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DELTA TAKES DELIVERY OF FIRST BOEING 777

Airline's New Flagship Designed Exclusively for the Long-Haul Traveler

ATLANTA, GA., March 24, 1999 – The first of thirteen custom-designed Boeing 777 aircraft from an order valued at more than \$1.4 billion arrives at Delta Air Lines' home base in Atlanta on Friday. For more than a year, Delta has worked with the manufacturer to develop the new wide-body flagship, which has been designed exclusively with the airline's long-haul passengers in mind.

Unique on the Boeing assembly line, Delta Ship #7001 is the first 777 outfitted with the airline's new BusinessElite cabin with 52 seats for premium passengers. Not only has Delta introduced the first intercontinental business class with five feet of space between its sleeper seats, it has also taken the unusual step of choosing a two-by-two configuration in the premium cabin of the 777 with no middle seats.

Delta's passenger-friendly design extends to the 225 seats in the main cabin as well, where long-haul passengers will enjoy personal video screens, plus adjustable footrests, headrests and lumbar supports. Thanks to the 20-foot diameter of the 777's fuselage, passengers throughout the aircraft experience a unique sense of spaciousness created by nearly vertical walls and pivoting, hide-a-way overhead storage bins.

"Delta's 777 is more than a new flagship for our fleet," remarks Leo F. Mullin, CEO of Delta Air Lines, who will personally inspect the airplane at Boeing and then fly with employees on the delivery flight from Seattle to Atlanta. "It symbolizes our commitment to excellence, to leadership in the industry, and to becoming the very best airline in the eyes of our customers."

Many of Delta's specifications for the aircraft will never be seen by passengers, like the advanced technologies installed to ensure safe operations. Delta's 777 will be equipped with a satellite communications system, a Global Positioning System for navigation, Predictive Windshear and Collision Avoidance Systems, as well as the latest Enhanced Ground Proximity Warning System to provide flight crews with early warning of potential threatening terrain.

The power for Delta Air Lines' 777s is delivered by twin Rolls-Royce Trent 800 engines, each generating a maximum thrust of 92,000 pounds. Although they are 40 percent more powerful, they actually produce less noise than the engines on the Boeing 767. Entry into service of the 777 marks another milestone in the established and expanding relationship between Delta and Rolls-Royce, now in its 26th year.

Although Delta plans to deploy its 777 fleet primarily on flights to Europe, the aircraft's range of more than 8,600 statute miles allows it to serve all of the airline's current transatlantic and transpacific route system, including Atlanta-Tokyo. With cruising speeds at Mach 0.84, the 777 also flies faster than other aircraft types in its class, reducing travel times for passengers.

"One reason the 777 is such a good match for Delta is the flexibility of this airplane," according to Fred Sandow, Program Manager for the 777 at Delta. "As a member of the family, the 777 shares the same flight deck, airframe, systems, spares and ground equipment as other Boeing aircraft in our fleet. That reduces the cost of training, operations and maintenance." 767 flight crews, for example, need just 11 days of additional training to fly the 777.

Teams of Delta engineers, pilots, in-flight service personnel and suppliers have been working intensely for the past 12 months to integrate specific enhancements into Delta's 777. Because of this meticulous work, the aircraft will arrive at Delta in near service-ready condition. Following delivery, the airline's crew, support and service personnel will spend another month of training on the aircraft before it enters revenue service.

Starting May 1, Delta will offer 777 service on its Atlanta-London route, and between Atlanta and Orlando during domestic training on the airline's second 777, scheduled for delivery March 30. In June, Delta will expand 777 service on the transatlantic with flights on the Cincinnati-London and Atlanta-Frankfurt routes.

Named Airline of the Year by Air Transport World magazine, Delta flies more passengers than any other airline in the world. In 1998, more than 105 million passengers traveled on Delta Air Lines. Delta, Delta Express, the Delta Shuttle, the Delta Connection carriers and Delta's Worldwide Partners operate 5,211 flights each day to 353 cities in 56 countries.

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