virgin atlantic

Press Information Kit

March ’18



About Virgin Atlantic

Since it was founded in 1984, Virgin Atlantic Airways has become one of the world's leading airlines serving the world's major cities. Virgin Atlantic is the quintessential Virgin story. It has every ingredient: the small newcomer taking on the giant and complacent establishment, the people's champion introducing better service and lower costs for passengers with a reputation for quality and innovative product development.

Virgin Atlantic was developed as an offshoot of Richard Branson's Virgin Group, which was better known at the time in the world of pop and rock music. In early 1984, Branson was contacted by an Anglo-US lawyer called Randolph Fields with a proposal for involvement in a new airline. Recognising that, like the music business, aviation was a consumer led industry, and tired of the conveyor belt attitude to passengers, Branson decided it was time for Virgin to diversify. His fellow directors thought he was mad – particularly when he announced the new airline would begin operating in just over three months.

Never one to take 'no' for an answer, Branson's infectious enthusiasm ensured that staff were hired, an aircraft was found, licences were obtained and the uniforms were designed. It was not easy, especially with incidents such as an engine failure on the eve of the airline's maiden flight.

On 22 June 1984 Virgin's inaugural flight to Newark took place, a flight filled with friends, celebrities and the media. The airline's aim was simple: "To provide the highest quality innovative service at excellent value for money for all classes of air travellers". Hugely popular, Virgin Atlantic has won top business, consumer and trade awards from around the world. The airline has pioneered a range of innovations setting new standards of service. Despite Virgin Atlantic's growth the service still remains customer driven with an emphasis on value for money, quality, fun and innovation.

From those early days the airline has gone from strength to strength. Now based at Gatwick, Heathrow and Manchester airports, it operates long-haul services from Heathrow to New York (Newark and JFK), Los Angeles, San Francisco, Washington, Boston, Miami, Hong Kong, Johannesburg, Shanghai, Delhi, Lagos, Dubai, and Chicago. Virgin also operates services from Gatwick to Orlando, Barbados, St Lucia, Antigua, Las Vegas, Grenada, Cancun, Cuba, and Montego Bay in Jamaica. It also operates a service from Manchester to Orlando, Las Vegas and Barbados.

On 20 December 1999 Richard Branson signed an agreement to sell a 49% stake of Virgin Atlantic to Singapore Airlines to form a unique global partnership. The cost of the transaction to Singapore Airlines was £600.25 million, which included a capital injection of £49 million and valued Virgin Atlantic at a minimum of £1.225billion. The deal was finalised in early 2000.

In summer 2003 came the launch of Virgin Atlantic's revolutionary Upper Class Suite, the longest and most comfortable flat bed and seat in the airline industry.

Virgin Atlantic announced in 2007 that it had ordered 16 of the 787-9 Dreamliners – with options on ordering another eight 787-9s and purchase rights on a further 20 aircraft. The 787-9 Dreamliner burns around 27% less fuel per passenger than the A340-300, one of the aircraft it will eventually replace in the Virgin Atlantic fleet.

On the 22nd June 2009, Virgin Atlantic celebrated its 25th birthday by recreating the very first flight to New York. Sir Richard Branson, President of Virgin Atlantic, was

joined onboard by frequent travellers, travel trade VIPs and a host of special guests including leading fashion designer Vivienne Westwood, international cricketer Kevin Pietersen and his wife, former Liberty X singer Jessica, as well as Ian Botham and Christopher Biggins, who was a passenger on the very first Virgin Atlantic flight 29 years ago.

Virgin Atlantic also announced on the 22nd June that it has ordered ten of the Airbus A330-300 aircraft, two of which entered service in April 2011 and the third in April 2012. The new, twin engine aircraft, features our new state-of-the art entertainment system 'Vera Touch', mood-lighting in the cabin and the redesigned Upper Class cabin.

On 11th October was the development of a world-first low carbon aviation fuel with just half the carbon footprint of the standard fossil fuel alternative. The ground breaking partnership with LanzaTech represents a breakthrough in aviation fuel technology that will see waste gases from industrial steel production being captured, fermented and chemically converted using Swedish Biofuels technology for use as a jet fuel. The revolutionary fuel production process recycles waste gases that would otherwise be burnt into the atmosphere as carbon dioxide.

2012 was a huge year of product development and innovation for Virgin Atlantic. Not only did it launch an evolution of its upper class seat, it also opened two new Clubhouses, one in New York JFK and one in New York Newark. Along with this it announced a forth daily service to JFK. The inaugural flight to Cancun also took place.

In December 2012 the airline announced the launch of its joint partnership with Delta air lines that creates an expanded trans-Atlantic network and enhance competition between the U.K. and North America, offering greater benefits for customers travelling on those routes. As part of this joint venture agreement, Delta invested $360 million in Virgin Atlantic, acquiring the 49 per cent stake previously held by Singapore Airlines. Virgin Group and Sir Richard Branson retain the majority 51 per cent stake and Virgin Atlantic Airways retains its brand and operating certificate. This partnership received clearance from the relevant competition authorities in the US and EU in September 2013.

The start of 2013 saw the airline welcome its new CEO, Craig Kreeger. Craig joined from American Airlines (AA), where he held a 27-year career spanning commercial, financial and strategic roles in the US and around the globe. Kreeger, 53, succeeded Steve Ridgway who retired from the airline.

In 2014 Virgin Atlantic announced some key network changes, focussing on growing its profitability to record levels by 2018. The airline announced a 'metal swap' with Delta which saw Delta operating one of Virgin Atlantic's daily flights to LA and Virgin Atlantic operating a daily service to Atlanta for the first time. It was announced that Virgin Atlantic would operate a new daily service from London Heathrow to Detroit, a fifth daily JFK service, a new daily service to LA, an additional daily service during the summer season to Atlanta, an additional summer seasonal service to San Francisco and an additional daily service to Miami during the winter season. A second 'metal swap' was announced where Delta will operate one of Virgin Atlantic's daily services to Newark whilst Virgin Atlantic will take on Delta's popular service from Manchester to Atlanta.

Virgin Atlantic took delivery of the first of its Boeing 787-9 in October 2014, with 16 more to be delivered over the next four years.

In 2016, Virgin Atlantic announced an order for twelve Airbus A350-1000 aircraft by flying in to Farnborough Airshow to open the show with Richard Branson onboard. These aircraft will begin to join the fleet from 2019, and will replace the remaining Boeing 747's.

In 2017, Virgin Atlantic announced its intention to enter in to a four-way joint venture with Delta Air Lines, and Air France-KLM. It also became the first fully WiFi connected airline in Europe.

In 2018, Virgin Atlantic announced three new ways to fly in Economy – Economy Light, Economy Classic, and Economy Delight. Economy Light offers customers the choice of flying without a checked in bag, Economy Classic offers advanced seat assignment and a checked in bag, and Economy Delight offers all of that, plus extra legroom and priority boarding. At the same time, Premium Economy was also rebranded to Premium.

Financial Results

Year ended	Group Turnover (£m)	Group Profit (Loss) Before Tax (£m)
31 July 1989	106.8	8.4
31 July 1990	208.8	8.7
31 October 1991 (15 months ended)	382.9	6.2
31 October 1992	356.9	(14.5)
31 October 1993	400.9	0.5
31 October 1994	503.4	(3.0)
31 August 1995 (10 months ended)	507.0	36.5
30 April 1996 (8 months ended)	440.0	41.3
30 April 1997	785.1	64.7
30 April 1998	942.3	91.2
30 April 1999	1,066.6	98.7
30 April 2000	1,267.6	4.1
30 April 2001	1,517.5	45.5
30 April 2002	1,499.8	(92.6)
30 April 2003	1,401.2	15.7
29 February 2004 (10 months ended)	1,272.0	20.9
28 February 2005	1,630.0	68.0
28 February 2006 **	1,912.3	77.5
28 February 2007 **	2,141.4	46.8**
28 February 2008 **	2,336.8	22.9
28 February 2009	2,578.7	68.4
28 February 2010	2,356.6	(132.0)
28 February 2011	2.7 billion	18.5
28 February 2012	2.74 billion	(80.2)
28 February 2013	2.87 billion	(69.9)
31st December 2013	N/A	(51)
31st December 2014	2.9 billion	14.4
31st December 2015	2.78 billion	22.5
31st December 2016	2.69 billion	23

*** excluding Virgin Nigeria*

Our Fleet

Currently the fleet comprises of 44 aircraft, including fifteen Boeing 787-9s, eight Boeing 747-400s, eight Airbus A340-600s, three Airbus A330-200s and ten Airbus A330-300s. In 2016, we announced an order of twelve Airbus A350-1000s which will eventually replace our Boeing 747-400s, making one of the youngest, cleanest, greenest fleets in the sky.

Registration	Aircraft Name	Capacity	Upper	Premium	Economy	IFE System
Airbus A330-200						
G-VMNK	Daydream Believer	287	19	0	268	Vera Touch
G-VMIK	Honkytonk Woman	287	19	0	268	Vera Touch
G-VWND	Scarlett O'Hara	287	19	0	268	Vera Touch
Airbus A330-300						
G-VSXY	Beauty Queen	266	31	48	185	Vera Touch
G-VKSS	Mademoiselle Rouge	266	31	48	185	Vera Touch
G-VLUV	Lady Love	266	31	48	185	Vera Touch
G-VGEM	Diamond Girl	266	31	48	185	Vera Touch
G-VINE	Champagne Belle	266	31	48	185	Vera Touch
G-VRAY	Miss Sunshine	266	31	48	185	Vera Touch
G-VNYC	Uptown Girl	266	31	48	185	Vera Touch
G-VGBR	Golden Girl	266	31	48	185	Vera Touch
G-VWAG	Miss England	266	31	48	185	Vera Touch
G-VUFO	Lady Stardust	266	31	48	185	Vera Touch
Airbus A340-600						
G-VWIN	Lady Luck	308	45	38	225	Vera On Demand
G-VFIT	Dancing Queen	308	45	38	225	Vera On Demand
G-VFIZ	Bubbles	308	45	38	225	Vera On Demand
G-VYOU	Emmeline Heaney	308	45	38	225	Vera On Demand
G-VRED	Scarlet Lady	308	45	38	225	Vera On Demand
G-VWEB	Surfer Girl	308	45	38	225	Vera On Demand
G-VBUG	Lady Bird	308	45	38	225	Vera On Demand
G-VNAP	Sleeping Beauty Rejuvenated	308	45	38	225	Vera On Demand
Boeing 747-400						
G-VAST	Ladybird	455	14	66	375	Vera Touch
G-VXLG	Ruby Tuesday	455	14	66	375	Vera Touch
G-VROS	English Rose	455	14	66	375	Vera Touch
G-VGAL	Jersey Girl	455	14	66	375	Vera Touch
G-VLIP	Hot Lips	455	14	66	375	Vera Touch
G-VROM	Barberella	455	14	66	375	Vera Touch
G-VROY	Pretty Woman	455	14	66	375	Vera Touch
G-VBIG	Tinker Belle	455	14	66	375	Vera Touch
Boeing 787-9						
G-VNEW	Birthday Girl	258	31	35	192	Vera Touch
G-VAHH	Dream Girl	258	31	35	192	Vera Touch
G-VOOH	Miss Chief	258	31	35	192	Vera Touch
G-VZIG	Dream Jeannie	258	31	35	192	Vera Touch
G-VYUM	Ruby Murray	258	31	35	192	Vera Touch
G-VWHO	Mystery Girl	258	31	35	192	Vera Touch
G-VCRU	Olivia-Rae	258	31	35	192	Vera Touch
G-VSPY	Miss Moneypenny	258	31	35	192	Vera Touch
G-VOWS	Maid Marian	258	31	35	192	Vera Touch
G-VDIA	Lucy in the Sky	258	31	35	192	Vera Touch
G-VBZZ	Queen Bee	258	31	35	192	Vera Touch
G-VMAP	West End Girl	258	31	35	192	Vera Touch
G-VFAN	Pin Up Girl	258	31	35	192	Vera Touch
G-VBOW	Pearly Queen	258	31	35	192	Vera Touch
G-VWOO	Leading Lady	258	31	35	192	Vera Touch

Airbus A330-200 basic facts

Virgin Atlantic's A330-200 first joined the fleet in 2018, operating from London Gatwick and Manchester on selected US and Caribbean routes.

Airbus A330-300 basic facts

Virgin Atlantic's A330-300 was first launched on 2nd April 2010, operating between Manchester and Orlando. The Airbus A330-300 is the largest member of the twin engine A330 family, has a Wingspan – 198 feet (60.3 metres) and has an overall length – 209 feet (63.69 metres). An A330 takes off every 57 seconds somewhere in the world.

Airbus A340-600 basic facts

The A340-600 entered service with launch customer Virgin Atlantic in July 2002. The –600 series retains the same fuselage cross section as the –300 but is some 11.6 m longer, at 75.3 m making it the longest civil aircraft produced. It also has a modified wing with an increased span of 63.4 m. The A340–600 is designed to fly up to 7250 nm with a full payload of passengers and is configured with 308 seats in the Virgin Atlantic three class layout. The aircraft is powered by four Rolls Royce Trent 500 engines each delivering 56,000lb of thrust.

Boeing 747-400 basic facts

These aircraft are powered by 4 GE CF6-80C2 engines. Carrying more than 57,000 gallons of fuel, the -400 series consumes up to 13 per cent less fuel than previous versions of the B747 and engine noise levels are half that of original 747s in the 1970s. The typical maximum range is 7000 nm.

Boeing 787-9 basic facts

The Boeing 787-9 entered the Virgin Atlantic fleet in 2014. The Boeing 787-9 is one of the most fuel-efficient aircraft with a reduced fuel burn of 20% compared to similar sized aircraft. It is a twin-engine aircraft powered by Rolls Royce Trent 1000 engines. It has a range of 8,000 to 8,500NM and a maximum take-off 251,743 kg. The Boeing 787-9 has an overall length of 206 feet and height of 56 feet. The aircraft is also one of the quietest in the skies with a 60% smaller noise footprint than other aircraft.

Airbus A350-1000

In 2016, Virgin Atlantic announced a $4.4bn order for twelve Airbus A350-1000 aircraft, to replace our 747-400's.

The order

- Virgin Atlantic has ordered 12 A350-1000 aircraft
- The first A350-1000 is expected to be delivered in early 2019
- We expect to receive all aircraft by end of 2021
- The order is worth $4.4bn (list price)
- Virgin Atlantic currently has 39 aircraft in its fleet with 13 787-9s, 10 A330-300s, 8 A340-600s, 8 747-400s

Routes

- Aircraft will fly from both London Heathrow and London Gatwick.

- Initially the aircraft will fly on key US routes from London Heathrow.

Capacity and configuration

- All aircraft will be fitted with three classes– Upper Class, Premium, and Economy
- There will be separate configurations for business and leisure fleets
- The aircraft serving the business fleet will seat up to 360 customers
- The aircraft serving the leisure fleet with seat up to 410 customers

Typical operating characteristics

- The Airbus A350-1000 has a range up to 7950 nautical miles
- Overall length – 72.25m (237ft 0.5in)
- Wing Span 64.75m (212ft 5.2in)
- Height – 17.08m (56ft 0.3in)
- Cargo capacity of 208.2m3, (7352 cubic feet)
- Maximum take-off weight of 308,000kg
- Typical cruising speed of M0.85

Additional customer benefits of the Airbus A350-1000

- Larger panoramic windows
- Spacious design thanks to illuminated dome ceiling design
- Cleaner air with an advanced filtration system
- Calmer cabin with quieter engines and air conditioning
- Improved cabin atmosphere with lower cabin altitude
- Improved storage with larger overhead bins

Onboard technology

- All aircraft will have wifi onboard
- Customers with laptops, tablets or mobile phones, can connect their devices to the wireless onboard internet
- The cost of the internet is currently £14.99 for 24 hours
- Customers can also browse destination and aircraft information, Retail Therapy and further Virgin Atlantic services complimentary.
- Power is available to every seat on the Airbus A350-1000 therefore customers will be able to work or play throughout their journey.

Environmental performance and efficiency

- The A350-1000 is powered by the new Rolls-Royce Trent XWB engines, the world's most efficient large aero-engine flying today, generating 30% lower CO2 emissions (compared to our current 747-400).
- Xtra quiet due to predicted exterior noise levels of 15 EPNdB (Effective Perceived Noise Decibel) below ICAO Chapter-4 requirements. It will reduce our noise footprint at the airports we fly by 52% compared to the 747-400.
- Advanced flight management technology including managed Noise Abatement Departure Procedures (NADPs) and Continuous Descent Approach computation; to optimise the flight path to reduce the noise over sensitive areas, where available for use.
- The A350-1000 brings together the very latest in aerodynamics and advanced design to provide a 30% step change in fuel efficiency compared to our 747-400s.

A350-1000 fun facts

- You can almost get an A330 inside an A350-1000 (the interior of the A350 is 221 inches across while the exterior of an A330 is 222 inches).
- The total height of the A350-1000 is equivalent to the famous obelisk monument Place de la Concorde in Paris (17 metres).
- The wing cover of the A350-1000 is the biggest single civil aviation part ever made from carbon fibre.
- Inspired by birds, the wings of the A350-1000 have been designed to adapt during the flight, morphing while airborne, changing their shape to reduce fuel burn.
- The overall wing area covers more than two tennis courts (443 m2).
- Over 70% of the A350-1000 weight-efficient airframe is made from advanced materials combining composites (53%), titanium and advanced aluminium alloys, creating a lighter and more cost-efficient aircraft with materials that are also corrosion-free and fatigue-free
- The flight deck is built around an arrangement of six identical, interchangeable screen displays, affording pilots more comfort and clarity (allowing, for example, the transfer of data from one screen to another)
- The A350-1000 is a connected aircraft, sending data to the ground throughout the flight, improving communications between aircraft and ground crews, facilitating efficient in-advance maintenance operations that support better air traffic management

Our Products

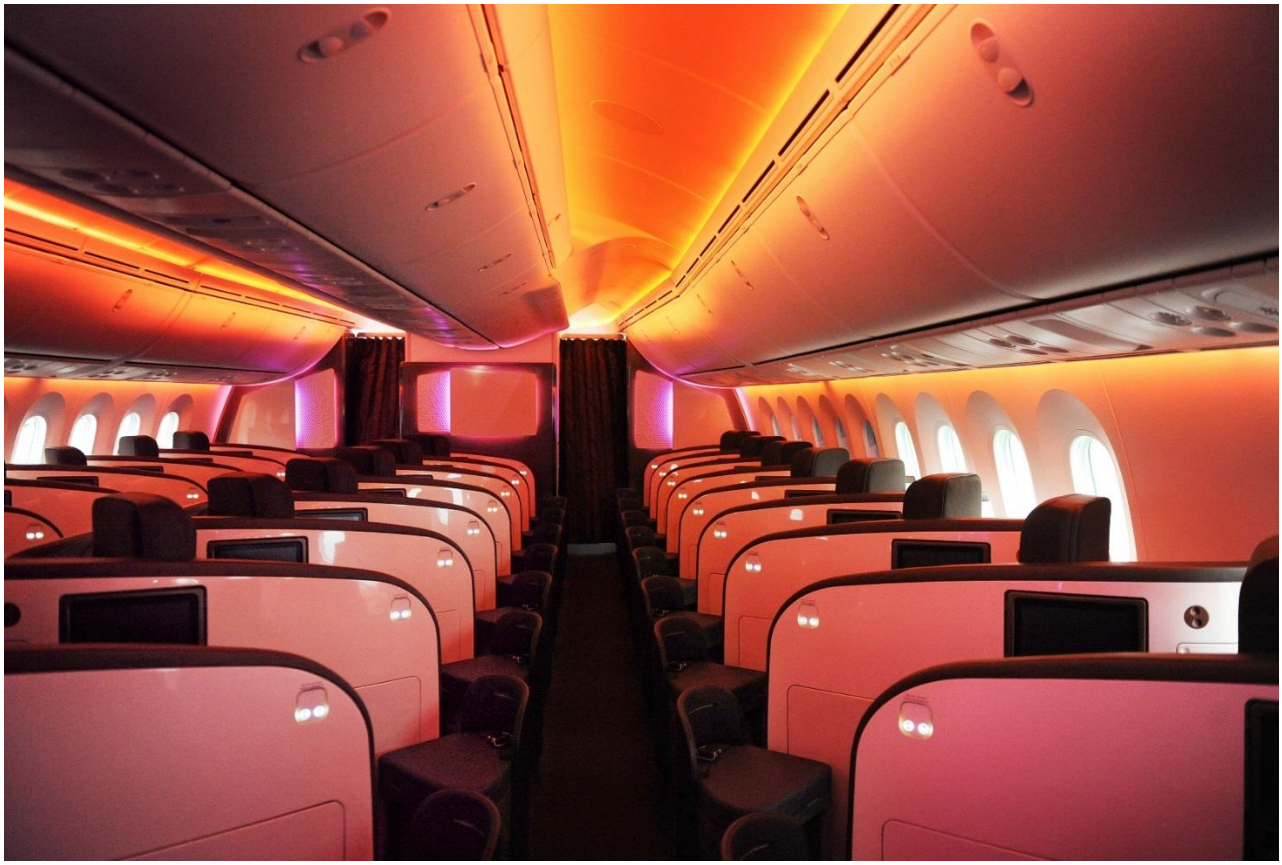
Virgin Atlantic operates a five-product service: Upper Class (the airline's business class), Premium, Economy Delight, Economy Classic and Economy Light.

Virgin Atlantic launched the Upper Class Suite in November 2003 – a product which has won some of the most prestigious design awards in the industry and is onboard all aircraft in the airline's fleet. This was re-launched in April 2014 as the airline started taking delivery of its Boeing 787 Dreamliner aircraft. Each Upper Class cabin also contains a bar onboard.

In Premium, customers can enjoy the Wander Wall – a social space at the front of the cabin where customers can go to stretch their legs, socialise with their fellow travellers and chat to crew, and help themselves to complimentary snacks and refreshments.

In Economy, customers can choose from a Light, Classic or Delight ticket – with the latter providing extra legroom, dedicated overhead storage space and priority boarding. All Economy tickets include the onboard service that Virgin Atlantic is famous for – including complimentary food, drinks and snacks, on demand in-flight entertainment and WiFi on every route.

Upper Class



Headline facts

- The longest bed of any airline's business class product and many first class products.
- It provides passengers with customised luxury furniture for sitting on and a mattress for sleeping on so passengers do not have to compromise on the comfort of either.
- The 1-2-1 / 1-1-1 configuration means passengers have their own personal space with no 'step over' by other passengers.
- Passengers can recline in the seat even for take-off and landing!

The Upper Class Suite

- The Upper Class suite has been designed to be separately both the most comfortable bed and the most comfortable seat in the air.
- Instead of extending from a seat into a bed, Virgin Atlantic's seat provides the passenger with a luxury leather armchair to relax on which then flips over into a separate bed with a mattress to sleep on.
- The Upper Class Suite has won some of the most prestigious design awards in the industry including the Wallpaper award for the Most Life Enhancing Item and the D&AD Yellow Pencil (Silver) award for Product Design.

The Bed facts

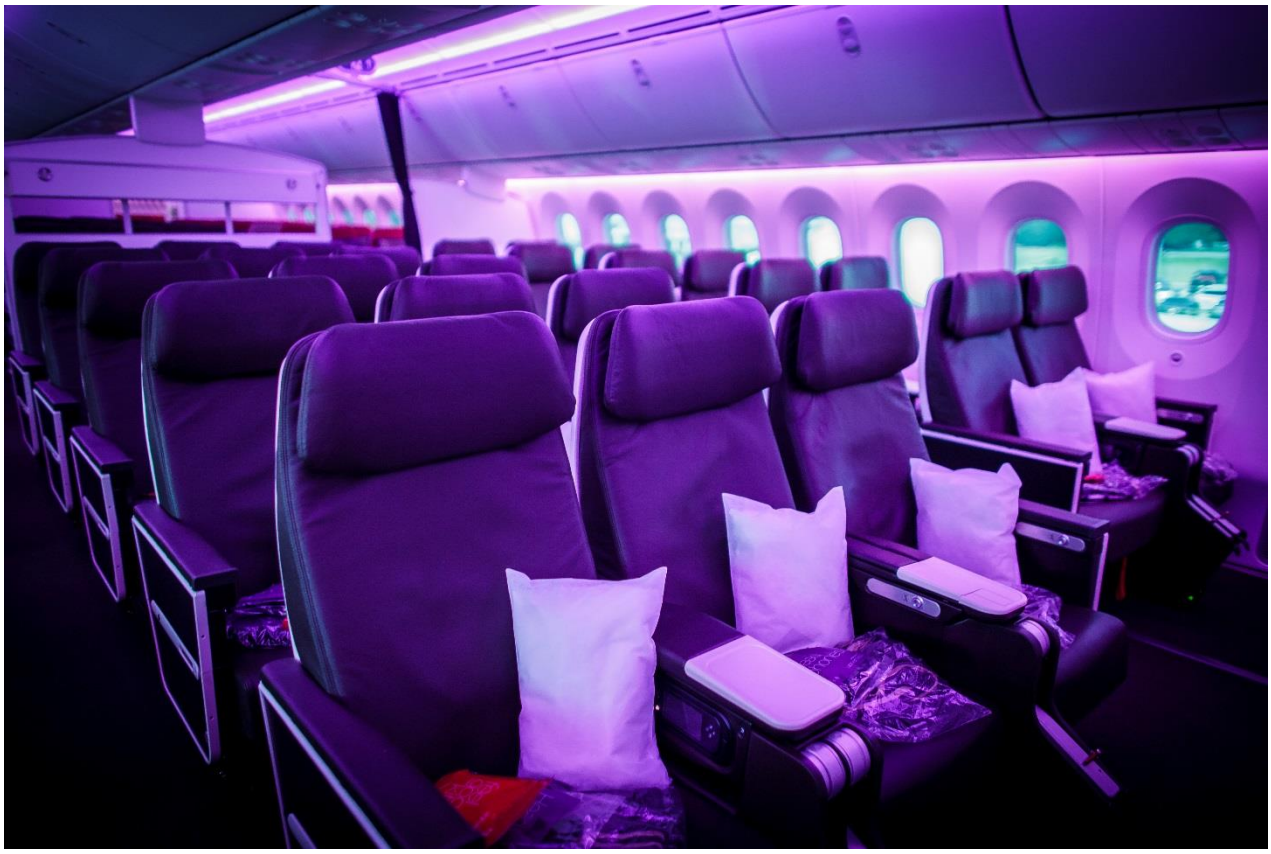
- It is the biggest bed in business class at 79.5"
- At its widest point, the all – important shoulder area, the bed is 33"
- With one touch of a button the seat converts into a bed by flipping over
- The mattress is totally flat for optimum sleeping comfort

The Cabin facts

- The seats television screen is 11 inches wide and features over 300 hours of entertainment
- The Upper Class cabin features a private bar in an area discreet from the cabin
- White cotton bedding, duvets and sleeper suits are provided
- Keep everything right where you need it. There's more handy storage than ever, with a new literature pocket and two ottoman storage solutions
- Stay productive. Keep your laptop powered throughout the flight with our in-seat power supply compatible with most international plug types
- Stay in touch. All of our A330 aircraft have the AeroMobile system installed so you can make and receive phone calls and send texts from your own mobile phone. All Boeing 787-9 aircraft have Wi-Fi on board
- With the new technology hub, you can connect your smart phone, USB stick or tablet to Vera Touch, watch, read or listen to your own content, plus charge your device
- Our new mood lighting system is programmed to create unique, calming environments for you to work, dine, socialise and sleep
- The Upper Class menu offers a wide selection of light bites, main meals and snacks. A good night flight service is also offered to passengers on shorter flights departing after 9pm – so passengers can enjoy a gourmet meal in the Clubhouse before their flight so that once onboard they can maximise their sleep
- Onboard bar - a private bar in an area separated from the cabin, which has a welcoming atmosphere
- The Upper Class amenity kit - socks, toothbrush/toothpaste, earplugs, eye mask
- Dedicated check-in and priority boarding
- Complimentary drinks including pre-take off champagne and ice creams during the movies
- Unique Clubhouse lounges at selected airports featuring a health and beauty salon offering beauty treatments and hairdressing
- Arrival facilities – Virgin Revivals at Heathrow features a reception, eighteen shower rooms with a valet cleaning service, a bar and lounge area and a business area with free phone calls, access to email and Internet and faxing facilities
- Complimentary airport transfers are available with some ticket types
- The Upper Class Wing at London Heathrow enables business passengers to speed through the terminal quicker than ever before, moving from limo to lounge in under 10 minutes. For the first time, passengers can benefit from a dedicated security channel, for use exclusively by Virgin Atlantic customers. After passing through this unique fast-track, they will emerge in the heart of the terminal building and only a short walk from the Virgin Atlantic Clubhouse. Upper Class passengers and Flying Club Gold members making their own way to the airport can check-in at the Upper Class Check-In, in Zone A of the main terminal, before taking a priority lift straight to the dedicated security channel. For those Upper Class customers not wishing to linger and enjoy the delights of the Clubhouse they can check in 60 minutes prior to their scheduled departure time at the latest, and whizz through the dedicated security channel straight to the gate

Premium

Premium Economy was first introduced in 1992 as 'Mid Class', a service aimed at the cost-conscious business traveller who for budgetary reasons travels economy but still requires extra space in which to work or relax. The product was rebranded as Premium Economy in November 1994, and Premium in March 2018.



Virgin Atlantic's Premium features include:

- Leather seats with enhanced ergonomics for increased comfort and an increased seat width of 21 inches (equivalent to other airlines' business class) – around 3 inches wider that other airlines' Premium seats
- Adjustable headrest
- A comfortable and spacious ergonomically designed seat with 38" seat pitch (equivalent to some airlines' business class)
- Dual position footrest
- Power at every seat
- Dedicated check-in desks and priority boarding
- Separate cabin in between Economy and Upper Class
- Pre-departure drink
- State-of-the-art inflight entertainment system with over 300 hours of on demand content, including movies, TV shows, music and games
- Enhanced dinner service served on china with stainless steel cutlery
- Amenity kits which include socks, toothbrush/toothpaste, earplugs, and an eye mask
- Complimentary Newspapers
- Priority baggage reclaim
- The Wander Wall – a social space at the front of the cabin where customers can help themselves to treats, snacks and drinks throughout the flight

Economy

Virgin Atlantic's Economy class aims to give maximum value for money and offers three ways to fly: Light, Classic or Delight.



Features include:

- Contoured, space-saving seats that maximise legroom with an average seat pitch of 31", and new seats with adjustable leather headrests
- Pillows, blankets and amenity kits on all night flights, including socks, eyeshades, a Virgin Atlantic pen and a toothbrush and toothpaste
- Power at every seat
- State of the art inflight entertainment system which offers 300 hours of video on demand – movies, TV shows, audio and games
- Complimentary food and drink throughout the flight
- Complimentary newspapers and magazines at the gate before boarding

Economy Delight offers all of the above, plus:

- Priority check-in and boarding
- Extra legroom – stretch out and relax with up to 34" seat pitch
- Dedicated overhead storage bins

Delta Air Lines Joint Venture

Since the joint-venture with Delta Air Lines was put in to place in 2014, it's gone from strength to strength. Here are some facts and figures:

- Connecting 91,500 passengers a month to over 200 destinations (47,000 between Delta and Virgin Atlantic metal)
- Over 5 million passengers flew the joint venture in 2016
- 26 non-stop destinations
- 39 transatlantic flights a day
- 9 flights a day between London and New York
- 14,000 fully flat-bed seats per week, all offering direct aisle access

Virgin Atlantic, Delta Air Lines & Air France-KLM Joint Venture

In 2017, Virgin Atlantic and Delta Air Lines announced their intention to expand their strategic partnership to include Air France-KLM, and offer customers access to the most comprehensive transatlantic route network via an extensive joint venture. The long-term joint venture would offer convenient flight schedules with competitive fares and reciprocal frequent flyer benefits, including the ability to earn and redeem miles across all carriers. The benefits would also include co-location of facilities at key airport hubs to improve connectivity times for customers, as well as access to each carriers' airport lounges for premium customers.

The enhanced joint venture would become the airline partnership of choice for customers, offering more than 300 daily nonstop transatlantic flights and increasing competitive routings with offerings across key business markets including Amsterdam, Atlanta, Boston, Cincinnati, Detroit, Los Angeles, London Heathrow, Minneapolis-St Paul, New York-JFK, Paris-CDG, Salt Lake City and Seattle.

The enhanced joint venture would establish a combined partnership with a duration of at least 15 years. In order to support the success of that cooperation:

- Air France-KLM will acquire a 31 percent stake in Virgin Atlantic currently held by Virgin Group for £220 million
- Virgin Group will retain a 20 percent stake and Chairmanship
- Delta will retain its 49 percent stake in Virgin Atlantic

All transactions are subject to execution of definitive agreements and receipt of final shareholder, board, and regulatory approvals. Virgin Atlantic would retain its independence as a UK airline with a UK operating certificate, and will continue to fly under the Virgin brand.