

ENVIRONMENT

Delta understands its responsibility to the environment and remains committed to complying with all environmental laws and regulations. In the absence of government regulation, Delta operates in an environmentally responsible manner as defined by the best practices of the aviation industry. Delta's environmental performance goals are regularly updated to ensure continuous improvement, and performance is reported to employees, customers and external stakeholders on a regular basis.

Delta is committed to preventing pollution, wherever possible. When prevention is not an option, Delta establishes mitigation programs to minimize its environmental impact. In order to reduce its use of natural resources, Delta continually evaluates emerging technology for new options to reduce its environmental footprint. Such evaluation includes reduction and recycling of operational waste, increased aircraft fuel efficiency, evaluation of and use of alternative fuels, electrification of equipment and providing customers with opportunities for offsetting actions to counteract the effects of greenhouse gas emissions. Delta also has engaged in extensive recycling and waste reduction efforts throughout its operations and office facilities.

MAINTAINING AN ENVIRONMENTAL MANAGEMENT SYSTEM

Delta's Environmental Management System (EMS), which was introduced in 2002, helps airport and maintenance personnel implement the company's environmental program at the local level and comply with national, state and local regulatory requirements. It includes an in-depth assessment of current conditions, identification and correction of problems and routine reviews by station or facility management. It also leverages technology with an Environmental Management Information System (EMIS) to track, record and report on environmental performance. EMS programs are reviewed and updated annually.

REDUCING ENERGY USE, GREENHOUSE GAS EMISSIONS, AND OTHER EMISSIONS

In 2010, Delta completed its first comprehensive greenhouse gas (GHG) inventory. As expected, aircraft fuel consumption comprised nearly all (97.5 percent) of Delta's GHG emissions. Delta used internal data and widely accepted greenhouse gas protocols to prepare an inventory for 2005 to 2010.

Greenhouse Gas Emissions (metric tons CO₂e)

	2005	2006	2007	2008	2009	2010
Scope 1	37,310,537	33,985,652	33,834,367	32,687,861	30,361,396	29,817,878
Mainline Aircraft CO ₂ ^I	37,079,440	33,769,586	33,608,776	32,465,127	30,158,116	29,615,836
Mainline Aircraft Non-CO ₂ ^{II}	48,350	41,064	39,018	35,388	31,471	30,566
Ground Support Equipment (GSE) ^{III}	97,962	90,217	101,788	102,561	94,731	94,399
Owned Facilities Fuel/Natural Gas ^I	84,785	84,785	84,785	84,785	77,077	77,077
Scope 2: Owned Facilities Electricity^{IV}	351,935	351,935	351,935	351,935	319,941	319,941
Scope 3: Leased Facilities	281,068	281,068	281,068	281,068	255,517	255,517
Grand Total	37,943,540	34,618,655	34,467,370	33,320,864	30,936,853	30,393,335

^IDOT Form 41 data, industry standard factors for fuel density (6.7 pounds/gallon) and CO₂ combustion (3.15 pounds of CO₂ for each pound of fuel consumed).

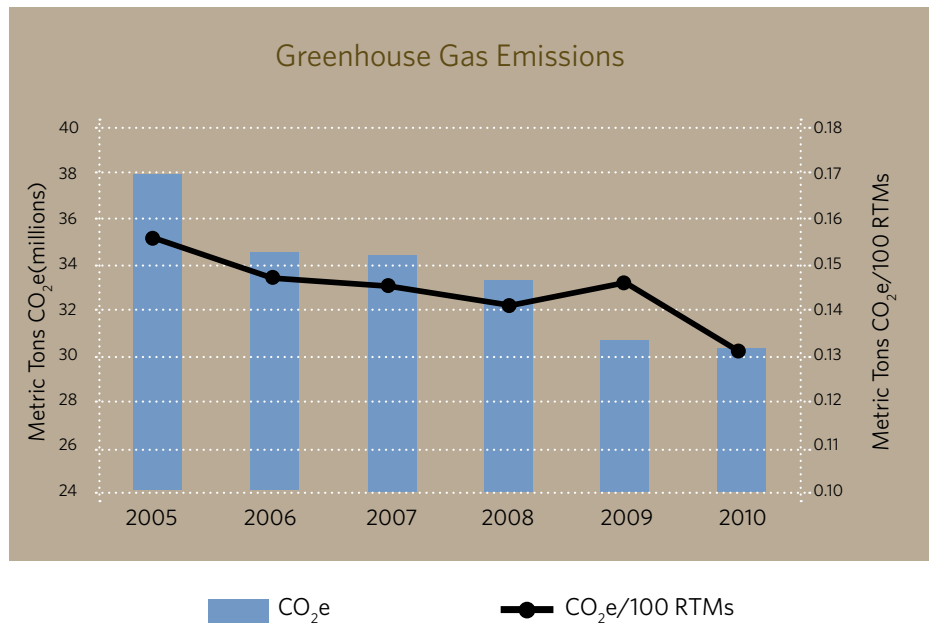
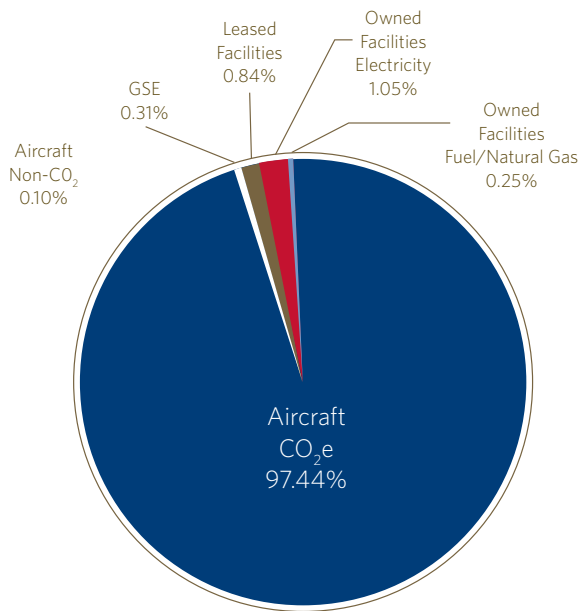
^{II}2006 IPCC Guidelines for National Greenhouse Gas Inventories. Airliners emit CH₄ and N₂O during landing and takeoff, with negligible amounts during cruise.

^{III}2006 IPCC Guidelines for National Greenhouse Gas Inventories, scaled upwards using polled data from Atlanta, Detroit, Minneapolis-St. Paul, New York-JFK, and Salt Lake City, which together comprise over 40 percent of total GSE fuel expenditures.

^{IV}Scope 2 and 3 used eGrid and Energy Information Agency table C1 kWh/ft² and BTU/ft² consumption data, scaled to airports using actual data from Atlanta, assuming a 10 percent larger facility footprint prior to merger with Northwest.



2010 Greenhouse Gases by Source



In 2010, Delta emitted 30.4 million metric tons of carbon dioxide equivalent (CO₂e), a 20 percent decline since 2005. CO₂e per RTM¹ has improved by 15.6 percent since 2005 and 28.2 percent since 2000, exceeding Delta's goal of a 10 percent improvement for 2000-2010. During 2011, Delta plans to establish a 2015 greenhouse gas emissions goal, pursue independent verification of its inventory and register its inventory with a third-party organization.

Delta reduced its jet fuel consumption from 2009 to 2010 by 1.8 percent, representing 56 million gallons of jet fuel. While most of this reduction was due to Delta's decision to exit the dedicated freighter business, Delta also made additional fleet changes and implemented or expanded fuel projects to further improve its fuel efficiency. As a result of these improvements and higher load factors, passenger-miles increased by 2.7 percent despite a 0.1 percent reduction in passenger aircraft fuel.



In 2010, Delta implemented or expanded a number of fuel-saving projects, including:

- Installing winglets on twenty-one 737-800s, fifteen 757-200s and fourteen 767-300ERs, part of a long-term program to save 50 million gallons per year,
- Increasing the utilization of single-engine taxi procedures, resulting in 5 percent additional savings from the 30 million gallons per year program,
- Enhancing arrival sequencing software in Atlanta to take into account gate availability, saving an additional 2.1 million gallons a year,
- Increasing the number of aircraft routing options for international flights, saving 1.6 million gallons per year,
- Expanding the engine wash program to include the additional fleets, saving 2.5 million gallons per year,
- Revising descent procedures for uncongested airports, saving 1.3 million gallons per year,
- Refitting the 777-200ER fleet with a performance improvement package, saving 840,000 gallons per year, and
- Reducing the amount of unplanned fuel boarded on the aircraft, saving 280,000 gallons per year.

Delta continues to replace older and less fuel efficient aircraft in its fleet. During 2010, Delta added two 737-800s, two 777-200LRs and three MD-90s to its active fleet. Delta has announced plans to acquire an additional 39 MD-90s, which will offer 50 percent more capacity per gallon than the DC-9s they will replace. Delta retired 27 DC-9s during 2010, reducing fuel consumption by 20 million gallons. Delta has also been aggressively reducing its capacity flown by regional partners, which use less fuel efficient regional jets and turboprops. Since 2009, Delta has retired 143 fifty-seat regional jets and turboprops and plans to remove an additional 140 of its least efficient aircraft by mid-2013. As part of this plan, the entire DC-9 fleet will be retired by the fourth quarter of 2012.

In early 2011, Delta issued a request for proposals to manufacturers for a number of new, fuel efficient narrow-body aircraft with delivery starting in 2013.

¹RTM stands for revenue-ton mile and measures the output of a transportation company; one RTM is one ton of payload (passengers or cargo) transported one mile.

MAINLINE AIRCRAFT FUEL AND EMISSIONS

	2009	2010	Change
Gallons Fuel	3,150,308,713	3,093,662,213	-1.8%
Passenger Fleet	3,091,367,223	3,093,662,213	0.1%
Freighter Fleet	58,941,490	0	-100%
Metric Tons Aircraft CO ₂	30,158,116	29,615,836	-1.8%
Metric Tons Aircraft CO ₂ e	30,189,587	29,646,401	-1.8%
Metric Tons Non-Aircraft CO ₂ e	747,266	746,934	-0.1%
Revenue Passenger-Miles (000 RPMs)	163,705,536	168,180,266	2.7%
Available Seat-Miles (000 ASMs)	197,722,946	200,814,041	1.6%
Revenue Ton-Miles (000 RTMs)	20,869,900	22,589,973	8.2%
RPMs/Gallon	53.0	54.4	1.4
ASMs/Gallon	64.0	64.9	1.0
RTMs/Gallon	6.6	7.3	0.7
kg CO ₂ e/100 RPMs	18.9	18.1	-0.8
kg CO ₂ e/100 ASMs	15.6	15.1	-0.5
kg CO ₂ e/100 RTMs	148.2	134.5	-13.7

THE GLOBAL SECTORAL APPROACH

Delta and its industry partners have called for a global sectoral approach to address aviation's greenhouse gas emissions under ICAO. Delta and the industry have made the following commitments to reduce commercial aviation's CO₂ emissions over the next 40 years. IATA and ATA have endorsed these reduction goals:

- 1.5 percent annual fuel efficiency improvement through 2020¹
- No increase in net CO₂ emissions starting in 2020
- A 50 percent reduction in net CO₂ emissions by 2050, relative to 2005

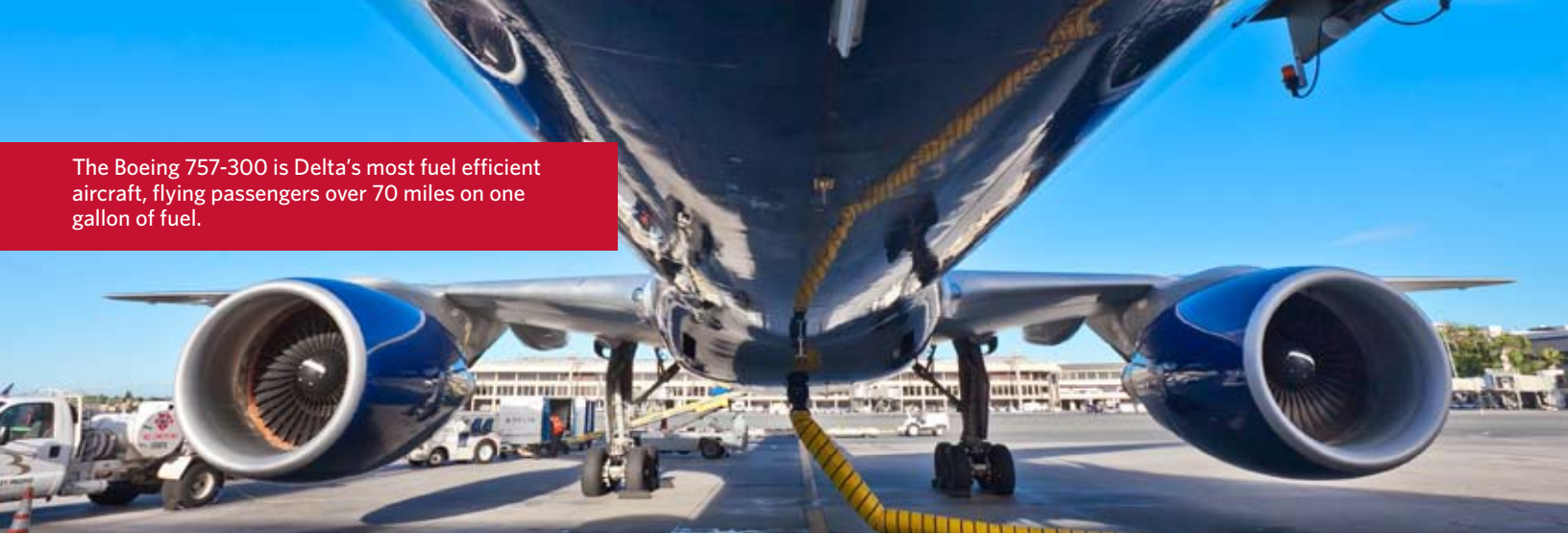
The airline industry plans to meet these targets through:

- Technology enhancements (including alternative fuels)
- New operational efficiencies
- Improved air traffic management and airport infrastructure
- Positive economic measures



¹As measured by CO₂ per RTM

The Boeing 757-300 is Delta's most fuel efficient aircraft, flying passengers over 70 miles on one gallon of fuel.



OPERATING FLEET¹

Aircraft Type	Number	Average Age (years)
Boeing 747-400	16	17.1
Boeing 777-200LR	10	1.8
Boeing 777-200ER	8	10.9
Airbus A330-300	21	5.4
Airbus A330-200	11	5.8
Boeing 767-400ER	21	9.8
Boeing 767-300ER	57	14.7
Boeing 767-300	14	19.7
Boeing 757-300	16	7.8
Boeing 757-200	164	17.9
Airbus A320	69	15.8
Airbus A319	57	8.9
Boeing 737-800	73	9.9
Boeing 737-700	10	1.9
McDonnell Douglas MD-90	19	14.9
McDonnell Douglas MD-88	117	20.5
McDonnell Douglas DC-9-40/50	39	34.1
Total	722	15.6

Delta was the first U.S. airline to offer carbon offsets to its customers through a partnership with The Nature Conservancy. Proceeds benefit a forest conservation, reforestation and wildlife habitat restoration project in Louisiana's Tensas River Basin. In 2010 Delta, together with its customers, contributed more than \$75,000 towards this project, the equivalent of offsetting the CO₂ emissions of ten 747 flights from Tokyo to Detroit.

In 2012, Delta will begin participating in the European Union's Emissions Trading Scheme (EU ETS). All airlines flying to, from or within the EU will pay CO₂ emission allowances for their flights. Aviation will be the second-largest industry covered by these regulations. Delta is the seventh-largest airline (in terms of emissions) subject to the regulations and will be required to either reduce its CO₂ emissions or purchase allowances for those emissions. The ATA and several other U.S. carriers have filed an action in the U.K. challenging the legality of the regulations which applied EU ETS to aviation. This case has been referred to the European Court of Justice for adjudication. Airlines will be required to comply in 2012 unless interim relief is granted. Delta submitted traffic and CO₂ emissions reports for 2010 and intends to fully comply with the regulation.

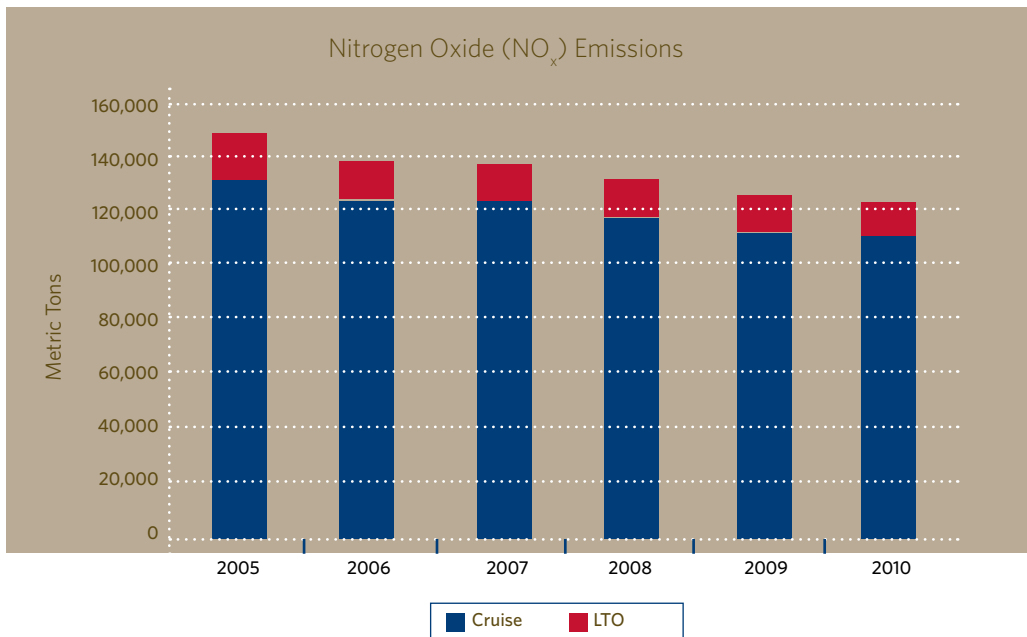
Aircraft Emissions (metric tons)

Year	CO ₂	CH ₄	N ₂ O	HFCs	PFCs	SF ₆	CO ₂ e
2005	37,079,440	241	142	0	0	0	37,127,790
2006	33,769,586	186	122	0	0	0	33,810,650
2007	33,608,776	166	117	0	0	0	33,647,794
2008	32,465,127	138	107	0	0	0	32,500,514
2009	30,158,116	118	96	0	0	0	30,189,588
2010	29,615,836	100	94	0	0	0	29,646,402

2006 IPCC (Intergovernmental Panel on Climate Change) Guidelines for National Greenhouse Gas Inventories
 DOT Form 41 data (Table P-12A)
 6.7 pounds fuel/gallon, 3.15 pounds CO₂/pound fuel

In addition to CO₂, aircraft emit other greenhouse gases, which include nitrous oxide (N₂O) and methane (CH₄), primarily during the landing and takeoff (LTO) phases of flight. Aircraft do not emit the three other regulated greenhouse gases (HFCs, PFCs and SF₆) because fluoride is not present in aircraft fuel.

Nitrogen oxide emissions (NO_x) from aircraft have been regulated in the U.S. for nearly 40 years. In addition to contributing to smog and acid rain at a local level, NO_x emissions at high altitudes cause the formation of atmospheric ozone. Since 2005, Delta has reduced its aircraft-generated NO_x emissions by 18 percent, including a 27 percent reduction in emissions during landing and takeoff.



In addition to upgrading its aircraft, Delta has converted approximately 10.5 percent of its ground support equipment from fuel to electric energy. Delta owns more than 1,250 electric powered or emissions-free ground service vehicles, 45 of which were added in 2010. Additional electric vehicles and equipment will be added in 2011.

Delta has also replaced over 380,000 square feet of roof at Delta's Technical Operations Center in Atlanta with white thermoplastic polyolefin roofing material. The reflective properties of this material reduce the use of energy for building heating and cooling. As a result of this installation, Delta saved over 165,000 kWh of annual energy use. In 2011, another \$2.8 million will be invested in this eco-friendly roofing material at Delta's Technical Operations Center.

An additional effort to reduce the use of electricity at Delta's Technical Operations Center included the replacement of lighting fixtures in two hangars. Annual energy savings associated with this project total 1,802 metric tons of CO₂ —equivalent to the annual emissions of 355 passenger vehicles.¹

RESEARCH AND DEVELOPMENT OF ALTERNATIVE FUELS

Delta supports the development, production and use of alternative fuels in aviation. Collaboration among industry stakeholders is key to Delta's alternative fuels plan; Delta is active in the Commercial Aviation Alternative Fuels Initiative, a coalition of airlines, aircraft and engine manufacturers, energy producers, researchers and U.S. government agencies that focuses the efforts of commercial aviation to engage the emerging alternative fuels industry.

SUPPORTING ENVIRONMENT-FRIENDLY COMMUTES FOR EMPLOYEES

Delta has implemented employee rideshare programs in various cities across the U.S. promoting alternative commuting options. Delta also supports carpools, vanpools and telecommuting options. In Atlanta, where it is the city's largest private employer, Delta has maintained a strong partnership with the Clean Air Campaign. By carpooling and using public transportation in 2010, Delta commuters who logged their commutes through the Clean Air Campaign drove fewer miles, reducing CO₂ emissions by over 800 tons saving nearly \$700,000 in fuel and maintenance costs.² Delta has a pre-tax Commuter Benefit program for U.S.-based employees. This program is administered by WageWorks and allows employees to pay for eligible commuting costs through automatic, pre-tax payroll deductions.

WASTE MINIMIZATION AND RECYCLING

Delta has a robust recycling and waste reduction program on the ground and in the air, which empowers employees to operate in an environmentally responsible manner at all times. Recent efforts include safely reducing the amount of deicing fluid used on aircraft, reducing paper use through e-ticketing, recycling aircraft carpet, enhancing and expanding Delta's in-flight recycling program and providing a facility for employees to recycle household goods on Delta's corporate campus in Atlanta. Delta recycles a wide variety of materials including metal, glass, plastic, office paper, magazines, wood pallets, aluminum cans, batteries, electronics and

cardboard. Through Delta's aircraft carpet recycling partnership with Mohawk Aviation Carpet, in 2010, Delta recycled approximately 147,500 pounds of carpet.

Delta generated 3.2 million pounds of non-hazardous waste in 2010, of which 58.4 percent was recycled including oil, batteries, lamps and antifreeze.



¹Information provided by Johnson Controls

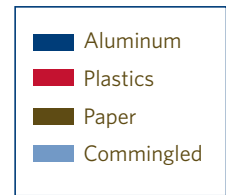
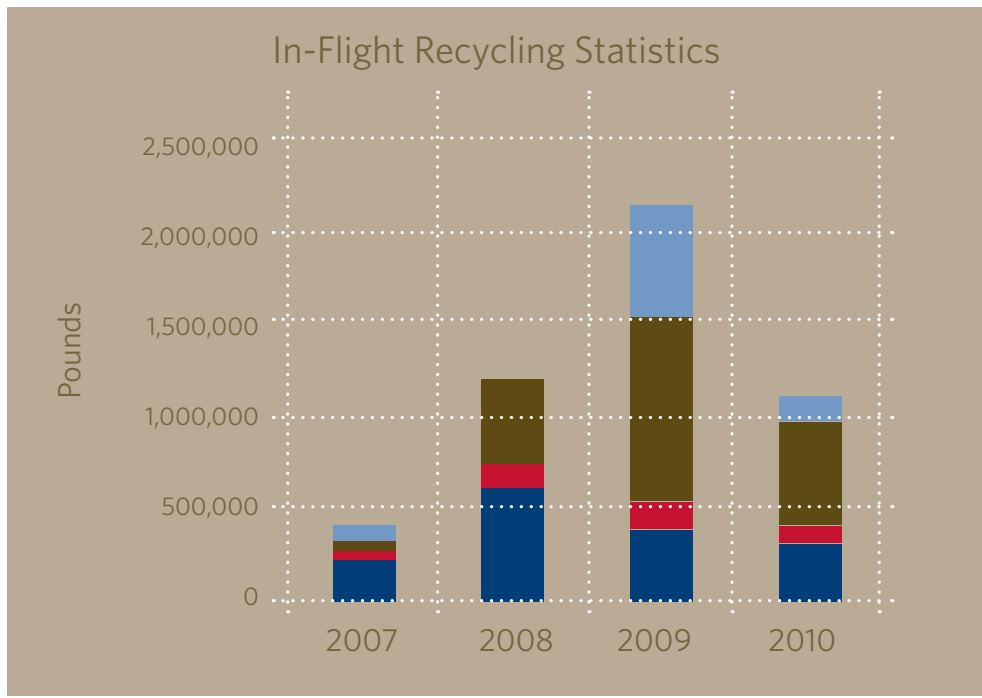
²Clean Air Campaign estimate based upon a cost of 50 cents per mile to operate a vehicle

IN-FLIGHT RECYCLING

Launched in 2007, Delta's comprehensive in-flight recycling program collects and diverts aluminum cans, plastic beverage cups, plastic bottles, newspaper and magazines from landfills in 26 U.S. airports. Working together, flight attendants, catering staff and cabin services successfully recycled approximately 1,108,000 pounds of material in 2010 and donated \$35,797 through Delta's Force for Global Good to Habitat for Humanity.

To date the program has recycled approximately 4,862,000 pounds of materials, fully funding and building two Habitat homes. A third, fully funded Habitat home is scheduled to be built in 2011 utilizing the combined 2009 and 2010 donations.

Delta continues to recycle approximately 1 million aluminum cans each month. In 2010, flight attendant in-flight recycling procedures were standardized. Minneapolis-St. Paul and Indianapolis began to accept comingled materials, and San Jose, California was added to the growing list of recycling cities. Additionally, specific in-flight recycling procedures were implemented for all flights arriving in Hawaii in response to a state recycling mandate.



EMPLOYEE PARTICIPATION: WASTE REDUCTION AND RECYCLING

Delta empowers its employees to invest in the future by participating in clean-up and recycling projects beyond its operations.

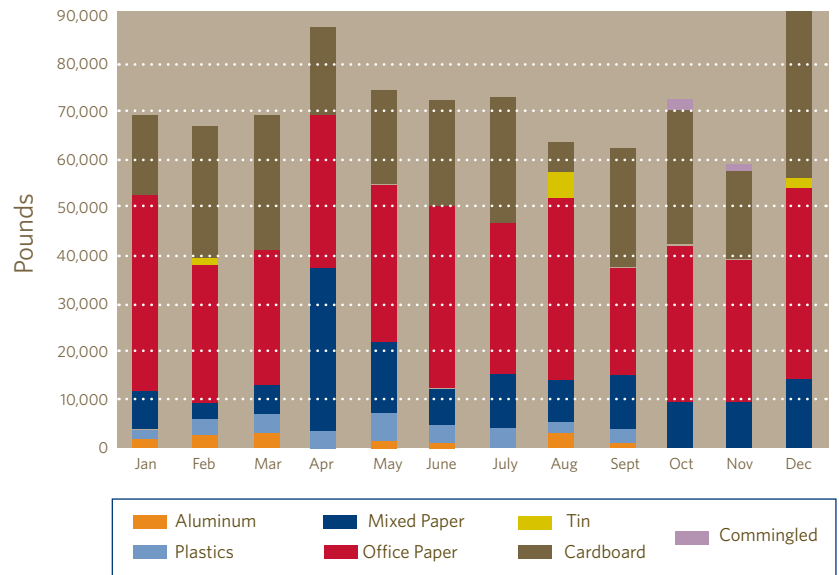
Delta has had an on-site Employee Recycling Center at the World Headquarters offices in Atlanta since 2007. The center was created to provide recycling services to those living in communities with a limited ability to recycle materials generated at home. It also serves as a tool to educate Delta employees on the benefits of recycling. Employees can recycle aluminum cans, steel cans, plastic bottles and jugs of all types, newspapers, magazines, phone books, junk mail, paperboard boxes, cardboard boxes and glass.

More recently, after observing the success of the recycling center, Delta expanded recycling throughout the World Headquarters offices in Atlanta. Delta implemented desk-side office paper recycling. Plastic bottles and aluminum can waste generated by employees are collected in common office areas.

In 2010, the Employee Recycling Center recycled approximately 1,198,000 pounds of material, including 9,320 pounds of aluminum cans, 23,200 pounds of plastics, 147,340 pounds of mixed paper, 617,000 pounds of cardboard, 385,520 pounds of office paper, 6,120 pounds of comingled material and 9,100 pounds of tin cans.



2010 Employee Recycling Center Statistics



December cardboard recycling totaled 372,800 pounds, for a monthly total of 429,840 pounds.

Recycling Programs (pounds)

	2008	2009	2010
Employee Recycling Center	560,824	1,039,440	1,197,600
In-Flight Recycling	1,193,561	2,156,537	1,107,883

In-Flight Recycling decreased in 2010 due to decreased employee and contractor participation in the program.



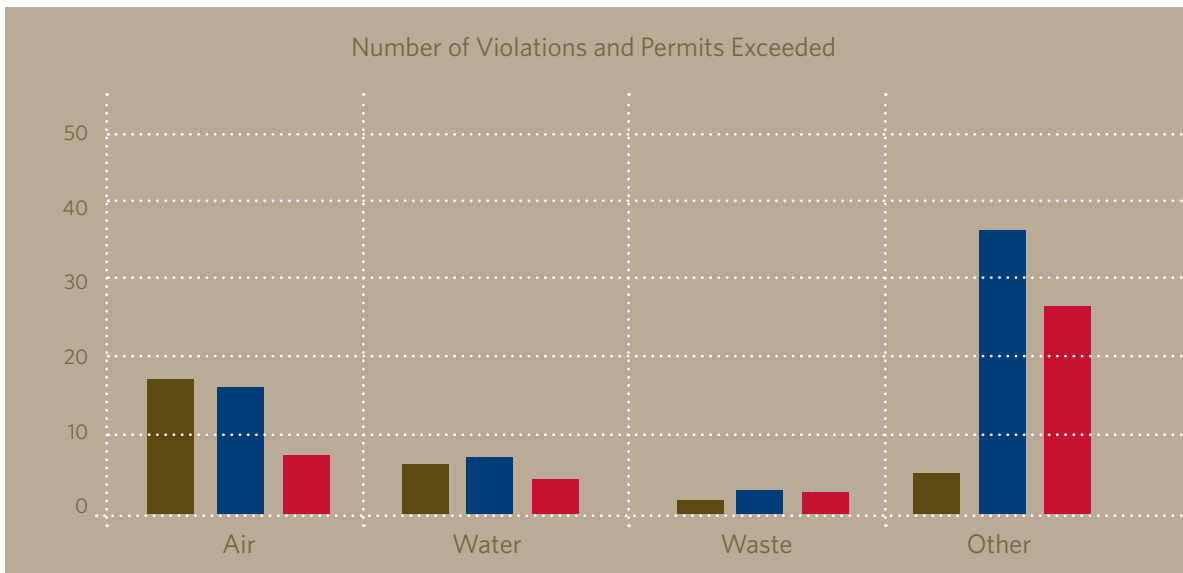
Delta hosts an annual Household Recycling Day in Atlanta, allowing employees to properly dispose or recycle various household materials such as used oil, antifreeze and lead-acid batteries. In 2010, scrap metal and electronic waste were included in the recycling day for the first time. More than 7,000 pounds of scrap metal and 4,000 pounds of used batteries were collected during this event. The rebates from this Household Recycling Day are donated directly to Christian City, a local charity providing foster care for children and assisted living or nursing care for seniors.

MAINTAINING ENVIRONMENTAL COMPLIANCE

Delta is responsible for ensuring that it follows environmental laws and regulations. A robust environmental audit program promotes accountability and environmental awareness throughout Delta's operations. The audit team's findings, concerns and observations are communicated so improvements can be made at stations or maintenance facilities.

During the past three years, Delta has demonstrated improved compliance with environmental laws and regulations. In 2010, three Notices of Violation were received, an improvement over the eight received in 2009. One Notice of Violation resulted in a monetary penalty of \$3,000 to resolve a violation in Hawaii

for delays in performing underground storage tank inspections. The remaining two Notices of Violation recorded in 2010, however, were administrative in nature (e.g., late report submittals) and were promptly resolved through following up with the appropriate regulatory authority. No monetary penalties were incurred for these two violations. In 2010, Delta self-reported or received a total of 26 notices that specific permit conditions had been exceeded, as well as the three Notices of Violation previously mentioned. The chart on the following page depicts the exceeded permits and violations by media type for 2008 through 2010. Approximately 13 of the exceeded permit conditions during 2010 came from Delta's Atlanta operations.



The Water category is comprised of exceeded permits in chemical management, information from the National Pollutant Discharge Elimination System, spills, and storm water. The Waste category is comprised of exceeded permits in hazardous waste and waste, and the Other category includes exceeded permits of the Emergency Planning and Community Right-to-Know Act, tanks, and wastewater.



ENVIRONMENTAL METRICS

This table quantitatively demonstrates aspects of Delta's environmental performance during the years of 2008-2010. Non-hazardous waste levels decreased from 2008 to 2009 but experienced a spike in 2010 due to merger activity and glycol disposal resulting from changing vendors. Due to these factors, non-hazardous waste recycling increased during this same period. Water consumption at the Technical Operations Center in Atlanta increased year-over-year due to a growth in workload, primarily driven by Delta's increased Maintenance, Repair and Overhaul business. Facility air emissions decreased in all categories from 2008 to 2010.

Environmental Performance Statistics

Performance Indicator	2008	2009	2010	% Change 2008-2010
Waste (pounds)^I				
Hazardous waste generated	1,529,280	1,393,169	1,372,348	-10.3%
Nonhazardous waste landfilled or incinerated	1,655,568	1,095,506	1,346,084	-18.7%
Nonhazardous waste recycled	1,286,270	1,561,928	1,886,378	46.7%
Percent non-hazardous waste recycled	46.5%	58.8%	58.4%	11.9 points
Facility Air Emissions (metric tons/year)^{II}				
Carbon Monoxide emissions	59.5	41.7	43.5	-27.0%
Nitrogen Oxide emissions	111.8	88.7	94.5	-15.2%
Particulate Matter emissions	14.6	6.7	7.4	-49.2%
Sulfur Dioxide emissions	17.0	11.8	12.3	-27.8%
Volatile Organic Compound emissions	241.6	212.2	207.9	-14.0%
Spills (number)^{III}				
Class I spills	55	43	25	-54.5%
Class II spills	55	45	51	-7.3%
Regulatory Reportable ^{IV}	N/A	51	15	N/A
Treatable Industrial Waste Water (gallons)^V				
Atlanta TOC ^{VI} - Oily Waste	89,449,595	88,399,146	89,803,207	0.4%
Atlanta TOC - Plating Waste	12,849,549	14,140,555	15,764,320	22.7%
Atlanta GSE ^{VII} Main	604,410	883,763	673,474	11.4%
Atlanta GSE Line	1,133,846	1,527,461	1,469,642	29.6%
Minneapolis-St. Paul TOC	17,866,204	16,685,935	14,449,310	-19.1%
Total	121,903,604	121,636,860	122,159,953	0.2%

Noise

Delta aircraft are 100% compliant with Stage 3 criteria as required by the Federal Aviation Administration (FAA).

I Waste data refers to information provided by waste disposal contractors. Disposal methods beyond recycling, incineration or landfill dumping are at the discretion of the waste disposal contractor.

II Data presented is from Delta's Atlanta and Minneapolis-St. Paul operations.

III Class I = emergency situation, reaches soil/water or >25 gallons; Class II: non-emergency, >5 and <25 gallons and does not reach soil/water.

IV Regulatory reportable spills and spill costs were not tracked in 2008.

V Delta has permitted industrial wastewater operations in Atlanta and Minneapolis-St. Paul.

VI Technical Operations Center

VII Ground Support Equipment