

CONNECTIONS

BARKLEY REGIONAL AIRPORT AUTHORITY

Northwest, Mesaba Out Of Chapter 11

Twenty months ago Northwest Airlines and its regional carrier, Mesaba, were facing increasing debt and costly airplane leases. Compounding the problem were high fuel prices, the lingering effects of 9/11, softening demand for travel, and an excess of seats. The solution was to file Chapter 11.

Now twenty months later, Northwest and Mesaba have exited Chapter 11 making this the first time since 2002 that no major airlines are in bankruptcy. In addition, Mesaba has become a wholly owned subsidiary of Northwest Airlines. Mesaba Aviation, which has operated as a feeder airline for Northwest at Barkley Regional since 2002, was acquired from MAIR Holdings in exchange for a \$145 million unsecured claim in Northwest's bankruptcy case.

During the bankruptcy-restructuring period, Northwest was able to reduce its labor and pension expenses, shrink its aircraft fleet, and reduce seating capacity.

Travelers won't see immediate changes at the local ticket counter. The name and staff will remain the same.

"Exiting Chapter 11 will give the airline a new opportunity for growth. We are always eager for advancement," said Randy Crain, Mesaba manager for Barkley Regional.

Top Notch Ratings



Control Tower

It takes eight hours to evaluate the 109 safety items FAA checks bi-annually in the control tower. The results of the evaluation determine how well the tower operators are abiding by regulations and what improvements need to be made.

Last week's review by an FAA team revealed that Barkley Regional earned an almost perfect score of 100% on 106 out of 109 items.

John Oates, tower manager, said the tower's standing operating procedures, manuals, training procedures, and operation's plan were reviewed by the three member FAA team. "They gave us a top notch rating."

Barkley's tower has four full-time operators, many of whom have several years of experience. Ken Thompson, an 18 year tower operator, and Oates, eight years at Paducah, were on duty the day of the evaluation.

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Top Notch Ratings

The evaluation team was made up of an FAA Safety Board Adviser in Washington, an Evansville tower controller, and a safety officer from FAA in Atlanta.

Air Field and ARFF

The annual FAA inspection of the Airport Rescue and Fire Fighters and the airfield resulted in another outstanding score.

ARFF has maintained a perfect score for more years than Director Doug Smith can remember. The airfield has received top marks for the past five years.

In addition to two pages of safety items that were evaluated, each of the ARFF staff was interviewed and given a written test. Patrick Rogers, FAA Southern Regional office in Atlanta, was the examiner.

Flight Schedule

Departures

NW 2747	6:30
NW 3073	11:50
NW 3167	4:50

Arrivals

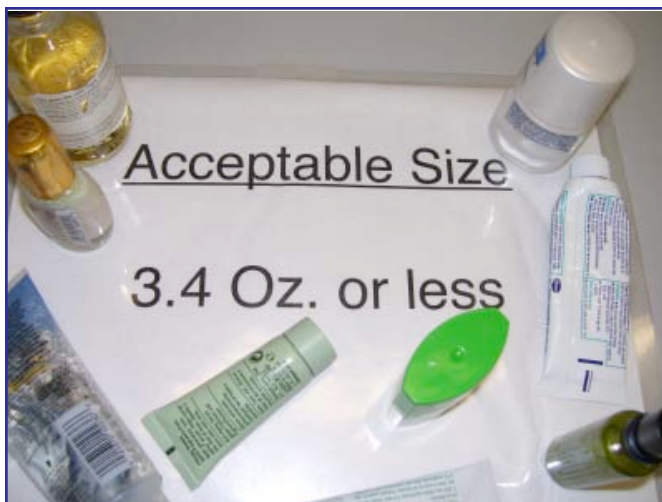
NW 3209	10:59
NW 3075	4:02
NW 3264	8:34

Passengers must be checked in at the ticket counter 30 minutes prior to departure.

Northwest Airlines 1-800-225-2525

Making Travel Easier: Check It Or Leave It

Check the size if you want to carry it. Put it in your checked luggage. Leave it at home. These three options describe the choices for passengers who want to travel with liquids, gels, or aerosols.



The Transportation Security Administration asks passengers to play their part by following the 3-1-1 program. Liquids, gels, and aerosols can be carried on the aircraft if they are 3.4 ounces or less, in a one quart-sized clear, plastic, zip-top bag, and in only one bag per passenger. Passengers are directed by security personnel to place the bag in the screening bin.

The one-quart bag per person limits the total liquid volume each traveler can bring to 3.4 ounces, which is a security measure.

Consolidating bottles into one bag speeds the x-ray screening process. Each time TSA searches a carry-on it slows down the line. Practicing 3-1-1 will ensure a faster and easier security screening process.

3-1-1 is for short trips. If in doubt, put your liquids in checked luggage.

An Airport Has Airplanes Plus Much More

Matt Ryan, news reporter for the Bristol Broadcasting Company, started out to produce a little story about what goes on at the airport. Many hours of research later he concluded that the airport is much more than a brief story.

Barkley Regional is a city in and of itself with a fire department, law enforcement, renters, 150 employees, a parking lot, passengers, and, of course, airplanes.

Bristol will present a four-part series about the airport starting tomorrow. According to Ryan, stations 94.3, 570, 1320 and ESPN 1560 will air feature stories about the airport. Shorter versions can be heard on WKYQ, WILLIE, Electric 96.9, Classic Rock, and WDXR.

The program will feature the Mesaba manager, Randy Crain, who explains why working at an airport requires him and his staff to be able to multi-task. Crain also reveals the best part about working at Barkley Regional and the job he likes the least.



Chief Midwest Aviation Pilot, Jamie Steves, gives Matt Ryan and Brandon Cayto pre-flight instructions before he takes them up for a flight around Paducah.



Matt Ryan interviewed Manager Richard Roof to get the airport's history and statistical data.

Airport Manager, Richard Roof, provides the history and statistics about the airport. Roof, who is a thirty-two year employee, draws from his vast experiences to explain what it's like to work at Barkley.

Security Director Elaine Bartlett talks about items that are prohibited on airplanes plus changes in airport parking since 9/11.

Passengers from several towns surrounding Paducah plus a passenger on her way back home to Alaska will give their reasons for choosing Barkley Regional over other airports.