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:

Loss on extinguishment of debt. This adjustment relates to early termination of a portion of our debt.

MTM adjustments and settlements on hedges. Mark-to-market ("MTM") adjustments are defined as fair value changes recorded in periods other than the settlement period. Such 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.

MTM adjustments on investments. 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 companies without publicly-traded shares. Adjusting for these gains/losses allows investors to better understand and analyze our core operational performance in the periods shown.

One-time pilot agreement expenses. In March 2023, Delta pilots ratified a new four-year Pilot Working Agreement effective January 1, 2023. The agreement includes numerous work rule changes and pay rate increases during the four-year term, including an initial pay rate increase of 18%. The agreement also includes a provision for a one-time payment 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.

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.

Delta Private Jets adjustment. Because we combined Delta Private Jets with Wheels Up in January 2020, we have excluded the impact of Delta Private Jets from 2019 results for comparability.

Restructuring charges. During 2020, we recorded restructuring charges for items such as fleet impairments and voluntary early retirement and separation programs following strategic business decisions in response to the COVID-19 pandemic. During 2022, we recognized adjustments to certain of those restructuring charges, representing changes in our estimates.

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.

Pre-Tax (Loss)/Income, Net (Loss)/Income, and (Loss)/Diluted Earnings per Share, adjusted

(in millions, except per share data)	Three Months Ended March 31, 2023 Pre-Tax (Loss)/Income	Income Tax	Net (Loss)/Income	Three Months Ended March 31, 2023 (Loss)/Earnings Per Diluted Share
GAAP	$ (506)	$ 143	$ (363)	$ (0.57)
Adjusted for:				
Loss on extinguishment of debt	22			
MTM adjustments and settlements on hedges	(41)			
MTM adjustments on investments	(122)			
One-time pilot agreement expenses	864			
Non-GAAP	$ 217	$ (53)	$ 163	$ 0.25

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

(in millions)	Three Months Ended March 31, 2023	June 30, 2022	March 31, 2022	March 31, 2019	1Q23 vs 1Q22 % Change	1Q23 vs 1Q19 % Change
Operating revenue	$ 12,759	$ 13,824	$ 9,348	$ 10,472		
Adjusted for:						
Third-party refinery sales	(916)	(1,514)	(1,187)	(48)		
Delta Private Jets adjustment	—	—	—	(43)		
Operating revenue, adjusted	$ 11,842	$ 12,311	$ 8,161	$ 10,381	45 %	14 %

(in millions)	Year Ended December 31, 2022
Operating revenue	$ 50,582
Adjusted for:	
Third-party refinery sales	(4,977)
Operating revenue, adjusted	$ 45,605

	Three Months Ended March 31, 2023	June 30, 2022	June 30, 2019	March 31, 2019	1Q23 vs 1Q19 % Change
TRASM (cents)	20.80	20.93	17.47	16.78	
Adjusted for:					
Third-party refinery sales	(1.49)	(2.44)	(0.06)	(0.08)	
Delta Private Jets adjustment	—	—	(0.07)	(0.07)	
TRASM, adjusted	19.30	18.49	17.35	16.63	16 %

Operating Income/(Loss), adjusted

(in millions)	Three Months Ended March 31, 2023	December 31, 2022	September 30, 2022	June 30, 2022	March 31, 2022	1Q23 vs 1Q22 $ Change
Operating (Loss)/Income	$ (277)	$ 1,470	$ 1,456	$ 1,519	$ (783)	
Adjusted for:						
MTM adjustments and settlements on hedges	(41)	70	36	(73)	(4)	
One-time pilot agreement expenses	864	—	—	—	—	
Restructuring charges	—	(118)	1	(1)	(5)	
Operating Income/(Loss), adjusted	$ 546	$ 1,422	$ 1,492	$ 1,445	$ (793)	$ 1,339

Twelve months ended March 31, 2023 operating income, adjusted:	$ 4,905

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 2023 incentive compensation program. Free cash flow is defined as net cash from operating activities and net cash from investing activities, adjusted for (i) net purchases of short-term investments,, (ii) net cash flows related to certain airport construction projects and other, (iii) financed aircraft acquisitions and (iv) pilot agreement payment. These adjustments are made for the following reasons:

Net purchases of short-term investments. Net purchases 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.

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 numerous work rule changes and pay rate increases during the four-year term, including an initial pay rate increase of 18%. The agreement also 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.

(in millions)	Three Months Ended March 31, 2023
Net cash provided by operating activities	$ 2,235
Net cash used in investing activities	(1,100)
Adjusted for:	
Net purchases of short-term investments	102
Net cash flows related to certain airport construction projects and other	19
Financed aircraft acquisitions	(137)
Pilot agreement payment	735
Free cash flow	$ 1,853

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

(in millions)	Three Months Ended March 31, 2023
Operating revenue	$ 12,759
Adjusted for:	
Third-party refinery sales	(916)
Operating revenue, adjusted	$ 11,842
Less: main cabin revenue	(5,223)
Operating revenue, adjusted related to premium products and diverse revenue streams	$ 6,619
Percent of operating revenue, adjusted related to premium products and diverse revenue streams	56 %

Operating Margin, adjusted

	Three Months Ended March 31, 2023
Operating margin	(2.2)%
Adjusted for:	
MTM adjustments and settlements on hedges	(0.3)
Third-party refinery sales	0.3
One-time pilot agreement expenses	6.8
Operating margin, adjusted	4.6 %

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

	Three Months Ended		1Q23 vs 1Q22 % Change
	March 31, 2023	March 31, 2022	
CASM (cents)	21.25	19.56	
Adjusted for:			
Aircraft fuel and related taxes	(4.36)	(4.04)	
Third-party refinery sales	(1.49)	(2.29)	
Profit sharing	(0.12)	—	
One-time pilot agreement expenses	(1.41)	—	
Restructuring charges	—	0.01	
CASM-Ex	13.86	13.24	4.7 %

Average fuel price per gallon, adjusted

	Average Price Per Gallon		
	Three Months Ended		
(in millions, except per gallon data)	March 31, 2023	June 30, 2022	June 30, 2019
Total fuel expense	$ 3.01	$ 3.74	$ 2.08
Adjusted for:			
MTM adjustments and settlements on hedges	0.05	0.08	(0.01)
Delta Private Jets adjustment	—	—	(0.01)
Total fuel expense, adjusted	$ 3.06	$ 3.82	$ 2.07

Operating Cash Flow, adjusted. We present operating cash flow, adjusted because management believes adjusting for the following items 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.

Pilot agreement payment. In March 2023, Delta pilots ratified a new four-year Pilot Working Agreement effective January 1, 2023. The agreement includes numerous work rule changes and pay rate increases during the four-year term, including an initial pay rate increase of 18%. The agreement also 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 cash flow generated by our operations.

	Three Months Ended	
(in millions)	March 31, 2023	
Net cash provided by operating activities	$	2,235
Adjustments:		
Net cash flows related to certain airport construction projects and other		(28)
Pilot agreement payment		735
Net cash provided by operating activities, adjusted	$	2,942

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

Financed aircraft acquisitions. This adjusts capital expenditures to reflect 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.

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.

	Three Months Ended	
(in millions)	March 31, 2023	
Flight equipment, including advance payments	$	630
Ground property and equipment, including technology		370
Adjusted for:		
Financed aircraft acquisitions		137
Net cash flows related to certain airport construction projects		(48)
Gross capital expenditures	$	1,090

Adjusted Net Debt. Delta uses adjusted total debt, including aircraft rent, in addition to adjusted debt and finance leases, to present estimated financial obligations. Delta reduces adjusted total debt by cash, cash equivalents and short-term investments, resulting in adjusted net debt, to present the amount of assets needed to satisfy the debt. Management believes this metric is helpful to investors in assessing the company's overall debt profile.

(in millions)	March 31, 2023	
Debt and finance lease obligations	$	21,958
Plus: sale-leaseback financing liabilities		1,924
Plus: unamortized discount/(premium) and debt issue cost, net and other		120
Adjusted debt and finance lease obligations	$	24,002
Plus: 7x last twelve months' aircraft rent		3,627
Adjusted total debt	$	27,630
Less: cash, cash equivalents and short-term investments		(6,666)
Adjusted net debt	$	20,964

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 operating lease liabilities. We calculate EBITDAR by adding depreciation and amortization to GAAP operating income and adjusting for the fixed portion of operating lease expense.

(in billions)	March 31, 2023	December 31, 2022
Debt and finance lease obligations	$ 22	$ 23
Plus: Operating lease liability	8	8
Plus: Sale leaseback liability	2	2
Adjusted Debt	$ 32	$ 33

(in billions)	Last Twelve Months Ended March 31, 2023	Year Ended December 31, 2022
GAAP operating income	$ 4	$ 4
Adjusted for:		
One-time pilot agreement expenses	1	—
Operating Income, adjusted	5	4
Adjusted for:		
Depreciation and amortization	2	2
Fixed portion of operating lease expense	1	1
EBITDAR	$ 8	$ 7
Adjusted Debt to EBITDAR	3.9x	5x