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Planning For Tomorrow's Expansion: Deliveries of
First of 80 Advanced Technology Jets To Begin In
Early 1987..."This Could Be The Delta-3"...

DELTA LAUNCHES \$2 BILLION
MD-88 ADVANCED AIRCRAFT PROGRAM

ATLANTA, GA, January 23, 1986...(Special)... Delta Air Lines, which pioneered DC-9 service in 1965, today announced what it called "one of the most significant new aircraft programs" in its 57-year history. Delta said it has ordered 80 advanced technology MD-88 aircraft from the McDonnell-Douglas Corporation. The company's new MD-88 will be powered by Pratt & Whitney JT8D-219 high bypass engines, the latest and most advanced versions of "one of the finest aircraft engines ever manufactured." Delta's MD-88 program investment is expected to reach \$2 billion.

David C. Garrett, Jr., Delta's Board Chairman and Chief Executive Officer, said today, "Delta's goal throughout our history has always been to serve the traveling public with the latest and finest aircraft available. In that respect, we must plan now for aircraft which will exemplify the up-to-the-minute technology necessary for our company's continuing growth and route expansion into and through the early 1990's. This new MD-88 fits well into our continuing fleet modernization program." He recalled that Delta's partnership with the McDonnell-Douglas Corporation started in the late 1930s with Douglas DC-2s and DC-3s. "Across the years since then," he said, "Delta has operated nearly every aircraft type built by Douglas; we pioneered DC-8 service in late 1959 and, today, we are still operating DC-8s and DC-9s."

Ron Allen, Delta's President and Chief Operating Officer, observed that Delta's "most immediate goal in this latest selection process was to acquire the optimum aircraft for the continued expansion of our three major

traffic 'hub' cities, Atlanta, Dallas/Ft. Worth, and Cincinnati. In addition, they will be used on short and medium-range routes for possible development of one or more new traffic-gathering 'hubs.' Companies which become transfixed, which rest on their laurels, never fail to find themselves in difficult straits. Delta has never accepted yesterday or today as its goal. Rather, it looks forward with enthusiasm and confidence to its future and continued predominance in our industry. In the airline business, no substitute exists for airplanes of the newest and latest technology."

Mr. Garrett emphasized also, "The MD-88 aircraft will provide maximum levels of passenger safety, comfort, convenience, and schedule reliability. This aircraft is fuel efficient and exceeds all federal environmental mandates. The JT8D-219 engines which will power Delta's MD-88's incorporate all of the technological refinements achieved by Pratt & Whitney and the airline users across the 25 years of constant flight. Though Delta's JT8D-219 engines will develop 21,000 thrust pounds, Delta will operate them at 20,000 pounds. Delta will operate JT8D-219 engines on its MD-88s through the remainder of this decade and into the 1990s.

"Finally," Mr. Garrett stated, "progress in engine technology, especially in the area of ultra high bypass (UHB) propfan jet engines, required that Delta's newest aircraft be developed to include the potential retrofit with these new engines. Thus, after lengthy and dedicated consideration of all factors, Delta selected MD-88s. In the years ahead, MD-88s, equipped with 1990s technology UHB propfan engines, could become the 'Delta 3,' the aircraft which many of us in the airline industry have been seeking for a number of years.

"MD-88s," Mr. Garrett stressed, "though derivatives of the original DC-9s, incorporate the full realm of technological advances made in aircraft and engine development across a quarter-century. MD-88s represent the culmination of more than 25 years of astonishing progress in a multitude of scientific and engineering disciplines. MD-88s are altogether new aircraft. For example, Delta's new MD-88s will be equipped with Category III all-weather landing capability, flight management system, inertial reference, and electronic flight instrument cockpit displays. The use of new composite materials gives MD-88s additional strength, though the airplanes are lighter. MD-88s' 142 passengers (14 first class/128 coach) will enjoy new interior features with 22-inch-wide aisles and five-abreast (2 and 3) seating in coach cabins, spacious overhead stowage bins, overhead handrails, and eye-pleasing lighting. Unusually quiet inside and out, Delta's MD-88s will truly be 'good neighbor' aircraft in every respect."

Mr. Garrett said that deliveries of Delta's first MD-88s will begin in the first quarter of 1987 and continue through 1992.