

DAL *	AMR	UAUA	CAL	3rd Quarter 2009 SUMMARY		LUV	LCC	JBLU	ALK	AAI
\$333	-\$130	\$131	\$81	Operating income/loss (million)(excludes special charges)		\$22	\$21	\$66	\$159	\$31
\$5,488	\$4,112	\$2,525	\$2,542	Unrestricted cash & equivalents (million)		\$2,254	\$1,470	\$951	\$1,230	\$408
-\$275	-\$132	\$615	-\$1,890	Cash flow from operations (estimated daily average) (000)		\$802	-\$2,527	\$1,451	\$1,978	\$135
				Revenues (million)						
\$5,122	\$3,882	\$3,267	\$2,442	Passenger		\$2,550	\$1,757	\$764	\$702	\$529.4
\$177	\$136	\$125	\$92	Cargo & freight		\$28	\$23	\$0	\$28	\$0.0
\$873	\$586	\$197	\$278	Other		\$88	\$277	\$90	\$55	\$68.0
\$1,402	\$523	\$844	\$505	Regional affiliate			\$662		\$183	
\$7,574	\$5,127	\$4,433	\$3,317	Total consolidated operating revenue		\$2,666	\$2,719	\$854	\$967	\$597.4
				Expenses (million)						
\$1,894	\$1,701	\$954	\$794	Wages, salaries & benefits		\$909	\$553	\$199	\$270	\$122.9
\$1,973	\$1,453	\$1,064	\$881	Fuel & oil		\$826	\$536	\$246	\$200	\$190.2
\$340	\$344	\$226	\$222	Other rentals/landing fees		\$192	\$148	\$56	\$57	\$37.6
\$384	\$222	\$145	\$160	Commissions/booking fees, credit card & distribution		\$0	\$99	\$38	\$37	\$25.3
\$385	\$272	\$220	\$124	Depreciation/amortization		\$162	\$63	\$59	\$56	\$13.9
\$334	\$329	\$253	\$159	Maintenance materials/repairs		\$184	\$174	\$40	\$50	\$50.0
\$123	\$126	\$88	\$233	Aircraft rentals		\$47	\$171	\$31	\$38	\$60.6
\$181	\$128	\$279	\$99	Food/contracted & purchased passenger services		\$0	\$0	\$0	\$13	\$9.3
\$618	\$682	\$298	\$353	Other operating expenses		\$324	\$300	\$119	\$89	\$56.9
\$1,009		\$775	\$211	Capacity purchase & miscellaneous expense			\$654			
\$7,241	\$5,257	\$4,302	\$3,236	Total consolidated operating expenses		\$2,644	\$2,698	\$788	\$809	\$566.7
-\$383	-\$195	-\$150	-\$79	Other non operating Income/expense		-\$42	-\$86	-\$43	-\$17	-\$26.4
\$18	\$30	\$5	\$0	Other income/expense (taxes/misc)		\$4	\$0	-\$8	-\$55	-\$0.2
-\$25	-\$12	\$56	-\$172	Cash flow from operations (million)		\$73	-\$230	\$132	\$180	\$12.3
				Operational data (mainline)						
750	614	371	338	Operating aircraft (mainline)		545	348	151	116	136
845	636	511	369	Fuel consumption (gallons) (million)		363	282	119	80	96
\$2.180	\$2.060	\$2.131	\$1.990	Fuel price/gallon		\$2.270	\$1.890	\$2.070	\$2.150	\$1.980
46,552	32,352.0	27,611	22,127	RPM's (millions)		19,707	15,719	7,027	5,020	5,172
53,772	38,542.0	32,193	25,803	ASM's (millions)		24,771	18,718	8,391	6,097	6,171
86.6%	83.9%	85.8%	85.8%	Load Factor [c]		79.6%	84.0%	83.7%	82.3%	83.8%
11.00	12.00	11.79	11.04	Yield (cents) [c]		12.94	11.18	10.87	13.98	10.24
11.48	11.95	11.15	10.84	RASM (operating unit revenue)(cents) [c]		10.76	10.99	10.19	12.74	9.68
9.53	10.07	10.15	9.46	PRASM (passenger unit revenue) (cents) [c]		10.29	9.39	9.10	11.51	8.58
10.31	12.05	10.98	10.36	CASM (unit cost)(cents) [c]		10.67	10.52	9.13	10.62	9.18
?	22.396	15.179	12.181	Passengers (million) [c]		22.376	13.049	6.011	4.240	6.533
?	\$173.33	\$215.23	\$200.48	Average one way passenger fare (revenue to airline)		\$113.96	\$134.65	\$127.10	\$165.57	\$81.04
				Miscellaneous						
\$44,853	\$25,754	\$18,347	\$12,596	Total assets (millions)		\$14,100	\$7,744	\$6,533	\$5,006	\$2,157
\$16,655	\$10,461	\$6,979	\$5,290	Long-term debt and capital lease obligations (millions)		\$3,378	\$4,135	\$2,972	\$1,658	\$833
\$3,363	\$3,573	\$1,675	\$1,936	Air traffic liability/Advance ticket sales (millions)		\$1,214	\$852	\$457	\$397	\$268
* DAL consolidates some mainline and affiliate data. As such it may not be comparable.				[c] May be calculated or estimated from other data		DAL and Northwest merged in October 2008. DAL data includes NWA as of 10/30/2008.				
-\$161	-\$359	-\$57	-\$18	GAAP income/loss (million)		-\$16	-\$80	\$15	\$88	\$10
\$51	-\$265	-\$63	\$2	Net income/loss excludes special items/charges (million)		\$23	-\$110	\$12	\$83	\$11
4.40%	-2.54%	2.96%	2.44%	Operating margin excluding special charges		0.83%	0.77%	7.73%	16.39%	5.13%
0.67%	-5.17%	-1.42%	0.06%	Net earnings margin excluding special charges		0.86%	-4.05%	1.41%	8.58%	1.77%