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): **June 18, 2008**

UAL CORPORATION
(Exact name of registrant as specified in its charter)

Delaware	**001-06033**	**36-2675207**
(State or other jurisdiction of incorporation)	(Commission File Number) Identification Number)	(IRS Employer

77 W. Wacker Drive, Chicago, IL	**60601**
(Address of principal executive offices)	(Zip Code)

(**312) 997-8000**
Registrant's telephone number, including area code

(Former name or former address, if changed since last report.)

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:

o Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)

o Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)

o Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))

o Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Item 7.01 Regulation FD Disclosure.

Frederic F. Brace, Chief Financial Officer of UAL Corporation, will speak at the Merrill Lynch Global Transportation Conference on Wednesday, June 18, 2008. Attached hereto as Exhibit 99.1 are slides that will be presented at that time.

The information in this Item 7.01, including Exhibit 99.1, is being furnished and shall not be deemed to be "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended, or otherwise subject to the liabilities of that Section and shall not be deemed incorporated by reference into any registration statement or other document filed pursuant to the Securities Act of 1933, as amended, except as shall be expressly set forth by specific reference in such filing.

Item 9.01 Financial Statements and Exhibits.

Exhibit No.	Description
99.1	UAL slide presentation delivered on June 18, 2008

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.

UAL CORPORATION

By:	/s/ Paul R. Lovejoy
Name:	Paul R. Lovejoy
Title:	Senior Vice President, General Counsel and Secretary

Date: June 18, 2008

EXHIBIT INDEX

Exhibit No.	Description
* 99.1	UAL slide presentation delivered on June 18, 2008

* Filed herewith electronically.

Exhibit 99.1

UAL Corporation

Merrill Lynch Global Transportation Conference

June 18, 2008

UAL CORPORATION

Safe Harbor Statement And Non-GAAP Reconciliation

The information included in this presentation contains certain statements that are "Forward-Looking Statements" within the meaning of the Private Securities Litigation Reform Act of 1995. These statements are subject to a number of assumptions, risks and uncertainties related to the Company's operations and the business environment in which it operates. Actual results may differ materially from any future results expressed or implied in such Forward-Looking Statements due to numerous factors, many of which are beyond the Company's control, including factors set forth in the Company's Form 10-K for 2007 and other subsequent Company reports filed with the United States Securities and Exchange Commission. Persons reviewing this presentation are cautioned that the Forward-Looking Statements speak only as of the date made and are not guarantees of future performance. The Company undertakes no obligation to update any Forward-Looking Statements.

Information regarding reconciliation of certain non-GAAP financial measures contained in this presentation is available on the Company's web site at www.united.com/ir

The Core Business Performed Well In 2007

- 2007 was the most profitable year since 1999
  - Over $1 billion of operating income
  - Over $600 million of pre-tax profit
- $2.1 billion in operating cash flow
  - 37% higher than 2006
- $2.3 billion in debt reduction

Fresh-Start Accounting Significantly Affects Competitive Comparisons

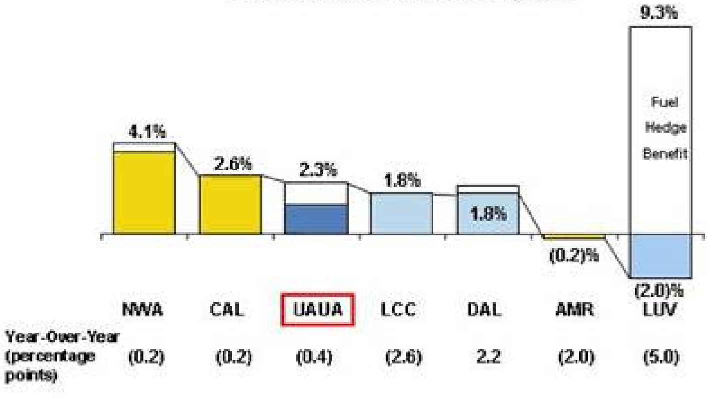
Impact on Pre-Tax Income – TME 1Q 2008

	Fresh-Start Impact On TME 1Q 2008 Pre-Tax Income	Net Adjustment To UAUA TME 1Q 2008 Pre-Tax Income For An "Apples-to-Apples" Competitive Comparison
UAUA	$(207)M	–
DAL	$ 80 M	$287M
NWA	$ (47)M	$160M
AMR	–	$207M
CAL	–	$207M
LCC	–	$207M

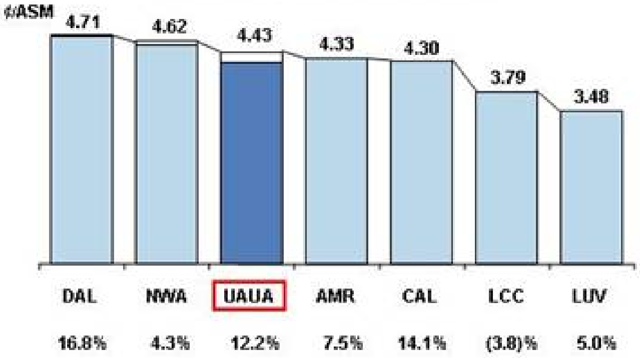
Sources: Company press releases. DAL 1Q 2008 fresh start impact based on United's extrapolation of prior results as DAL has ceased disclosing fresh start impacts as of December 31, 2008.

United's Pre-Tax Margin And Unit Earnings Are Competitive

Pre-Tax Margin
(Adjusted for fresh start accounting)
Twelve Months Ended March 31, 2008



Mainline Unit Earnings excluding Fuel Costs
(RASM minus CASM ex Fuel)
Twelve Months Ended March 31, 2008

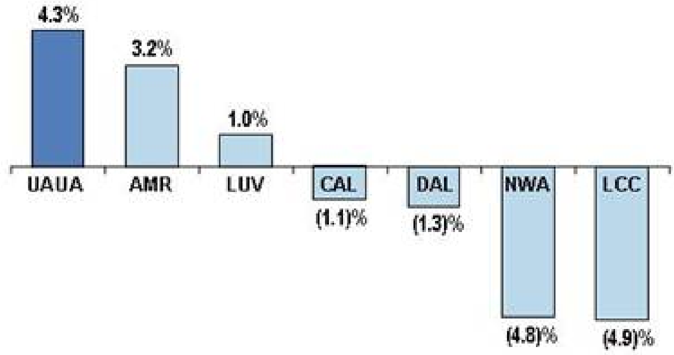


Sources: Company press releases. All results also exclude special items, regional affiliates and any applicable non-cash fresh-start and exit-related items. DAL 1Q 2008 fresh start impact based on United's extrapolation of prior results as DAL has ceased disclosing fresh start impacts as of December 31, 2008.

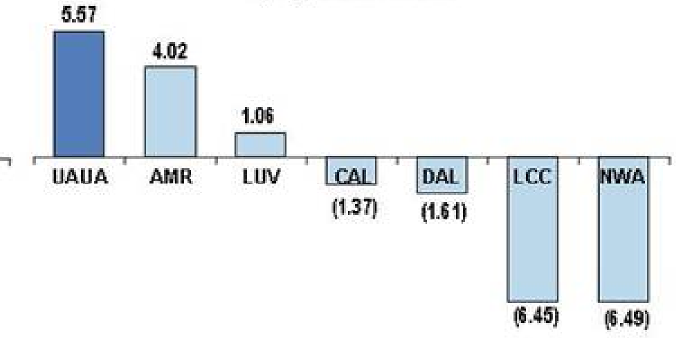
United Led Peers In Free Cash Flow Generation

Twelve Months Ended March 31, 2008

Free Cash Flow/Total Revenue



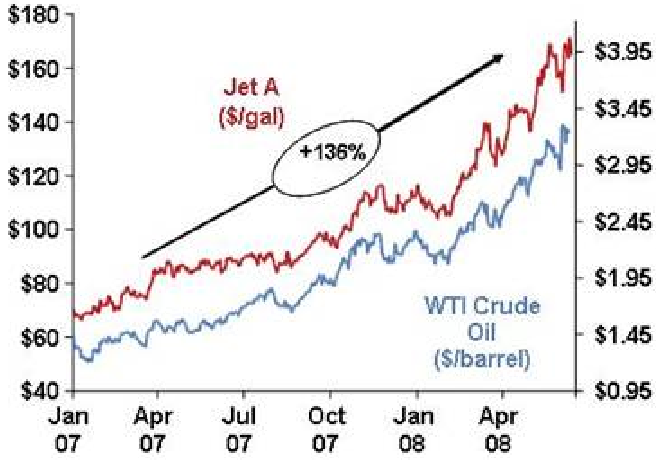
Free Cash Flow/Consolidated ASMs
$/1,000 ASMs



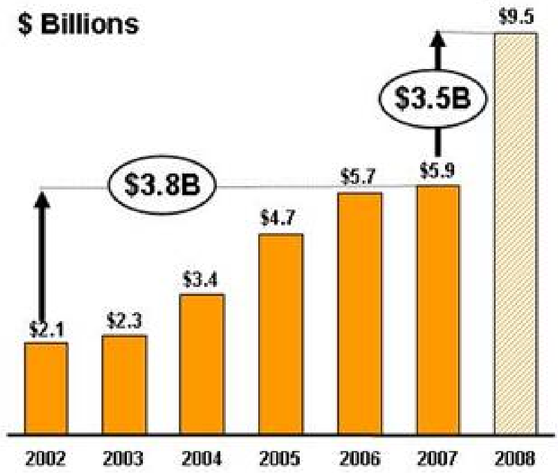
Sources: Company press releases and Earnings Calls.
Free Cash Flow defined as cash flows from operations less capital expenditures.
LUV free cash flow excludes collateral deposits related to fuel derivative contracts.

Unprecedented Rise In Jet Fuel Prices Has Put Severe Pressure on Industry Financial Performance

Jet A and WTI Spot Prices



UAUA Consolidated Fuel Expense



Reflects JetA and WTI crude prices from January 1, 2007 through June 13, 2008.
2008 consolidated fuel expense estimated based on actual expense through May 31 and on the forward curve for subsequent months.

"Back To Basics" Agenda



Core Performance Imperatives	Customers	Employees	Owners
1. Industry-leading revenues	✓	✓	✓
2. Competitive Costs	✓	✓	✓
3. Service Basics – DOT Published	✓	✓	✓
4. Clean, workable product	✓	✓	✓
5. Courteous, caring, respectful	✓	✓	✓
6. Safety leadership: workplace & air	✓	✓	✓

Goals

- Industry-leading margin & cash flow
- Unrivaled customer satisfaction & experience
- Aligned employees
- World-class safety performance

Restructuring And Resizing Management To Better Respond To Changing Environment

- Streamlining management structure
  - John Tague, Chief Operating Officer, responsible for revenue and operations
  - Pete McDonald, Chief Administrative Officer, responsible for non-Finance staff functions
- Putting in place experienced leaders with proven results
  - Joe Kolshak, SVP Operations
  - Marc Ugol, SVP Human Resources
  - Douglas McKeen, SVP Labor Relations
- Sizing organization to reflect the size of the smaller airline
  - 1,400 to 1,600 reduction in salaried and management headcount

United Has Significant Flexibility In A High Fuel Cost Environment

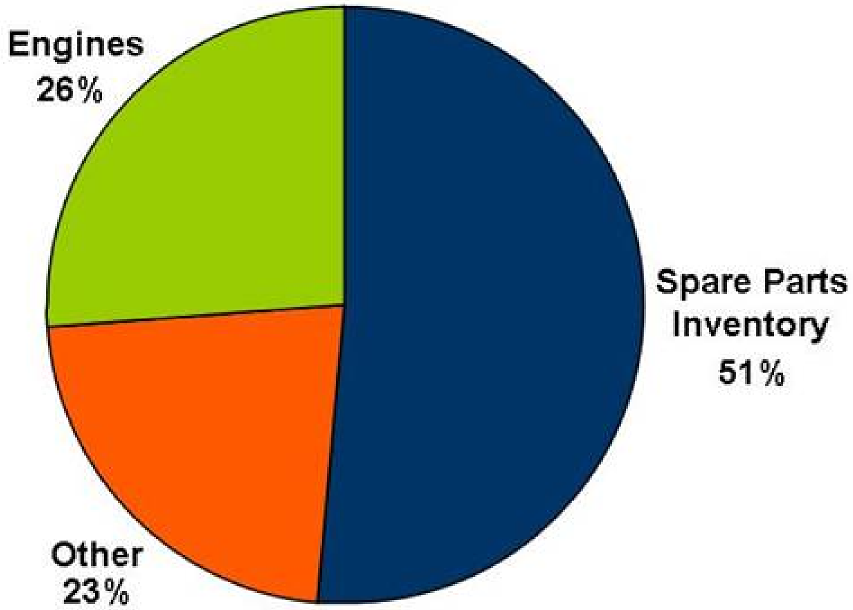
- Unrestricted cash of between $2.7B and $2.8B at the end of the second quarter
  - Excludes potential impact of any financing transactions
- Modest capex helps fuel free cash flow
  - Non-aircraft capex plan of $450M in 2008 focused on customer, infrastructure and IT needs
  - No planned capital expenditure for new aircraft
- Limited fixed obligations
  - Limited debt maturities; approximately $700M in 2008
  - No material defined benefit pension funding
- Ability to make further capacity reductions
  - Nearly 70 unencumbered aircraft left in operating fleet after latest capacity reductions
  - Additional contract flexibility

Unencumbered Aircraft Are Valued At Over $2 Billion

	Unencumbered Aircraft	Average Age (Years)
Narrow-Body		
A319-100	9	10.1
A320-200	10	10.1
B737-300	17	20.3
B737-500	29	16.5
B757-200	33	16.8
Wide-Body		
B747-400	9	12.3
B767-300	8	13.5
B777-200	7	10.2
TOTAL	122	15.3

*Table includes nine aircraft that will be unencumbered in June 2008.

Other Unencumbered Assets Are Valued At Over $1B



Aggressive Actions To Combat Higher Fuel Costs

- Sizing the business appropriately to reflect the current market reality
  - Reducing fourth quarter mainline domestic capacity by 13.5% to 14.5%
  - Permanently grounding 100 aircraft, including entire 737 fleet
- Using capacity discipline to support necessary fare initiatives
- Creating new revenue streams
- Improving efficiency throughout the company
  - Fuel conservation
  - Reducing non-fuel costs
- Reducing capital spending
  - Reduced non-aircraft capital plan by $200M
- Increasing fuel hedging

Leading The Industry In Capacity Reduction – 2009 Full Year Mainline Domestic Capacity Down 18% From 2007

Fourth Quarter 2008 (versus 4Q 2007)	United	American^	Continental	Delta^	Northwest	US Airways
Mainline Domestic	-14.0%	-11.5%	-11.4%	N/A	N/A	-7.0%
Total Mainline	-10.0%	-7.5%	-6.8%	N/A	-9.0%	-5.0%
Consolidated Domestic	-11.0%	-11.4%	N/A	-10.0%	-7.5%	N/A
Total Consolidated	-8.5%	-7.5%	-6.2%	-1.0%	-3.5%	-4.0%

Full Year 2009 (versus FY 2007)	United	American	Continental^	Delta	Northwest	US Airways^
Mainline Domestic	-17.5%	N/A	-8.0%	N/A	N/A	-11.0%
Total Mainline	-12.0%	N/A	-1.7%	N/A	N/A	-6.3%
Consolidated Domestic	-13.0%	N/A	N/A	N/A	N/A	N/A
Total Consolidated	-9.5%	N/A	-2.3%	N/A	N/A	-4.3%

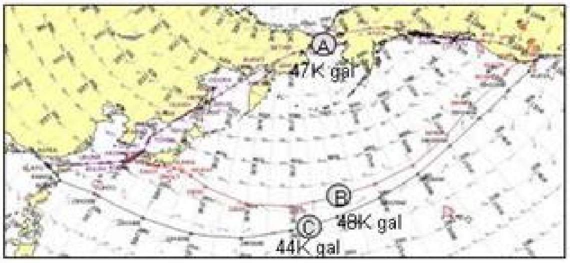
Source: Company press releases and SEC filings.
N/A = Not Available
^ Delta numbers reflect 2H08 guidance; American Airlines 4Q08 vs. 4Q07 as well as Continental and U.S. Airways FY09 vs. FY07 estimated using internal analyses based on public guidance and past results.

United Is Pursuing New Revenue Streams

- New product and service options allow customers to tailor their travel experience
- Introduced a basket of fee changes
  - Adjusted ticket change fees from $100 to $150
  - Fee changes will deliver $250M-$300M of annual run-rate revenue
- Merchandising will produce over $1 billion in annual revenue within the next few years
  - Seat up-sell expected to generate $220M in 2008 and $270M in 2009
  - Unbundling products that have traditionally been part of the basic offering can generate $200M-$300M
  - $400M opportunity from new product introductions; expected to generate $100M in 2009

Continuing To Focus On Fuel Efficiency In 2008

- B737 fleet retirement
- Flight Planning System replacement
- Winglets
- Single engine taxi
- Selectively reduced speeds
- Improved climb/descent profiles
- Streamlining fuel supply chain



At The Same Time, We Continue To Focus On Reducing Our Non-Fuel Costs

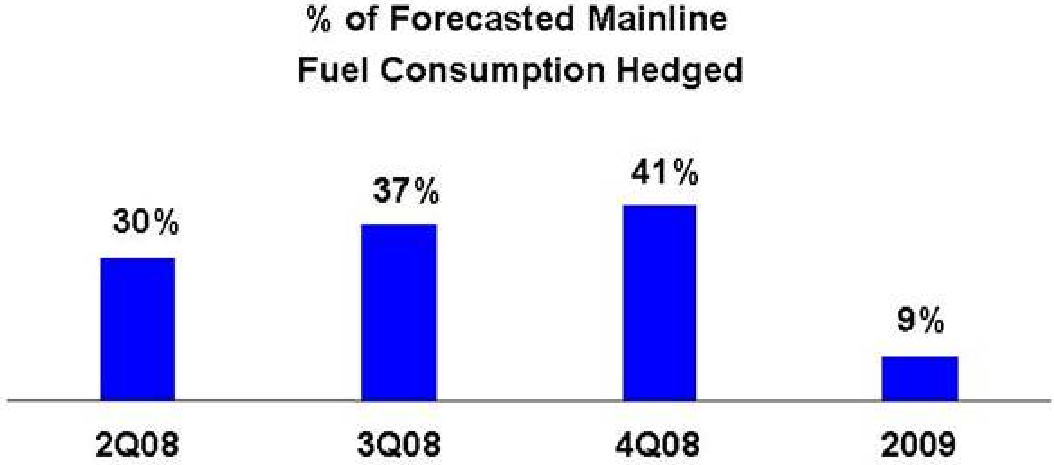
$400 Million In 2008 Cost Savings

Continuous Improvement	Distribution Cost Reduction	Health & Benefits Optimization	Strategic Sourcing Transformation
Improvements in process, tools, and technology across the enterprise	Pressure on rates and creative channel management	Safety initiatives lower expense and sick leave Dependent audit	Support our strategic goals while containing and reducing cost

Reducing Capital Spending, But Targeting Investment In Key Products And Services

Current Hedge Coverage

- United has hedged 39% of forecasted Mainline fuel consumption for the second half of 2008
- Using combination of three-way collars, collars, and other structures, primarily crude oil
- Mark-to-market value of approximately $234 million as of June 13th



Q & A

Non-GAAP To GAAP Reconciliation

UAL CORPORATION

Pre-Tax Margin Reconciliation

($ in Millions)	Twelve Months Ended 3/31/08	Twelve Months Ended 3/31/07
Consolidated Operating Revenue	$20,481	$19,248
Less: Specials	(45)	–
Consolidated Operating Revenue Ex Specials	20,436	19,248
Less: Fresh Start	(11)	245
Consolidated Operating Revenue Ex Specials & Fresh Start	$20,425	$19,493
Consolidated Income/(Loss) Pre-Tax	$ 390	$ 29
Less: Specials and One-time Gains	(130)	(58)
Pre-Tax Income/(Loss) Ex Specials	260	(29)
Less: Fresh Start	207	556
Consolidated Income Pre-Tax- Ex Specials & Fresh Start	$ 467	$ 527
GAAP Margin	1.9%	0.2 %
Margin Ex Specials	1.3%	(0.2)%
Margin Ex Fresh Start & Specials	2.3%	2.7 %

(a) Excludes special items of $67 million and one time gains of $41M from AirInc sale and $22M from early debt retirement, in TME 1Q 2008.
(b) Excludes special items of $58 million in TME 1Q 2007.

Unit Earnings Reconciliation

($ and ASM in Millions; Rates in cents)	Twelve Months Ended 3/31/08	Twelve Months Ended 3/31/07
Consolidated Operating Revenues	$ 20,481	$ 19,248
Less: Passenger - Regional Affiliates	(3,103)	(2,907)
Less: Regional Affiliates Specials	(8)	–
Mainline Operating Revenues	$ 17,370	$ 16,341
Less: UAFC	(23)	(271)
Less: Mainline Specials	(37)	–
Less: Mainline Fresh Start Adjustments	(10)	205
Adjusted Mainline	$ 17,300	$ 16,275
Mainline Available Seat Miles	141,883	143,142
GAAP Mainline RASM (in cents)	12.24	11.42
Adjusted Mainline RASM (in cents)	12.19	11.37
Consolidated Operating Expenses	$ 19,793	$ 18,722
Less: Regional Affiliates	(3,028)	(2,820)
Mainline Operating Expense	$ 16,765	$ 15,902
Less: Fuel	(5,537)	(4,798)
Less: UAFC	(13)	(260)
Less: Special Items	22	58
Mainline Operating Expense ex. Fuel and Specials	$ 11,237	$ 10,902
Less: Mainline Fresh Start Adjustments	(226)	(279)
Adjusted Mainline Expenses	$ 11,011	$ 10,623
GAAP Mainline CASM (in cents)	11.82	11.11
Adjusted Mainline CASM (in cents)	7.76	7.42
GAAP Mainline Unit Earnings (in cents)	0.43	0.31
Adjusted Mainline Unit Earnings (in cents)	4.43	3.95

Free Cash Flow Metrics Reconciliation

($ and ASM in Millions)	Twelve Months Ended 3/31/08
Cash Flow from Operations	$1,428
Less: Capital Expenditures	(547)
Free Cash Flow	$ 881
Consolidated Available Seat Miles	158,136
FCF/Total Revenue	4.3%
FCF/1,000 ASM	5.57

A - GAAP capital expenditures as reported in its statement of cash flows are $691 million. The lower Non-GAAP capital expenditures is primarily due to the exclusion of $197 million of aircraft expenditures and inclusion of capitalized IT labor expenditures, which are reported as an "Other" investing outflow in the GAAP statement of cash flows.