

THE AIR FRANCE KLM GROUP AND DELTA AIR LINES TO SIGN TRANS-ATLANTIC GLOBAL JOINT VENTURE AGREEMENT TODAY

PARIS, ATLANTA and AMSTERDAM, 20 May 2009 – The AIR FRANCE KLM group and DELTA AIR LINES (NYSE: DAL) will today sign a global joint venture agreement under which they will jointly operate their trans-Atlantic routes, sharing revenues and costs.

The new joint venture represents approximately 25 percent of total trans-Atlantic capacity and will be a key success factor in competing with the two other major alliances in this market. Annual JV revenues are estimated at US\$12 billion (approximately 9.3 billion euros, reference year 2008/09). The three partners will be able to offer their customers more than 200 transatlantic flights and approximately 50,000 seats daily.

The signing of this joint venture agreement is taking place in the wider context of the liberalization of air services between the European Union and the United States, as part of the EU/US Air Transport Agreement. This agreement will benefit the customers of AIR FRANCE, KLM and DELTA in terms of access to a vast network of routes, new destinations, multiple flight frequencies, a wider range of fares and a harmonized product both on board and in the airport.

The joint venture's geographic scope includes all flights between North America and Europe, between Amsterdam and India as well as between North America and Tahiti. On these routes, strategies and economics are to be equally shared among the AIR FRANCE KLM Group and DELTA.

The joint venture has no predefined end date, but can be cancelled with a three year notice, after an initial term of 10 years.

A press conference is being held today at noon Paris time. It will be broadcast live on the corporate.airfrance.com and news.delta.com sites. It will subsequently be available on demand on both websites. Visuals of the signing ceremony will also be available on corporate.airfrance.com, news.delta.com and corporate.klm.com.

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Forward-looking Statements (Delta Air Lines only)

Statements in this news release that are not historical facts, including statements regarding our estimates, expectations, beliefs, intentions, projections or strategies for the future, may be “forward-looking statements” as defined in the Private Securities Litigation Reform Act of 1995. All forward-looking statements involve a number of risks and uncertainties that could cause actual results to differ materially from the estimates, expectations, beliefs, intentions, projections and strategies reflected in or suggested by the forward-looking statements. These risks and uncertainties include, but are not limited to, the cost of aircraft fuel; the effects of the global recession; the effects of the global financial crisis; the impact of posting collateral in connection with our fuel hedge contracts; the impact that our indebtedness will have on our financial and operating activities and our ability to incur additional debt; the restrictions that financial covenants in our financing agreements will have on our financial and business operations; labor issues; the ability to realize the anticipated benefits of our merger with Northwest; the integration of the Delta and Northwest workforces; interruptions or disruptions in service at one of our hub airports; our increasing dependence on technology in its operations; our ability to retain management and key employees; the ability of our credit card processors to take significant holdbacks in certain circumstances; the effects of terrorist attacks; and competitive conditions in the airline industry.

Additional information concerning risks and uncertainties that could cause differences between actual results and forward-looking statements is contained in our Securities and Exchange Commission filings, including our Annual Report on Form 10-K for the fiscal year ended December 31, 2008. Caution should be taken not to place undue reliance on our forward-looking statements, which represent our views only as of May 20, 2009, and which we have no current intention to update.

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