

Delta [20]	(Bankruptcy Sep 2005 - Apr 2007)					
	2002	2003	2004	2005	2006	2007
FINANCIAL (millions except stock price)						
Operating revenue [1]	\$13,305	\$13,303	\$12,325	\$12,966	\$13,679	\$14,984
Passenger revenue	\$10,749	\$10,393	\$10,880	\$11,399	\$11,640	\$12,758
Total operating expense [2]	\$14,614	\$14,089	\$18,310	\$14,571	\$14,818	\$14,906
Operating expense less fuel	\$12,931	\$12,151	\$15,386	\$10,300	\$10,499	\$10,220
Wage & benefit total expense (SEC)	\$6,165	\$6,342	\$6,338	\$5,058	\$4,128	\$4,189
Wage/salary expense W2 (BTS)	\$4,171	\$4,049	\$3,946	\$3,001	\$2,431	\$2,824
Management salaries (general) (BTS)	\$67	\$73	\$49	\$35	\$22	\$30
Pilot wage/salary expense [3]	\$1,400	\$1,412	\$1,421	\$961	\$726	\$760
Flt Attendant wage/salary exp [3]	\$624	\$580	\$579	\$481	\$387	\$403
Fuel	\$1,683	\$1,938	\$2,924	\$4,271	\$4,319	\$4,686
Cash & equivalent	\$2,103	\$2,946	\$2,149	\$2,935	\$3,450	\$3,306
Total assets	\$24,720	\$25,939	\$21,801	\$20,039	\$19,622	\$32,423
Long-term Debt [4]	\$10,174	\$11,538	\$13,005	In bankruptcy		\$7,986
Operating income (loss) [5]	-\$1,309	-\$786	-\$5,985	-\$1,605	-\$1,139	\$78
Net profit (loss) (per SEC) [6]	-\$1,827	-\$790	-\$5,198	In bankruptcy		\$1,612
Median stock price [7]	\$22.4	\$10.8	\$8.0	\$3.7	Bankruptcy	\$18.5
OPERATIONAL						
ASM's (total)(million)	131,140	120,462	129,974	133,936	125,480	127,749
International ASM's (million)		27,389	31,448	35,500	43,000	49,281
RPM's (million)	94,967	89,432	98,280	103,742	98,911	103,452
Load factor	72.4%	74.2%	75.7%	77.5%	78.9%	81.0%
Yield (cents)	12.08	12.49	12.17	12.19	13.46	13.95
PRASM (passenger) (cents)	8.69	9.17	9.09	9.33	10.56	11.24
RASM (operating)(cents)	10.15	11.04	9.48	9.68	10.90	11.73
CASM (cents)	10.31	10.21	10.38	10.88	10.47	10.33
Passengers boarded (million)	90.799	84.076	86.755	85.973	73.524	73.677
Employees [8]	65,319	58,945	57,558	52,231	45,562	47,286
Flight Attendants [8]	14,804	12,760	12,781	12,015	10,454	10,921
Pilots [8]	8,074	7,155	6,786	6,181	5,706	5,904
Operating aircraft (SEC)	624	551	533	480	440	446
Fleet Age (average mainline in years)						12.8

Delta [20]	2002	2003	2004	2005	2006	2007
RASM-CASM differential (cents)	-0.16	0.83	-0.90	-1.20	0.43	1.40
Operating margin [9]	-13.7%	-5.9%	-42.2%	In bankruptcy		10.8%
Wage/benefit % of revenue	46.3%	47.7%	51.4%	39.0%	30.2%	28.0%
Management salaries % of total wage W2	1.6%	1.8%	1.2%	1.2%	0.9%	1.1%
Pilot wage/salary % of total wage W2	33.6%	34.9%	36.0%	32.0%	29.9%	26.9%
FA wage/salary % of total wage W2	15.0%	14.3%	14.7%	16.0%	15.9%	14.3%
Fuel expense % of revenue	12.6%	14.6%	23.7%	32.9%	31.6%	31.3%
Cash & equiv % of revenue	15.8%	22.1%	17.4%	22.6%	25.2%	22.1%
Long-term Debt % of revenue	76.5%	86.7%	105.5%	In bankruptcy		53.3%
Long-term Debt % of assets [4]	41.2%	44.5%	59.7%			24.6%
Revenue per aircraft (x 100,000)	\$219.6	\$226.4	\$227.4	\$256.0	\$297.4	\$338.2
Revenue per employee (x 1,000)	\$203.7	\$225.7	\$214.1	\$248.2	\$300.2	\$316.9
Revenue/flight attendant (x 10,000)	\$89.9	\$104.3	\$96.4	\$107.9	\$130.8	\$137.2
Revenue per pilot (x 10,000)	\$164.8	\$185.9	\$181.6	\$209.8	\$239.7	\$253.8
ASM's per aircraft (million)	216.4	205.0	239.8	264.4	272.8	288.4
ASM's per employee (x 10,000)	200.8	204.4	225.8	256.4	275.4	270.2
ASM's per flight attendant (x 100,000)	88.6	94.4	101.7	111.5	120.0	117.0
ASM's per pilot (x 100,000)	162.4	168.4	191.5	216.7	219.9	216.4
Employees per aircraft (x 10)	10.8	10.0	10.6	10.3	9.9	10.7
Flight attendants per aircraft	24.4	21.7	23.6	23.7	22.7	24.7
Pilots per aircraft	13.3	12.2	12.5	12.2	12.4	13.3
Unit cost w/o fuel & wage/benefit (cents)	4.33	3.34	3.25	3.91	3.74	3.38
Unit cost without fuel (cents)	9.03	8.60	8.13	7.69	7.03	6.66
Unit cost w/o wage/benefit (cents)	5.61	4.95	5.50	7.10	7.18	7.05
Fuel expense per ASM (cents)	1.28	1.61	2.25	3.19	3.44	3.67
Total wage/benefit per ASM (cents)	4.70	5.26	4.88	3.78	3.29	3.28
Pilot wage/salary cost per ASM (cents)	1.07	1.17	1.09	0.72	0.58	0.60
FA wage/salary cost per ASM (cents)	0.48	0.48	0.45	0.36	0.31	0.32
Salary/benefits per employee (average)	\$94,383	\$107,592	\$110,115	\$96,839	\$90,602	\$88,589
Flight attendant % of employees	22.7%	21.6%	22.2%	23.0%	22.9%	23.1%
Pilot % of employees	12.4%	12.1%	11.8%	11.8%	12.5%	12.5%
Passengers per employee (average)	1,390	1,426	1,507	1,646	1,614	1,558
Passengers per flight attendant (x 10)(average)	613	659	679	716	703	675
Passenger fare (average one way)[10]	\$118.38	\$123.61	\$125.41	\$132.59	\$158.32	\$173.16
Operating expense per pass less labor & fuel	\$74.52	\$69.09	\$104.29	\$60.97	\$86.65	\$81.86
Fuel expense per passenger (o/w)	\$18.54	\$23.05	\$33.70	\$49.68	\$58.74	\$63.60
Labor cost per passenger (o/w)	\$67.90	\$75.43	\$73.06	\$58.83	\$56.14	\$56.86
Management salary cost per passenger (o/w)	\$0.74	\$0.87	\$0.56	\$0.41	\$0.30	\$0.41
Management salary % of average o/w fare	0.63%	0.71%	0.45%	0.31%	0.19%	0.23%
Pilot wage/salary cost per passenger (o/w)	\$15.42	\$16.80	\$16.37	\$11.18	\$9.88	\$10.32
Pilot wage/salary % of average o/w fare	13.0%	13.6%	13.1%	8.4%	6.2%	6.0%
FA wage/salary cost per passenger (o/w)	\$6.87	\$6.90	\$6.67	\$5.59	\$5.26	\$5.47
FA wage/salary % average o/w fare	5.8%	5.6%	5.3%	4.2%	3.3%	3.2%
Operating income (loss) per pass (avg o/w) [11]	-\$14.42	-\$9.35	-\$68.99	-\$18.67	-\$15.49	\$1.06
RPM's per passenger (average one way)	1,046	1,064	1,133	1,207	1,345	1,404
International % of ASM capacity		22.74%	24.20%	26.51%	34.27%	38.58%

Note : Some data during bankruptcy has been omitted.