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**Response Deadline: April 23, 2007**  
**Hearing Date: To be determined**

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**UNITED STATES BANKRUPTCY COURT  
SOUTHERN DISTRICT OF NEW YORK**

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In re: : Chapter 11  
DELTA AIR LINES, INC. et al., : Case No. 05-17923 (ASH)  
Debtors.<sup>1</sup> : (Jointly Administered)  
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**TIA/SLV OBJECTION 5: OBJECTION BY DELTA AIR LINES, INC. AND THE OFFICIAL  
COMMITTEE OF UNSECURED CREDITORS TO CERTAIN CLAIMS ASSERTED BY  
THE TRILOGY ENTITIES AND THE BANK OF NEW YORK FOR  
TAX INDEMNITIES AND STIPULATED LOSS VALUES**

**This Objection Relates To:**

**Tails:** N132DN, N133DN, N134DL, N135DL, N136DL, N137DL, N661DN, N662DN,  
N663DN, N664DN, N667DN, N669DN, N966DL, N967DL, N971DL, and N978DL

**Claims:** 5335 (filed by The Bank of New York, as Indenture Trustee)  
7188 (filed by Wells Fargo Bank Northwest, N.A., as Indenture Trustee)  
7892 (filed by PMCC and transferred to the Trilogy Entities)

<sup>1</sup> The Debtors are: ASA Holdings, Inc.; Comair Holdings, LLC; Comair, Inc.; Comair Services, Inc.; Crown Rooms, Inc.; DAL Aircraft Trading, Inc.; DAL Global Services, LLC; DAL Moscow, Inc.; Delta AirElite Business Jets, Inc.; Delta Air Lines, Inc.; Delta Benefits Management, Inc.; Delta Connection Academy, Inc.; Delta Corporate Identity, Inc.; Delta Loyalty Management Services, LLC; Delta Technology, LLC; Delta Ventures III, LLC; Epsilon Trading, Inc.; Kappa Capital Management, Inc.; and Song, LLC.

Delta Air Lines, Inc. (“**Delta**”) and the Official Committee of Unsecured Creditors (the “Committee”), through their undersigned counsel, submit this objection (the “**Objection**”) to Proof of Claim No. 7892 (the “**Trilogy Claim**”), originally filed by Philip Morris Capital Corporation (“**PMCC**”) and subsequently transferred to Trilogy Special Situations Master Fund, Trilogy Portfolio Company LLC, Mariner LDC, and Airline Recovery Partners III LLC (the “**Trilogy Entities**”),<sup>2</sup> seeking tax indemnities with respect to leveraged lease transactions involving the aircraft bearing the registration (“tail”) numbers identified above (the “**Aircraft**”); Proof of Claim No. 7188 by Wells Fargo Bank Northwest, N.A., as indenture trustee, seeking payment of stipulated loss values with respect to the transaction involving tail number N135DL; and Proof of Claim No. 5335 by The Bank of New York (“**BNY**”) as indenture trustee, seeking payment of stipulated loss values with respect to all of the transactions involving the Aircraft. Claims 7188 and 5335 are referred to herein as the “**SLV Claims**.”

### **Summary of the Objection**

The Trilogy Claims and the SLV Claims seek recovery for the same matters. In fact, the original owner of the Trilogy Claims, PMCC, previously has conceded that the SLV Claims include “all amounts which comprise the Tax Indemnity Claims” asserted by PMCC and that “for each Leveraged Lease Transaction, the Tax Indemnity Amount so included in the calculation of Stipulated Loss Value is equal to the amount set forth” in the claims originally filed by PMCC for that transaction. *See* Letter dated May 25, 2006, attached as **Annex A**.<sup>3</sup>

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<sup>2</sup> Delta understands that PMCC has transferred its claim as Owner Participant in each of the transactions covered by this Objection to the Trilogy Entities consistent with transfer notices filed on February 16 and March 20, 2007. The Trilogy Entities have therefore replaced PMCC as the owners of the TIA Claims that are subject to this Objection.

<sup>3</sup> On January 30, 2007, PMCC filed Claim No. 7892 as an amendment to Claim No. 889. Claim No. 7892 incorporates Claim No. 889 and amends the total claim amount.

The agreements that govern the leveraged lease transactions at issue in this objection also contain a number of provisions that recognize the overlap between Trilogy's tax indemnity claims and the SLV Claims. Among other provisions:

- Section 6(c) of each tax indemnity agreement states that no payment is due if “the Lessee pays an amount equal to Stipulated Loss Value or Termination Value, except to the extent that the calculation of Stipulated Loss Value or Termination Value does not accurately reflect the timing of any such event for Federal income tax purposes.”
- Section 6(d) of each Participation Agreement states that “[t]o the extent that any amount taken into account in the calculation of Stipulated Loss Value and Termination Value . . . is paid by the Lessee to the Owner Participant pursuant to the Indemnity Agreement, such Stipulated Loss Value and Termination Value shall be adjusted in the manner set forth in Section 3(e) of the Lease.”

The contracts that govern the Trilogy Claims and the SLV Claims therefore recognize the overlap between TIA Claims and SLV Claims and require that the claims be adjusted to take account of each other.

Delta and the Committee submit that a single loss gives rise to a single claim, and that overlapping claims cannot be allowed. Accordingly, the Trilogy Claims and the SLV Claims cannot both be allowed. Instead, the Trilogy Claims and the SLV Claims must be adjusted to eliminate the overlaps between them.

### **Reservation of Other Objections**

This Objection applies only to the extent that the Trilogy Claims seek payments pursuant to tax indemnity agreements, and to the extent that the SLV Claims seek payments of stipulated loss value, with respect to leveraged lease transactions involving the Aircraft. Delta and the

Committee reserve the right to assert additional objections to the Trilogy Claims and the SLV Claims at a later date, including without limitation (i) additional objections to the extent that the Trilogy Claims and the SLV Claims relate to other aircraft, (ii) additional objections to the portions of the Trilogy Claims that seek recovery pursuant to tax indemnity agreements with respect to the Aircraft, and (iii) objections to other amounts, such as for legal fees or general indemnity, encompassed within the Trilogy Claims and the SLV Claims.<sup>4</sup>

### **Background**

#### **A. Procedural History and Jurisdiction**

1. On September 14, 2005, Delta and a number of its affiliates (collectively, the “**Debtors**”) each filed a voluntary Chapter 11 petition. The Debtors are debtors in possession pursuant to sections 1107(a) and 1108 of the Bankruptcy Code. On September 28, 2005, the Office of the United States Trustee appointed an Official Committee of Unsecured Creditors (the “**Committee**”) pursuant to section 1102 of the Bankruptcy Code.

2. The Debtors and the Committee previously sought to resolve certain issues relating to leveraged lease claims pursuant to procedures that were approved by the Court in an Order entered October 12, 2006. During a conference on January 31, 2007, the Court suggested that it would prefer that the Debtors assert objections to individual claims, with the aim of identifying different transactions that would provide representative samples of the ways in which various of the Debtors’ leveraged lease agreements were worded. This objection is the sixth of the objections that are being asserted in accordance with the Court’s suggestion.

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<sup>4</sup> Pursuant to a court-approved term sheet, Delta has previously agreed not to object to claims seeking stipulated loss value with respect to the Aircraft involved in this particular Objection, except to the extent set forth in this Objection. Delta has reserved its rights to assert challenges to stipulated loss value calculations in claims not covered by the foregoing term sheet.

3. This objection relates to sixteen separate leveraged lease transactions. The objection is asserted under section 502 of the Bankruptcy Code and Bankruptcy Rule 3007. This Court has subject matter jurisdiction to consider this matter under 28 U.S.C. §§ 157 and 1334. This is a core proceeding under 28 U.S.C. § 157(b)(2). Venue is proper in this District under 28 U.S.C. §§ 1408 and 1409.

**B. Leveraged Leases Generally**

4. Many of the Debtors' aircraft are subject to leveraged lease financing transactions. A typical leveraged lease transaction includes these components:

(a) The parties enter into a master agreement (called a "**Participation Agreement**") that, among other things, specifies the roles of the parties and that identifies the other agreements that are to be executed.

(b) A trust (the "**Owner Trust**") obtains ownership of one or more aircraft. The Owner Trust finances its acquisition of the aircraft through (i) an equity contribution from the entity that is the beneficiary of the Owner Trust (the "**Owner Participant**") and (ii) borrowings from one or more lenders (the "**Lenders**" or "**Lender Participants**"). In more complicated structures, the borrowings may include various forms of public debt financing.

(c) The Owner Trust enters into an aircraft lease (the "**Lease**") with Delta and/or Comair, Inc. The Lease is usually a "net" lease which requires the lessee to pay all taxes and operating expenses. Basic rent payments are normally sufficient to amortize the debt payments to the Lenders, and often also provide a cash return – referred to as "equity free cash" – for the Owner Participant.

(d) In order to provide security for the borrowed funds, the Owner Trustee typically grants a security interest in its ownership interests in the aircraft, and also

assigns (for security purposes) its interests in the Lease (subject to certain exceptions), to an indenture trustee acting for the lenders (the “**Indenture Trustee**”). The Indenture Trustee makes debt payments from the lease rentals and distributes the excess (if any) to the Owner Trust. The Indenture Trustee usually is entitled to control the exercise of remedies upon the occurrence of an event of a default.

5. Leveraged lease transactions provide significant tax benefits to Owner Participants. Rental payments are treated as income, but interest payments on the outstanding debt are deductible, as are transaction expenses (over time). More importantly, the Owner Participant in a leveraged lease transaction is entitled to take accelerated depreciation deductions with respect to the aircraft. The excess of these deductions over the rental income may be used to offset other income that the Owner Participant has, or other income in the consolidated tax group of which the Owner Participant is a member.

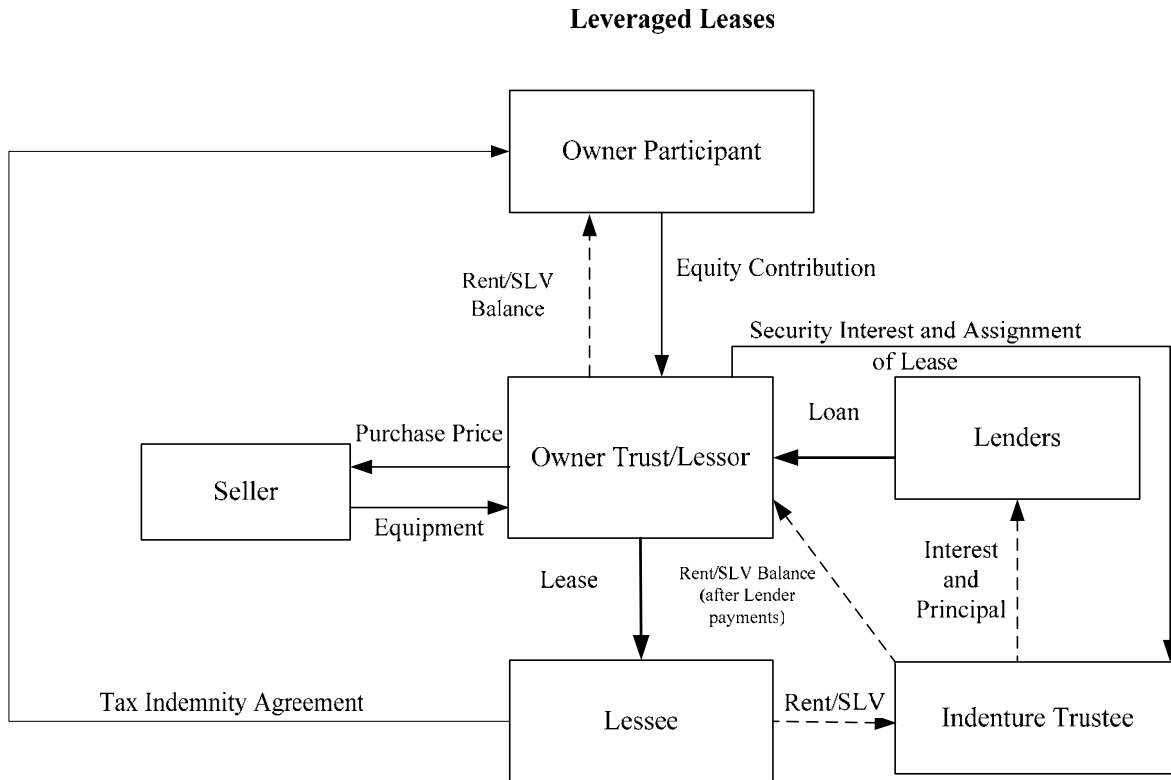
6. Leases in leveraged lease transactions typically provide for the payment of a “stipulated loss value” or a “termination value” (“**SLV**”) in the event of a foreclosure or other event. SLV is usually determined by reference to a schedule attached to the Lease that lists either dollar amounts to be paid (depending on the date of a triggering event) or SLV percentages which are multiplied by a fixed number (such as the Lessor’s cost) to generate the dollar amount of SLV. SLV can be calculated in different ways, but typically it is calculated (i) to permit the payoff of the remaining debt, and (ii) to allow the Owner Participant to earn an agreed-upon return through the date of termination. The calculation of SLV takes account of, among other things, the adverse tax consequences to the Owner Participant from a foreclosure or other event.

7. Lessees in leveraged lease transactions usually enter into Tax Indemnity Agreements (“**TIAs**”) with Owner Participants that also relate to the potential tax consequences

of various events. Some TIAs provide either (a) indemnification to the Owner Participant if the Lessee’s acts or omissions result in the “recapture” of prior depreciation deductions or (b) indemnification for unexpected inclusions in the Owner Participant’s taxable income as a result of certain listed causes. Other TIAs provide indemnification to the Owner Participant for both (a) and (b), above.

8. As noted above, Leases typically are assigned to an Indenture Trustee. The assignments usually include an assignment (in whole or in part) of rights to collect SLV and to use payments to repay principal and interest on the outstanding debt plus certain fees and expenses. The assignment documents typically provide that the balance of any SLV payment is to be returned to the Owner Trustee. On the other hand, TIAs usually are not assigned to other parties.

9. A diagram of a typical leveraged lease structure is set forth below:



10. As described above, stipulated loss value calculations tax indemnity agreement claims each typically address the tax consequences, to an Owner Participant (or the tax group of which it is a member), that result from a foreclosure or from other specified events. In fact, the governing contracts usually contain provisions that recognize the overlaps between SLV and TIA Claims. Regardless of whether or not the overlap is discussed in the contracts themselves, however, the fact remains that SLV and TIA Claims typically include contractual rights to recovery for the same matters. *See* William A. Macan IV, “Review of US Tax Issues That Drive the Deals,” Thirteenth Annual US Cross-Border Leasing & Structured Finance Conference, p.19 (2002) (“Also noted is the somewhat duplicative claim to which the documents entitle the Investor when a T[ermination] V[alue]/SLV event occurs – the right to receive a TIA payment for the adverse tax consequences unless and until T[ermination] V[alue]/SLV has been paid in full.”).

**C. The Leveraged Leases For Tail Nos. N132DN, N133DN, N134DL, N135DL, N136DL, N661DN, N662DN, N663DN, N966DL, and N967DL**

11. Ten of the sixteen transactions that are the subject of this objection were consummated in 1990 and 1991. Delta entered into leveraged lease transactions for five Boeing Model 767-332 aircraft with tail numbers N132DN, N133DN, N134DL, N135DL and N136DL; three Boeing Model 757-232 aircraft with tail numbers N661DN, N662DN, and N663DN; and two McDonnell Douglas MD-88 aircraft with tail numbers N966DL and N967DL. In each of the transactions, PMCC was the Owner Participant, Wilmington Trust Company (“WTC”) was the Owner Trustee, and The Citizens and Southern National Bank (later replaced by one of its affiliates) (“C&S”) was the Indenture Trustee.

12. In the relevant respects, the governing documents for these ten transactions contain substantially the same provisions. The ten transactions involved primarily the following agreements:

- (a) Delta, PMCC, WTC (as Owner Trustee), and C&S (as Indenture Trustee) all entered into a Participation Agreement for each of the Aircraft.
- (b) WTC (as Owner Trustee) and Delta entered into a Lease for each Aircraft.
- (c) For each of the Aircraft, WTC and C&S entered into a Trust Indenture and Security Agreement (a “**Trust Indenture**”) granting to C&S a security interest in WTC’s ownership interests in the Aircraft and assigning for security purposes WTC’s interests in the Leases to C&S. From the lease rentals, C&S made debt payments to the Lenders and distributed any excess to PMCC.
- (d) In each case, Delta entered into an Indemnity Agreement (as previously defined, a “TIA”) with PMCC, as described in the following paragraphs.<sup>5</sup>

13. Delta understands that PMCC has sold its interests as Owner Participant in each of the foregoing transactions to the Trilogy Entities consistent with transfer notices filed on February 16, 2007, and that the Trilogy Entities have replaced PMCC as Owner Participant. Delta also understands that BNY is the successor to C&S as Indenture Trustee in each of the foregoing transactions, and that Wells Fargo is the successor to BNY as Indenture Trustee with respect to tail number N135DL.

14. Each of the Trilogy Claims seeks payment pursuant to a TIA. BNY and Wells Fargo have also filed proofs of claim, identified above, seeking SLV under the Leases.

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<sup>5</sup> Upon execution of appropriate confidentiality agreements, copies of the Leases, Participation Agreements, Trust Indentures and TIAs for these transactions will be supplied to the parties named in this Objection and to other parties who have claims in connection with leveraged lease transactions and who wish to obtain copies.

**D. The Leveraged Leases For Tail Nos. N137DL, N664DN, N667DN, N669DN, N971DL, and N978DL**

15. Six of the leveraged lease transactions that are the subject of this objection were consummated in 1991 and 1992. Delta entered into leveraged lease transactions for one Boeing Model 767-332 aircraft with tail number N137DL; three Boeing Model 767-232 aircraft with tail numbers N664DN, N667DN, and N669DN; and two McDonnell Douglas MD-88 aircraft with tail numbers N971DL and N978DL. In each of the transactions, PMCC was the Owner Participant, Wilmington Trust Company was the Owner Trustee, Nationsbank of Georgia, National Association (“**Nationsbank**”) was the Indenture Trustee, and Trust Company Bank was the Lender.

16. In the relevant respects, the governing documents for these six transactions contain substantially the same provisions. The six transactions involved primarily the following agreements:

(a) Delta, PMCC, Trust Company Bank (as Lender), WTC (as Owner Trustee), and Nationsbank (as Indenture Trustee) all entered into a Participation Agreement for each of the Aircraft.

(b) WTC (as Owner Trustee) and Delta entered into a Lease for each of the Aircraft.

(c) For each of the Aircraft, WTC and Nationsbank entered into a Trust Indenture and Security Agreement granting to Nationsbank a security interest in WTC’s ownership interests in the Aircraft and assigning for security purposes WTC’s interests in the Leases to Nationsbank. From the lease rentals, Nationsbank made debt payments to the Lender and distributed any excess to PMCC.

(d) In each case, Delta entered into an Indemnity Agreement with PMCC, as described in the following paragraphs.

17. Delta understands that PMCC has sold its interests as Owner Participant in each of the foregoing transactions to the Trilogy Entities consistent with transfer notices filed on February 16, 2007, and that the Trilogy Entities have replaced PMCC as Owner Participant. Delta also understands that BNY is the successor to Nationsbank as Indenture Trustee in each of the foregoing transactions.

18. Each of the Trilogy Claims seeks payment pursuant to a TIA. BNY has also filed proofs of claim, identified above, seeking SLV under the Leases.

#### **Grounds for the Objection**

19. Trilogy's TIA Claims and BNY's and Wells Fargo's SLV Claims seek compensation for the same alleged loss and overlap with each other. PMCC, the predecessor owner participant that filed the Trilogy Claims, has conceded that the "calculation of Stipulated Loss Value includes all amounts which comprise the Tax Indemnity Claims" that PMCC asserted and that "for each Leveraged Lease Transaction, the Tax Indemnity Amount so included in the calculation of Stipulated Loss Value is equal to the amount set forth" in the TIA Claims that PMCC filed for that transaction. *See Annex A hereto.*

20. The overlap between the Trilogy Claims and the SLV Claims is also recognized in the contracts themselves. Section 1 of each Lease includes a definition of "Net Economic Return" that makes clear that the calculation of SLV includes an amount that is calculated to take the Owner Participant's taxes into account and to preserve the Owner Participant's anticipated after-tax returns. For example, section 1 of the lease for Tail No. N132DN states as follows:

"Net Economic Return" means the Owner Participant's anticipated after-tax yield and aggregate after-tax cash flow, and no less than 85% of the amount of after-tax cash flow for each of the years 1991 through

and including 1996, utilizing the multiple investment sinking fund method of analysis, computed on the basis of the same methodology and assumptions as were utilized by the Owner Participant in determining Basic Rent, Stipulated Loss Value and Termination Value percentages as of the Closing Date as such assumptions may be adjusted for events which have been the basis of adjustments to Rent pursuant to Section 3(e) hereof.<sup>6</sup>

In addition, Section 6(d) of each Participation Agreement provides that “[t]o the extent that any amount taken into account in the calculation of Stipulated Loss Value and Termination Value . . . is paid by the Lessee to the Owner Participant pursuant to the Indemnity Agreement, such Stipulated Loss Value and Termination Value shall be adjusted in the manner set forth in Section 3(e) of the Lease.” Furthermore, section 6(c) of each TIA states that no payment under the TIA is due if “the Lessee pays an amount equal to Stipulated Loss Value or Termination Value.” The contractual language indicates that the same claim is included in both the TIA calculation and the SLV calculation.

21. Delta and the Committee submit that to the extent the Trilogy Claims and the SLV Claims overlap and seek compensation for the same loss, only one such claim may be allowed, and the Court should reduce the Trilogy Claims and/or the SLV Claims to eliminate the overlaps among them.

**A. TIA Claims and SLV Claims Overlap And Seek Recovery For The Same Loss, And To The Extent Of That Overlap Only One Claim Can Be Allowed**

22. It is common, in the law, that a claimant may be entitled to recover for a single injury based on multiple legal theories. Persons injured by defective products, for example, may be entitled to recover compensation under theories of strict product liability, negligence, and/or breach of warranty. Persons who are deceived in connection with financial investments may be

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<sup>6</sup> The definition of “net economic return” in section 1 of the leases for each of the other transactions covered in this Objection is substantially the same.

entitled to recover compensation under claims of fraud, negligent misrepresentation, breach of fiduciary duty, breach of contractual representations or warranties, and/or violations of federal or state disclosure statutes. Officers and directors who seek indemnification may be entitled to rely on statutory principles, corporate by-laws or individual employment contracts to provide such indemnification. There are a host of other examples that can easily be identified and that commonly arise both within bankruptcy and outside bankruptcy.

23. It is generally recognized that a loss provides a claimant with only one right of payment, no matter how many separate legal theories may be invoked in support of that right of payment. *See Diversified Graphics, Ltd. v. Groves*, 868 F.2d 293, 295 (8th Cir. 1989) (“Regardless of whether the harm was the result of negligence or breach of fiduciary duty or a combination of both, there is only a single injury and there may only be a single recovery”). This rule applies in bankruptcy cases as well. For bankruptcy purposes, a claim constitutes a “right to payment.” *See* 11 U.S.C. § 101. The existence of multiple *theories* under which recovery may be sought from a debtor does not change the fact that a single loss gives rise to a single right to payment and therefore a single “claim” against the debtor for bankruptcy purposes.

24. In bankruptcy, therefore, “multiple recoveries for an identical injury are generally disallowed.” *See In re Finley, Kumble, Wagner, Heine, Underberg, Manley, Myerson & Casey*, 160 B.R. 882, 894 (Bankr. S.D.N.Y. 1993). In *Finley*, the debtor had failed to make required pension plan contributions, resulting in an underfunding of its pension plan. *Id.* at 893. The pension plan trustee, on one hand, filed a claim against the debtor to collect the unpaid plan contributions. *Id.* at 887. The Pension Benefit Guarantee Corporation (“PBGC”), on the other hand, filed a claim against the debtor for the amount of the debtor’s unfunded benefit liabilities

that were insured by the government. *Id.* Each claim was based on a different legal theory, but each claim related to the same “loss”: that is, the economic effect (on the pension plan) of the debtor’s failure to make a required payment. The bankruptcy trustee objected to the claims, arguing that both claims sought recovery for an identical injury. *Id.* at 893.

25. The pension plan trustee and PBGC argued in *Finley* that their claims arose from different legal rights and that, even if they overlapped, the claims should only be reduced to the extent that the debtor’s estate actually paid the separate claims in “tiny bankruptcy dollars,” not to the extent that the claims were allowed in pre-bankruptcy dollars. *Id.* The Bankruptcy Court rejected this position, finding it to be “entirely at odds with fundamental bankruptcy policy favoring equality of distribution among similarly situated creditors.” *Id.* at 894. The Bankruptcy Court noted that the claims sought compensation for the same loss (the debtor’s missed pension contribution), and that the allowance of both claims, or the reduction of the claims only to the extent of actual payment in “tiny bankruptcy dollars,” would result in a ratable distribution with respect to that loss that would exceed the ratable distribution to all other unsecured creditors. *Id.* at 894. The Bankruptcy Court held that such an outcome would be “inconsistent with the letter and spirit of Title 11,” and disallowed the claims to the extent that they sought compensation for the same loss. *Id.*

26. Guided by the principles of ratable distribution and of uniform treatment for creditors, other bankruptcy courts also have stricken claims to the extent they overlap and to the extent they seek recovery for the same loss. *See, e.g., In re Simeco, Inc.*, No. 93-61772, 1996 WL 651001, at \*3 (Bankr. N.D. Ohio Feb. 15, 1996) (disallowing claim to the extent it related to the same loss that was covered by another claim in light of the potential windfall to the creditor, and holding that multiple recoveries for the same loss “would violate the principles of

ratable distribution and offend the notion of uniform treatment for creditors”); *In re Chateaugay Corp.*, 115 B.R. 760, 784 (Bankr. S.D.N.Y. 1990), *aff'd*, 130 B.R. 690 (Bankr. S.D.N.Y. 1991), *vacated by agreement of the parties*, 17 Employee Benefits Cas. (BNA) 1102 (S.D.N.Y. 1993)<sup>7</sup> (holding that claims for unpaid contributions and claims for “plan insufficiency” were duplicative of each other, and that allowing “two dollars of claims against the same Debtor for one dollar of loss violates the principles of equality of distribution and uniformity of treatment of creditors that are fundamental to the Code”); *In the Matter of Brinke Transp., Inc.*, No. 87-03785, 1989 WL 233147, at \*3 (Bankr. D.N.J. Jan. 23, 1989) (where claims substantially overlapped, striking claim that was subsumed in other claims). The same result is necessary in the present case to prevent the affront to bankruptcy policy identified in *Finley* and in the other cases cited above.

27. The policy against duplicative recoveries is also reflected in 11 U.S.C. § 502(e), which bars duplicative claims by a creditor and by a guarantor of the creditor’s claim. *See* S. Rep. No. 95-989, 95th Cong., 2d Sess. 65 (1978), *reprinted in* 1978 U.S. Code Cong. & Admin. News 5787, 5851; H.R. Rep. No. 95-595, 95th Cong., 1st Sess. 354 (1977), *reprinted in* 1978 U.S. Code Cong. & Admin. News 5963, 6310 (stating that Section 502(e) “prevents competition between a creditor and its guarantor for the limited proceeds in the estate”); *Fine Organics Corp. v. Hexcel Corp. (In re Hexcel Corp.)*, 174 B.R. 807, 811 (Bankr. N.D. Cal. 1994) (“The legislative history surrounding the enactment of 11 U.S.C. § 502(e)(1)(B) reveals that § 502(e)(1)(B) was primarily intended to protect the limited assets of a bankruptcy estate from duplicative claims”).

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<sup>7</sup> Although the bankruptcy court’s decision in *Chateaugay* was vacated by agreement, the *Simetco* court still found the reasoning persuasive with respect to its holding that duplicative claims should be disallowed based on bankruptcy policy. *In re Simetco, Inc.*, 1996 WL 651001, at \*3 n.3.

28. The SLV Claims asserted by BNY and Wells Fargo, and the TIA Claims asserted by the Trilogy Entities, are set forth in separate contracts. However, to the extent that the SLV Claims and TIA Claims provide compensation for the same economic consequences (the effect of a triggering event on the expected economic returns of the Owner Participant and the tax group of which the Owner Participant is a member), they simply represent multiple legal theories upon which the same loss may be recovered. For bankruptcy purposes, a single loss can give rise to only one “right to payment” and only one claim against the debtor, regardless of how many separate contractual theories of recovery may be asserted.

29. In the transactions at issue in this Objection, Leases (and SLV Claims) were assigned to the Indenture Trustee (now BNY) as security for loans that were made, with the result that TIA Claims and SLV Claims have been asserted by different parties. However, to the extent that the SLV Claims and TIA Claims address the same losses, only one claim may be allowed, and that is true regardless of whether one of the overlapping contract claims was assigned to a different party. The fact that the same loss is addressed in two separate contracts, and the fact that one contract is assigned to an Indenture Trustee while another is retained by the Owner Participant, cannot convert a single right to payment into two separate rights to payment.

**B. The Total Of The “Allowed” TIA Claims And SLV Claims Cannot Exceed The Collective “Right to Payment” Under The Parties’ Contracts**

30. Delta’s maximum payment obligation with respect to the TIA Claims and SLV Claims would be equal, in each relevant transaction, to the amount specified as SLV for that transaction. More specifically, Section 6(d) of each Participation Agreement states that “[t]o the extent that any amount taken into account in the calculation of Stipulated Loss Value and Termination Value . . . is paid by the Lessee to the Owner Participant pursuant to the Indemnity Agreement, such Stipulated Loss Value and Termination Value shall be adjusted in the manner

set forth in Section 3(e) of the Lease.” Accordingly, if any amount were to be paid on a TIA Claim, the SLV Claim would have to be reduced by that amount. Similarly, Section 6(c) of each TIA states that no payment is due if “the Lessee pays an amount equal to Stipulated Loss Value or Termination Value . . . .” If the Lessee pays an amount “equal to” SLV, the TIA claim is extinguished.

31. In bankruptcy, a “claim” is a “right to payment.” *See* 11 U.S.C. § 101. By definition, the total amount of the “allowed” TIA Claims and SLV Claims cannot exceed the collective “right of payment” that the holders of those claims would have had outside of bankruptcy. In the case of the claims that are the subject of this Objection, this means that the collective allowed amount of the Trilogy Claims and the SLV Claims cannot exceed the SLV that is specified for each transaction.

32. If this Court were to allow both the Trilogy Claims and the SLV Claims, without adjustment for the overlaps among them, then (a) the allowed claims would exceed the collective “right of payment” that the claimants have, and (b) the claimants would receive a higher percentage recovery with respect to their “right of payment” than other creditors would receive. An example helps to illustrate this:

(a) Assume, for purposes of illustration, that the required SLV payment in a given transaction were \$100, of which \$75 represented payment of outstanding debt and \$25 represented compensation to the Owner Participant for its anticipated actual losses.

(b) Assume also that Delta’s distributions to unsecured creditors (in bankruptcy) would be equal to 60% of creditors’ claims.

(c) Outside of bankruptcy, if Delta satisfied the \$100 SLV obligation, then (i) \$75 would be used to repay lenders, (ii) the remaining \$25 would be paid to the Owner

Participant to cover its losses, and (iii) the TIA Claim would be extinguished. In that case, Delta's total out-of-bankruptcy payment obligation – or the collective “right of payment” possessed by the Indenture Trustee and the Owner Participant – would be \$100.

(d) In bankruptcy, the collective “claims” asserted by the Indenture Trustee and the Owner Participant similarly should be equal to \$100 – the amount of the collective “right to payment” that they would have outside of bankruptcy.

(e) If the Court were instead to allow an SLV Claim in the amount of \$100, and also to allow a TIA Claim in the amount of \$25, then the total of the allowed claims would not reflect the actual “right of payment” that those claimants possess. Instead, the allowed claims would equal \$125, compared to a collective “right of payment” of only \$100.

(f) Similarly, if the Court were to allow both the SLV Claim and the TIA Claim, Delta would then distribute a total of \$75 with respect to those two claims (60% times \$125). That would mean a distribution of 75% with respect to an out-of-bankruptcy payment obligation of \$100, or a recovery of 75% – compared to a recovery by other unsecured creditors of only 60%.

As the courts have consistently found, such an inequitable distribution would be entirely “inconsistent with the letter and spirit of Title 11.” *See Finley*, 160 B.R. at 894.

33. In light of the fact that the Trilogy Claims completely overlap with the SLV Claims, Delta and the Committee submit that the total allowable amount for both claims cannot exceed the amount of the SLV Claims asserted by BNY.

**C. The Trilogy Claims And The SLV Claims Should Be Adjusted To Eliminate Overlaps**

34. In the transactions covered by this Objection, the parties' agreements make clear that the TIA Claims and SLV Claims must be adjusted to take account of each other. If an amount has been paid under the tax indemnity agreement, Section 6(d) of the Participation Agreement requires that SLV be reduced. If the lessee pays SLV, Section 6(c) of each tax indemnity agreement provides that the tax indemnity agreement is extinguished.

35. The parties' agreements are less clear, however, in defining which agreement should take priority over the other. On the one hand, the documents make clear that the rights to collect Stipulated Loss Value have been assigned to the Indenture Trustee. On the other hand, the documents also state that the Owner Participant retained the TIA Claims and that those claims are not part of the trust estate held by indenture trustee. Since the TIA Claims and the SLV Claims overlap with each other, those provisions simply are in conflict with each other.

36. Delta and the Committee request that the Court eliminate the overlaps and duplication among the TIA Claims and the SLV Claims in such manner as the Court deems just based on the underlying circumstances and equities. In any event, Delta and the Committee submit that an Order must be entered that ensures that the total of the allowed TIA Claims and SLV Claims for each transaction do not exceed the SLV that is specified for that transaction.

**Procedure for Responses to Objection**

37. Any party wishing to oppose the relief requested herein must file a response in accordance with the Court's Order Establishing Procedures for Claims Objections entered October 12, 2006, docket number 3381 (the "**Claims Objection Procedures Order**"), a copy of which is available at no charge on the Debtors' Case Information Website (located at *www.deltadocket.com*). In the event a party does not wish to oppose the relief requested herein,

it is not necessary for such party to file any response with the Court, notify Delta and the Committee or their counsel or undertake any further action.

38. The deadline to file a response to this Objection is noted on the cover page hereof. Consistent with the Claims Objection Procedures Order, no response shall be accepted or considered unless, prior to such deadline, it is filed with the Court, 300 Quarropas Street, White Plains, New York 10601 and actually received by (a) counsel to the Debtors, Debevoise & Plimpton LLP, 919 Third Avenue, New York, NY 10022, Attn: Michael E. Wiles, and (b) the attorneys for the Official Committee of Unsecured Creditors, Akin Gump Strauss Hauer & Feld LLP, 590 Madison Avenue, New York, New York 10022, attn: David H. Botter, Esq. In addition, as set forth in the Claims Objection Procedures Order, no response shall be accepted or considered by the Court unless it includes, among other things, the following:

- (a) an appropriate caption, including the title and date of the objection to which the response is directed;
- (b) the name of the claimant, the claim number of the proof of claim (as identified on the claims register maintained on the Debtors' case information website (located at *www.deltadocket.com*)) and a description of the basis for the amount of the proof of claim;
- (c) a concise statement setting forth the reasons why the Court should not sustain the objection, including, but not limited to, the specific factual and legal bases upon which the claimant relies in opposing the objection;

(d) copies of any documentation and other evidence upon which the claimant will rely in opposing the objection at a hearing;<sup>8</sup>

(e) sworn declarations of persons with personal knowledge of any new facts relied upon to support the response;<sup>9</sup> and

(f) the name, address, telephone number and facsimile number of a person authorized to reconcile, settle or otherwise resolve the claim on the claimant's behalf.

39. A failure by the Claimant to file a response in such manner shall be deemed a waiver by the Claimant of all rights to respond to this Objection and consent by the Claimant to the relief requested in this Objection with respect to the Claim.

40. Pursuant to the Claims Objection Procedures Order, if a proper and timely response with respect to the Claim is not filed and served in compliance with the procedures specified therein, the Court may sustain this Objection with regard to the Claim without further notice or a hearing.

41. If the relief requested herein is granted, Bankruptcy Services, LLC, as the Debtors' authorized claims agent, will be authorized and directed to amend the claims register accordingly.

### **Service of Notice**

42. Delta and the Committee have served notice of this Objection consistent with the procedures set forth in the Claims Objection Procedures Order. In addition, consistent with the procedures described in the Court's Order Approving Notice, Case Management and

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<sup>8</sup> If the claimant cannot timely provide such documentation and other evidence, the claimant is required to provide a detailed explanation in the response as to why it was not possible to timely provide such documentation and other evidence.

<sup>9</sup> If the claimant cannot timely provide such declarations, the claimant is required to provide a detailed explanation in the response as to why it was not possible to timely submit such declarations.

Administrative Procedures entered October 6, 2005 (the “**Case Management Order**”), Delta and the Committee have served notice of this Objection on (a) the Core Parties (as that term is defined in the Case Management Order) and (b) the Non-ECF Service Parties (as that term is defined in the Case Management Order).

**Relief Requested**

43. For the foregoing reasons, Delta and the Committee respectfully request (a) a determination that only claim be allowed for a single tax-related loss in each transaction; (b) the disallowance and/or reduction of the Trilogy Claims and/or the SLV Claims to eliminate the overlaps among them; and (c) such other and further relief as is deemed just and proper.

Dated: New York, New York  
March 23, 2007

Respectfully submitted,

DEBEVOISE & PLIMPTON LLP

/s/ Michael E. Wiles

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/s/ Mitchell P. Hurley

Daniel H. Golden (DG 5624)  
David H. Botter (DB 2300)  
Mitchell P. Hurley (MH 0740)  
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New York, NY 10022  
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Facsimile: (212) 872-1002  
Counsel for the Official Committee of Unsecured  
Creditors of Delta Air Lines, Inc., *et al.*

# Annex A

PHILIP MORRIS CAPITAL CORPORATION  
225 High Ridge Road, Suite 300 West  
Stamford, CT 06905

May 25, 2006

Delta Airlines, Inc.  
Hartsfield Atlanta International Airport  
Atlanta, Georgia, 30320  
Attention: Chief Financial Officer

Re: Notice of Reduction of Stipulated Loss Value for  
Leveraged Lease Transactions (the "Leveraged Lease Transactions")  
relating to Aircraft Tail Nos.: N127DL, N128DL, N129DL, N661DN,  
N966DL, N967DL, N132DN, N133DN, N662DN, N663DN, N134DL,  
N135DL, N136DL, N978DL, N971DL, N664DN, N667DN, N669DN and  
N137DL

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Ladies and Gentlemen:

Reference is made to (i) the various Lease Agreements (collectively, as amended and supplemented, the "Leases") between Delta Airlines, Inc. ("Delta") and Wilmington Trust Company, as Owner Trustee, and (ii) the various Indemnity Agreements (collectively, as amended and supplemented, the "Indemnity Agreements") between Delta and Philip Morris Capital Corporation ("PMCC"), as such Leases and Indemnity Agreements are identified on Annex I hereto. Capitalized terms used but not defined in this letter shall have the meanings given to them in the respective Leases.

On September 14, 2005, Delta commenced a case under chapter 11 of the Bankruptcy Code in the United States Bankruptcy Court for the Southern District of New York ("Bankruptcy Court").

On May 26, 2006, PMCC will file with the Bankruptcy Court a proof of claim (the "Proof of Claim") asserting PMCC's claims against Delta for indemnification pursuant to the Indemnity Agreements (the "Tax Indemnity Claims"). A copy of the Proof of Claim is attached hereto as Exhibit A. The Proof of Claim contains, among other things, a breakdown of the amount of PMCC's Tax Indemnity Claim under each of the Indemnity Agreements.

The Participation Agreements provide that Stipulated Loss Value (as set forth in Exhibit C to the Leases) shall be reduced to the extent that amounts taken into account in the calculation of Stipulated Loss Value are paid to PMCC pursuant to the Indemnity

Delta Airlines, Inc.  
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Agreements. See, for example, Section 6(d) to the Participation Agreement with respect to the Delta 1988-20 Transaction (Tail Number N129DL). The calculation of Stipulated Loss Value includes all amounts which comprise the Tax Indemnity Claims that have now been asserted in the Proof of Claim, and which therefore will be paid directly to PMCC as required by the Indemnity Agreements and as a part of Delta's chapter 11 case. For each Leveraged Lease Transaction, the Tax Indemnity Claim amount so included in the calculation of Stipulated Loss Value is equal to the amount set forth in the Proof of Claim for that transaction.

The filing of your chapter 11 case will delay payment of the Tax Indemnity Claims until commencement of distributions under a plan of reorganization confirmed by the Bankruptcy Court. However, the reduction in Stipulated Loss Value must occur now, among other reasons, so that all claims arising out of the Operative Documents can be properly adjudicated as part of the claim allowance process in the chapter 11 case. As a result of the foregoing, please be advised that, as contemplated by the Participation Agreements, Stipulated Loss Value for each of the Leases must be adjusted to the corresponding amounts set forth on Exhibit B (the "Adjusted Stipulated Loss Values"). As contemplated by the Operative Documents, the Adjusted Stipulated Loss Values have been determined in accordance with Section 3(e) of the Leases.

We are giving you this notice because, as provided in Section 6(d) to the Participation Agreements and Section 3(e) of the Leases, an event has occurred which requires adjustment to Stipulated Loss Value. In this regard, we wish to emphasize, however, that Delta's liability to PMCC for the Tax Indemnity Claims arises under the Indemnity Agreements and continues to exist as a separate and independent obligations of Delta irrespective of any reduction in Stipulated Loss Values.

PMCC on behalf of itself and the Owner Trustees expressly reserves all rights and remedies available to it and them under the Operative Documents, and any delay by PMCC and/or the Owner Trustees in exercising such rights or remedies now or in the future shall not constitute a waiver or alteration of such rights and remedies.

Should you have any questions concerning this matter, please contact the undersigned.

Very truly yours,

Philip Morris Capital Corporation

By   
James C. McCrea, Vice President

Delta Airlines, Inc.

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cc: General Counsel, Delta Airlines, Inc.  
Wilmington Trust Company, as Owner Trustee  
The Bank of New York, as Indenture Trustee

**ANNEX I**

TAIL NO.	LEASE	TRUST INDENTURE	TAX INDEMNITY AGREEMENT
N127DL	Lease Agreement (Delta 1988-18) dated as of June 1, 1988 Between Wilmington Trust Company, as Owner Trustee, Lessor, and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1988-18) dated as of June 1, 1988 Amended and Restated as of October 25, 1988 Among Wilmington Trust Company, Owner Trustee, Citizens and Southern Trust Company (Georgia), National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1988-18) dated as of June 1, 1988 (the "Indemnity Agreement") Between Delta Air Lines, Inc., (the "Lessee"), and Philip Morris Credit Corporation (the "Owner Participant")
N128DL	Lease Agreement (Delta 1988-19) dated as of June 1, 1988 Between Wilmington Trust Company, as Owner Trustee, Lessor, and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1988-19) dated as of June 1, 1988 Amended and Restated as of October 25, 1988 Among Wilmington Trust Company, Owner Trustee, Citizens and Southern Trust Company (Georgia), National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1988-19) dated as of June 1, 1988 (the "Indemnity Agreement") Between Delta Air Lines, Inc., (the "Lessee"), and Philip Morris Credit Corporation (the "Owner Participant")
N129DL	Lease Agreement (Delta 1988-20) dated as of June 1, 1988 Between Wilmington Trust Company, as Owner Trustee, Lessor, and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1988-20) dated as of June 1, 1988 Amended and Restated as of October 25, 1988 Among Wilmington Trust Company, Owner Trustee, Citizens and Southern Trust Company (Georgia), National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1988-20) dated as of June 1, 1988 (the "Indemnity Agreement") Between Delta Air Lines, Inc., (the "Lessee"), and Philip Morris Credit Corporation (the "Owner Participant")
N661DN	Lease Agreement (Delta 1990-20) dated as of December 1, 1990 Between Wilmington Trust Company, as Owner Trustee, Lessor, and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1990-20) dated as of December 1, 1990 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1990-20) dated as of December 1, 1990 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N966DL	Lease Agreement (Delta 1990-21) dated as of December 1, 1990 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1990-21) dated as of December 1, 1990 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1990-21) dated as of December 1, 1990 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N967DL	Lease Agreement (Delta 1990-22) dated as of December 1, 1990 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1990-22) dated as of December 1, 1990 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1990-22) dated as of December 1, 1990 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N132DN	Lease Agreement (Delta 1991-3) dated as of February 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-3) dated as of February 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-3) dated as of February 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant

TAIL NO.	LEASE	TRUST INDENTURE	TAX INDEMNITY AGREEMENT
N133DN	Lease Agreement (Delta 1991-4) dated as of February 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-4) dated as of February 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-4) dated as of February 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N662DN	Lease Agreement (Delta 1991-5) dated as of February 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-5) dated as of February 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-5) dated as of February 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N663DN	Lease Agreement (Delta 1991-6) dated as of February 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-6) dated as of February 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-6) dated as of February 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N134DL	Lease Agreement (Delta 1991-7) dated as of February 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-7) dated as of February 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-7) dated as of February 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N135DL	Lease Agreement (Delta 1991-16) dated as of May 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-16) dated as of May 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-16) dated as of May 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N136DL	Lease Agreement (Delta 1991-17) dated as of May 1, 1991 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-17) dated as of May 1, 1991 Among Wilmington Trust Company, Owner Trustee, The Citizens and Southern National Bank, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-17) dated as of May 1, 1991 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N978DL	Lease Agreement (Delta 1991-19) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-19) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-19) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant

TAIL NO.	LEASE	TRUST INDENTURE	TAX INDEMNITY AGREEMENT
N971DL	Lease Agreement (Delta 1991-20) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-20) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-20) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N664DN	Lease Agreement (Delta 1991-22) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-22) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-20) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N667DN	Lease Agreement (Delta 1991-23) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-23) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-23) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N669DN	Lease Agreement (Delta 1991-24) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-24) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-24) dated as of June 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant
N137DL	Lease Agreement (Delta 1991-34) dated as of October 1, 1991 Amended and Restated as of January 3, 1992 Between Wilmington Trust Company, as Owner Trustee, Lessor and Delta Airlines, Inc., Lessee	Trust Indenture and Security Agreement (Delta 1991-34) dated as of October 1, 1991 Amended and Restated as of January 3, 1992 Among Wilmington Trust Company, Owner Trustee, NationsBank of Georgia, National Association, Indenture Trustee and Delta Air Lines, Inc., Lessee	Indemnity Agreement (Delta 1991-34) dated as of October 1, 1991 Amended and Restated as of January 3, 1992 between Delta Air Lines, Inc., as Lessee and Philip Morris Capital Corporation as Owner Participant

**Exhibit A**

Proof of Claim

Exhibit B

**Delta Airlines - Calculation of Adjusted Stipulated Loss Values  
(Assuming Foreclosure as of September 14th, 2005)\***

	A	B	C	D		
	=C - A					
	Assumed Foreclosure Date	Next Preceding Stip Loss Date	Stip Loss Value On Next Preceding Stip Loss Date	Adjusted Stip Loss Value		
File Name	Tail Number	Total Tax Indemnity Claim				
delt16v2-34tax	N135DL	9/14/2005	\$14,128,915.35	9/5/2005	\$49,391,593.34	\$35,262,677.99
delt17v2-34tax	N136DL	9/14/2005	14,137,741.99	8/18/2005	49,199,850.34	35,062,108.35
delt19v2-34tax	N978DL	9/14/2005	5,409,511.21	9/2/2005	19,404,358.91	13,994,847.70
delt20v2-34tax	N971DL	9/14/2005	5,409,511.21	9/2/2005	19,405,210.00	13,995,698.79
dl22-3v2-34tax	N664DN	9/14/2005	8,591,528.75	9/2/2005	30,750,540.86	22,159,012.11
dl22-3v2-34tax	N667DN	9/14/2005	8,591,528.75	9/2/2005	30,750,540.86	22,159,012.11
delt24v2-34tax	N669DN	9/14/2005	8,594,264.56	9/2/2005	30,764,265.08	22,170,000.52
dl3-4v2-34tax	N132DN	9/14/2005	13,475,247.92	9/14/2005	50,023,373.91	36,548,125.99
dl3-4v2-34tax	N133DN	9/14/2005	13,475,247.92	9/14/2005	50,023,373.91	36,548,125.99
delt34v2-34tax	N137DL	9/14/2005	14,137,317.31	9/2/2005	48,184,123.01	34,046,805.70
dl5-6v2-34tax	N662DN	9/14/2005	8,642,081.74	9/14/2005	33,039,721.53	24,397,639.79
dl5-6v2-34tax	N663DN	9/14/2005	8,642,081.74	9/14/2005	33,039,721.53	24,397,639.79
delt7v2-34tax	N134DL	9/14/2005	13,430,814.14	8/26/2005	49,522,002.89	36,091,188.75
deltav2-34tax	N661DN	9/14/2005	9,743,935.94	9/2/2005	32,818,127.76	23,074,191.82
deltbv2-34tax	N966DL	9/14/2005	6,142,402.14	9/2/2005	20,717,273.67	14,574,871.53
deltcv2-34tax	N127DL	9/14/2005	10,974,897.70	8/16/2005	39,065,418.00	28,090,520.30
deltfv2-34tax	N128DL	9/14/2005	10,974,897.70	8/16/2005	39,065,418.00	28,090,520.30
deltgv2-34tax	N129DL	9/14/2005	10,974,897.70	8/16/2005	39,065,418.00	28,090,520.30
<b>Total Delta</b>			<b>\$191,619,225.94</b>		<b>\$684,947,605.27</b>	<b>\$493,328,379.33</b>

\* To be adjusted based upon actual date of foreclosure and intervening circumstances.