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: Ambassadair 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

FIRST DAY MOTION FOR JOINT ADMINISTRATION

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

FIRST DAY MOTION FOR JOINT ADMINISTRATION

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 "Joint Administration Motion") for entry of an order directing of their respective Chapter 11 cases pursuant to Rule 1015(b) of the Federal Rules of Bankruptcy Procedure (the "Bankruptcy Rules") and Rule B-1015-1 of the Local Rules of the United States Bankruptcy Court for the Southern District of Indiana (the "Local Bankruptcy Rules"). The proposed form of the order ("Order") is attached hereto as Exhibit A.

In support of this Joint Administration 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 Joint Administration 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.

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 Joint Administration 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 Bankruptcy Rule 1015(b) and Local Bankruptcy Rule B-1015-1 .

5. This Joint Administration Motion is a "First Day Motion" as defined and allowed under section 4.6 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 shall schedule and conduct a hearing on the First Day Motion within two business days (if possible) of the filing of a First Day 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 Ambassadair 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. By this Joint Administration Motion, Debtors seek entry of an order authorizing the joint administration of the ATA Holdings Corp. Chapter 11 case with the chapter 11 cases of each of the other Debtors under the case number assigned to ATA Holdings Corp. The Debtors request that the caption of their Chapter 11 Cases be modified to reflect the joint administration of the Chapter 11 Cases, as follows:

In re:	)	Chapter 11
	)	
ATA Holdings Corp., et al.,[1]	)	Case No. 04-19866 (BHL)
	)	(Jointly Administered)
Debtors	)	
	)	

B. Basis for Relief

14. In order to administer the multiple pending Chapter 11 Cases optimally and economically, such cases should be jointly administered, for procedural purposes only, under the case number assigned to ATA Holdings Corp. Many of the motions, hearings and orders that will arise in these Chapter 11 Cases will jointly affect each and every Debtor. By jointly administering the Debtors' Chapter 11 Cases, the Debtors will be able to reduce fees and costs

[1] The Debtor entities are ATA Holdings Corp, ATA Airlines, Inc., Ambassadair Travel Club, Inc., ATA Leisure Corp., Amber Travel, Inc., American Trans Air Execujet, Inc., ATA Cargo, Inc., and Chicago Express Airlines, Inc..

resulting from the administration of these Chapter 11 Cases and ease the onerous administrative burden of having to file multiple documents.

15. The rights of the Debtors' respective creditors will not be adversely affected by the joint administration of these Chapter 11 Cases because this motion requests only administrative, not substantive, consolidation of the estates. Thus, all of the Debtors' creditors will benefit from the reduced costs as a result of such joint administration. This Court also will be relieved of the burden of entering duplicative orders and maintaining duplicative files. Finally, supervision of the administrative aspects of these Chapter 11 Cases by the Office of the United States Trustee will be simplified.

16. Based on the foregoing, the joint administration of the above-captioned Chapter 11 Cases is in the best interests of the Debtors, their creditors and equity security holders, and all parties in interest.

C. Applicable Authority

17. Joint procedural administration of related Chapter 11 Cases is allowed pursuant to Bankruptcy Rule 1015(b) and Local Bankruptcy Rule B-1015-1. The relief sought in this Joint Administration Motion is for procedural administration only.

NOTICE

18. The Debtors will provide, on the Petition Date, notice of this Joint Administration Motion and the First Day Hearing by telephone, telecopy, email, 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 Joint Administration 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) authorizing the joint administration of the ATA Holdings Corp. Chapter 11 case with the chapter 11 cases of each of the other Debtors under the case number assigned to ATA Holdings Corp. and (b) granting other proper relief.

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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