

Note: The following tables show reconciliations of certain financial measures. The reasons Delta uses these measures are described below.

- Cost per available seat mile (CASM) excludes \$159 million and \$126 million for the three months ended September 30, 2008 and 2007, respectively, and \$435 million and \$322 million for the nine months ended September 30, 2008 and 2007, respectively, in expenses related to providing maintenance and staffing services to third parties as these costs are not associated with the generation of a seat mile;
- Delta excludes special and reorganization related items because management believes the exclusion of these items is helpful to investors to evaluate the company's recurring operational performance;
- Delta presents length of haul adjusted passenger revenue per available seat mile (PRASM), including adjustments for other airline revenue and certain other revenue because management believes this provides a more meaningful comparison of the company's PRASM to the industry; and
- Delta presents mainline CASM excluding fuel expense and related taxes because management believes high fuel prices mask the company's progress toward its business plan targets.

In connection with its emergence from bankruptcy on April 30, 2007, Delta adopted fresh start reporting in accordance with American Institute of Certified Public Accountants' Statement of Position 90-7, "Financial Reporting by Entities in Reorganization under the Bankruptcy Code." The adoption of fresh start reporting resulted in Delta becoming a new entity for financial reporting purposes. Accordingly, Delta's consolidated financial statements after April 30, 2007 are not comparable to its financial statements for any period prior to emergence. However, to provide a basis of comparison to prior year results, Delta has combined the results for the four months ended April 30, 2007 with the five months ended September 30, 2007.

Reconciliation of GAAP Financial Measures to Non-GAAP Financial Measures
September 30, 2008

	Successor	
	Three Months Ended September 30, 2008	Three Months Ended September 30, 2007
(in millions, except per share data)		
Net (loss) income	\$ (50)	\$ 220
Items excluded:		
Termination of contract carrier arrangements	14	-
Merger-related expenses	7	-
Restructuring and related items	3	-
Total restructuring and merger-related items excluded	24	-
Net income excluding special and reorganization related items	\$ (26)	\$ 220
Basic and diluted weighted average shares outstanding	395.7	
Basic and diluted income per share excluding special and reorganization related items	\$ (0.07)	

	Successor	
	Three Months Ended September 30, 2008	Three Months Ended September 30, 2007
(in millions)		
Pre-tax (loss) income	\$ (50)	\$ 363
Items excluded:		
Termination of contract carrier arrangements	14	-
Merger-related expenses	7	-
Restructuring and related items	3	-
Total restructuring and merger-related items excluded	24	-
Pre-tax (loss) income excluding special and reorganization related items	\$ (26)	\$ 363

	Successor		Successor	Combined
	Three Months Ended September 30, 2008	Three Months Ended September 30, 2007	Nine Months Ended September 30, 2008	Nine Months Ended September 30, 2007
CASM	13.84 ¢	11.66 ¢	20.14 ¢	11.69 ¢
Items excluded:				
Aircraft maintenance to third parties	(0.33)	(0.23)	(0.30)	(0.19)
Staffing services to third parties	(0.06)	(0.08)	(0.08)	(0.09)
CASM excluding items not related to generation of a seat mile	13.45 ¢	11.35 ¢	19.76 ¢	11.41 ¢
Items excluded:				
Impairment of goodwill and other intangible assets	-	-	(6.33)	-
Restructuring and merger-related items	(0.06)	-	(0.13)	-
Profit sharing	-	(0.19)	-	(0.13)
Post bankruptcy-related professional fees	-	-	-	(0.01)
Total items excluded	(0.06)	(0.19)	(6.46)	(0.14)
CASM excluding special items	13.39 ¢	11.16 ¢	13.30 ¢	11.27 ¢
Fuel expense and related taxes	(4.83)	(3.10)	(4.38)	(2.92)
CASM excluding fuel expense and related taxes and special items	8.56 ¢	8.06 ¢	8.92 ¢	8.35 ¢
Mainline CASM	12.42 ¢	10.49 ¢	19.79 ¢	10.52 ¢
Items excluded:				
Aircraft maintenance to third parties	(0.38)	(0.26)	(0.35)	(0.24)
Staffing services to third parties	(0.08)	(0.10)	(0.10)	(0.10)
Mainline CASM excluding items not related to generation of a seat mile	11.96 ¢	10.13 ¢	19.34 ¢	10.18 ¢
Items excluded:				
Impairment of goodwill and other intangible assets	-	-	(7.44)	-
Restructuring and merger-related items	(0.02)	-	(0.13)	-
Profit sharing	-	(0.23)	-	(0.16)
Post bankruptcy-related professional fees	-	-	-	(0.01)
Total items excluded	(0.02)	(0.23)	(7.57)	(0.17)
Mainline CASM excluding special items	11.94 ¢	9.90 ¢	11.77 ¢	10.01 ¢
Fuel expense and related taxes	(5.22)	(3.40)	(4.76)	(3.20)
Mainline CASM excluding fuel expense and related taxes and special items	6.72 ¢	6.50 ¢	7.01 ¢	6.81 ¢

	Eight Months Ended August 31, 2008
PRASM	12.06 ¢
Length of haul adjustment, including adjustments for other airline and passenger revenue	0.23
Length of haul adjusted PRASM, including adjustments for other airline and passenger revenue	12.29 ¢
Industry average PRASM	12.03 ¢
Percentage of industry average	102%

	FORECAST	
	December 2008 Quarter Projection	Full Year 2008 Projection
GAAP operating margin projection	1 - 3%	(36) - (34)%
Items Excluded:		
Impairment of goodwill and other intangible assets	-	35%
Restructuring and merger-related items	-	1%
Operating margin projection excluding special items	1 - 3%	Flat - 2%

	FORECAST			
	December 2008 Quarter Projected Range		Full Year 2008 Projected Range	
Mainline CASM projection	12.02 ¢	12.16 ¢	17.77 ¢	17.91 ¢
Items excluded:				
Aircraft maintenance and staffing services to third parties	(0.44)	(0.44)	(0.44)	(0.44)
Mainline CASM projection excluding items not related to generation of a seat mile	11.58 ¢	11.72 ¢	17.33 ¢	17.47 ¢
Items excluded:				
Impairment of goodwill and other intangible assets	-	-	(5.66)	(5.66)
Restructuring and merger-related items	-	-	(0.10)	(0.10)
Total items excluded	-	-	(5.76)	(5.76)
Mainline CASM projection excluding special items	11.58 ¢	11.72 ¢	11.57 ¢	11.71 ¢
Fuel expense and related taxes	(4.79)	(4.79)	(4.77)	(4.77)
Mainline CASM projection excluding fuel expense and related taxes and special items	6.79 ¢	6.93 ¢	6.80 ¢	6.94 ¢
Change year-over-year in Mainline CASM excluding fuel expense and related taxes and special items	0%	2%	0%	2%

Note Regarding Exclusion of Special Items:

Delta and Northwest exclude special items because management believes the exclusion of these items is helpful to investors to evaluate the companies' recurring operational performance.

Reconciliation of Historical Financial Measures:

	Nine Months Ended September 30, 2008	
	Delta	Northwest
Pre-tax margin	(47.6) %	(48.0) %
Items excluded:		
Impairment of goodwill and other assets	45.7	44.7
Mark-to-market adjustments on fuel hedge contracts	-	1.6
Restructuring and merger-related items	0.9	0.7
Total items excluded	46.6	47.0
Pre-tax margin excluding special items	<u>(1.0) %</u>	<u>(1.0) %</u>
Mainline CASM	19.79 ¢	20.91 ¢
Items excluded:		
Services provided to third parties	(0.45)	(1.01)
Mainline CASM excluding items not related to generation of a seat mile	19.34	19.90
Items excluded:		
Impairment of goodwill and other assets	(7.44)	(6.88)
Restructuring and merger-related items	(0.13)	(0.11)
Total items excluded	(7.57)	(6.99)
Mainline CASM excluding special items	11.77	12.91
Fuel expense and related taxes	(4.76)	(5.59)
Mainline CASM excluding fuel expense and related taxes and special items	<u>7.01 ¢</u>	<u>7.32 ¢</u>

Note: Delta's cost per available seat mile (CASM) excludes expenses related to Delta's providing maintenance and staffing services to third parties as these costs are not associated with the generation of a seat mile.

Northwest's CASM excludes expenses primarily related to Northwest's providing freight operations and its vacation wholesale operations to third parties as these costs are not associated with the generation of a seat mile.

Delta and Northwest present Mainline CASM excluding fuel expense and related taxes because management believes high fuel prices mask the progress toward achieving business plan targets.

Note Regarding Projected Financial Measures for the December 2008 Quarter:

Delta is unable to reconcile projected operating margin and projected Mainline non-fuel CASM to GAAP as the nature or amount of special items and the impact of purchase accounting adjustments cannot be estimated at this time. We are in the process of analyzing the impact purchase accounting adjustments and special items will have on our consolidated financial statements.