

Roissy, 7 January 2005

DECEMBER 2004 TRAFFIC

- ▶ **Passenger: traffic up 6.9% and load factor up 1.0 point to 77.7%**
 - ▶ **Cargo: traffic up 13.6% and load factor up 2.3 points to 71.9%**
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Passenger operations

The Air France-KLM Group posted a good performance in December with load factor improving by 1.0 point to 77.7%. Activity remained buoyant with a 6.9% increase in traffic on 5.6% higher capacity. The Group carried close to 5.2 million passengers (up 4.0%).

On the Americas network, the load factor gained 1.3 points to 83.4% with capacity and traffic increasing by 4.0% and 5.6% respectively.

Asia continued to post sustained growth in traffic (up 14.3%) although lower than the increase in capacity (up 16.5%). The load factor stood at 80.3% (down 1.5 points).

Activity remained strong on the Africa & Middle-East network. Traffic was up 8.7% on 7.8% higher capacity leading to a 0.7-point improvement in load factor to 79.3%.

The Caribbean & Indian Ocean sector recorded a 3.8-point rise in load factor (82.9%), as traffic increased by 3.2% on 1.6% lower capacity.

The medium-haul network posted a positive performance with a 0.7-point gain in load factor (64.3%), as traffic increased by 3.4% for a 2.4% rise in capacity.

The performance per airline was as follows:

- Air France traffic increased by 3.6% for a 2.8% growth in capacity. The load factor improved by 0.6 points to 76.8%.
- KLM traffic was up 13.4% on 11.0% higher capacity. The load factor gained 1.7 points to 79.4%

Cargo operations

In December, the Group recorded strong growth in cargo activity with a 13.6% increase in traffic for a 9.9% rise in capacity. The load factor improved by 2.3 points reaching 71.9%.

- Air France cargo traffic increased by 12.3% for a 6.1% rise in capacity. Load factor reached 67.2%, up 3.7 points.
- KLM cargo traffic was up 15.3% on 16.1% higher capacity. Load factor stood at 78.7%, down 0.5 points.

STATISTICS

Passenger operations (millions)

Total Group	December			Cumulative ⁽¹⁾		
	2004	2003	%	2004	2003	%
Passengers carried (000)	5,160	4,961	4.0%	48,688	45,864	6.2%
Revenue pax-kilometers (RPK)	13,936	13,032	6.9%	126,835	115,665	9.7%
Available seat-kilometers (ASK)	17,940	16,992	5.6%	160,756	148,883	8.0%
Passenger load factor (%)	77.7%	76.7%	1.0	78.9%	77.7%	1.2

Europe (including France)						
Passengers carried (000)	3,595	3,498	2.8%	34,659	33,189	4.4%
Revenue pax-kilometers (RPK)	2,691	2,602	3.4%	26,621	25,298	5.2%
Available seat-kilometers (ASK)	4,182	4,086	2.4%	38,965	36,785	5.9%
Passenger load factor (%)	64.3%	63.7%	0.7	68.3%	68.8%	-0.5

America (North and South)						
Passengers carried (000)	573	547	4.6%	5,599	5,110	9.6%
Revenue pax-kilometers (RPK)	4,255	4,030	5.6%	40,951	37,605	8.9%
Available seat-kilometers (ASK)	5,103	4,907	4.0%	47,575	44,977	5.8%
Passenger load factor (%)	83.4%	82.1%	1.3	86.1%	83.6%	2.5

Asia / Pacific						
Passengers carried (000)	332	290	14.3%	2,968	2,329	27.4%
Revenue pax-kilometers (RPK)	2,909	2,545	14.3%	26,182	20,539	27.5%
Available seat-kilometers (ASK)	3,622	3,110	16.5%	32,177	25,763	24.9%
Passenger load factor (%)	80.3%	81.8%	-1.5	81.4%	79.7%	1.6

Africa & Middle East						
Passengers carried (000)	376	346	8.7%	3,196	2,866	11.5%
Revenue pax-kilometers (RPK)	2,003	1,842	8.7%	16,528	15,111	9.4%
Available seat-kilometers (ASK)	2,525	2,342	7.8%	21,179	19,702	7.5%
Passenger load factor (%)	79.3%	78.7%	0.7	78.0%	76.7%	1.3

Caribbean-Indian Ocean						
Passengers carried (000)	284	279	1.7%	2,267	2,369	(4.3%)
Revenue pax-kilometers (RPK)	2,077	2,013	3.2%	16,554	17,112	(3.3%)
Available seat-kilometers (ASK)	2,507	2,547	(1.6%)	20,860	21,657	(3.7%)
Passenger load factor (%)	82.9%	79.0%	3.8	79.4%	79.0%	0.3

Cargo operations (millions)

Total Group	December			Cumulative ^{(1) (2)}		
	2004	2003	%	2004	2003	%
Revenue tonne-km (RTK)	916	806	13.6%	7,578	6,858	10.5%
Available tonne-km (ATK)	1,275	1,159	9.9%	11,001	10,019	9.8%
Cargo load factor (%)	71.9%	69.5%	2.3	68.9%	68.4%	0.4

Europe (including France)						
Available tonne-km (ATK)	9	9	(2.4%)	72	68	6.2%
Revenue tonne-km (RTK)	35	36	(1.0%)	333	318	4.7%
Cargo load factor (%)	24.3%	24.7%	-0.4	21.7%	21.4%	0.3

America (North and South)						
Revenue tonne-km (RTK)	325	281	15.8%	2,619	2,394	9.4%
Available tonne-km (ATK)	429	405	6.0%	3,782	3,611	4.7%
Cargo load factor (%)	75.7%	69.3%	6.5	69.3%	66.3%	3.0

Asia / Pacific						
Revenue tonne-km (RTK)	440	383	14.8%	3,787	3,360	12.7%
Available tonne-km (ATK)	585	493	18.6%	5,037	4,293	17.3%
Cargo load factor (%)	75.1%	77.6%	-2.5	75.2%	78.2%	-3.1

Africa & Middle East						
Revenue tonne-km (RTK)	82	77	6.4%	679	625	8.7%
Available tonne-km (ATK)	126	121	3.9%	1,092	1,038	5.2%
Cargo load factor (%)	65.5%	64.0%	1.5	62.2%	60.2%	2.0

Caribbean-Indian Ocean						
Revenue tonne-km (RTK)	61	57	7.2%	421	412	2.1%
Available tonne-km (ATK)	99	104	(4.9%)	757	759	(0.3%)
Cargo load factor (%)	61.2%	54.3%	6.9	55.5%	54.3%	1.3

- (1) Consolidation of Air France over 9 months (April-December) and KLM over 8 months (May- December)
- (2) The harmonization of cargo capacity norms between Air France and KLM has now been finalized, leading to a small adjustment in the reported ATK figures of KLM for the first six months. Both the current and previous years have been adjusted and are fully comparable.

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.