funds from operations and existing credit lines will provide adequate resources for meeting non-aircraft capital needs in fiscal 1994.

Consolidated Balance Sheets

AirTran Corporation and Subsidiary

	At March 31, 1993	At March 31, 1992
Assets		
Current Assets:		
Cash and short-term investments	$ 12,786,000	$ 12,384,000
Accounts receivable, net	6,372,000	4,258,000
Inventories	3,695,000	3,614,000
Prepaid expenses and deposits	306,000	1,200,000
Total current assets	23,159,000	21,456,000
Property and Equipment (Note 3):		
Facilities under capital lease	9,147,000	9,069,000
Flight equipment	27,706,000	26,974,000
Other property and equipment	8,527,000	7,911,000
Accumulated depreciation and amortization	(24,061,000)	(18,089,000)
Net property and equipment	21,319,000	25,865,000
Deferred Income Taxes (Note 5)	1,623,000	317,000
Other Assets, principally Airlink contract rights, net of accumulated amortization of $4,428,000 and $2,529,000, respectively (Notes 2 and 7)	5,055,000	1,870,000
	$ 51,156,000	$ 49,508,000
Liabilities and Stockholders' Equity		
Current Liabilities:		
Current maturities of long-term debt (Note 4)	$ 1,231,000	$ 1,436,000
Accounts payable	5,700,000	4,518,000
Accrued liabilities:		
Payroll	2,145,000	2,177,000
Maintenance (Note 3)	5,954,000	6,569,000
Property taxes	380,000	358,000
Other	583,000	881,000
Income taxes payable	702,000	1,359,000
Total current liabilities	16,695,000	17,298,000
Long-Term Debt, net of current maturities (Note 4)	6,660,000	7,892,000
Other Noncurrent Liabilities, principally accrued maintenance (Note 3)	1,436,000	1,947,000
Commitments and Contingencies (Note 6)		
Stockholders' Equity (Note 7):		
Common stock, $0.01 par value; 15,000,000 shares authorized, 6,881,227 and 7,582,508 shares issued and outstanding, respectively	69,000	76,000
Paid-in capital	1,348,000	7,389,000
Warrants issued for 1,529,862 common shares	5,194,000	765,000
Retained earnings	19,754,000	14,141,000
Total stockholders' equity	26,365,000	22,371,000
	$ 51,156,000	$ 49,508,000

The accompanying notes to consolidated financial statements are an integral part of these balance sheets.

Consolidated Statements of Operations

AirTran Corporation and Subsidiary

	For the years ended March 31, 1993	1992	1991
Operating Revenues:			
Passenger	$ 122,885,000	$ 101,060,000	$ 88,140,000
General aviation, freight and charter	1,446,000	1,329,000	1,307,000
Public service	–	–	785,000
Total operating revenues	124,331,000	102,389,000	90,232,000
Operating Expenses:			
Flight operations (Note 3)	50,343,000	35,485,000	33,881,000
Maintenance (Note 3)	25,178,000	28,816,000	24,330,000
Aircraft and traffic servicing	21,917,000	16,654,000	15,003,000
Depreciation and amortization	8,338,000	6,081,000	5,118,000
General and administrative	6,252,000	5,168,000	4,218,000
Total operating expenses	112,028,000	92,204,000	82,550,000
Operating income	12,303,000	10,185,000	7,682,000
Nonoperating Expense (Income):			
Interest expense	773,000	789,000	717,000
Other, net	(683,000)	(466,000)	(401,000)
Other nonoperating expense, net	90,000	323,000	316,000
Income before income taxes	12,213,000	9,862,000	7,366,000
Provision for Income Taxes (Note 5)	5,473,000	4,040,000	2,948,000
Net income	$ 6,740,000	$ 5,822,000	$ 4,418,000
Fully Diluted Net Income Per Share	$ .75	$ .66	$ .57
Weighted Average Shares Outstanding	8,990,000	8,778,000	7,806,000

The accompanying notes to consolidated financial statements are an integral part of these statements.

Consolidated Statements of Changes in Stockholders' Equity

AirTran Corporation and Subsidiary

For the years ended March 31,

	Common Stock			Warrants			
	Shares	Amount	Paid-In Capital	Shares	Amount	Retained Earnings	Total Stockholders' Equity
Balance, March 31, 1990	7,299,890	$ 73,000	$6,778,000	1,529,862	$ 765,000	$ 5,044,000	$ 12,660,000
Exercise of stock options	57,000	1,000	113,000	–	–	–	114,000
Dividends paid on common stock ($.08 per common share)	–	–	–	–	–	(586,000)	(586,000)
Net income	–	–	–	–	–	4,418,000	4,418,000
Balance, March 31, 1991	7,356,890	74,000	6,891,000	1,529,862	765,000	8,876,000	16,606,000
Exercise of stock options	225,618	2,000	498,000	–	–	–	500,000
Dividends paid on common stock ($.075 per common share)	–	–	–	–	–	(557,000)	(557,000)
Net income	–	–	–	–	–	5,822,000	5,822,000
Balance, March 31, 1992	7,582,508	76,000	7,389,000	1,529,862	765,000	14,141,000	22,371,000
Repurchase and retirement of common stock (Note 7)	(1,000,000)	(10,000)	(7,990,000)	–	–	–	(8,000,000)
Extension of warrants (Note 7)	–	–	765,000	–	4,429,000	–	5,194,000
Exercise of stock options net of related tax effects	298,719	3,000	1,184,000	–	–	–	1,187,000
Dividends paid on common stock ($.15 per common share)	–	–	–	–	–	(1,127,000)	(1,127,000)
Net income	–	–	–	–	–	6,740,000	6,740,000
Balance, March 31, 1993	6,881,227	$ 69,000	$ 1,348,000	1,529,862	$ 5,194,000	$ 19,754,000	$ 26,365,000

The accompanying notes to consolidated financial statements are an integral part of these statements.

Consolidated Statements of Cash Flows

AirTran Corporation and Subsidiary

	For the years ended March 31, 1993	1992	1991
Cash Flows from Operating Activities:			
Net income	$ 6,740,000	$ 5,822,000	$ 4,418,000
Adjustments to reconcile net income to net cash provided by operating activities:			
Depreciation and amortization	8,338,000	6,082,000	5,118,000
Accrued maintenance, long-term	(494,000)	472,000	(207,000)
Deferred income taxes	(1,306,000)	(2,109,000)	(538,000)
Changes in current operating items:			
Accounts receivable, net	(2,114,000)	(1,317,000)	2,401,000
Inventories	(81,000)	(611,000)	(853,000)
Prepaid expenses and deposits	894,000	(598,000)	211,000
Accounts payable and accrued liabilities	259,000	3,296,000	1,960,000
Income tax payable	(267,000)	1,032,000	130,000
Net cash flows provided by operating activities	11,969,000	12,069,000	12,640,000
Cash Flows from Investing Activities:			
Purchases of property and equipment, net	(1,893,000)	(5,535,000)	(4,282,000)
Decrease (increase) in other assets	110,000	86,000	(708,000)
Decrease in other liabilities	(17,000)	(18,000)	(17,000)
Net cash flows used for investing activities	(1,800,000)	(5,467,000)	(5,007,000)
Cash Flows from Financing Activities:			
Proceeds from issuance of debt	–	772,000	–
Repayment of debt	(1,437,000)	(2,136,000)	(3,842,000)
Proceeds from issuance of common stock	797,000	500,000	114,000
Repurchase of common stock	(8,000,000)	–	–
Dividends paid	(1,127,000)	(557,000)	(586,000)
Net cash flows used for financing activities	(9,767,000)	(1,421,000)	(4,314,000)
Net Increase in Cash and Short-term Investments	402,000	5,181,000	3,319,000
Cash and Short-term Investments:			
Beginning of year	12,384,000	7,203,000	3,884,000
End of year	$ 12,786,000	$ 12,384,000	$ 7,203,000
Supplementary Cash Flow Information:			
Cash paid during the year for:			
Interest	$ 756,000	$ 789,000	$ 729,000
Income taxes	$ 7,046,000	$ 5,116,000	$ 3,303,000
Noncash transaction - Warrant extension	$ 5,194,000	$ –	$ –

The accompanying notes to consolidated financial statements are an integral part of these statements.

Notes to Consolidated Financial Statements

AirTran Corporation and Subsidiary, March 31, 1993

1. Corporate Organization and Business

Corporate Organization The consolidated financial statements include the accounts of AirTran Corporation (AirTran) and its wholly owned subsidiary, Mesaba Aviation, Inc. (Mesaba), referred to collectively herein as the Company.

Business The Company is a regional air carrier providing scheduled passenger and air freight service to 46 cities in the Upper Midwest as of March 31, 1993. Effective December 1, 1984, the Company began operating as Mesaba/Northwest Airlink (Airlink) under a cooperative marketing agreement with Northwest Airlines, Inc. (Northwest). On September 15, 1988, the agreement was restated as the Airline Service Agreement and made effective December 10, 1988 (the Airlink Agreement) to add Airlink service for Northwest's hub airport at Detroit, Michigan. Effective April 1, 1992, the Airlink Agreement was further amended to provide a five-year contract extension and exclusive rights to designated service areas. In conjunction with market expansion under this amendment, Northwest has agreed to acquire new aircraft, spare parts and ground support equipment and provide for outside overhaul and repair costs. As described in Note 3, these aircraft have been leased from Northwest. The amended term of the Airlink Agreement continues through March 31, 1997 and automatically renews indefinitely thereafter. Either party may terminate the agreement on 12 months' notice any time after March 31, 1996. As part of this Airlink Agreement, all flights appear in Northwest's timetables and the Company receives ticketing and certain check-in, baggage and freight-handling services from Northwest at certain airports. The Company also benefits from its relationship with Northwest through prorated fare arrangements, advertising and marketing programs.

Approximately 81% of the Company's passengers connected with Northwest in fiscal 1993, 76% in 1992 and 81% in 1991. Substantially all accounts receivable balances in the accompanying consolidated balance sheets are due from Northwest. Northwest is currently pursuing initiatives involving its major organized labor groups and lenders to improve its financial position which, like that of other major domestic carriers, has suffered from prolonged, unfavorable operating circumstances. Northwest has indicated that it may seek protection under Chapter 11 of the Bankruptcy Code. Under Chapter 11 bankruptcy proceedings, Northwest could reject the Airlink Agreement or otherwise seek to alter its business relationship with the Company.

Regardless of the outcome of Northwest's initiatives, the Company believes that Northwest's Minneapolis and Detroit hubs will continue to serve as key air traffic centers. Although the Company maintains an expanding air system serving those traffic centers, loss of the Company's affiliation with Northwest or Northwest's failure to make timely payment of amounts owed to the Company or to otherwise materially perform under the Airlink Agreement for any reason would have a material adverse effect on the Company's operations and financial position.

2. Summary of Significant Accounting Policies

Cash and Short-term Investments The Company's cash management program occasionally results in negative cash balances. When checks are presented to the bank for payment, cash deposits are made from funds provided under the terms of the Company's line-of-credit arrangements or from short-term investments. Short-term investments, which consist primarily of commercial paper and interest-bearing deposits with maturities of less than 90 days, are stated at cost, which approximates market. These investments are considered cash equivalents for statement of cash flows purposes.

Inventories Inventories consist of expendable aircraft service parts and fuel and are stated at the lower of average cost or market. Expendable parts are charged to maintenance as used.

Property and Equipment Property and equipment is stated at cost and depreciated on a straight-line basis for financial reporting purposes over estimated useful lives of 5-10 years for aircraft engines, flight equipment and rotable parts; 3-10 years for all other equipment; 5-36 years for buildings and improvements; and for facilities under capital lease, over the lease term.

Leasehold improvements are amortized over the shorter of the life of the lease or the life of the asset. Accelerated cost recovery methods of depreciation are applied for tax reporting purposes.

The Company capitalizes interest costs incurred on long-term construction projects. Total interest costs capitalized in 1992 and 1991 totaled $23,000 and $178,000, respectively. No interest costs were capitalized in 1993.

Airlink Contract Rights In connection with the Airlink Agreement, the Company paid a contract rights fee in the form of a stock purchase warrant to Northwest Aircraft, Inc. (NWA), an affiliate of Northwest (see Note 7 for warrant extension). In addition, the Company agreed to fund certain costs related to the transition of Airlink operations in the Detroit and Milwaukee service areas. Such transition costs and fees are included as contract rights and are fully recoverable under the terms of the Airlink Agreement. Contract rights are amortized on a straight-line basis over five years to coincide with the minimum term of the Airlink Agreement. Northwest and the Company review contract compliance on an annual basis.

Revenue Recognition Passenger revenues are recorded as income when the respective services are rendered.

Income Per Share Primary and fully diluted net income per share have been computed based upon the weighted average number of common and dilutive common equivalent shares outstanding during each year, adjusted retroactively for the two-for-one stock split (see Note 7).

3. Flight Equipment

The Company's fleet consists of the following aircraft as of March 31, 1993:

Number of Aircraft	Type of Aircraft	Seating Capacity
21	Fairchild Metro III (Metro III)	19
12	Fokker F27 (F27)	42-48
19	deHavilland Dash 8 (Dash 8)	37

The Company owns three of the F27 aircraft; the remaining aircraft are leased under operating leases.

Aircraft maintenance and repairs on Metro III and F27 aircraft are charged to expense when incurred, except for major airframe and engine overhauls. For purchased aircraft, major overhaul costs are capitalized when the expenditure is incurred and amortized over the minimum available operating hours until the next scheduled overhaul. For leased aircraft, the estimated cost of future overhauls is accrued and charged to maintenance expense based upon hours flown pursuant to the specific lease agreements, thus providing for the overhaul cost when it occurs.

In connection with amending the Airlink Agreement, Northwest has agreed to sublease up to 25 Dash 8 aircraft to the Company under operating leases with terms up to five years. The Airlink Agreement allows the Company to return aircraft to Northwest upon occurrence of certain events including termination or breach of the Airlink Agreement and requires Northwest to provide all maintenance and overhauls for Dash 8 aircraft. As of March 31, 1993, the Company had taken delivery of 19 Dash 8 aircraft. The remaining 6 aircraft are expected to be delivered in fiscal 1994. These leases require total future rental payments of approximately $868,000 per year for each aircraft.

The aircraft operating leases require future minimum rental payments as follows at March 31, 1993:

March 31,	
1994	$27,945,000
1995	22,011,000
1996	20,267,000
1997	19,271,000
1998	2,406,000
Thereafter	601,000

Rent expense under aircraft operating leases totaled approximately $23,540,000 in 1993, $14,125,000 in 1992 and $12,814,000 in 1991 and is included in flight operations in the accompanying consolidated statement of operations.

4. Long-Term Debt

Long-term debt as of March 31 is summarized as follows:

March 31,	1993	1992
Revolving credit note; interest at 1/2% above prime rate (6.0% at March 31, 1993); due December 31, 1994 with interest payable monthly; collateralized by receivables, aircraft and parts	$ –	$ –
Term note; interest at 1% above prime rate (6.5% at March 31, 1993); due in quarterly installments with interest payable monthly; collateralized by receivables, aircraft and parts	628,000	1,464,000
Capitalized lease; interest imputed at 8.5%; payable monthly; due in December 2008	3,672,000	3,778,000
Capitalized lease; interest imputed at 8.6%; payable monthly; term through August 2010 with mandatory prepayment provision due in August 2002	3,097,000	3,314,000
Commercial installment notes, secured by computer equipment; interest at rates ranging from 8.9% to 9.7%; payable monthly; due from December 1994 to February 1995	494,000	772,000
	7,891,000	9,328,000
Less - Current maturities	(1,231,000)	(1,436,000)
Total long-term debt	$6,660,000	$7,892,000

The Company entered into a loan agreement with a bank in November 1988 which, as amended, provides for borrowings of up to $5,000,000 under a revolving line of credit, $3,886,000 under a lease commitment and $250,000 under a letter-of-credit agreement. Compensating balances in an amount equal to 5% of the available revolving line of credit facility are required to be maintained ($250,000 as of March 31, 1993). The loan agreement requires the Company to maintain minimum levels of tangible net worth, net working capital and certain other financial ratios. The Company was in compliance with these requirements at March 31, 1993.

During fiscal year 1991, the Company entered into a land and building lease in connection with the construction of a 45,000 square foot hangar and maintenance facility at the Detroit Metropolitan Airport. Construction was funded primarily through the proceeds of sale of Wayne County Special Airport Facilities Revenue Bonds by Wayne County, Michigan. The facility was substantially complete as of March 31, 1991. The hangar facility is leased under a 20-year capital lease. At March 31, 1993, remaining lease payments totaled $4,831,000 of which $1,734,000 represented interest costs.

The Company's corporate headquarters and hangar facility, located in Minneapolis, is leased under a 20-year capital lease. At March 31, 1993, remaining minimum lease payments totaled $6,678,000, of which $3,006,000 represented interest costs.

As of March 31, 1993, the portions of long-term debt due in the five subsequent years are as follows:

March 31,	
1994	$1,231,000
1995	603,000
1996	316,000
1997	303,000
1998	329,000
Thereafter	5,109,000
	$7,891,000

5. Income Taxes

The Company provides deferred taxes for all temporary differences between financial and income tax reporting. The provision for income taxes for the three years ended March 31, 1993 is comprised of the following elements:

March 31,	1993	1992	1991
Current	$6,512,000	$5,657,000	$3,598,000
Deferred:			
Accelerated depreciation	(714,000)	(289,000)	(40,000)
Hangar lease obligations	127,000	132,000	153,000
Contract rights	(277,000)	(291,000)	(230,000)
Deferred maintenance costs	(91,000)	(1,097,000)	(729,000)
Alternative minimum taxes	–	–	156,000
Accrued expenses not deductible for tax reporting purposes	(84,000)	(72,000)	40,000
Total provision for income taxes	$5,473,000	$4,040,000	$2,948,000

The difference between the statutory federal income tax rate and the effective tax rate for the three years ended March 31, 1993 is as follows:

March 31,	1993	1992	1991
Statutory federal tax rate	34.0%	34.0%	34.0%
State taxes, net of federal benefit	5.5	4.8	3.7
Warrant amortization	3.2	–	–
Other, net	2.1	2.2	2.3
Effective tax rate	44.8%	41.0%	40.0%

In February 1992, the Financial Accounting Standards Board issued Standard No.109 (SFAS 109),"Accounting for Income Taxes," which particularly affects the treatment of deferred taxes. As amended, the new accounting rules and disclosure must be adopted during fiscal 1994. The Company has elected not to adopt SFAS 109 for the fiscal year ended March 31, 1993, and believes that adoption of this statement will not have a material effect on the Company's financial position or results of future operations.

6. Commitments and Contingencies

Lease Commitments As detailed in Note 3, the Company leases certain aircraft under operating leases. In addition, the Company leases land, hangar facilities and certain terminal facilities under operating leases which provide for approximate future minimum rental payments as follows at March 31, 1993:

March 31,	
1994	$ 248,000
1995	248,000
1996	246,000
1997	237,000
1998	232,000
Thereafter	2,432,000

Rent expense under all facility operating leases totaled approximately $1,409,000 in 1993, $1,126,000 in 1992, and $1,434,000 in 1991.

Employment Agreements The Company has entered into severance agreements with certain of its key executives. Such agreements provide that, in the event these executives' employment with the Company is terminated within 24 to 36 months of a change in control (as defined), then the Company shall compensate such executives based upon a multiple of average annual compensation over the past five years. The maximum contingent liability of the Company pursuant to all such agreements is approximately $1,328,000 at March 31, 1993.

Benefit Plan The Company maintains a 401(k) benefit plan to eligible employees whereby the Company will match 25% of employee contributions to the plan, up to 6% of each employee's compensation. The Company contributed $160,000 to the plan in 1993, $42,000 in 1992 and $19,000 in 1991.

Litigation The Company is a party to ongoing legal proceedings arising in the ordinary course of business. In the opinion of management, the resolution of these matters will not have a material adverse effect on the Company's financial position or results of operations.

Recently Issued Accounting Standards The Financial Accounting Standards Board Statement No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" ("SFAS 106"), issued in December 1990 and effective for fiscal years beginning after December 15, 1992, requires accrual of the expected cost of postretirement benefits other than pensions over the period of employment. The Company does not offer or provide the postretirement benefits covered by SFAS 106 to its employees and, accordingly, this statement is not currently applicable to the Company.

The Financial Accounting Standards Board Statement No. 112, "Employers' Accounting for Postemployment Benefits", issued in December 1992 and effective for fiscal years beginning after December 15, 1993, requires accrual of the expected cost of benefits provided to former or inactive employees after employment but before retirement either over the period of employment or as an expense at the date of the event giving rise to the benefits. Any such postemployment benefits provided by the Company have not been material and, accordingly, this statement will have no impact on the Company.

7. Capital Stock

Stock Split On April 7, 1992, the Company's board of directors declared a two-for-one stock split of the Company's common stock. The par value per common share remained at $.01. This stock split has been retroactively reflected in these financial statements.

Stock Option Plans The Company has stock option plans for key employees and directors which authorize the issuance of shares of common stock for such options. Under the plans, options are granted by the compensation committee of the board of directors and are exercisable for five years commencing one year after the date of grant. The purchase price of the stock is 110% of the fair market value of the stock at the date of grant for participants owning 10% or more of the outstanding common stock and 100% of the fair market value for all other participants.

Stock option transactions for the three years ended March 31, 1993 were as follows:

March 31, 1990	Shares Under Option
Options outstanding	441,738
Granted ($1.98 to $2.25 per share)	357,620
Exercised ($1.44 to $2.63 per share)	(57,000)
March 31, 1991	
Options outstanding	742,358
Granted ($5.38 to $6.13 per share)	268,000
Exercised ($1.44 to $4.25 per share)	(225,618)
Canceled	(32,000)
March 31, 1992	
Options outstanding	752,740
Granted ($6.25 to $8.00 per share)	310,000
Exercised ($1.75 to $4.25 per share)	(238,820)
March 31, 1993	
Options outstanding	823,920
Exercisable at March 31, 1993	513,920
Available for grants at March 31, 1993	356,350

Stock Purchase Plan The Company has an employee stock purchase plan which allows all full-time personnel employed for more than six months the opportunity to purchase shares of stock in AirTran at the market price through payroll deductions. All administrative costs of this plan are paid by the Company.

Warrants The Company has 399,078 warrants outstanding to Northwest in consideration of guarantees by Northwest of its 1986 and 1987 lease agreements for Metro III aircraft. These warrants allow for the purchase of AirTran's common stock at $2.58 per share through December 31, 1996. In September 1988, AirTran issued a common stock purchase warrant (1988 stock warrant) to Northwest in consideration of the Company being selected to provide Airlink service at Detroit. The 1988 stock warrant, as amended, allows for the purchase of up to 1,130,784 shares of AirTran common stock at $2.50 per share through December 9, 1993. The 1988 stock warrant was valued at $.50 per share based upon an independent appraisal. Northwest maintains certain antidilution rights. During 1993, Northwest exercised 76,492 options in accordance with these rights.

The Company amended the expiration date and exercise price of the outstanding warrants in connection with the extension of the Airlink Agreement. The warrants are exercisable through December 31, 1996 at prices per share ranging from $2.50 to $3.38 The Company valued the warrants, as amended, at $3.46 per share based upon an independent appraisal.

Repurchase of Common Stock On December 24, 1992, AirTran repurchased 1,000,000 shares of its common stock held by Northwest for a total purchase price of $8,000,000. In addition, AirTran agreed to pay Northwest $1,000,000 on July 1, 1994 if the average closing bid price of AirTran's common stock during the twenty consecutive business days immediately preceding July 1, 1994 is greater than $12.00 per share and if Northwest or its affiliates have not breached or defaulted on any of its written agreements or obligations to the Company or any of its affiliates through and including June 30, 1994. As a condition to the repurchase, Northwest has agreed that it will not exercise any warrant or other right to acquire shares of AirTran's common stock and will not sell, dispose of or otherwise transfer any of the common stock or warrants beneficially held by Northwest for the period from December 24, 1992 through June 30, 1994, except in the event of a change in control of AirTran or Mesaba.

Report of Independent Public Accountants

AirTran Corporation and Subsidiary

To the Stockholders of AirTran Corporation:

We have audited the accompanying consolidated balance sheets of AirTran Corporation (a Minnesota corporation) and Subsidiary as of March 31, 1993 and 1992, and the related consolidated statements of operations, changes in stockholders' equity and cash flows for each of the three years in the period ended March 31, 1993. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of AirTran Corporation and Subsidiary as of March 31, 1993 and 1992, and the results of their operations and their cash flows for each of the three years in the period ended March 31, 1993 in conformity with generally accepted accounting principles.

Arthur Andersen & Co.
Minneapolis, Minnesota
May 14, 1993

Quarterly Financial Data

AirTran Corporation and Subsidiary

	Quarters of fiscal year ended March 31, 1993: June 30, 1992	September 30, 1992	December 31, 1992	March 31, 1993	Year 1993
Total operating revenues	$ 26,406	$ 34,746	$ 33,121	$ 30,058	$ 124,331
Operating income	$ 2,315	$ 6,977	$ 2,384	$ 627	$ 12,303
Net income	$ 1,233	$ 3,808	$ 1,360	$ 339	$ 6,740
Net income per share:					
Primary	$ .14	$ .42	$ .15	$ .04	$ .75
Fully Diluted	$ .14	$ .42	$ .15	$ .04	$ .75
Weighted average shares outstanding	9,053,000	9,249,000	9,306,000	8,338,000	8,990,000

	Quarters of fiscal year ended March 31, 1992: June 30, 1991	September 30, 1991	December 31, 1991	March 31, 1992	Year 1992
Total operating revenues	$ 22,669	$ 28,471	$ 26,731	$ 24,518	$ 102,389
Operating income	$ 1,450	$ 4,865	$ 3,160	$ 710	$ 10,185
Net income	$ 859	$ 2,903	$ 1,836	$ 224	$ 5,822
Net income per share:					
Primary	$ .10	$ .34	$ .20	$ .02	$ .66
Fully Diluted	$ .10	$ .34	$ .20	$ .02	$ .66
Weighted average shares outstanding	8,476,000	8,582,000	8,976,000	9,163,000	8,778,000

Five-Year Selected Financial and Statistical Data

AirTran Corporation and Subsidiary

Years ended March 31,	1993	1992	1991	1990	1989
Statement of Operations Data:					
Operating revenues	$ 124,331	$ 102,389	$ 90,232	$ 70,743	$ 35,653
Operating expenses	112,028	92,204	82,550	66,279	32,772
Operating income	$ 12,303	$ 10,185	$ 7,682	$ 4,464	$ 2,881
Net income	$ 6,740	$ 5,822	$ 4,418	$ 2,375	$ 1,645
Net income per share	$ .75	$ .66	$ .57	$ .30	$ .23
Weighted average shares outstanding	8,990	8,778	7,806	7,946	7,558

March 31,	1993	1992	1991	1990	1989
Balance Sheet Data:					
Current assets	$ 23,159	$ 21,456	$ 13,749	$ 12,189	$ 8,761
Net property and equipment	21,319	25,865	25,551	21,911	16,464
Other assets, net	6,678	2,187	2,816	2,956	2,606
Total assets	$ 51,156	$ 49,508	$ 42,116	$ 37,056	$ 27,831
Current liabilities	$ 16,695	$ 17,298	$ 12,669	$ 10,371	$ 5,221
Long-term liabilities	8,096	9,839	12,841	14,025	11,960
Stockholders' equity	26,365	22,371	16,606	12,660	10,650
Total liabilities and stockholders' equity	$ 51,156	$ 49,508	$ 42,116	$ 37,056	$ 27,831

Years ended March 31,	1993	1992	1991	1990	1989
Selected Operating Data:					
Revenue passengers carried	1,306,750	1,067,230	947,287	818,863	428,895
Revenue passenger miles (000)	270,137	216,082	196,873	174,689	97,665
Available seat miles (000)	536,216	419,903	388,377	327,889	183,111
Cost per available seat mile	$ .208	$ .219	$ .212	$ .201	$ .177
Passenger load factor	50.4%	51.5%	50.7%	53.3%	53.3%
Breakeven load factor	45.6%	46.6%	46.8%	50.5%	49.2%
Yield per revenue passenger mile	$ .455	$ .468	$ .448	$ .392	$ .341
Departures	89,011	74,627	67,854	59,614	34,697

Corporate Information

AirTran Corporation and Subsidiary

Stock Price and Dividend Information

The common stock of AirTran Corporation is traded under the symbol ATCC on the NASDAQ National Market System. The following table sets forth the range of high and low last sale prices for the Company's common stock and the dividends per share for the fiscal quarters of the years ended March 31, 1993 and 1992. All prices and dividends per share have been adjusted to reflect the two-for-one stock split in the form of a 100% stock dividend paid on May 6, 1992.

Fiscal 1992	High	Low	Dividends per share
First quarter	5 5/8	4	.025
Second quarter	5 1/2	4 3/8	.025
Third quarter	7 7/8	5 3/16	.03
Fourth quarter	10 1/2	7 1/8	.03
Fiscal 1993			
First quarter	9 3/4	5 1/2	.03
Second quarter	10	6 1/2	.03
Third quarter	11 1/4	8	.03
Fourth quarter	11	8	.03

On July 22, 1993, the number of recordholders of the Company's common stock was 980.

Shareholder Information

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

Transfer Agent Norwest Bank Minnesota, N.A.

Corporate Counsel Briggs and Morgan, Minneapolis, Minnesota

Auditors Arthur Andersen & Co., Minneapolis, Minnesota

Form 10-K A copy of the Company's Form 10-K annual report will be provided free of charge to any shareholder upon written request to: Senior Vice President, Finance and Treasurer, AirTran Corporation, 7501 26th Avenue South, Minneapolis, Minnesota 55450

Notice of Annual Meeting The annual meeting of shareholders will be held at 3:00 PM, Friday, September 17, 1993, at the Registry Hotel, 7901 24th Avenue South, Bloomington, Minnesota.

Officers and Directors

AirTran Corporation and Subsidiary

Board of Directors

John K. Ellingboe[2]
Vice President, General Counsel and Secretary
Fingerhut Companies, Inc.

M.C. Lund[1]
Former President
Frontier Airlines, Inc.

Rodger T. Munt[1,3]
Private Investor

William G. Ness[2,3]
Chairman of the Board
Arctco, Inc.

John S. Olbrych[1,2]
Independent Business Consultant

Alan R. Stephen[3]
President
Twin Otter Leasing Inc.

Lowell T. Swenson[1]
Former Chairman of the Board
Mesaba Aviation, Inc.

Philip L. Swenson
Senior Vice President, Planning/Marketing and Secretary, AirTran Corporation

Robert D. Swenson[1]
Chairman of the Board, President and Chief Executive Officer, AirTran Corporation

[1] Executive Committee
[2] Audit Committee
[3] Compensation Committee

Corporate Officers

Robert D. Swenson
Chairman of the Board, President and Chief Executive Officer

Kenneth P. Bronson
Senior Vice President, Finance and Treasurer

Philip L. Swenson
Senior Vice President, Planning/Marketing and Secretary

John S. Fredericksen
Vice President and General Counsel

Keith S. Clow*
Vice President, Maintenance

Richard A. Lawrence*
Vice President, Flight Operations

Lawrence E. McCabe*
Vice President, Corporate and Government Affairs

Michael R. Wind*
Vice President, Ground and In-Flight Services

*Officers of Mesaba Aviation, Inc. only

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AirTran

1993 Annual Report

Celebrating Mesaba's
20th Anniversary of
Scheduled Air Service

AirTran Corporation
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612-726-5151