

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 OR 15(d) of the
Securities Exchange Act of 1934

Date of Report (Date of earliest event reported): April 22, 2021

DELTA AIR LINES, INC.
(Exact name of registrant as specified in its charter)

Delaware
(State or other jurisdiction
of incorporation)

001-05424
(Commission
File Number)

58-0218548
(IRS Employer
Identification No.)

P.O. Box 20706, Atlanta, Georgia 30320-6001
(Address of principal executive offices)

Registrant's telephone number, including area code: (404) 715-2600

Registrant's Website address: www.delta.com

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (see General Instruction A.2. below):

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
- Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
- Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
- Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Securities registered pursuant to Section 12(b) of the Act:

Title of each class	Trading Symbol	Name of each exchange on which registered
Common Stock, par value \$0.0001 per share	DAL	New York Stock Exchange

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 (17 CFR 230.405) or Rule 12b-2 of the Securities Exchange Act of 1934 (17 CFR 240.12b-2).

Emerging growth company

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act.

Item 8.01 Other Events.

Delta Air Lines, Inc. (“Delta”) today issued a Delta News Hub story announcing the exercise of purchase rights for 25 Airbus A321neo aircraft into firm orders. A copy of this story is furnished as Exhibit 99.1 to this Form 8-K.

Forward Looking Statements

Statements made in this Form 8-K or any exhibit hereto that are not historical facts, including statements regarding our estimates, expectations, beliefs, intentions, projections, goals, aspirations, commitments or strategies for the future, should be considered “forward-looking statements” under the Securities Act of 1933, as amended, the Securities Exchange Act of 1934, as amended, and the Private Securities Litigation Reform Act of 1995. Such statements are not guarantees or promised outcomes and should not be construed as such. 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, goals, aspirations, commitments and strategies reflected in or suggested by the forward-looking statements. These risks and uncertainties include, but are not limited to, the material adverse effect that the COVID-19 pandemic is having on our business; the impact of incurring significant debt in response to the pandemic; failure to comply with the financial and other covenants in our financing agreements; the possible effects of accidents involving our aircraft; breaches or security lapses in our information technology systems; breaches or lapses in the security of technology systems on which we rely; disruptions in our information technology infrastructure; our dependence on technology in our operations; our commercial relationships with airlines in other parts of the world and the investments we have in certain of those airlines; the effects of a significant disruption in the operations or performance of third parties on which we rely; failure to realize the full value of intangible or long-lived assets; labor issues; the effects of weather, natural disasters and seasonality on our business; the cost of aircraft fuel; the availability of aircraft fuel; failure or inability of insurance to cover a significant liability at Monroe’s Trainer refinery; the impact of environmental regulation on the Trainer refinery, including costs related to renewable fuel standard regulations; our ability to retain senior management, key employees and our culture; significant damage to our reputation and brand, including from exposure to significant adverse publicity; the effects of terrorist attacks or geopolitical conflict; competitive conditions in the airline industry; interruptions or disruptions in service at major airports at which we operate or significant problems associated with types of aircraft or engines we operate; the effects of extensive government regulation on our business; the impact of environmental regulation and climate change risks on our business; and unfavorable economic or political conditions in the markets in which we operate.

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, 2020. Caution should be taken not to place undue reliance on our forward-looking statements, which represent our views only as of the date of this Form 8-K, and which we undertake no obligation to update except to the extent required by law.

Item 9.01 Financial Statements and Exhibits.

(d) Exhibits.

Exhibit 99.1 [Delta News Hub Story dated April 22, 2021 titled “Delta expands Airbus A321neo fleet”](#)

Exhibit 104 The cover page from this Current Report on Form 8-K, formatted in Inline XBRL

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

DELTA AIR LINES, INC.

By: /s/ Garrett L. Chase

Garrett L. Chase

Senior Vice President – Business Development and Financial Planning and

Interim Co-Chief Financial Officer

Date: April 22, 2021



Delta expands Airbus A321neo fleet

- Exercises 25 purchase rights into firm narrowbody A321neo aircraft and adds 25 additional purchase rights to its order book
- Accelerates delivery of two A350-900 and one A330-900neo widebody aircraft for second half of 2022
- Fuel-efficient aircraft helps address Delta's carbon footprint and elevates the customer experience as projected demand for travel grows in the years ahead

By Staff Writer

Delta and Airbus have agreed to add incremental aircraft to Delta's order book of cutting-edge, safe, reliable and lower-emissions aircraft by converting purchase rights for 25 A321neo aircraft into firm orders, and replenishing Delta's purchase rights. Delta and Airbus also have agreed to move up two existing A350-900 and one A330-900neo deliveries to occur in the second half of 2022.

These moves reinforce Delta's strategic fleet objectives to boost operational simplification, achieve economies of scale and drive productivity.

"With our customers ready to reclaim the joy of travel, this agreement positions Delta for growth while accounting for the planned retirements of older narrowbody aircraft in our fleet, addresses our carbon footprint, increases efficiency and elevates the customer experience," said Mahendra Nair, Delta's Senior Vice President – Fleet and TechOps Supply Chain. "We thank Airbus for their steadfast partnership during the pandemic and look forward to working with them as we take delivery of the A321neo as well as our accelerated A350 and A330-900neo deliveries."

"We have managed the challenges of the last year together with our customers, and it is gratifying to be taking steps like this one towards the regrowth of our industry with our long standing partner, Delta," said Christian Scherer, Airbus Chief Commercial Officer.

Delta expects to take delivery of its first A321neo in the first half of 2022. With these incremental aircraft, Delta's total purchase commitment for the A321neo will now be 125 firm aircraft, with 100 purchase rights.

Delta's A321neo will be powered by next-generation Pratt & Whitney PW1100G turbofan engines that bring 12 percent better fuel efficiency gains than A321 current engine (ceo) aircraft, in alignment with our sustainability goals and commitment to being a carbon neutral airline. The engines will be primarily maintained by Delta TechOps technicians at Delta's advanced maintenance, repair and overhaul facilities in Atlanta.

Delta's A321neos will be equipped with total seating for 194 customers with 20 in First Class, 42 in Delta Comfort+ and 132 in Main Cabin. The new aircraft will be deployed primarily across Delta's extensive domestic network, complementing Delta's Airbus A321ceo fleet of more than 100 aircraft.

The A321neo's comfortable interior will feature thoughtful touches throughout, including new First Class seating design that includes a larger and sturdier tray table, more stowage space for personal items and enhanced memory-foam cushions. All customers will enjoy Delta's wireless In-Flight Entertainment system created by in-house start-up Delta Flight Products at every seat, spacious overhead bins, state-of-the-art HEPA cabin air filtration systems as well as access to Wi-Fi and power ports.