

November 2, 2005

Dear Fellow Pilot,

Yesterday Delta management followed through with their threat to file an 1113 motion to reject the pilot contract. Despite statements to the contrary, it is clear they never had any intention of meaningfully engaging in a negotiation process they themselves endorsed.

Discussions on an interim agreement to prevent an 1113 filing were authorized by the MEC on the 19th of October. The first meeting took place Friday the 21st. Early the next week, I ordered our negotiators home after it appeared that management's team had no interest in reaching an interim agreement. Last Friday afternoon I met with Gerald Grinstein to discuss the future of these discussions and to reaffirm that we were committed to building a bridge towards a long term agreement. He affirmed to me that he, too, believed in that process and we agreed to get the teams back together on Monday.

Monday evening management's team presented a proposal that contained virtually no movement and also what amounted to an ultimatum - accept the terms by midnight or an 1113 would be filed the next day. Your negotiating committee rightly refused to meet the terms.

The 1113 filing is a clear declaration that management has failed. Unwilling to achieve a mutually agreeable solution through negotiations, their 1113 filing amounts to nothing less than an attempt to bully us into compliance. Management is letting their own unyielding and unreasonable demands dictate a path toward confrontation and further failure.

Faced with this management onslaught our only choice is self defense. We must defend the concept of the pilot working agreement itself. All legal means will be considered. In preparation for that I have authorized the reestablishment of the Strike Preparedness Committee and asked Captain Mike Donatelli to return and lead it. Management must know that we intend to vigorously defend our contract, our careers, and our livelihoods.

Your MEC will be meeting soon to determine how to proceed. ALPA financial experts and our bankruptcy counsel will be on hand throughout this process. Changes may happen quickly as we are operating under a compressed time frame. You may have heard of the "51 day clock" in an 1113. However, it could be shorter than 51 days. You will start receiving more information on that process shortly. It will also be available on the pilot website.

Despite the filing, we will continue to work to convince management to reach a settlement instead of imposing their terms on us - the so called "cram down" approach. However, if we cannot come to an agreement within the allowed time

frame, the Court may authorize the rejection of our contract, permitting management to impose upon the pilot group the terms and conditions of their Section 1113(c) proposal.

Our goal remains to work for a profitable airline with a long-term future that will provide all Delta pilots with a stable, healthy career. For all of us who want to continue to fly, we will come closer to that goal through a negotiated resolution that preserves the framework of our contract than we will by allowing management to reject the contract and impose terms and conditions.

The Delta pilot voice is strong and clear, and we hear it. Emotions are running high as evidenced by e-mails, phone calls and lounge visits. Management has left us no choice but to defend ourselves against this bullying attack. All resources and legal opportunities will be pursued in the attempt to affect the most positive outcome for our pilot group and our airline. Your input and participation remains critically important.

We will keep you informed every step of the way.

Fraternally,

Captain Lee Moak