

FISCAL YEAR 2013

SECOND QUARTER

- ▶ Improvement in operating result (+79 million euros versus -79 million euros at June 30th 2012) driven by costs
- ▶ A tough environment in Europe which held back revenues
- ▶ Strong increase in free cash flow

FIRST HALF

- ▶ 1.3% increase in revenues to 12.3 billion euros
- ▶ 2.2% reduction in unit cost on a constant currency and fuel price basis
- ▶ Net debt reduced by more than 600 million euros

OUTLOOK FOR THE SECOND HALF

- ▶ Objective of an improvement in operating result during the Second Half in line with that of the First Half
- ▶ Reduction in net debt relative to December 31st 2012
- ▶ Adoption of additional measures in medium-haul and cargo

The Board of Directors of Air France-KLM, chaired by Alexandre de Juniac, met on 25th July, 2013 to examine the accounts for the First Half of Financial Year 2013.

Alexandre de Juniac made the following comments: *Transform 2015 is fully on track, with cost reduction measures, the industrial plan and initiatives to win back our customers all underway within the planned timeframe. For the past year our results have improved quarter after quarter, in spite of the persistently tough economic environment. Nevertheless, revenues remain below target at this stage and the turnaround of the Medium-haul and Cargo businesses in particular is taking longer than expected. As a result, further measures will be adopted in both businesses in the Fall to ensure that, on completion of our plan, we will have met our cost and debt reduction objectives, paving the way for a return to growth.*

Key data

In euro millions, except per share data in euros	Quarter to June 30th				Half Year to June 30th			
	2013	2012* proforma	Change	2012 published	2013	2012* proforma	Change	2012 published
Revenues	6,580	6,500	1.2%	6,500	12,301	12,145	1.3%	12,145
EBITDAR ¹	742	594	25.0%	607	865	617	40.2%	644
Operating result	79	-79	ns	-66	-451	-690	ns	-663
Adjusted operating result ²	159	2	ns	15	-292	-532	ns	-505
Net result, group share	-163	-897	ns	-895	-793	-1,276	ns	-1,263
Earnings per share (€)	-0.55	-3.03	ns	-3.02	-2.68	-4.32	Ch.	-4.27

* Restated for revised IAS 19 on pensions applicable since January 1st 2013 and backdated to January 1st 2012

¹ Before amortisation, provisions and operating leases

² Adjusted for the portion of operating leases corresponding to financial costs (34%)

Second quarter 2013

Activity: 1.2% increase in revenues

The passenger and cargo businesses improved their operating result despite a deterioration in the economic environment which held back unit revenues.

Passenger traffic rose by 3.2% for capacity up by 2.6% enabling a 0.5 point increase in load factor to 83.2%. Unit revenue per available seat kilometre (RASK) was, however, down by 1.9% (-1.3% ex-currency) due to the weakness in unit revenue per revenue passenger kilometre (RRPK) (-2.5% and -1.9% ex-currency). Revenues rose by 0.6% to 5.16 billion euros. The operating result of the passenger business was positive at 93 million euros (-57 million euros at June 30th 2012).

The **cargo** business recorded a 5.8% decline in traffic for capacity down by 4.3%, leading to a one point fall in load factor to 63.0%. Unit revenue per available tonne kilometre (RATK) declined by 5.2% and by 4.8% excluding currency. Revenues stood at 705 million euros (-7.7%). The operating loss was reduced to 50 million euros (-64 million euros at June 30th 2012).

The **maintenance** business recorded a sharp rise in third party revenues to 319 million euros (+20.4%) accompanied by a significant increase in aircraft maintenance expenses (+25.2%). The overall operating result was stable at 37 million euros.

Revenues from the **other businesses** increased by 16.4% to 397 million euros reflecting mainly a 14.2% rise in Transavia revenues. The operating result stood at break-even (-1 million euros versus +4 million euros a year earlier).

Total revenues for the Group amounted to 6.58 billion euros against 6.50 billion euros at June 30th 2012 (+1.2% after a 0.6% negative currency effect).

Results: improvement in the operating result thanks to a reduction in unit cost

The unit cost, measured in EASK, declined by 5.0% and by 2.5% on a constant currency and fuel price basis for a 2.4% increase in production measured in EASK.

Operating costs declined by 1.2% with the main changes as follows:

- The fuel bill fell by 7.7% to 1.74 billion euros, due mostly to an 8% decline in the fuel price after hedging, the volume and currency effects offsetting one another.
- Employee costs declined by 0.6% to 1.97 billion euros, mainly reflecting the reduction in headcount (-45 million euros), a +11 million euro rise in non-cash pension costs, a +9 million euro consolidation effect linked to the integration of Airlinair, an accounting effect of +6 million euros linked to the deconsolidation of a subsidiary and the French competitiveness tax credit (CICE, -9 million euros).
- Maintenance costs increased by 25.2% to 338 million euros in line with the growth in third-party activity.

The operating result was positive at 79 million euros, a 158 million euro improvement on the previous year. The adjusted operating result amounted to 159 million euros (2 million euros at June 30th 2012).

The net interest cost amounted to 104 million euros (88 million euros at June 30th 2012). 'Other financial income and costs' stood at a negative 140 million euros (-454 million euros at June 30th 2012). This variation was due to the 30 million euros of foreign exchange gains this year (-86 million euros at June 30th 2012) and the change in the fair value of fuel hedging instruments: -158 million euros at June 30th 2013 versus -372 million euros at June 30th 2012.

The net result, group share, stood at -163 million euros (-897 million euros at June 30th 2012 after the 368 million euro restructuring provision). Earnings and diluted earnings per share stood at a -0.55 euros (-3.03 euros proforma and -3.02 euros reported at June 30th 2012).

First Half 2013

The **passenger** business saw traffic and capacity up by 2.0% and 1.4% respectively, the load factor gaining 0.5 points to 82.7%. Unit revenue per available seat kilometre (RASK) was slightly lower due to a negative currency effect (-0.5% and -0.1% ex-currency). In the **cargo** business, traffic fell sharply (-6.3%) for capacity down by 4.2% resulting in a 1.4 point fall in load factor to 63.0%. Unit revenue per available tonne kilometre (RATK) declined by 3.6% (-2.9% ex-currency).

Total revenues amounted to 12.30 billion euros (+1.3% after a negative currency effect of 0.4%). Operating costs were up by 0.8% ex-fuel and down by 0.6% including fuel. The main changes came from the fuel bill (-4.5%), employee costs (-1.1%) and aircraft maintenance expenses (+18.5% in line with the growth in third-party revenues).

The operating result stood at -451 million euros (-690 million euros at June 30th 2012) and the adjusted operating result, while still negative, moved from -532 million euros at June 30th 2012 to -292 million euros at June 30th 2013.

The net interest cost increased to 201 million euros versus 170 million euros a year earlier due to the two convertible bond issues in December and March. On the other hand, other financial income and costs moved from an expense of 178 million euros to an expense of 89 million euros at June 30th 2013 thanks to an improvement in net foreign exchange result and in fair value of hedging instruments.

The net result, group share, was a negative 793 million euros at June 30th 2013 (-1.28 billion euros after a 368 million euros restructuring provision a year earlier). Earnings per share and diluted earnings per share stood at -2.68 euros (-4.32 euros proforma and -4.27 euros published at June 30th 2012).

Continued reduction in net debt

In the First Half, investments net of disposals stood at 476 million euros (600 million euros at June 30th 2012): with operating cash-flow at a positive 1.03 billion euros, the Group generated operating free cash flow of 563 million euros. The Group has 4.7 billion euros of cash and fully available credit lines of 1.85 billion euros.

Net debt³ stood at 5.3 billion euros versus 5.97 billion euros at December 31st 2012, i.e. a reduction of 630 million euros. The financial cover ratios⁴ are improving, the net debt/EBITDA ratio on 12 month rolling basis having moved from 4.3x at December 31st 2012 to 3.3x at June 30th 2013.

2013 Outlook

Based on our strict capacity discipline, a good level of bookings for the Summer season, slightly higher unit revenues in the passenger business and a fuel bill of around 4.8 billion dollars based on the forward curve at July 19th 2013, the Group's objective, in the current market conditions, is an improvement in the Second Half 2013 operating result in line with that of the First Half.

The measures already taken have enabled medium-haul and cargo to improve their operating results but not sufficiently in view of the weak economic conditions. Additional major measures will be adopted during the autumn for implementation in early 2014. They will concern voluntary departure plans together with industrial and commercial decisions.

³ Definition in 2012 Registration Document page 151. Reconciliation available in results presentation.

⁴ In view of the significant volatility in shareholders' funds introduced by the application of IAS19R, the Group no longer considers the balance sheet debt ratio a relevant indicator. See financial cover ratios on page 151 of the 2012 Registration Document.

Information by business

Passenger business

	Quarter to June 30th			Six months to June 30th		
	2013	2012 proforma*	Change	2013	2012 proforma*	Change
Traffic (RPK millions)	57,592	55,820	3.2%	109,721	107,554	2.0%
Capacity (ASK millions)	69,186	67,457	2.6%	132,704	130,847	1.4%
Load factor	83.2%	82.7%	0.5 pt	82.7%	82.2%	0.5 pt
Total passenger revenues (€m)	5,159	5,130	0.6%	9,649	9,560	0.9%
Revenues from scheduled passenger business (€m)	4,922	4,899	0.5%	9,183	9,104	0.9%
Unit revenue per RPK (€cts)	8.55	8.77	-2.5%	8.37	8.46	-1.1%
Unit revenue per RPK ex currency (€cts)	-	-	-1.9%	-	-	-0.7%
Unit revenue per ASK (€cts)	7.11	7.25	-1.9%	6.92	6.95	-0.5%
Unit revenue per ASK ex currency (€cts)	-	-	-1.3%	-	-	-0.1%
Unit cost per ASK (€cts)	6.98	7.34	-4.9%	7.19	7.39	-2.8%
Unit cost per ASK at constant currency and fuel price (€cts)	-	-	-2.5%	-	-	-1.9%
Operating income (€m)	93	-57	ns	-354	-572	ns

* Restated for revised IAS 19 on pensions applicable since January 1st 2013 and backdated to January 1st 2012

Cargo business

	Quarter to June 30th			Six months to June 30th		
	2013	2012 proforma*	Change	2013	2012 proforma*	Change
Traffic (RTK millions)	2,516	2,671	-5.8%	4,932	5,265	-6.3%
Capacity (ATK millions)	3,994	4,172	-4.3%	7,827	8,169	-4.2%
Load factor	63.0%	64.0%	-1.0 pt	63.0%	64.5%	-1.4 pt
Total cargo business revenues (€m)	705	764	-7.7%	1,405	1,508	-6.8%
Revenues from the transportation of cargo (€m)	653	719	-9.2%	1,309	1,416	-7.6%
Unit revenue per RTK (€cts)	25.96	26.89	-3.5%	26.55	26.90	-1.3%
Unit revenue per RTK ex currency (€cts)	-	-	-3.0%	-	-	-0.6%
Unit revenue per ATK (€cts)	16.34	17.24	-5.2%	16.72	17.35	-3.6%
Unit revenue per ATK ex currency (€cts)	-	-	-4.8%	-	-	-2.9%
Unit cost per ATK (€cts)	17.58	18.77	-6.3%	18.00	18.98	-5.2%
Unit cost per ATK on constant currency and fuel price (€cts)	-	-	-2.9%	-	-	-4.1%
Operating income (€m)	-50	-64	ns	-100	-134	ns

* Restated for revised IAS 19 on pensions applicable since January 1st 2013 and backdated to January 1st 2012

Maintenance business

The maintenance business realised third-party revenues of 319 million euros in the second quarter of 2013 (265 million euros for the same period in 2012). The operating result stood at 37 million euros (38 million euros proforma at June 30th 2012). For the first half, third-party revenues amounted to 621 million euros against 523 million euros a year earlier.

The operating result was 57 million euros (53 million euros proforma for the first half of 2012). The engines and components activities continued to perform well.

Other businesses

The other businesses comprise mainly the leisure and the catering businesses. In the second quarter, their total revenues amounted to 397 million euros against 341 million euros a year earlier. The operating result was at breakeven (-1 million euros versus +4 million euros proforma at June 30th 2012).

Over the first half, the other businesses realized revenues of 626 million euros against 554 million euros in the first half of 2012, and generated an operating result of -54 million euros (-37 million euros proforma at June 30th 2012).

Transavia

	Quarter to June 30th			Six months to June 30th		
	2013	2012 proforma*	Change	2013	2012 proforma*	Change
Traffic (RPK millions)	5,251	4,391	19.6%	7,851	6,562	19.6%
Capacity (ASK millions)	5,741	5,040	13.9%	8,776	7,641	14.8%
Load factor	91.5%	87.1%	4.3 pts	89.5%	85.9%	3.6 pts
Total passenger revenues (€m)	282	247	14.2%	417	365	14.2%
Revenues from scheduled passenger business (€m)	274	238	15.1%	398	344	15.7%
Unit revenue per RPK (€cts)	5.23	5.42	-3.7%	5.07	5.24	-3.2%
Unit revenue per RPK ex currency (€cts)	-	-	-3.7%	-	-	-3.2%
Unit revenue per ASK (€cts)	4.78	4.73	1.1%	4.54	4.50	0.8%
Unit revenue per ASK ex currency (€cts)	-	-	1.1%	-	-	0.8%
Unit cost per ASK (€cts)	4.84	4.75	1.8%	5.15	5.10	+1.0%
Unit cost per ASK at constant currency and fuel price (€cts)	-	-	-0.8%	-	-	-0.1%
Operating income (€m)	-3	-1	ns	-54	-46	ns

* Restated for revised IAS 19 on pensions applicable since January 1st 2013 and backdated to January 1st 2012

In the second quarter, the **catering business** generated revenues of 247 million euros, of which 104 million euros in respect of third parties and an operating result at breakeven. In the first half, revenues amounted to 466 million euros of which 188 million euros with third parties and a positive operating result of 1 million euro (166 million euros and -10 million euros respectively in the first half of 2012).

Additional information

Limited review procedures were carried out by external auditors. Their limited review report was issued following the Board meeting.

The results presentation is available on www.airfranceklm-finance.com on 26th July 2013 from 7.15h CET.

Practical information

An Analysts' Meeting will be held on July 26th 2013 at 14.00 CET at Académie Diplomatique Internationale, 4^{bis} avenue Hoche - 75008 Paris.

- ▶ Audio-web conference:
to connect to the conference call, please dial
 - UK 44 (0)20 7162 0125 (password: AKH)
 - US 1 334 323 6203 (password: AKH)
- ▶ A live broadcast of the Analysts' Meeting will also be available on the website: www.airfranceklm-finance.com (password: AKHH1)
- ▶ To listen to a recording of the conference in English, dial:
 - UK 44 (0)20 7031 4064 (code: **2891104**)
 - US 1 954 334 0342 (code: 2891104)

www.airfranceklm-finance.com

[Contact](#)

Air France-KLM Media relations

- in France : +33 1 41 56 56 00
- in the Netherlands : +31 20 649 45 45

Investor relations

Dominique Barbarin : +33 1 49 89 52 60
Bertrand Delcaire : +33 1 49 89 52 59

INCOME STATEMENTS (unaudited)

<i>In euros millions</i>	Q2 (April to June)			6 months (January to June)		
	2013	2012 Proforma (*)	variation	2013	2012 Proforma (*)	variation
SALES	6,580	6,500	1.2%	12,301	12,145	1.3%
Other revenues	1	8	(87.5%)	1	9	(88.9%)
EXTERNAL EXPENSES	(4,062)	(4,136)	(1.8%)	(7,942)	(8,020)	(1.0%)
Aircraft fuel	(1,741)	(1,887)	(7.7%)	(3,408)	(3,568)	(4.5%)
Chartering costs	(116)	(138)	(15.9%)	(233)	(276)	(15.6%)
Aircraft operating lease costs	(236)	(239)	(1.3%)	(469)	(464)	1.1%
Landing fees and en route charges	(480)	(467)	2.8%	(906)	(901)	0.6%
Catering	(153)	(147)	4.1%	(290)	(285)	1.8%
Handling charges and other operating costs	(359)	(337)	6.5%	(707)	(658)	7.4%
Aircraft maintenance costs	(338)	(270)	25.2%	(647)	(546)	18.5%
Commercial and distribution costs	(214)	(220)	(2.7%)	(437)	(441)	(0.9%)
Other external expenses	(425)	(431)	(1.4%)	(845)	(881)	(4.1%)
Salaries and related costs	(1,971)	(1,982)	(0.6%)	(3,863)	(3,907)	(1.1%)
Taxes other than income taxes	(48)	(48)	0.0%	(91)	(94)	(3.2%)
Amortization and depreciation	(384)	(388)	(1.0%)	(771)	(778)	(0.9%)
Provisions	(43)	(46)	(6.5%)	(76)	(65)	16.9%
Other income and expenses	6	13	(53.8%)	(10)	20	(150.0%)
INCOME FROM CURRENT OPERATIONS	79	(79)	nm	(451)	(690)	34.6%
Sales of aircraft equipment	0	1	nm	(4)	4	nm
Sales of subsidiaries	15	(1)	nm	9	97	90.7%
Other non-current income and expenses	(31)	(365)	91.5%	(48)	(371)	87.1%
INCOME FROM OPERATING ACTIVITIES	63	(444)	nm	(494)	(960)	48.5%
Income from cash and cash equivalents	19	21	(9.5%)	39	40	(2.5%)
Cost of financial debt	(123)	(109)	12.8%	(240)	(210)	14.3%
<i>Net cost of financial debt</i>	(104)	(88)	(18.2%)	(201)	(170)	(18.2%)
Foreign exchange gains (losses), net	30	(86)	nm	34	(32)	nm
Change in fair value of financial assets and liabilities	(158)	(372)	57.5%	(115)	(152)	24.3%
Other financial income and expenses	(12)	4	nm	(8)	6	nm
INCOME BEFORE TAX	(181)	(986)	81.6%	(784)	(1,308)	40.1%
Income taxes	44	110	(60.0%)	72	91	(20.9%)
NET INCOME OF CONSOLIDATED COMPANIES	(137)	(876)	84.4%	(712)	(1,217)	41.5%
Share of profits (losses) of associates	(24)	(22)	9.1%	(78)	(60)	30.0%
INCOME FROM CONTINUING OPERATIONS	(161)	(898)	82.1%	(790)	(1,277)	38.1%
Net income from discontinued operations						
NET INCOME FOR THE PERIOD	(161)	(898)	82.1%	(790)	(1,277)	38.1%
Minority interest	(2)	1	nm	(3)	1	nm
NET INCOME FOR THE PERIOD - GROUP	(163)	(897)	81.8%	(793)	(1,276)	37.9%

(*) Pro-forma IAS19R. See note 2 in notes to consolidated financial statements

CONSOLIDATED BALANCE SHEET (unaudited)

Assets <i>In € millions</i>	June 30 2013	December 31, 2012 proforma (*)	January 1, 2012 proforma (*)
Goodwill	238	252	426
Intangible assets	868	842	774
Flight equipment	9,757	10,048	10,689
Other property, plant and equipment	1,877	1,932	2,055
Investments in equity associates	309	381	422
Pension assets	2,329	2,477	2,336
Other financial assets ^(*)	1,988	1,665	2,015
Deferred tax assets	1,379	1,392	1,322
Other non-current assets	97	152	168
Total non-current assets	18,842	19,141	20,207
Assets held for sale	48	7	10
Other short term financial assets ^(*)	780	933	751
Inventories	534	521	585
Trade accounts receivables	2,396	1,859	1,774
Income tax receivables	36	11	10
Other current assets	883	828	995
Cash and cash equivalents	4,053	3,420	2,283
Total current assets	8,730	7,579	6,408
Total assets	27,572	26,720	26,615

(*) See note 2 in notes to consolidated financial statements

Liabilities and equity <i>In € millions</i>	June 30 2013	December 31, 2012 proforma (*)	January 1, 2012 proforma (*)
Issued capital	300	300	300
Additional paid-in capital	2,971	2,971	2,971
Treasury shares	(84)	(85)	(89)
Reserves and retained earnings	(257)	403	1,775
Equity attributable to equity holders of Air France-KLM	2,930	3,589	4,957
Non-controlling interests	40	48	47
Total equity	2,970	3,637	5,004
Provisions and retirement benefits	3,084	3,158	2,692
Long-term debt	8,950	9,565	9,228
Deferred tax liabilities	62	149	223
Other non-current liabilities	362	384	321
Total non-current liabilities	12,458	13,256	12,464
Liabilities linked to assets held for sale	41	-	-
Provisions	602	555	156
Current portion of long-term debt	2,224	1,434	1,174
Trade accounts payables	2,594	2,219	2,599
Deferred revenue on ticket sales	3,275	2,115	1,885
Frequent flyer programs	749	770	784
Current tax liabilities	1	3	6
Other current liabilities	2,615	2,474	2,386
Bank overdrafts	43	257	157
Total current liabilities	12,144	9,827	9,147
Total liabilities	24,602	23,083	21,611
Total liabilities and equity	27,572	26,720	26,615

(*) See note 2 in notes to consolidated financial statements

CONSOLIDATED STATEMENT OF CASH FLOWS

<i>In € millions</i> Period from January 1 to June 30,	June 30, 2013	June 30, 2012 proforma(*)
Net income for the period – Equity holders of Air France-KLM	(793)	(1,276)
Non-controlling interests	3	(1)
Amortization, depreciation and operating provisions	847	843
Financial provisions	8	(7)
Gain on disposals of tangible and intangible assets	3	(8)
Loss/ (gain) on disposals of subsidiaries and associates	(9)	(97)
Derivatives – non monetary results	111	135
Unrealized foreign exchange gains and losses, net	(54)	19
Share of (profits) losses of associates	78	60
Deferred taxes	(88)	(110)
Other non-monetary items	(29)	348
Subtotal	77	(94)
(Increase) / decrease in inventories	(20)	47
(Increase) / decrease in trade receivables	(552)	(574)
Increase / (decrease) in trade payables	277	(183)
Change in other receivables and payables	1,257	1,265
Net cash flow from operating activities	1,039	461
Acquisition of subsidiaries, of shares in non-controlled entities	(18)	(38)
Purchase of property, plant and equipment and intangible assets	(636)	(1,023)
Proceeds on disposal of subsidiaries, of shares in non-controlled entities	26	466
Proceeds on disposal of property, plant and equipment and intangible assets	160	598
Dividends received	7	14
Decrease (increase) in investments	54	(31)
Net cash flow used in investing activities	(407)	(14)
Disposal of subsidiaries without loss of control, of owned shares	-	7
Issuance of debt	1,214	627
Repayment on debt	(663)	(425)
Payment of debt resulting from finance lease liabilities	(311)	(287)
New loans	(91)	(23)
Repayment on loans	86	66
Dividends paid	(2)	(1)
Net cash flow from financing activities	233	(36)
Effect of exchange rate on cash and cash equivalents and bank overdrafts	(18)	9
Change in cash and cash equivalents and bank overdrafts	847	420
Cash and cash equivalents and bank overdrafts at beginning of period	3,163	2,126
Cash and cash equivalents and bank overdrafts at end of period	4,010	2,546

(*) See note 2 in notes to consolidated financial statements

AIR FRANCE-KLM FLEET as of June 30, 2013

Air France fleet

Aircraft	AF	HOP ¹			City jet	VLM	Transavia	Owned	Finance lease	Operating lease	Total	In operation	Change / 12/31/12
		Airlinair*	Brit Air	Régional									
B747-400	7						3	1	3	7	7		
B777-300	37						12	8	17	37	37		
B777-200	25						15	2	8	25	25		
A380-800	8						1	3	4	8	8		
A340-300	13						8	2	3	13	13	+2	
A330-300													
A330-200	15						3	2	10	15	15		
MD11													
Long haul	105						42	18	45	105	105	+2	
B747-400 cargo	5						2		3	5	3		
B777- cargo	2						2			2	2		
MD-11-CF													
MD-11-F													
Freighter	7						4		3	7	5		
B737 900													
B737-800						11			11	11	11	+3	
B737-700													
B737-400													
A321	25						6	6	13	25	25		
A320	53						14	3	36	53	52	-4	
A319	42						17	8	17	42	41		
A318	18						11	7		18	18		
Medium haul	138					11	48	24	77	149	147	-1	
AVRO RJ 85					22		11		11	22	19		
ATR72-500		8					1	3	4	8	8	+8	
ATR72-200		2						2		2	2	+2	
ATR42-500		13					4	4	5	13	13	+13	
ATR42-300		1							1	1			
Canadair Jet 1000			13				13			13	13		
Canadair Jet 900													
Canadair Jet 700			15				9	6		15	15		
Canadair Jet 100			13				13			13	5	-4	
Embraer 190				10			4		6	10	10		
Embraer 170				16			8	2	6	16	16		
Embraer 145				20			13	7		20	19	-4	
Embraer 135				6			4	2		6	1	+1	
Fokker 100													
Fokker 70													
Fokker 50						12	12			12	12	-1	
Regional		24	41	52	22	12	92	26	33	151	133	+15	
TOTAL	250	24	41	52	22	12	11	186	68	158	412	390	+16

(*) Integrated in the first quarter of 2013

KLM fleet

Aircraft	KLM	KLM Cityhopper	Transavia	Martinair	Owned	Finance lease	Operating lease	Total	In operation	Change / 12/31/12
B747-400	22				14	3	5	22	22	
B777-300	8					8		8	8	+1
B777-200	15					6	9	15	15	
A380-800										
A340-300										
A330-300	4						4	4	4	+1
A330-200	12					6	6	12	12	+1
MD11	6				5	1		6	6	
Long haul	67				19	24	24	67	67	+3
B747-400 cargo	4			3		3	4	7	4	
B777- cargo										
MD-11-CF				3	3			3	3	-1
MD-11-F				3		2	1	3	3	+1
Freighter	4			9	3	5	5	13	10	
B737 900	5					2	3	5	5	
B737-800	24		22		6	10	30	46	45	+1
B737-700	18		10		2	11	15	28	28	
B737-400										
A321										
A320										
A319										
A318										
Medium haul	47		32		8	23	48	79	78	+1
AVRO RJ 85										
ATR72-500										
ATR72-200										
ATR42-500										
ATR42-300										
Canadair Jet 1000										
Canadair Jet 900										
Canadair Jet 700										
Canadair Jet 100										
Embraer 190		22				13	9	22	22	
Embraer 170										
Embraer 145										
Embraer 135										
Fokker 100		1			1			1		
Fokker 70		26			26			26	26	
Fokker 50										
Regional		49			27	13	9	49	48	
KLM	118	49	32	9	57	65	86	208	203	+4
TOTAL Air France-KLM Group					243	133	244	620	593	+20