

IN THE UNITED STATES BANKRUPTCY COURT
SOUTHERN DISTRICT OF INDIANA
INDIANAPOLIS DIVISION

In re: ATA Holdings Corp., Debtor.)	Chapter 11 Case No. 04-19866
In re: ATA Airlines, Inc., Debtor.)	Chapter 11 Case No. 04-19868
In re: Ambassadors Travel Club, Inc., Debtor.)	Chapter 11 Case No. 04-19869
In re: ATA Leisure Corp., Debtor.)	Chapter 11 Case No. 04-19870
In re: Amber Travel, Inc., Debtor.)	Chapter 11 Case No. 04-19871
In re: American Trans Air Execujet, Inc., Debtor.)	Chapter 11 Case No. 04-19872
In re: ATA Cargo, Inc., Debtor.)	Chapter 11 Case No. 04-19873
In re: Chicago Express Airlines, Inc., Debtor.)	Chapter 11 Case No. 04-19874

MOTION TO EXTEND DEADLINE FOR
FILING DEBTORS' STATEMENTS AND
SCHEDULES PURSUANT TO §§ 105(a),
521, AND FED. R. BANKR. P. 1007(c)
("SCHEDULES EXTENSION MOTION")

Hearing:	October 29, 2004 11:00 a.m. EST
Location:	U.S. Courthouse 46 E. Ohio Street, Room 310 Indianapolis, IN 46204
Telephonic Participation	
Dial-In:	1-877-213-2541
Passcode:	9070313#

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AND SCHEDULES PURSUANT TO §§ 105(a), 521, AND FED. R. BANKR. P. 1007(c)
("SCHEDULES EXTENSION MOTION")**

The debtors and debtors in possession (collectively, the "Debtors") in the above captioned chapter 11 cases (the "Chapter 11 Cases"), hereby file this motion (the "Schedules Extension Motion") for entry of an order extending the date by which the Debtors must file their Statements of Financial Affairs and Schedules of Assets and Liabilities (collectively, the "Statements and Schedules") pursuant to 11 U.S.C. § 521 and Rule 1007(c) of the Federal Rules of Bankruptcy Procedure (the "Bankruptcy Rules"). The proposed form of the order ("Order") is attached hereto as Exhibit A.

In support of this Schedules Extension Motion, the Debtors rely on the Affidavits of J. George Mikelsons and James W. Hlavacek in Support of Chapter 11 Petitions and First Day Motions, and may present additional evidence at the hearing on the Schedules Extension Motion.

JURISDICTION

1. On October 26, 2004 (the "Petition Date"), each of the Debtors filed with the United States Bankruptcy Court for the Southern District of Indiana, Indianapolis Division (the "Bankruptcy Court"), its respective voluntary petition for relief under Chapter 11 of Title 11 of the United States Code, 11 U.S.C. §§ 101 et seq. as amended (the "Bankruptcy Code") commencing these Chapter 11 Cases. The Debtors continue to operate their businesses and manage their properties as debtors-in-possession pursuant to §§ 1107(a) and 1108 of the Bankruptcy Code. The Debtors have, pursuant to a separate motion, moved this Court for an order authorizing the joint administration of the Chapter 11 Cases.

2. No trustee or examiner has been appointed, and no committee has yet been appointed or designated.

3. This Court has jurisdiction to consider this Schedules Extension Motion pursuant to 28 U.S.C. §§ 157 and 1334. This matter is a core proceeding pursuant to 28 U.S.C. § 157(b)(2)(A). Venue is proper before this Court under 28 U.S.C. §§ 1408 and 1409.

4. The statutory bases for the relief sought herein are §§ 105(a) and 521 of the Bankruptcy Code.

5. This Schedules Extension Motion is an “Expedited Motion” as defined and allowed under section 7.1 of General Order No. 03-10 entered September 18, 2003 by the United States Bankruptcy Court for the Southern District of Indiana (the “Chapter 11 Procedures Order”).

6. Pursuant to the Chapter 11 Procedures Order, the Court may schedule and conduct a hearing on the Expedited Motion within five business days of the filing of an Expedited Motion.

BACKGROUND

7. In 1973, J. George Mikelsons founded the precursor to ATA Airlines, Inc. (“ATA”), in Indianapolis, Indiana. Today, ATA Holdings Corp. (“ATAH”) and its wholly-owned direct and indirect subsidiaries operate the tenth largest passenger airline in the United States. Operating a fleet consisting of eighty-four aircraft, ATA is a leading provider of low-cost scheduled airline services, is one of the largest commercial charter airline in the United States and is one of the largest providers of passenger airline charter services to the U.S. military. ATA currently provides scheduled service primarily from its gateway cities of Chicago-Midway and Indianapolis to popular vacation and business destinations such as Phoenix, Las Vegas, Florida, California, Mexico and the Caribbean, as well as to New York’s LaGuardia Airport, Philadelphia, Denver, Dallas-Ft. Worth, Washington, D.C., Boston, Seattle, Minneapolis-St. Paul, Newark, Charlotte and Pittsburgh. ATA also provides transpacific service between the

Western United States and Hawaii. ATAH's wholly-owned subsidiary, Chicago Express Airlines, Inc. ("Chicago Express") provides commuter passenger scheduled service between Chicago-Midway and the cities of Indianapolis, Dayton, Des Moines, Flint, Grand Rapids, Madison, Milwaukee, Moline, Toledo, South Bend and Fort Wayne. ATAH's other subsidiaries are Ambassadors Travel Club, Inc., ATA Leisure Corp., Amber Travel, Inc., American Trans Air ExecuJet, Inc. and ATA Cargo, Inc. As of the Petition Date, the Debtors employed a staff of approximately 7,324 full- and part-time personnel, of whom approximately 3,550 were employed under collective bargaining agreements.

8. The geopolitical impact of the conflict in the Middle East and generally weak economic conditions of the past several years have adversely affected the airline industry as a whole, and have caused many airlines, including ATA and Chicago Express, to suffer massive financial losses since 2001. This trend continues in 2004, as the industry and ATA experience a very weak revenue environment and substantially increased fuel costs. These conditions have caused several air carriers, including United Airlines, American Airlines, Delta Airlines, Hawaiian Airlines, and US Airways, to seek bankruptcy protection or warn that bankruptcy may be in the offing.

9. ATA faces a competitive pricing environment that includes extraordinary fare discounting by several airlines in many of the scheduled service markets that ATA serves. At the same time, jet aviation fuel prices have escalated far beyond any price per gallon previously experienced on a sustained basis by the air carrier industry and far beyond the increases expected by ATA. In addition, the highly destructive hurricanes and tropical storms which hit Florida and the Southern coast of the United States in the third quarter of 2004 had a

very severe and continuing impact on ATA's revenues as a significant portion of the scheduled service routes of ATA serve these hard-hit areas of the United States.

10. A significant portion of ATA's current leases of aircraft were negotiated with higher payments in early years in order to reduce total rental costs over the related lease terms. These large cash payments made in 2003 and 2004 resulted in substantial use of ATA's cash.

11. ATA has taken many measures to prevent the filing of the Chapter 11 Cases, including working with its three major lessors to restructure its lease obligations. ATA also has sought to reduce costs through, among other measures, negotiating labor cost reductions under its collective bargaining agreements, implementing pay reductions for its non-union employees and substantially reducing the number of employees. In addition to cutting costs, ATAH has conducted an exhaustive search for buyers for certain of ATAH's significant assets, such as the Chicago Midway operations of ATA and Chicago Express, as well as for ATA as a whole. Despite its cost-cutting efforts, Debtors will realize an overwhelming net loss for the full year of 2004. Based on current operating assumptions and market conditions, absent the initiation of these Chapter 11 Cases, ATAH projects that it would not be able to meet its cash obligations within the next 60 days, and perhaps sooner.

12. Coincident with the filing of the Chapter 11 Cases, the Debtors will ask the Court to approve a sale of "Midway Assets" to AirTran Airways, Inc. for \$87.5 million or to another buyer making a higher or better offer for such assets (the "AirTran Transaction"). Debtors are discussing the procurement of adequate DIP financing from third-party lenders. Debtors intend to procure such DIP financing during the period in which the ATSB Lending Parties consent to Debtors' use of the cash collateral to support Debtors' obligations. The

combination of the AirTran Transaction and a DIP Lending Facility will provide liquidity and business arrangements that will allow ATA and Chicago Express to continue normal airline operations for the foreseeable future and provide a springboard for a successful reorganization of ATAH and the affiliated Debtors.

RELIEF REQUESTED

A. Summary of Relief

13. Pursuant to Fed. R. Bankr. P. 1007(c), the current date by which the Debtors are obligated to file their respective Statements and Schedules is November 11, 2004 (the "Schedule Deadline"). The Debtors seek an extension of time of the Schedule Deadline for thirty (30) days up through and including December 13, 2004, thus extending the period of time provided under Fed. R. Bankr. P. 1007(c), to file the Statements and Schedules.

B. Basis for Relief

14. The conduct and operation of the Debtors' business operations requires the Debtors to maintain voluminous books and records and complex accounting systems. The Debtors are in the process of assembling the information necessary to complete the Statements and Schedules.

15. The Debtors, collectively, have in excess of 1,000 creditors. Given the size and complexity of their business operations and the fact that certain prepetition invoices have not yet been received or entered into the Debtors' financial accounting systems, the Debtors have not had the opportunity to gather the necessary information to prepare and file the Statements and Schedules.

16. Moreover, the Debtors require this extension because they anticipate that the fifteen (15) days allowed for filing the Schedules and Statements under Fed. R. Bankr. P. 1007(c) will be inadequate for the Debtors to devote the time that is necessary to answer fully

and properly the questions set forth in the Statements and Schedules or otherwise provide the information required. The Debtors believe the commencement of their bankruptcy cases will create the need for immediate and greater communications between the Debtors and their respective suppliers and customers and that most of senior management time through the first two weeks after the filing of the case will need to be devoted to assuage concerns and responding to the questions of the suppliers and customers.

17. At this time, the Debtors are filing a list of the known holders of claims without claim amounts.

NOTICE

18. The Debtors will provide, on the Petition Date, notice of this Schedules Extension Motion and the Expedited Hearing, by telephone, telecopy, electronic mail, overnight delivery service, hand delivery or by regular mail, to (i) the office of the United States Trustee for the Southern District of Indiana; (ii) Securities and Exchange Commission; (iii) Internal Revenue Service; (iv) the Air Transportation Stabilization Board; (v) the Debtors' thirty (30) largest general unsecured creditors (to the extent practicable); (vi) all unions representing employees of the Debtors; (vii) all secured Creditors; (viii) any indenture trustees; and (ix) any party who has filed an appearance and served same on the Debtors prior to service (the "Initial Notice Parties").

COORDINATION WITH UNITED STATES TRUSTEE

19. Prior to the Petition Date, Debtors' counsel conferred with the United States Trustee concerning the intent of this Schedules Extension Motion.

NO PRIOR REQUEST

20. No previous request for the relief requested herein has been made to this Court in these Chapter 11 Cases.

WHEREFORE, the Debtors respectfully request that the Court enter an Order (a) extending the Schedule Deadline for thirty (30) days up through and including November 25, 2004 by which the Debtors will file their respective Statements and Schedules, and (b) granting such other and further relief as the Court deems appropriate.

Respectfully Submitted,

BAKER & DANIELS

By: /s/Terry E. Hall

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CERTIFICATE OF SERVICE

The undersigned hereby certifies that the foregoing was served this 26th day of October, 2004, by expedited service (facsimile, e-mail, and/or overnight delivery) on the attached list.

/s/Terry E. Hall

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