

9th May 2005

APRIL 2005 TRAFFIC

- ▶ **Sustained growth in activity:**
 - **passenger traffic up 4.8% and load factor at 79.2% (-0.3 points)**
 - **cargo traffic up 6.8% and load factor at 68.1% (-0.4 points)**
 - ▶ **Good improvement in unit revenue excluding currency effect**
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Passenger operations

Despite unfavorable calendar effects and the implementation of the summer schedule, Air France-KLM passenger activity held up well. Traffic increased by 4.8% on 5.2% higher capacity and unit revenue stood at a good level. The load factor remained virtually stable at the high level of 79.2% (down 0.3 points). The Group carried some 5.8 million passengers (up 3.3%).

The Americas posted a strong increase in capacity (up 7.3%) due to capacity development on South American routes (up 22.9%). Capacity in the North American sector grew by only 1.2%. The increase in capacity was not totally matched by traffic which rose by 5.4%. The load factor stood at 84.0%, down 1.5 points.

Activity remained buoyant in Asia with a 9.9% increase in traffic for a 4.8% rise in capacity. Load factor gained 4.0 points to 84.8%.

The Africa & Middle East network also posted a strong increase in traffic (up 7.2%) and in capacity (up 11.3%). Load factor stood at 75.4% (down 2.8 points).

The Caribbean & Indian Ocean network, which is now entering the low season, posted a 3.7% decrease in traffic on virtually stable capacity (down 0.5%). Although down 2.7 points, the load factor remained at the high level of 81.3%.

The medium-haul network posted a good performance with traffic increasing by 3.2% on 2.8% higher capacity. Load factor improved slightly at 69.7% (up 0.3 points).

Cargo operations

Cargo activity also posted sustained growth. Traffic increased by 6.8% and capacity by 7.4%. Cargo load factor stood at 68.1% (down 0.4 points). Traffic grew in line with capacity on all the main networks.

STATISTICS

Passenger operations (millions)

Total Group	April			Cumulative		
	2005	2004	%	2005-06	2004-05	%
Passengers carried (000)	5,776	5,590	3.3%	5,776	5,590	3.3%
Revenue pax-kilometers (RPK)	15,000	14,313	4.8%	15,000	14,313	4.8%
Available seat-kilometers (ASK)	18,941	18,010	5.2%	18,941	18,010	5.2%
Passenger load factor (%)	79.2%	79.5%	-0.3	79.2%	79.5%	-0.3

Europe (including France)						
Passengers carried (000)	4,132	4,015	2.9%	4,132	4,015	2.9%
Revenue pax-kilometers (RPK)	3,169	3,070	3.2%	3,169	3,070	3.2%
Available seat-kilometers (ASK)	4,550	4,424	2.8%	4,550	4,424	2.8%
Passenger load factor (%)	69.7%	69.4%	0.3	69.7%	69.4%	0.3

America (North and South)						
Passengers carried (000)	641	615	4.1%	641	615	4.1%
Revenue pax-kilometers (RPK)	4,744	4,502	5.4%	4,744	4,502	5.4%
Available seat-kilometers (ASK)	5,647	5,263	7.3%	5,647	5,263	7.3%
Passenger load factor (%)	84.0%	85.5%	-1.5	84.0%	85.5%	-1.5

Asia / Pacific						
Passengers carried (000)	360	327	10.2%	360	327	10.2%
Revenue pax-kilometers (RPK)	3,194	2,905	9.9%	3,194	2,905	9.9%
Available seat-kilometers (ASK)	3,766	3,595	4.8%	3,766	3,595	4.8%
Passenger load factor (%)	84.8%	80.8%	4.0	84.8%	80.8%	4.0

Africa & Middle East						
Passengers carried (000)	377	354	6.5%	377	354	6.5%
Revenue pax-kilometers (RPK)	1,951	1,820	7.2%	1,951	1,820	7.2%
Available seat-kilometers (ASK)	2,589	2,327	11.3%	2,589	2,327	11.3%
Passenger load factor (%)	75.4%	78.2%	-2.8	75.4%	78.2%	-2.8

Caribbean-Indian Ocean						
Passengers carried (000)	266	279	(4.5%)	266	279	(4.5%)
Revenue pax-kilometers (RPK)	1,941	2,016	(3.7%)	1,941	2,016	(3.7%)
Available seat-kilometers (ASK)	2,389	2,401	(0.5%)	2,389	2,401	(0.5%)
Passenger load factor (%)	81.3%	84.0%	-2.7	81.3%	84.0%	-2.7

Cargo operations (millions)

Total Group	April			Cumulative		
	2005	2004	%	2005-06	2004-05	%
Revenue tonne-km (RTK)	908	850	6.8%	908	850	6.8%
Available tonne-km (ATK)	1,333	1,241	7.4%	1,333	1,241	7.4%
Cargo load factor (%)	68.1%	68.5%	-0.4	68.1%	68.5%	-0.4

Europe (including France)						
Available tonne-km (ATK)	8	9	(17.1%)	8	9	(17.1%)
Revenue tonne-km (RTK)	47	49	(2.6%)	47	49	(2.6%)
Cargo load factor (%)	16.2%	19.0%	-2.8	16.2%	19.0%	-2.8

America (North and South)						
Revenue tonne-km (RTK)	311	288	8.1%	311	288	8.1%
Available tonne-km (ATK)	455	419	8.8%	455	419	8.8%
Cargo load factor (%)	68.3%	68.7%	-0.4	68.3%	68.7%	-0.4

Asia / Pacific						
Revenue tonne-km (RTK)	456	426	7.1%	456	426	7.1%
Available tonne-km (ATK)	610	564	8.2%	610	564	8.2%
Cargo load factor (%)	74.8%	75.5%	-0.7	74.8%	75.5%	-0.7

Africa & Middle East						
Revenue tonne-km (RTK)	77	75	3.2%	77	75	3.2%
Available tonne-km (ATK)	126	121	3.7%	126	121	3.7%
Cargo load factor (%)	61.5%	61.8%	-0.3	61.5%	61.8%	-0.3

Caribbean-Indian Ocean						
Revenue tonne-km (RTK)	56	52	6.7%	56	52	6.7%
Available tonne-km (ATK)	95	88	7.2%	95	88	7.2%
Cargo load factor (%)	59.0%	59.3%	-0.3	59.0%	59.3%	-0.3

Forward-Looking Statements

The information herein contains forward-looking statements about Air France-KLM and its business. These forward-looking 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 materially from 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's and KLM's Securities and Exchange Commission filings, including their Annual Reports on Form 20-F for the year ended March 31, 2004. 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.