

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 exactly 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.

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.

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

	Three Months Ended March 31, 2025			Three Months Ended March 31, 2025
	Pre-Tax Income	Income Tax	Net Income	Earnings Per Diluted Share
(in millions, except per share data)				
GAAP	\$ 320	\$ (80)	\$ 240	\$ 0.37
Adjusted for:				
MTM adjustments on investments	40			
MTM adjustments and settlements on hedges	22			
Non-GAAP	\$ 382	\$ (84)	\$ 298	\$ 0.46

	Three Months Ended March 31, 2024			Three Months Ended March 31, 2024
	Pre-Tax Income	Income Tax	Net Income	Earnings Per Diluted Share
(in millions, except per share data)				
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

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

	Three Months Ended			1Q25 vs 1Q24 % Change
	March 31, 2025	June 30, 2024	March 31, 2024	
(in millions)				
Operating revenue	\$ 14,040	\$ 16,658	\$ 13,748	
Adjusted for:				
Third-party refinery sales	(1,062)	(1,251)	(1,185)	
Operating revenue, adjusted	\$ 12,978	\$ 15,407	\$ 12,563	3.3 %

	Three Months Ended		1Q25 vs 1Q24 % Change
	March 31, 2025	March 31, 2024	
TRASM (cents)	20.53	20.98	
Adjusted for:			
Third-party refinery sales	(1.55)	(1.81)	
TRASM, adjusted	18.97	19.17	(1.0)%

Operating Margin, adjusted

	Three Months Ended March 31, 2025
Operating margin	4.0 %
Adjusted for:	
Third-party refinery sales	0.3
MTM adjustments and settlements on hedges	0.2
Operating margin, adjusted	4.6 %

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) pension plan contributions and (ii) net cash flows related to certain airport construction projects and other. These adjustments are made for the following reasons:

Pension plan contributions. Cash flows related to pension funding are included in our GAAP operating activities. We adjust to exclude these contributions to allow investors to understand the cash flows related to our core operations.

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.

(in millions)	Three Months Ended March 31, 2025
Net cash provided by operating activities	\$ 2,378
Net cash used in investing activities	(1,224)
Adjusted for:	
Pension plan contribution	10
Net cash flows related to certain airport construction projects and other	116
Free cash flow	\$ 1,280

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.

	Twelve Months Ended	
(in millions)	March 31, 2025	
Operating income	\$	5,950
Adjusted for:		
MTM adjustments and settlements on hedges		17
Interest expense included in aircraft rent		158
Adjusted operating income	\$	6,125
Tax effect		(1,416)
Tax-effected adjusted operating income	\$	4,709
Average stockholders' equity	\$	13,299
Average adjusted gross debt		22,828
Average adjusted invested capital	\$	36,127
After-tax Return on Invested Capital		13.0 %

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

(in millions)	Three Months Ended				1Q25 vs 1Q24 % Change
	March 31, 2025		March 31, 2024		
Operating revenue	\$	14,040	\$	13,748	
Adjusted for:					
Third-party refinery sales		(1,062)		(1,185)	
Operating revenue, adjusted	\$	12,978	\$	12,563	
Less: main cabin revenue		(5,361)		(5,425)	
Operating revenue, adjusted related to premium products and diverse revenue streams	\$	7,617	\$	7,138	7 %
Percent of operating revenue, adjusted related to premium products and diverse revenue streams		59 %		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					1Q25 vs 1Q24 % Change	4Q24 vs 4Q23 % Change
	March 31, 2025	December 31, 2024	June 30, 2024	March 31, 2024	December 31, 2023		
CASM (cents)	19.69	19.22	19.28	20.04	18.84		
Adjusted for:							
Aircraft fuel and related taxes	(3.52)	(3.34)	(3.77)	(3.96)	(4.30)		
Third-party refinery sales	(1.55)	(1.56)	(1.68)	(1.81)	(0.82)		
Profit sharing	(0.18)	(0.59)	(0.70)	(0.19)	(0.44)		
CASM-Ex	14.44	13.72	13.14	14.08	13.29	2.6 %	3.3 %

Average fuel price per gallon, adjusted

	Three Months Ended March 31, 2025	
Average fuel price per gallon	\$	2.47
Adjusted for:		
MTM adjustments and settlements on hedges		(0.02)
Average fuel price per gallon, adjusted	\$	2.45

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)	Three Months Ended March 31, 2025	
Flight equipment, including advance payments	\$	987
Ground property and equipment, including technology		237
Adjusted for:		
Net cash flows related to certain airport construction projects		(50)
Gross capital expenditures	\$	1,174

Adjusted Debt to Earnings Before Interest, Taxes, Depreciation, Amortization and Rent ("EBITDAR"). We present adjusted debt to EBITDAR ("gross leverage") 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 operating income, adjusted and adjusting for the fixed portion of operating lease expense.

(in millions)	March 31, 2025	
Debt and finance lease obligations	\$	15,823
Plus: operating lease liabilities		6,456
Plus: sale-leaseback financing liabilities		1,821
Plus: unamortized discount/(premium) and debt issue cost, net and other		16
Adjusted debt	\$	24,116

(in millions)	Three Months Ended March 31, 2025	
GAAP operating income	\$	5,950
Adjusted for:		
MTM adjustments and settlements on hedges		17
Operating income, adjusted		5,967
Adjusted for:		
Depreciation and amortization		2,505
Fixed portion of operating lease expense		976
EBITDAR	\$	9,447

Adjusted Debt to EBITDAR 2.6x