Note A: The following tables show reconciliations of non-GAAP financial measures. The reasons Delta uses these measures are described below. Reconciliations may not calculate due to rounding.

Delta sometimes uses information ("non-GAAP financial measures") that is derived from the Consolidated Financial Statements, but that is not presented in accordance with accounting principles generally accepted in the U.S. (“GAAP”). Under the Securities and Exchange Commission rules, non-GAAP financial measures may be considered in addition to results prepared in accordance with GAAP, but should not be considered a substitute for or superior to GAAP results. The tables below show reconciliations of non-GAAP financial measures used in this release to the most directly comparable GAAP financial measures.

Forward Looking Projections. Delta is not able to reconcile forward looking non-GAAP financial measures without unreasonable effort because the adjusting items such as those used in the reconciliations below will not be known until the end of the period and could be significant.

Adjustments. These reconciliations include certain adjustments to GAAP measures that are made to provide comparability between the reported periods, if applicable, and for the reasons indicated below:

MTM adjustments on investments. Mark-to-market ("MTM") adjustments are defined as fair value changes recorded in periods other than the settlement period. Unrealized gains/losses result from our equity investments that are accounted for at fair value in non-operating expense. The gains/losses are driven by changes in stock prices, foreign currency fluctuations and other valuation techniques for investments in certain companies, particularly those without publicly-traded shares. Adjusting for these gains/losses allows investors to better understand and analyze our core operational performance in the periods shown.

MTM adjustments and settlements on hedges. MTM fair value changes are not necessarily indicative of the actual settlement value of the underlying hedge in the contract settlement period, and therefore we remove this impact to allow investors to better understand and analyze our core performance. Settlements represent cash received or paid on hedge contracts settled during the applicable period.

Loss on extinguishment of debt. This adjustment relates to early termination of a portion of our debt. Adjusting for these losses allows investors to better understand and analyze our core operational performance in the periods shown.

Realized gain on sale of investments. This adjustment relates to gains on the sale of investments generated in adjusted results that had previously been included in GAAP results. During the September and December 2024 quarters, we sold our investment in CLEAR. Adjusting for this gain allows investors to better understand and analyze our core operational performance in the periods shown.

Third-party refinery sales. Refinery sales to third parties, and related expenses, are not related to our airline segment. Excluding these sales therefore provides a more meaningful comparison of our airline operations to the rest of the airline industry.

One time pilot agreement expense. In the March 2023 quarter, Delta pilots ratified a new four-year Pilot Working Agreement effective January 1, 2023. The agreement included a provision for a one-time payment made upon ratification in the March 2023 quarter of $735 million. Additionally, we recorded adjustments to other benefit-related items of approximately $130 million. Adjusting for these expenses allows investors to better understand and analyze our core cost performance.

Pre-Tax Income, Net Income, and Diluted Earnings per Share, adjusted

(in millions, except per share data)	Three Months Ended December 31, 2024 Pre-Tax Income	Income Tax	Net Income	Three Months Ended December 31, 2024 Earnings Per Diluted Share
GAAP	$ 1,201	$ (358)	$ 843	$ 1.29
Adjusted for:				
MTM adjustments on investments	247			
MTM adjustments and settlements on hedges	17			
Loss on extinguishment of debt	3			
Realized gain on sale of investments	98			
Non-GAAP	$ 1,566	$ (363)	$ 1,203	$ 1.85

(in millions, except per share data)	Three Months Ended December 31, 2023 Pre-Tax Income	Income Tax	Net Income	Three Months Ended December 31, 2023 Earnings Per Diluted Share
GAAP	$ 2,275	$ (238)	$ 2,037	$ 3.16
Adjusted for:				
MTM adjustments on investments	(1,218)			
MTM adjustments and settlements on hedges	7			
Non-GAAP	$ 1,064	$ (238)	$ 826	$ 1.28

(in millions, except per share data)	Three Months Ended March 31, 2024 Pre-Tax Income	Income Tax	Net Income	Three Months Ended March 31, 2024 Earnings Per Diluted Share
GAAP	$ 122	$ (85)	$ 37	$ 0.06
Adjusted for:				
MTM adjustments on investments	227			
MTM adjustments and settlements on hedges	27			
Loss on extinguishment of debt	4			
Non-GAAP	$ 380	$ (92)	$ 288	$ 0.45

(in millions, except per share data)	Year Ended December 31, 2024 Pre-Tax Income	Income Tax	Net Income	Year Ended December 31, 2024 Earnings Per Diluted Share
GAAP	$ 4,658	$ (1,201)	$ 3,457	$ 5.33
Adjusted for:				
MTM adjustments on investments	319			
MTM adjustments and settlements on hedges	21			
Loss on extinguishment of debt	39			
Realized gain on sale of investments	164			
Non-GAAP	$ 5,201	$ (1,212)	$ 3,990	$ 6.16

Operating Margin, adjusted

	Three Months Ended		
	December 31, 2024	March 31, 2024	December 31, 2023
Operating margin	11.0 %	4.5 %	9.3 %
Adjusted for:			
Third-party refinery sales	0.9	0.4	0.4
MTM adjustments and settlements on hedges	0.1	0.2	0.1
Operating margin, adjusted	12.0 %	5.1 %	9.7 %

	Year Ended
	December 31, 2024
Operating margin	9.7 %
Adjusted for:	
Third-party refinery sales	0.8
Operating margin, adjusted	10.6 %

After-tax Return on Invested Capital ("ROIC"). We present after-tax return on invested capital as management believes this metric is helpful to investors in assessing the company's ability to generate returns using its invested capital. Return on invested capital is tax-effected adjusted operating income (using our effective tax rate for each respective period) divided by average adjusted invested capital. Average stockholders' equity and average adjusted gross debt are calculated using amounts as of the end of the current period and comparable period in the prior year. All adjustments to calculate ROIC are intended to provide a more meaningful comparison of our results to comparable companies.

Interest expense included in aircraft rent. This adjustment relates to interest expense related to operating lease transactions. Adjusting for these results allows investors to better understand our core operational performance in the periods shown as it neutralizes the effect of lease financing structure.

	Year Ended	
(in millions)		December 31, 2024
Operating income	$	5,995
Adjusted for:		
MTM adjustments and settlements on hedges		21
Interest expense included in aircraft rent		165
Adjusted operating income	$	6,181
Tax effect		(1,442)
Tax-effected adjusted operating income	$	4,739
Average stockholders' equity	$	13,186
Average adjusted gross debt		23,590
Average adjusted invested capital	$	36,776
After-tax Return on Invested Capital		12.9 %

Free Cash Flow. We present free cash flow because management believes this metric is helpful to investors to evaluate the company's ability to generate cash that is available for use for debt service or general corporate initiatives. Free cash flow is also used internally as a component of our incentive compensation programs. Free cash flow is defined as net cash from operating activities and net cash from investing activities, adjusted for (i) net redemptions of short-term investments, (ii) strategic investments and related, (iii) net cash flows related to certain airport construction projects and other, (iv) financed aircraft acquisitions and (v) pilot agreement payment. These adjustments are made for the following reasons:

Net redemptions of short-term investments. Net redemptions of short-term investments represent the net purchase and sale activity of investments and marketable securities in the period, including gains and losses. We adjust for this activity to provide investors a better understanding of the company's free cash flow generated by our operations.

Strategic investments and related. Certain cash flows related to our investments in and related transactions with other airlines and associated companies are included in our GAAP investing activities. We adjust for this activity because it provides a more meaningful comparison to our airline industry peers.

Net cash flows related to certain airport construction projects and other. Cash flows related to certain airport construction projects are included in our GAAP operating activities and capital expenditures. We have adjusted for these items, which were primarily funded by cash restricted for airport construction, to provide investors a better understanding of the company's free cash flow and capital expenditures that are core to our operations in the periods shown.

Financed aircraft acquisitions. This adjustment reflects aircraft deliveries that are leased as capital expenditures. The adjustment is based on their original contractual purchase price or an estimate of the aircraft's fair value and provides a more meaningful view of our investing activities.

Pilot agreement payment. In March 2023, Delta pilots ratified a new four-year Pilot Working Agreement effective January 1, 2023. The agreement includes a provision for a one-time payment upon ratification in the March 2023 quarter of $735 million. We adjust for this item to provide investors a better understanding of our recurring free cash flow generated by our operations.

	Year Ended	
(in millions)	December 31, 2024	December 31, 2023
Net cash provided by operating activities	$ 8,025	$ 6,464
Net cash used in investing activities	(3,739)	(3,148)
Adjusted for:		
Net redemptions of short-term investments	(1,137)	(2,235)
Strategic investments and related	—	152
Net cash flows related to certain airport construction projects and other	276	496
Financed aircraft acquisitions	—	(461)
Pilot agreement payment	—	735
Free cash flow	$ 3,424	$ 2,003

Operating Revenue, adjusted and Total Revenue Per Available Seat Mile ("TRASM"), adjusted

	Three Months Ended			4Q24 vs 4Q23
(in millions)	December 31, 2024	March 31, 2024	December 31, 2023	% Change
Operating revenue	$ 15,559	$ 13,748	$ 14,223	
Adjusted for:				
Third-party refinery sales	(1,122)	(1,185)	(563)	
Operating revenue, adjusted	$ 14,437	$ 12,563	$ 13,661	5.7 %

	Year Ended		4Q24 vs 4Q23
(in millions)	December 31, 2024	December 31, 2023	% Change
Operating revenue	$ 61,643	$ 58,048	
Adjusted for:			
Third-party refinery sales	(4,642)	(3,379)	
Operating revenue, adjusted	$ 57,001	$ 54,669	4.3 %

	Three Months Ended			4Q24 vs 4Q23 % Change
	December 31, 2024	March 31, 2024	December 31, 2023	
TRASM (cents)	21.60	20.98	20.78	
Adjusted for:				
Third-party refinery sales	(1.56)	(1.81)	(0.82)	
TRASM, adjusted	20.04	19.17	19.95	0.4 %

Operating revenue, adjusted related to premium products and diverse revenue streams

		Year Ended
(in millions)		December 31, 2024
Operating revenue	$	61,643
Adjusted for:		
Third-party refinery sales		(4,642)
Operating revenue, adjusted	$	57,001
Less: main cabin revenue		(24,497)
Operating revenue, adjusted related to premium products and diverse revenue streams	$	32,504
Percent of operating revenue, adjusted related to premium products and diverse revenue streams		57 %

Non-Fuel Unit Cost or Cost per Available Seat Mile ("CASM-Ex")

We adjust CASM for certain items described above, as well as the following items and reasons described below:

Aircraft fuel and related taxes. The volatility in fuel prices impacts the comparability of year-over-year financial performance. The adjustment for aircraft fuel and related taxes allows investors to better understand and analyze our non-fuel costs and year-over-year financial performance.

Profit sharing. We adjust for profit sharing because this adjustment allows investors to better understand and analyze our recurring cost performance and provides a more meaningful comparison of our core operating costs to the airline industry.

	Three Months Ended		
	December 31, 2024	March 31, 2024	December 31, 2023
CASM (cents)	19.22	20.04	18.84
Adjusted for:			
Aircraft fuel and related taxes	(3.34)	(3.96)	(4.30)
Third-party refinery sales	(1.56)	(1.81)	(0.82)
Profit sharing	(0.59)	(0.19)	(0.44)
CASM-Ex	13.72	14.08	13.29

	Year Ended	
	December 31, 2024	December 31, 2023
CASM (cents)	19.30	19.31
Adjusted for:		
Aircraft fuel and related taxes	(3.66)	(4.07)
Third-party refinery sales	(1.61)	(1.24)
Profit sharing	(0.48)	(0.51)
One-time pilot agreement expenses	—	(0.32)
CASM-Ex	13.54	13.17

Operating Cash Flow, adjusted. We present operating cash flow, adjusted because management believes adjusting for the following item provides a more meaningful measure for investors:

Net cash flows related to certain airport construction projects and other. Cash flows related to certain airport construction projects are included in our GAAP operating activities. We have adjusted for these items, which were primarily funded by cash restricted for airport construction, to provide investors a better understanding of the company's operating cash flow that is core to our operations in the periods shown.

(in millions)	Year Ended December 31, 2024
Net cash provided by operating activities	$ 8,025
Adjustments:	
Net cash flows related to certain airport construction projects and other	(31)
Operating cash flow, adjusted	$ 7,994

Gross Capital Expenditures. We adjust capital expenditures for the following item to determine gross capital expenditures for the reason described below:

Net cash flows related to certain airport construction projects. Cash flows related to certain airport construction projects are included in capital expenditures. We have adjusted for these items because management believes investors should be informed that a portion of these capital expenditures from airport construction projects are either funded with restricted cash specific to these projects or reimbursed by a third party.

(in millions)	Year Ended December 31, 2024
Flight equipment, including advance payments	$ 3,914
Ground property and equipment, including technology	1,226
Adjusted for:	
Net cash flows related to certain airport construction projects	(306)
Gross capital expenditures	$ 4,834

Adjusted Debt to Earnings Before Interest, Taxes, Depreciation, Amortization and Rent ("EBITDAR"). We present adjusted debt to EBITDAR because management believes this metric is helpful to investors in assessing the company's overall debt profile. Adjusted debt includes total operating lease liabilities (including fleet, ground and other) and sale-leaseback financing liabilities. We calculate EBITDAR by adding depreciation and amortization to GAAP operating income and adjusting for the fixed portion of operating lease expense.

(in millions)	December 31, 2024
Debt and finance lease obligations	$ 16,194
Plus: operating lease liabilities	6,564
Plus: sale-leaseback financing liabilities	1,835
Plus: unamortized discount/(premium) and debt issue cost, net and other	26
Adjusted debt	$ 24,619

(in millions)	Year Ended December 31, 2024
GAAP operating income	$ 5,995
Adjusted for:	
MTM adjustments and settlements on hedges	21
Operating income, adjusted	6,016
Adjusted for:	
Depreciation and amortization	2,513
Fixed portion of operating lease expense	974
EBITDAR	$ 9,503

Adjusted Debt to EBITDAR	2.6x