23rd November 2005

FINANCIAL YEAR 2005-06

SHARP INCREASE IN RESULTS IN Q2 2005-06

- Turnover up 10% to 5.64 billion Euros
- Operating profit up 56% to 528 million Euros
- Net profit of 717 million Euros, including the capital gain on Amadeus

INTERIM RESULTS REFLECT THE SUCCESS OF THE AIR FRANCE-KLM MERGER

- Operating profit up 46% to 750 million Euros
- Operating margin of 6.9%, strongly ahead
- Net profit of 829 million Euros
- Further reduction in gearing and strengthening of the financial structure

SECOND HALF OBJECTIVE OF A CLEARLY POSITIVE OPERATING RESULT

The board of Directors of Air France-KLM, at a meeting on 22nd November 2005, chaired by Jean-Cyril Spinetta, examined the accounts for the First Half of Financial Year 2005-06.

"The merger between Air France and KLM is increasingly confirming its success, the Chairman commented. *"These very strong interim results reflect the strategic rationale of the merger and validate our strategy of profitable growth. The merger synergies are now feeding through strongly and, combined with our ongoing cost control measures, have led to a significant improvement in our profitability. The strong traffic which we are continuing to see, together with the level of our advance bookings, make us confident that we will be able to sustain these good results over the year as a whole. Together, Air France and KLM have created a long term competitive advantage from which we are just beginning to enjoy the benefits."*

Consolidated figures under IFRS

Financial year 2005-06 (in € millions)	Three months to to 30th September			Six months to 30th September		
	2005	2004	Change	2005	2004 (1) Pro-forma	Change
Turnover	5,636	5,116	+10.2%	10,822	10,026	+7.9%
Operating income	528	339	+55.8%	750	512	+46.5%
Pre- tax income of fully integrated companies	1,014	307	n.s.	1,163	844	+37.8%
Net profit, Group share	717	195	n.s.	829	708	+17.1%
Net earnings per share (in €)	2.73	0.76	n.s.	3.16	2.78	+13.7%

(1) Air France and KLM consolidated over 6 months

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Second quarter to 30th September 2005: Operating profit up 56% to 528 million euros, operating margin of 9.4%

Passenger transport for Air France-KLM remained very dynamic during the second quarter, in line with the trend since the beginning of the year, and despite the rise in the oil price. On the other hand, weak European export markets continued to weigh on the Cargo activity, although lacklustre traffic levels were offset by robust unit revenues.

Turnover rose 10.2% to 5.64 billion Euros. Thanks to synergies and ongoing cost-saving measures, the rise in operating costs was limited to 7.0% at 5.11 billion Euros. Excluding fuel, the rise would have been 3.1%. The main changes in operating costs were as follows:

- A 29% rise in fuel charges to 908 million Euros (704 million Euros at 30th September 2004), reflecting a rise in volumes of 3%, a rise in jet fuel prices of 49% and a hedging impact of 23%.
- Commercial and distribution costs were down 14.6% to 321 millions Euros, mainly as a result of the transition to the zero commission system.
- A 4.1% rise in employee costs to 1.54 billion Euros for a stable headcount of 102,460 employee.
- The items "charge to operating provisions" and "other income and charges", posted a negative variance of 73 million Euros as at 30th September 2005, having benefited from provision write-backs in the same period a year earlier.

Unit costs measured in equivalent available seat kilometers (EASK) rose by 1.7%. On a constant currency and fuel cost basis, they fell 2.7%.

Operating income for the quarter rose 56% to 528 million Euros, up from 339 million Euros at 30th September 2004.

Income from operating activities stood at 1.06 billion Euros (versus 352 million Euros at 30th September 2004). This included the 504 million Euro accounting value of the capital gain generated by the disposal of Amadeus shares under the public offer by the new company, WAM.

Pre-tax income of fully integrated companies amounted to 1.01 billion Euros versus 307 million Euros at 30th September 2004. The tax charge was 240 million Euros (versus 142 million Euros at 30th September 2004). The contribution from Associates was negative by 47 million Euros (versus a positive contribution of 22 million Euros at 30th September 2004) due mainly to an impairment test in respect of Martinair, 50% owned by KLM, which generated a loss of 58 million Euros. Net income, Group share, amounted to 717 million Euros, compared with 195 million Euros at 30th September 2004.

Information by business

Passenger
For the three months to 30th September 2005, traffic rose by 9.0% on capacity up by 5.0%, leading to a 2.2 point rise in load factor to 84.2%. This was 3.7 points above the average for the AEA, reflecting the reinforced position of Air France-KLM in the market.

Total passenger turnover was up 10.5% to 4.46 billion Euros. Over the period, the currency impact was virtually neutral at +0.2%. Operating income amounted to 425 million Euros, a rise of 61%.

	Three months to 30th September		
	2005	2004	Change
Total passenger business turnover (in € m)	4,456	4,032	+ 10.5%
Turnover from regular passenger business (in € m)	4,229	3,831	+ 10.4%
Unit revenue per RPK (in € cts)	8.30	8.19	+ 1.3%
Unit revenue per ASK (in € cts)	6.98	6.64	+5.1%
Unit cost per ASK (in € cts)	6.21	6.11	+1.5%
Operating profit	425	264	+ 61.0%

The yield (RRPK) was up 1.5% and unit revenue per available seat kilometer (RASK) rose 5.3%, both on a constant currency basis, despite the transition to the zero commission system, which limited the rise by some 1.5 points. Unit costs per available seat kilometer were down 1.9% on a constant currency and fuel price basis.

Cargo

Cargo saw another subdued quarter in terms of traffic, with the weakness of European exports continuing to weigh, but unit revenues remained robust. Traffic rose by just 1.6%, on capacity up by 6.4%. The load factor was down 3.0 points to 62.9%.

Turnover amounted to 698 million Euros, up 11.3%, while operating profit amounted to 34 million Euros compared with 19 million Euros a year earlier, up 78.9%.

	Three months to 30th September		
	2005	2004	Change
Total cargo business turnover (in € m)	698	627	+ 11.3%
Turnover from transportation of cargo (in € m)	645	571	+13.0%
Unit revenues per RTK (in € cts)	24.62	22.13	+11.2%
Unit revenues per ATK (in € cts)	15.48	14.58	+6.2%
Unit costs in ATK (in € cts)	14.51	13.94	+4.1%
Operating profit (in € m)	34	19	+ 78.9%

Yield per revenue tonne kilometre was up 10.2% on a constant currency basis. Unit costs declined 2.5% on a constant currency and fuel price basis.

Maintenance

Third-party turnover at the Maintenance business was flat at 198 million Euros. Operating profit rose to 26 million Euros against 15 million Euros at 30th September 2004.

Other activities

Turnover of the Group's other activities amounted to 284 million Euros, up 12.3%, while operating profit stood at 42 million Euros, compared with 39 million Euros a year earlier.

Six months to 30th September 2005: Operating profit of 750 million Euros, operating margin of 6.9%

Turnover rose 7.9% in the six months to 30th September 2005 to 10.82 billion Euros, while the increase in operating charges was limited to 5.9% at 10.1 billion Euros over the same period. Excluding fuel charges, they rose by only 1.9%.

The main changes in costs over the period were the fuel bill and commercial and distribution costs. The rise in the fuel bill (+30.4%) to 1.72 billion Euros reflected the combination of a volume effect of 3%, a price impact of 50%, a positive currency impact of 4% and a 19% impact from hedging. The transition to the zero commission system led to a reduction of 16.9% in commercial and distribution costs (636 millions at 30th September 2005).

Unit costs measured in equivalent available seat kilometers (EASK) increased by 1.2%, for unit revenues measured on the same basis up 5.1%. On a constant currency and fuel price basis, they declined by 2.7%.

Operating profit amounted to 750 million Euros up 46.5% (512 million Euros a year earlier). The operating margin saw a marked increase, rising from 5.1% to 6.9% year-on-year.

After taking into account the Amadeus operation (504 million Euros), income from operating activities amounted to 1.29 billion Euros against 976 million Euros at 30th September 2004 (which included the write-back of negative goodwill arising on the KLM acquisition of 424 million Euros).

Pre-tax income of fully integrated companies was up 37.8% to 1.16 billion Euros, compared with 844 million Euros a year earlier.

After a tax charge of 292 million Euros (against 181 million Euros at 30th September 2004) and a negative contribution from associates of 30 million Euros (compared with a positive contribution of 39 million Euros a year earlier), net income, Group share amounted to 829 million Euros, a rise of 17.1%, from 708 million Euros at 30th September 2004. Earnings per share stood at 3.16 Euros compared with 2.78 Euros at 30th September 2004.

Information by business

Passenger

Passenger activity in the first half was up 7.8% on capacity up by 4.9% leading to a 2.2 point increase in load factor to 81.9%.

Total passenger turnover rose by 8.6% to 8.54 billion Euros. Operating profit was strongly ahead, rising 52.5% to 601 million Euros at 30th September 2005.

	Six months to 30th September		
	2005	2004	Change
Total passenger business turnover (in € m)	8,540	7,867	+ 8.6%
Turnover from regular passenger business (in € m)	8,088	7,452	+ 8.5%
Unit revenue per RPK (in € cts)	8.34	8.28	+ 0.7%
Unit revenue per ASK (in € cts)	6.83	6.60	+3.4%
Unit cost per ASK (in € cts)	6.24	6.17	+ 1.1%
Operating profit (in € m)	601	394	+ 52.5%

The yield (RRPK) was up 1.6%, and revenue per available seat kilometer (RASK) rose 4.3% on a constant currency basis. Unit costs per available seat kilometer were down 2.4% on a constant currency and fuel cost basis.

Cargo

For the six months to 30th September 2005, the rise in Cargo traffic of 1.5% lagged capacity growth of 6.3%, leading to a 3 point decline in load factor to 64.2%.

Turnover amounted to 1.36 billion Euros against 1.24 billion Euros a year earlier, up 9.1%. Operating profit was 45 million Euros against 37 million Euros, up 21.6% year-on-year.

	Six months to 30th September		
	2005	2004	Change
Total cargo turnover (in € m)	1,358	1,245	+ 9.1%
Turnover from transportation of cargo (in € m)	1,255	1,141	+10.0%
Unit revenues per RTK (in € cts)	23.89	22.04	+8.4%
Unit revenues per ATK (in € cts)	15.33	14.81	+3.5%
Unit costs per ATK (in € cts)	14.61	14.16	+3.2%
Operating profit (in € m)	45	37	+ 21.6%

On a constant currency basis, the yield (RRTK) rose 9.4%, and unit revenues per available tonne kilometre (RATK) by 4.5% . On a constant currency and fuel price basis, unit cost fell by 2.1%.

Maintenance
The Maintenance activity generated turnover of 411 million Euros, compared with 398 million Euros a year earlier. Operating profit almost doubled to 40 million Euros versus 21 million Euros at 30th September 2004.

Other activities
The main businesses within this segment are the catering activity, KLM's charter activity, operated via its subsidiary, Transavia, sales at airports and holding company activities. Third party turnover from these activities amounted to 513 million Euros, a slight decline on the first half of 2004-05 which included nine months of Servair turnover. At 30th September 2005, the contributions to turnover were as follows: catering activity, 95.6 million Euros, Transavia, 334 million Euros (versus 281 million a year earlier) and airport sales, 47.3 million. Operating income of the division was 64 million Euros, of which 63 million Euros for Transavia, 8.6 million for Servair and –4.4 million for the holding company.

Financial structure: Gearing further reduced despite significant investment in fleet modernization

Capital expenditure amounted to 1.37 billion Euros during the six months to 30th September 2005. It was financed by operating cash flow of 1.31 billion Euros and proceeds from asset disposals of 147 million Euros. The Group's cash position stood at 3.57 billion Euros, an increase of 1.18 billion Euros compared with 31st March 2005, of which 817 million Euros came from the Amadeus operation. Disposable credit facilities remain at 1.7 billion Euros.

The balance sheet structure was reinforced with net debt of 4.71 billion Euros, down 935 million Euros versus 5.64 billion Euros at 31st March 2005 and Stockholders' Equity of 7.03 billion Euros, versus 5.01 billion Euros at 31st March 2005. This increase of 2.02 billion Euros was the result of the net profit of 829 million Euros plus the change in the value of hedging instruments of 1.33 billion Euros.

The gearing ratio was thus reduced from 1.13 at 31st March 2005 to 0.67 at 30th September 2005.

Second half objective of a clearly positive operating result

Based on the current strength of traffic and the level of advance bookings for the coming months, Air France-KLM's objective is to generate a clearly positive result at the operating level in the second half of the year, coming on top of the excellent performance of the First Half.

Diary

Wednesday November 23: Presentation of the 1st Half results 2005-06 at 3 pm (CET) at Pavillon Gabriel 5, avenue Gabriel – 75008 Paris

- audio-web conference at 2:00 pm (London time)
  to connect to the conference call, please dial:
  - UK: 00 44 207 162 0125 (password: AKH)
  - US: 1 334 323 6203 (password: AKH)

- to view the presentation, go to the following website:
  http://airfranceklm.momentys.com (password: AKHH1)

- for instant replay, please dial:
  - UK: 00 44 207 031 4064 (pincode: **2328504**)
  - US: 1 954 334 0342 (pincode: **2328504**)

Forward-Looking Statements

The information herein contains forward-looking statements about Air France-KLM and its The information herein contains forward-looking statements about Air France-KLM and its business. These forwardlooking statements, which include, but are not limited to, statements concerning the financial condition, results of operations and business of Air France-KLM are based on management's current expectations and estimates.
These forward-looking statements involve known and unknown risks, uncertainties and other factors, many of which are outside of Air France-KLM's control and are difficult to predict, that may cause actual results to differ materiallyfrom any future results expressed or implied from the forward-looking statements. These statements are not guarantees of future performance and involve risks and uncertainties including, among others: the expected synergies and cost savings between Air France and KLM may not be achieved; unanticipated expenditures; changing relationships with customers, suppliers and strategic partners; increases in aircraft fuel prices; and other economic, business, competitive and/or regulatory factors affecting the businesses of Air France and KLM generally. Additional information regarding the factors and events that could cause differences between forward-looking statements and actual results in the future is contained in Air France-KLM's Securities and Exchange Commission filings, including its Annual Reports on Form 20-F for the year ended March 31, 2005. Air France-KLM undertakes no obligation to update or revise any forward-looking statement, whether as a result of new information, future events or otherwise.

THIS FORM 6-K REPORT IS HEREBY INCORPORATED BY REFERENCE INTO THE PROSPECTUS CONTAINED IN AIR FRANCE-KLM'S REGISTRATION STATEMENT ON FORM F-3 (REGISTRATION STATEMENT NO. 333-114188), AND SHALL BE A PART THEREOF FROM THE DATE ON WHICH THIS REPORT IS FURNISHED, TO THE EXTENT NOT SUPERSEDED BY DOCUMENTS OR REPORTS SUBSEQUENTLY FILED OR FURNISHED.

AIR FRANCE - KLM GROUP

CONSOLIDATED INCOME STATEMENT

(in euro million)	2nd quarter (July - September) 2005/2006	2004/2005 Pro-forma	Variation	1st quarter (April - June) 2005/2006	2004/2005 Pro-forma	Variation	Half year (April - September) 2005/2006	2004/2005 Pro-forma	Variation
Operating revenues	**5 636**	**5 116**	**10,2%**	**5 186**	**4 910**	**5,6%**	**10 822**	**10 026**	**7,9%**
Other income from the business	6	4	50,0%	0	1	-100,0%	6	5	20,0%
Operating charges									
Aircraft fuel	(908)	(704)	29,0%	(809)	(613)	32,0%	(1 717)	(1 317)	30,4%
Chartering costs	(151)	(145)	4,1%	(138)	(139)	-0,7%	(289)	(284)	1,8%
Aircraft operating lease costs	(154)	(156)	-1,3%	(155)	(149)	4,0%	(309)	(305)	1,3%
Landing fees and en route charges	(417)	(396)	5,3%	(403)	(384)	4,9%	(820)	(780)	5,1%
Catering	(105)	(106)	-0,9%	(101)	(105)	-3,8%	(206)	(211)	-2,4%
Handling charges and other operating costs	(305)	(285)	7,0%	(292)	(282)	3,5%	(597)	(567)	5,3%
Aircraft maintenance costs	(162)	(178)	-9,0%	(182)	(189)	-3,7%	(344)	(367)	-6,3%
Commercial and distribution costs	(321)	(376)	-14,6%	(315)	(389)	-19,0%	(636)	(765)	-16,9%
Other external expenses	(506)	(481)	5,2%	(503)	(467)	7,7%	(1 009)	(948)	6,4%
External expenses	**(3 029)**	**(2 827)**	**7,1%**	**(2 898)**	**(2 717)**	**6,7%**	**(5 927)**	**(5 544)**	**6,9%**
Salaries and related costs	(1 541)	(1 480)	4,1%	(1 594)	(1 537)	3,7%	(3 135)	(3 017)	3,9%
Taxes other than income taxes	(53)	(57)	-7,0%	(59)	(59)	0,0%	(112)	(116)	-3,4%
Depreciation / Amortization	(418)	(416)	0,5%	(391)	(406)	-3,7%	(809)	(822)	-1,6%
Provisions	(41)	8	-612,5%	(20)	(8)	150,0%	(61)	0	N.A.
Other income and expenses	(32)	(9)	255,6%	(2)	(11)	-81,8%	(34)	(20)	70,0%
Total operating charges	**(5 114)**	**(4 781)**	**7,0%**	**(4 964)**	**(4 738)**	**4,8%**	**(10 078)**	**(9 519)**	**5,9%**
Operating income	**528**	**339**	**55,8%**	**222**	**173**	**28,3%**	**750**	**512**	**46,5%**
Sales of aircraft equipement	0	17	-100,0%	0	3	-100,0%	0	20	-100,0%
Negative goodwill	3	0	N.A.	2	424	-99,5%	5	424	-98,8%
Other non-current income and expenses	530	(4)	N,S	4	24	-83,3%	534	20	2570,0%
Income from Operating activities	**1 061**	**352**	**201,4%**	**228**	**624**	**-63,5%**	**1 289**	**976**	**32,1%**
Gross cost of financial debt	(101)	(98)	3,1%	(87)	(79)	10,1%	(188)	(177)	6,2%
Income from cash and cash equivalents	47	52	-9,6%	27	14	92,9%	74	66	12,1%
Net cost of financial debt	**(54)**	**(46)**	**17,4%**	**(60)**	**(65)**	**-7,7%**	**(114)**	**(111)**	**2,7%**
Exchange income (loss)	4	0	N.A.	(23)	(17)	35,3%	(19)	(17)	11,8%
Change in fair value of the financial assets and liabilites valued at fair value	3	0	N.A.	4	0	N.A.	7	0	N.A.
Net increase in provisions	0	1	-100,0%	0	(5)	-100,0%	0	(4)	-100,0%
Pre-tax income of consolidated companies	**1 014**	**307**	**230,3%**	**149**	**537**	**-72,3%**	**1 163**	**844**	**37,8%**
Income Taxes	(240)	(142)	69,0%	(52)	(39)	33,3%	(292)	(181)	61,3%
Net income of consolidated companies	**774**	**165**	**369,1%**	**97**	**498**	**-80,5%**	**871**	**663**	**31,4%**
Share of results of equity affiliates	(47)	22	-313,6%	17	17	0,0%	(30)	39	-176,9%
Net income from continuing operations	**727**	**187**	**288,8%**	**114**	**515**	**-77,9%**	**841**	**702**	**19,8%**
Net income from discontinued operations	0	2	-100,0%	0	2	-100,0%	0	4	-100,0%
Income before minority interests	**727**	**189**	**284,7%**	**114**	**517**	**-77,9%**	**841**	**706**	**19,1%**
Minority interests	(10)	6	-266,7%	(2)	(4)	-50,0%	(12)	2	-700,0%
Net income - Group share	**717**	**195**	**267,7%**	**112**	**513**	**-78,2%**	**829**	**708**	**17,1%**

FLEET AS OF 30 SEPTEMBER 2005

AIR FRANCE FLEET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05
B747-400	8	8	1	1	7	7	16	16	16	16
B747-300/200	7	7					7	7	5	4
B777-200/300	16	16	4	4	14	15	34	35	34	35
A340-300	8	8	6	5	8	7	22	20	22	20
A330-200	4	6	1	1	9	9	14	16	13	16
B767-300	1	1					1	1		
Long-haul fleet	44	46	12	11	38	38	94	95	90	91
B747-400	1	2			3	3	4	5	4	5
B747-200	5	5	1	1	2	2	8	8	8	8
Cargo	6	7	1	1	5	5	12	13	12	13
A321	11	11			2	2	13	13	13	13
A320	49	49	3	3	15	15	67	67	67	67
A319	18	19	4	4	21	21	43	44	43	44
A318	9	9					9	9	9	9
B737-300/500	4	2	3	3	9	8	16	13	15	13
Medium-haul fleet	91	90	10	10	47	46	148	146	147	146
Total Air France fleet	141	143	23	22	90	89	254	254	249	250

REGIONAL FLEET

BRIT AIR

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05
Canadair Jet 100	2	2	11	11	6	6	19	19	19	19
Canadair Jet 700	2	2	9	9			11	11	11	11
F100-100	1	2			9	9	10	11	10	11
Total	5	6	20	20	15	15	40	41	40	41

CITY JET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05
BAE146-200/300*	5	5	1	1	11	12	17	18	17	18
Total	5	5	1	1	11	12	17	18	17	18

sub-leased by KLM

REGIONAL

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05
BEECH 1900	6	3	1	1	1	1	8	5		
EMB145-EP/MP	2	2	17	17	9	9	28	28	28	28
EMB135-ER	2	2	3	3	4	4	9	9	9	9
EMB120-ER	7	6	3	3	3	2	13	11	10	9
F100-100	1	1	1	1	5	5	7	7	6	7
F70-70			5	5			5	5	5	5
SAAB 2000					6	6	6	6	6	6
Total	18	14	30	30	28	27	76	71	64	64

Total Regional fleet	28	25	51	51	54	54	133	130	121	123

Air Ivoire

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05	3/31/05	9/30/05
F28			3	3			3	3	3	3
A321					1	1	1	1		
Total			3	3	1	1	4	4	3	3

TOTAL Air France Group	169	168	77	76	145	144	391	388	373	376

FLEET AS OF 30 SEPTEMBER 2005

KLM AND TRANSAVIA FLEET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	31/3/05	**9/30/05**
B747-400	6	**6**	16	**16**			22	**22**	22	**22**
B777-200			4	**4**	6	**6**	10	**10**	10	**10**
MD11		**1**	8	**7**	2	**2**	10	**10**	10	**10**
A330-200				**2**				**2**		**1**
B767-300					12	**11**	12	**11**	12	**11**
Long-haul fleet	6	**7**	28	**29**	20	**19**	54	**55**	54	**54**
B747-400			3	**3**			3	**3**	3	**3**
Cargo			3	**3**			3	**3**	3	**3**
B737-900			2	**2**	3	**3**	5	**5**	5	**5**
B737-800	6	**6**	20	**20**	4	**4**	30	**30**	30	**30**
B737-700			4	**5**	5	**5**	9	**10**	9	**10**
B737-400	6	**6**			7	**7**	13	**13**	13	**13**
B737-300	6	**6**	1	**1**	7	**7**	14	**14**	14	**14**
Medium-haul fleet	18	**18**	27	**28**	26	**26**	71	**72**	71	**72**
Total KLM fleet	24	**25**	58	**60**	46	**45**	128	**130**	128	**129**

REGIONAL FLEET

KLM Cityhopper

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	31/3/05	**9/30/05**
F70	18	**18**		**3**	3		21	**21**	20	**21**
F50			6	**6**	4	**2**	10	**8**	10	**8**
Total KLM Cityhoppe	18	**18**	6	**9**	7	**2**	31	**29**	30	**29**

KLM Cityhopper UK

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	3/31/05	**9/30/05**	31/3/05	**9/30/05**
F100	1	**1**	14	**14**	1	**1**	16	**16**	16	**16**
F50					6	**6**	6	**6**	6	**6**
Total KLM Cityhoppe	1	**1**	14	**14**	7	**7**	22	**22**	22	**22**

Total Regional fleet	19	**19**	20	**23**	14	**9**	53	**51**	52	**51**

TOTAL KLM Group	43	**44**	78	**83**	60	**54**	181	**181**	180	**180**