



Air France-KLM

Société anonyme with a share capital of €642,634,034
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AMENDMENT TO THE 2021 UNIVERSAL REGISTRATION DOCUMENT



The French version of this amendment to the 2021 Universal Registration Document was filed on May 23, 2022 with the French financial markets authority (*Autorité des marchés financiers - AMF*) in its capacity as the competent authority in accordance with Regulation (EU) 2017/1129, without prior approval, in accordance with Article 9 of such regulation.

The French version of the Universal Registration Document may be used for the offer to the public of securities or the admission of securities to trading on a regulated market, provided it is accompanied by a securities note and, if applicable, a summary and all amendments made to the Universal Registration Document. These documents are approved as a whole by the AMF in accordance with Regulation (EU) 2017/1129.

This document is a free translation in English of the original document, which was prepared in French. It is intended for general information only and in the event of any discrepancies the French-language document shall prevail.

This amendment (the “**Amendment**”) supplements and should be read in conjunction with the 2021 Universal Registration Document filed with the AMF on April 4, 2022, under number D.22-0236 (the “**2021 Universal Registration Document**”).

A concordance table is provided in this Amendment to enable the identification of the information incorporated by reference and the information being updated or modified.

In the Amendment, “Air France-KLM” and the “Company” mean Air France-KLM S.A. and the “Group” means the Company and all of its consolidated subsidiaries.

The 2021 Universal Registration Document and the related Amendment are available on Air France-KLM’s website (<https://www.airfranceklm.com/>) under “Finance–Publications” as well as on the website of the AMF (www.amf-france.org).

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1. RECENT EVENTS

Information below is taken from press releases issued after the publication of the 2021 Universal Registration Document.

1.1 **April 4, 2022 - Air France-KLM enters into exclusive negotiations with CFM International for the engine configuration of its future Airbus A320neo family fleet**

Air France-KLM has announced that after an extensive review of the offers available, the Group's Board of Directors has chosen to enter into exclusive negotiations with CFM International for the acquisition of LEAP-1A engines to power its new fleet of Airbus A320neo and A321neo.

This decision follows the Group's order, announced last December, for 100 Airbus A320neo family aircraft - with purchase rights for 60 additional aircraft, to renew the fleets of KLM and Transavia Netherlands, and to renew and expand the fleet of Transavia France.

Manufactured by CFM International - a 50/50 joint venture between GE Aviation and Safran Aircraft Engines - the LEAP-1A engine is a latest generation engine, which contributes to the global performance and efficiency of the Airbus A320neo aircraft family.

CFM International already provides engines to the Group for its Boeing 737 NG (CFM56-7B) and Airbus A320ceo (CFM56-5B) fleets.

1.2 **April 12, 2022 - Air France-KLM orders four Airbus A350F full freighter aircraft – with purchase rights for an additional four, for Air France**

Air France-KLM has announced its decision to convert into a firm order the letter of intent it signed in December 2021 for the acquisition of four Airbus A350F full freighter aircraft – with purchase rights for an additional four aircraft.

These aircraft will be operated by Air France and will be based at Paris-Charles de Gaulle airport, the airline's global hub, equipped with a state-of-art 14,000 square meters cargo terminal.

In the context of a steady and sustainable growth of demand for air cargo, Air France-KLM continues to bolster its world-leading network built around the powerful Paris-Charles de Gaulle and Amsterdam-Schiphol hubs. These aircraft will increase Air France's cargo capacity, which currently consists of two Boeing 777F, supplementing the belly capacity of the airline's 100+ wide-body passenger aircraft.

The Airbus A350F full freighter provides the most advanced technology and efficiency standards. Compared to previous generation aircraft, it offers 11% more volume while enabling a 15% reduction in fuel burn and CO2 emissions, notably thanks to its reduced weight and efficient Rolls Royce engines. It will therefore play a key role in shaping the future of Air France-KLM as an industry leader in sustainable air cargo transportation.

Air France-KLM will be among the launch operators of the A350F full freighter.

This order comes with full substitution rights to Airbus A350 passenger aircraft, which constitute the new flagship of Air France's long-haul fleet. The airline currently operates 15 of the 38 aircraft of the type on order.

As of December 31, 2021, Air France-KLM operated a fleet of 505 aircraft to over 300 destinations worldwide.

1.3 **May 5, 2022 - First quarter 2022: Positive EBITDA at 221 million euros, better than expected strong adjusted operating free cash flow at 630 million euros thanks to outstanding sales in March**

First quarter:

- EBITDA positive at 221 million euros
- Net income at (552) million euros, showing a 930 million euros improvement compared to the same quarter last year, supported by a revenue development at 4,445 million euros, which is 2,284 million euros higher than last year
- Adjusted operating free cash flow positive at 630 million euros thanks to strong ticket sales. Compared to the same quarter in 2021 the adjusted operating free cash flow improved by 1,974 million euros
- Net debt at 7.7 billion euros, down by 0.6 billion euros compared to end of 2021 thanks to a positive adjusted operating free cash flow

Outlook:

Context:

The start of the first quarter was hampered by the Omicron variant, mainly on the short and medium haul, while the outbreak of the Ukraine war resulted in higher fuel price and a slowdown in bookings during a very short period.

The recovery accelerated in March with highly dynamic bookings for the summer season.

Capacity

In this recovery context, the Group expects capacity in Available seat-kilometers for Air France-KLM Network passenger activity at an index in the range of:

- 80% to 85% in the second quarter of 2022
- 85% to 90% in the third quarter of 2022

All indices compared to the respective period of 2019.

Capacity in Available seat-kilometers for Transavia is expected at an index above 100 for the second and third quarter compared to 2019.

Yield

A healthy yield environment for the remainder of 2022 is expected with a strong summer demand resulting in yield levels above 2019.

Operating result expected

- Break-even in the second quarter
- Significantly positive in the third quarter

Cash

As of March 31 2022, the Group has a sufficient 10.8 billion euros of liquidity and credit lines at its disposal.

Full year 2022 Net Capex spending is estimated at circa 2.5 billion euros, which is 80% fleet & fleet related and 20% related to IT and ground.

Air France-KLM made progress on the equity strengthening measures

Thanks to KLM's strong performance, KLM's State backed RCF has been partly repaid on May 3rd, 2022 for 311 million euros. In addition, KLM expects to strengthen its balance sheet with positive results. Further equity measures are being contemplated for the coming year.

Progress has been made on refinancing up to 500 million euros of Air France's assets, mainly through quasi-equity instruments to redeem part of the French State aid since the Covid-19 crisis. Air France is currently engaged in advanced discussions with various partners.

The Group is closely monitoring capital strengthening measures such as a capital increase with preemptive rights for shareholders, as well as the issuance of quasi equity instruments such as straight and convertible perpetual bonds, to further restore equity and accelerate the State aid redemption.

In total, these measures including the refinancing of Air France's assets could represent up to 4.0 billion euros. The timing and sizing of each transaction will depend on market conditions and remain subject to certain legal and regulatory approvals.

Air France-KLM Group: Q1 results are promising and pave the way towards a strong summer

	First quarter		
	2022	Change vs 2021	Change constant currency
Passengers (thousands)	14,577	201.4%	
Capacity (ASK m)	58,064	67.8%	
Traffic (RPK m)	43,134	207.8%	
Passenger unit revenue per ASK (€ cts)	5.39	86.2%	83.2%
Group unit revenue per ASK (€ cts)	6.76	33.7%	31.1%
Group unit cost per ASK (€ cts) at constant fuel	7.36	(13.1)%	(18.9)%
Revenues (€m)	4,445	105.7%	104.4%
EBITDA (€m)	221	849	864
Operating result (€m)	(350)	830	844
Operating margin (%)	(7.9)%	46.7 pt	47.0 pt
Net income - Group part (€m)	(552)	930	
Adj. operating free cash flow (€m)	630	1,974	
Net debt at end of period (€m) ¹	7,655	(561)	

In the first quarter 2022, the Air France-KLM Group posted a positive EBITDA of 221 million euros, up by 864 million euros at a constant currency compared to last year, and was driven by an increase of capacity and unit cost reduction. In parallel, the increase of load factor and yield generated an increase of the unit revenue.

Net income amounted to (552) million euros in the first quarter 2022, an increase of 930 million euros compared to last year.

Thanks to transformation programs, unit cost down while Group capacity 23% below 2019.

Despite the Group capacity 23% down compared to the same quarter in 2019, the unit cost was 0.1% reduced at a constant fuel price and constant currency thanks to the ongoing transformation programs.

Compared to December 2019 the number of Full Time Equivalents (FTE's) of Air France excluding Transavia reduced by 16% and KLM by 14%. In the first quarter Air France excluding Transavia decreased 400 FTE's and another 300 FTE's will leave this year. The total reduction of FTE for Air France excluding Transavia will be 17% compared to December 2019.

The staff cost decreased in the first quarter by 23% compared to the same quarter in 2019 thanks to FTE reduction and government support on wages. Corrected for government support on wages the staff cost decreased by 12%.

¹ Change versus December 31, 2021

Business review

Network: Significant improvement in operating result

Network	First quarter		
	2022	Change vs 2021	Change constant currency
Total revenues (€m)	3,894	109.6%	105.9%
Scheduled revenues (€m)	3,675	114.6%	110.3%
Operating result (€m)	(309)	751	760

First quarter 2022 revenues increased by 105.9% at constant currency to 3,894 million euros. The operating result was negative and amounted to (309) million euros, a 760 million euros increase at constant currency compared to last year.

Passenger network: Unit revenue increase supported by both load factor and yield

Passenger network	First quarter		
	2022	Change vs 2021	Change constant currency
Passengers (thousands)	11,942	167.3%	
Capacity (ASK m)	52,570	56.5%	
Traffic (RPK m)	38,866	189.3%	
Load factor	73.9%	33.9 pt	
Total passenger revenues (€m)	2,983	192.8%	189.7%
Scheduled passenger revenues (€m)	2,879	198.5%	193.6%
Unit revenue per ASK (€ cts)	5.48	90.7%	87.6%

In the first quarter of 2022, capacity in Available Seat-Kilometers (ASK) was 56.5% higher than last year and at 75% of 2019 first quarter level which was in the middle of the Group's guidance provided during the fourth quarter 2021 results presentation.

The beginning of the first quarter was impacted by the spread of the Omicron variant and additional travel restrictions, with the short and medium-haul routes more impacted. The borders reopening and progressive removal of travel constraints enabled the Group to post strong March results.

In response to the rise in fuel prices and other external costs, the Group proceeded to different fare increases during the first quarter on all its long-haul flights. The amount of the increase varies according to destination and class of travel, and applies to flights operated by Air France and KLM. First quarter 2022 yield was above 2019 thanks to strong demand and the quick implementation of the fares adjustments.

The first quarter result is driven by a strong performance on Caribbean & Indian Ocean, Africa and South America:

- North Atlantic: Most travel restrictions were lifted in the course of February/March with a strong capacity increase since mid-January.
- South America saw very positive trends during the first quarter resulting in higher capacity, load factors at 85% and yield above 2019.

- The Asian routes continued to post strong differences between the regions. During the first quarter China and Japan were rather closed while South East Asia and India posted positive results but could not mitigate the negative impact of China and Japan on the network.
- Caribbean & Indian Ocean: Positive trends continued in the first quarter, with a very favourable fare environment and strong traffic performance.
- Africa: The start of the year was complicated with the Omicron variant. South Africa recovered quickly and the Group observed a good performance on West, Central and East Africa.
- The Middle-East region stayed strong.
- Medium-haul: Omicron spread lead to a strong capacity reduction at the beginning of the year. Yield is at 2019 levels helped by capacity constraints. Corporate traffic gradually increased during the quarter.
- Short-haul: Traffic and yield were impacted by some restrictions and a lack of corporate traffic at the start of the year. March saw a good improvement of corporate traffic.

During the first quarter, Air France added three Airbus 350-900, two Airbus A220-300 and one Embraer 190 to its fleet while Air France phased out one Boeing B777-200, one Airbus A320, two Airbus A319, three A318 and two Embraer 145. KLM phased in two Embraer 195 E2 and phased out one Embraer 190. The Group will continue to introduce new generation aircraft to its fleet in order to improve its economic and environmental performance.

Cargo: Increase in yield drove the increase in cargo revenues

Cargo business	First quarter		
	2022	Change vs 2021	Change constant currency
Tons (thousands)	236	(11.9)%	
Capacity (ATK m)	2,974	10.7%	
Traffic (RTK m)	1,766	(14.9)%	
Load factor	59.4%	(17.8) pt	
Total Cargo revenues (€m)	910	8.5%	5.8%
Scheduled cargo revenues (€m)	796	6.4%	3.9%
Unit revenue per ATK (€ cts)	26.78	(3.8)%	(6.1)%

Compared to the first quarter of 2021, capacity increased by 10.7% in Available Ton-Kilometers, mainly due to the increase in belly capacity, while traffic decreased by 14.9% resulting in a decrease of load factor by 17.8 points. This reduction in load factor partly compensated by the yield increase led to a unit revenue per ATK down 6.1% at constant currency.

Cargo capacity in the first quarter is still 14% below the capacity in the first quarter of 2019 while the demand remains high, resulting in total revenues that are 66% higher than in the first quarter of 2019. This increase in revenues is fully driven by a higher yield thanks to the focus on Pharmaceutical and Express deliveries while the load factor is back at 2019 levels. The yield in North Asia increased significantly due to the closure of the Russian aerospace.

The Group ordered four Airbus 350 full freighter to strengthen his presence on the cargo market and signed a contract with DHL on Sustainable aviation fuel.

Transavia: Capacity approaching pre-crisis level with a load factor close to 80%

Transavia	First quarter	
	2022	Change vs 2021
Passengers (thousands)	2,581	633.2%
Capacity (ASK m)	5,494	443.1%
Traffic (RPK m)	4,268	632.6%
Load factor	77.7%	20.1 pt
Total passenger revenues (€m)	249	572.7%
Unit revenue per ASK (€ cts)	4.57	24.0%
Unit cost per ASK (€ cts)	6.24	(59.9)%
Operating result (€m)	(92)	28

In the first quarter of 2022 the trend of the second half of 2021 continued with a further recovery in demand for leisure traffic in Europe and North Africa. Compared to last year, the capacity in the first quarter increased by 443.1% while traffic increased by 632.6% and the number of passengers increased by 633.2%. Last year the first quarter was heavily impacted by lockdown measures in France and the Netherlands.

The Operating result was negative at 92 million euros, although improved by 28 million euros compared to the first quarter of 2021.

Capacity in the first quarter was close to the level of the first quarter of 2019 and unit revenue even above the first quarter of 2019 mainly driven by a strong yield improvement.

The fleet of Transavia is approaching 100 aircraft to further capture the strong demand of leisure traffic in Europe.

Maintenance business: Operating margin above 2019 level

Maintenance	First quarter		
	2022	Change vs 2021	Change constant currency
Total revenues (€m)	831	33.6%	
Third-party revenues (€m)	297	15.1%	24.4%
Operating result (€m)	43	51	56
Operating margin (%)	5.2%	6.5 pt	7.3 pt

The first quarter operating result stood at 43 million euros, an increase of 56 million euros at constant currency versus the first quarter of 2021. Although the first quarter 2022 result was still impacted by the Covid-19 crisis, the operating result is improving thanks to a higher activity and an operational improvement.

Total revenues increased by 33.6% in the first quarter while third party revenues increased by 15.1% giving encouraging signs of the recovery. The increase in internal revenues is consistent with the activity increase of the Air France-KLM airlines compared to the first quarter of 2021.

The operating margin stood at 5.2%, which is 1.3 point higher than the operating results in the first quarter of 2019.

Air France-KLM entered into exclusive negotiations with CFMI for the engine configuration of its future Airbus A320neo family fleet.

First quarter: Strong sales in the first quarter generated positive adjusted operating free cash flow, enabling a reduction of Net Debt by €550m

In € millions	First quarter	
	2022	Change vs 2021
Cash flow before change in WCR and Voluntary Departure Plans, continuing operations (€m)	112	857
Cash out related to Voluntary Departure Plans (€m)	(56)	(11)
Change in Working Capital Requirement (WCR) (€m)	1,325	1,417
Net cash flow from operating activities (€m)	1,381	2,263
Net investments* (€m)	(533)	(287)
Operating free cash flow (€m)	848	1,976
Repayment of lease debt	(218)	(2)
Adjusted operating free cash flow**	630	1,974

* Sum of 'Purchase of property, plant and equipment and intangible assets' and 'Proceeds on disposal of property, plant and equipment and intangible assets' as presented in the consolidated cash flow statement.

** The "Adjusted operating free cash flow" is operating free cash flow after deducting the repayment of lease debt.

The Group generated an adjusted operating free cash flow in the first quarter of 2022 of 630 million euros, an increase of 1,974 million euros compared to last year, mainly driven by a positive change in working capital of 1,325 million euros. This was the fourth quarter in a row that the adjusted operating free cash flow was positive.

In € millions	March 31, 2022	December 31, 2021
Net debt	7,655	8,216
EBITDA trailing 12 months	1,595	745
Net debt/EBITDA trailing 12 months	4.8x	11.0x

Operating result for both airlines improved significantly

	First quarter	
	2022	Change vs 2021
Air France Group Operating result (€m)	(363)	478
<i>Operating margin (%)</i>	(13.5)%	49.2 pt
KLM Group Operating result (€m)	3	340
<i>Operating margin (%)</i>	0.2%	36.4 pt

- Significant improvement in Operating result for both airlines
- Air France more impacted by Omicron in January
- Positive operating result KLM thanks to strong improvement in load factor
- Different government general support measures on wages scheme (selective measures not constituting "state Aid")

1.4 **May 18, 2022 - Air France-KLM and CMA CGM join forces and sign a major long-term strategic partnership in global air cargo**

Air France-KLM Group and the CMA CGM Group announced on May 18, 2022 that they have signed a long-term strategic partnership in the air cargo market². This exclusive partnership will see both parties combine their complementary cargo networks, full freighter capacity and dedicated services in order to build an even more competitive offer thanks to the unrivalled know-how and global footprint of Air France-KLM and CMA CGM.

A 10-year exclusive strategic commercial partnership to strengthen their air cargo offering

CMA CGM and Air France-KLM share a strong ambition to invest and grow sustainably in the air freight business.

The agreement will have an initial duration of 10 years. Air France-KLM and CMA CGM will join and exclusively operate the full-freighter aircraft capacity of the respective airlines consisting initially of a fleet of 10 full-freighter aircraft, and an additional combined 12 aircraft on order:

- 4 full-freighter aircraft at CMA CGM Air Cargo (with outstanding orders for an additional 8 aircraft, 2 of which may be operated by Air France-KLM in the future),
- 6 full-freighter aircraft at Air France-KLM Group based at Paris-Charles de Gaulle airport and Amsterdam Airport Schiphol (with outstanding orders for an additional 4 aircraft)³.

This new commercial partnership also covers Air France-KLM's belly aircraft capacity, including over 160 long-haul aircraft.

The partnership will leverage both partners' respective global sales teams, presenting one voice to the customer.

The strategic commercial partnership is expected to generate significant revenue synergies including the joint design of the full freighter networks and enhanced products and services mix opportunities. It will help meet customers' ever-increasing need for more integrated and resilient supply chains and will leverage Air France-KLM's vast existing franchise, experience and capabilities in air freight, backed by a global cargo network. CMA CGM will mobilize its large commercial network and global logistics platform and will complete this offer with innovative logistics and multimodal solutions, particularly in sea and land transport.

CMA CGM Group to become a reference shareholder of Air France-KLM Group

As part of this long-term exclusive partnership, CMA CGM will reinforce its commitment in the air freight industry by becoming a new reference shareholder in Air France-KLM. CMA CGM has the firm intention to take up to 9% of Air France-KLM's ex-post share capital, for a period consistent with the implementation of the strategic commercial partnership. This investment could be made as part of the contemplated capital increase of Air France-KLM, as announced on February 17th, 2022⁴.

2 This deal remains subject to approval by the relevant regulators and consultation of employee representatives.

3 Operated by Air France, KLM and Martinair.

4 The launch of this potential capital increase remains subject to market conditions and necessary legal and regulatory approvals.

Air France-KLM's main shareholders will support a resolution for the appointment of one board member representing CMA CGM at the next shareholders' meeting (May 24th, 2022). Such appointment, if approved by the shareholders' meeting, would be subject to the completion of CMA CGM's investment.

Air France-KLM and CMA CGM: two global players with European roots and strong sustainability commitments

Air France-KLM and CMA CGM are leaders in the transportation and logistics industry. They share an ambition to increase the sustainability and have both committed to Net Zero Carbon by 2050.

Air France-KLM is one of the leading airline groups in the field of airfreight

- It carries an extensive Full Freighter and Wide Body Belly (WBB) aircraft network built around two global hubs at Paris-Charles de Gaulle airport and Amsterdam Airport Schiphol, both fitted with state-of-the-art cargo facilities and serving 295 destinations across 110 countries.
- Air France-KLM has teams present in 116 stations covering a total network of 390 handling stations spread over all continents, making its commercial network one of the strongest in the airfreight industry. Air France-KLM has a long-standing experience and know-how in the field of specialized cargo (pharmaceuticals, perishables, express, etc.) and has developed one of the most advanced digital service solutions in the air freight industry.
- Air France-KLM runs a unique and industry-leading digital distribution platform where customers can make bookings and manage their business 24/7. It also leads the way in the field of sustainability, having introduced the Sustainable Aviation Fuel (SAF) Program in December 2021.

CMA CGM accelerates its strategic transformation into a global logistics leader

- With this industrial cooperation, the CMA CGM Group is moving forward with its plan to develop and provide end-to-end shipping and logistics solutions in order to support its customers' supply chains. The Group announced, during the last three years, the acquisitions of CEVA Logistics, Ingram Micro's Commerce & Lifecycle Services (CLS), Colis Privé and GEFCO. With these operations, CMA CGM have accelerated its strategic development into a global logistics leader.
- In March 2021, Rodolphe Saadé, Chairman and CEO of the CMA CGM Group, created CMA CGM Air Cargo, a whole new operational and commercial arm specialized in air freight. CMA CGM Air Cargo provides the Group's customers with an offering that harnesses the tight fit between shipping and logistics. This air cargo division has been expanding rapidly, thanks in particular to the entry into service of several full-freighter aircraft, and orders for new aircraft which will significantly boost the capacity in the months and years to come.
- The CMA CGM Group, a global leader in sea, land, air and logistics solutions, is present in 160 countries through its network of more than 400 offices and 750 warehouses. With its subsidiary CEVA Logistics, a world leader in logistics, which transports 400,000 tons of air freight and 2.8 million tons of land freight each year, and its air freight division CMA CGM Air Cargo, the CMA CGM Group is continually innovating to offer its customers a complete and increasingly efficient range of new shipping, land, air and logistics solutions.

On May 22, 2022, CMA CGM entered with the Company, into a subscription agreement of shares to be issued by the Company in the context of a proposed capital increase with preferential subscription rights (the "**Rights Issue**") for a total amount of 400 million euros (including preferential subscription rights) within the limit of 9% of the share capital post Capital Increase. Pursuant to this subscription

agreement, CMA CGM has undertaken, for a period of 10 years as from the settlement of the Rights Issue, not to acquire or subscribe to any share of the Company issued by the Company, directly or indirectly, unless such acquisition does not lead to an increase of CMA CGM's percentage held in the Company's share capital ("standstill" undertaking), subject to certain exceptions.

As from the 5th anniversary of the completion of the Rights Issue, the Board of Directors of the Company may modify this agreement in order to allow CMA CGM to increase its shareholding in the Company's share capital.

In addition, CMA CGM has undertaken towards the Company to lockup the shares acquired in the context of the Rights Issue for a period of 3 years as from the settlement of the Rights Issue. At the end of this 3-year period, CMA CGM may during a period of 3 years sell a maximum of 50% of the shares acquired within the scope of the Rights Issue. CMA CGM will then be free to sell the shares acquired in the context of the Rights Issue (subject to the usual exceptions).

CMA CGM's lockup commitment will be automatically terminated if (i) CMA CGM and the Company fail to enter into a full and binding cooperation agreement within the scope of the above-mentioned long-term strategic partnership by December 1, 2022 or if (ii) such full and binding cooperation agreement is ended.

1.5 **Recapitalization plan**

“Highlights of the beginning of the 2022 financial year” of the 2021 Universal Registration Document is amended as follows:

The Covid-19 crisis had a major impact on the Group’s results and financial position during the 2021 financial year and will continue to impact the Group’s operations within a context where visibility on the recovery in demand is limited, with restrictions on travel still in force in most of the destinations served by the Group.

In 2021, to strengthen its cash position, the Group implemented various liquidity measures to the benefit of Air France, which were approved by the European Commission in its decision of April 5, 2021 to authorize €4 billion of French State measures to support liquidity and partially recapitalize Air France and its holding company:

- a capital increase for an amount of €1,036 million in April 2021 (including 593 million euros in state aid from the French state);
- the issuance, in April 2021, of undated deeply subordinated notes for a total amount of €3 billion, subscribed for in full by the French State by way of set-off on claims it holds on the Company pursuant to the shareholder loan (“ACC”) granted in May 2020 and fully drawn by the end of 2020 (as per its condition) for the amount of €3 billion.

In addition, in June 2021, the Company also issued €800 million of senior notes, the net proceeds of which were used to (i) refinance the outstanding market debt of the Issuer and, gradually, (ii) redeem part of the State Aid debt package granted in late May 2020.

In December 2021, following early signs of a recovery in worldwide air traffic and improved access to capital markets, Air France – KLM agreed with the syndicate of the nine banks of the €4 billion bank loan guaranteed by the French State (the “PGE”) and the French State to redeem €500 million of the outstanding bank loan notional, bringing it down to €3.5 billion and, concomitantly, to amend its redemption profile by substituting the single repayment initially due on May 6, 2023 with a new maturity on May 6, 2025, at the latest, at Air France – KLM’s discretion.

This partial redemption combined with the now-amortized redemption profile of the PGE constituted a new milestone on the restructuring path of the debt profile and of the Air France – KLM Group’s balance sheet, following the above-mentioned transactions.

In parallel, with regard to KLM, in addition to the measures taken in 2020 (a revolving credit facility of €2.4 billion guaranteed by the Dutch State of which €665 million was drawn down at December 31, 2020 but with no additional drawdown in 2021 and a direct loan of €1 billion of which €277 million was drawn down at December 31, 2020 but with no additional drawdown in 2021).

Thanks to KLM's strong performance for several months, KLM announced on May 3, 2022 having partially repaid the State backed RCF, implemented in 2020, for EUR 311 million, with the aim of possibly closing the remaining EUR 354 million in the coming months. In addition, KLM expects to strengthen its balance sheet with several measures being contemplated for the coming months, supported by the recovery of positive results.

Progress has been made on refinancing up to EUR 500 million of Air France’s assets, mainly through quasi-equity instruments which will contribute to redeeming part of the French State aid since the Covid-19 crisis. Air France has been engaged in advanced discussions with various partners for several weeks.

The Group is closely monitoring capital strengthening measures such as a capital increase with preemptive rights for shareholders, as well as the issuance quasi-equity instruments such as straight and convertible perpetual bonds, in order to gradually restore equity and to redeem the State aid.

As indicated in FY2021, in total, these measures including the refinancing of Air France’s assets could represent up to EUR 4.0 billion. The timing and sizing of each transaction will depend on market conditions and remain subject to legal and regulatory approvals.

1.6 May 9, 2022 - Declaration of the number of voting rights

Information relating to the total number of voting rights and shares as required by L.233-8 II of the French Commercial Code (*Code de commerce*) and article 223-16 of the general rules of the French market authority (AMF).

Date	Number of shares	Total number of voting rights	
30/04/2022	642,634,034	Theoretical number of voting rights ⁵ :	871,090,780

1.7 May 20, 2022 - Air France-KLM enters into exclusive discussions with Apollo for a 500-million euros capital injection through the issue of perpetual bonds that would be issued by one of its subsidiaries owning spare engines

Following announcement of the second step of equity strengthening measures at the Full Year 2021 results presentation, Air France-KLM has announced that it has entered into exclusive discussions with Apollo Global Management regarding the injection of 500 million euros in the form of subscription to perpetual bonds that will be issued by an operating affiliate of Air France, owning of a pool of spare engines of Air France dedicated to its Engineering and Maintenance Activity.

The proceeds of the transaction would enable Air France-KLM and Air France to partially redeem the French State perpetual bonds, in accordance with the European Commission’s “*Temporary Framework*

⁵ Our theoretical number of voting rights includes all the voting rights, including the double voting rights

for State aid measures to support the economy in the current Covid-19 outbreak”, as well as facilitate the financing of future spare engine acquisitions under Air France’s fleet renewal program.

The structure will incur no change on operational and social aspects. Therefore, there will be no change in the way to use the spare engines, and no impact on Air France or Air France-KLM employees contracts.

Perpetual bonds that would be issued by the subsidiary would be accounted as equity under IFRS, hence strengthening Air France-KLM’s and Air France’s balance sheet.

1.8 Dismissal of the appeal against the european Commission's decision in the air cargo sector

In the context of the infringement decision adopted in 2017 against 13 air cargo carriers, including the companies of the Air France Group, KLM and Martinair, the Company announced on March 30, 2022 that it had taken note of the judgement of the European Union Tribunal rejecting the action for annulment filed against the decision of the European Commission of March 17, 2017 for practices considered to be anti-competitive in the air cargo sector.

In this context, the Group confirms that it has maintained a provision for the total amount of the fines and has decided to appeal this decision to lodge an appeal before the Court of Justice of the European Union.

2. AMENDMENTS TO THE 2021 UNIVERSAL REGISTRATION DOCUMENT

2.1 Corporate governance report

Chapter 2 “Corporate Governance Report” of the 2021 Universal Registration Document, and in particular section 2.5.2.2 “Elements of compensation paid or granted during the 2021 financial year to the executive officers and submitted for approval by the Shareholders’ Meeting of May 24, 2022” of the 2021 Universal Registration Document is amended as follows:

b) Compensation of the Chief Executive Officer for the period from January 1 to December 31, 2021

Elements of long-term variable compensation granted in respect of preceding financial years

Note that, in respect of the 2018, 2019 and 2020 financial years, as recommended by the Remuneration Committee, the Board of Directors granted the Chief Executive Officer performance units within the framework of long-term incentive plans:

□ Long-term Incentive Plan (“phantom shares”):

- in respect of the 2018 financial year: 36,714 performance units valued at €333,000, payable in cash in 2021 subject to the attainment of a three-year presence condition. It is specified that, in 2021, the Chief Executive Officer exercised his right to defer payment of these performance units for a maximum of three years. The amount to be paid in respect of these performance units will be calculated with reference to the share price after the announcement of the results for the financial year preceding the one in which the payment must in principle take place pursuant to the applicable plan,
- in respect of the 2019 financial year: 110,253 performance units valued at €1,000,000, payable in cash in 2022 subject to the attainment of performance conditions and a three-year presence condition, excepting exercise by the Chief Executive Officer of his right to defer payment for a maximum of three years.

As proposed by the Remuneration Committee, during its meeting of February 16, 2022 the Board of Directors noted the level of achievement of the performance conditions of the plan which stood at an overall 77.3%, this overall figure including the achievement at:

- 89.87% of the condition linked to the TSR of the Air France-KLM share compared to the weighted TSR of companies' shares in the sector,
- 70.93% of the condition linked to the Air France-KLM ROCE index achieved in relation to the budget, and
- 73.33% of the condition linked to the Dow Jones Sustainability Index for airline companies.

As a result, as proposed by the Remuneration Committee, the Board of Directors set the number of performance units acquired by the Chief Executive Officer in respect of this plan at 85,226.

Under Article L. 22-10-34 of the French Commercial Code (*Code de commerce*), the payment of these 85,226 performance units is subject to prior approval by the Shareholders’ Meeting;

Furthermore, note that, pursuant to the European Commission’s decision of April 5, 2021 on case No.SA.59913 relating to the recapitalization of Air France and Air France – KLM, Mr.

Benjamin Smith's variable compensation may not be paid until such time as 75% of the "Covid-19 recapitalization measures" has been repaid.

It is stipulated that, in 2022, the Chief Executive Officer exercised his right to defer payment of these performance units for a maximum of three years. The amount to be paid in respect of these performance units will be calculated with reference to the share price following the announcement of the results for the financial year preceding the year in which the payment must in principle take place in application of the applicable plan,

- in respect of the 2020 financial year: 200,400 performance units valued at €1,000,000, payable in cash in 2023 subject to the attainment of performance conditions and a three-year presence condition, excepting exercise by the Chief Executive Officer of his right to defer payment for a maximum of three years;

2.2 Risk factors

Chapter 3 "Risk Factors" of the 2021 Universal Registration Document and in particular the risk factor entitled "Trend in the oil price" (3.1.1.4) and the risk factor entitled "Risks relating to the fuel price" (3.1.5.2) are updated in order to combine them into a single risk factor entitled "Risks relating to oil and fuel price evolution".

This risk factor is included in the macroeconomic and geopolitical Risk category (3.1.1.) of the 2021 Universal Registration Document.

3.1.5.2. Risks relating to oil and fuel price evolution*

Description of the risk

Fuel-related expenses constitute one of the largest cost items for airlines, making oil price volatility a risk for the air transportation industry. A sharp increase in the oil price can result in a significant increase in expenditure and have a very material negative impact on the profitability of airlines, particularly if the economic environment does not enable them to adjust their pricing strategies. Similarly, a sharp decline in fuel prices is generally favorable for airline profitability. However, the way in which airlines pass on a sharp fall in the fuel price in their fares is a factor of significant uncertainty.

For the financial year ended December 31, 2021, the fuel bill amounted to €2,748 million, up by 15% compared to the previous year due, in particular, to (i) the higher activity in 2021 compared with 2020 following a progressive restart in traffic as from Summer 2021 and (ii) a higher fuel price supported by demand.

Air France – KLM Group has hedged its exposure to fuel price risk. As of April 1, 2022 the Air France – KLM Group's fuel price exposure, based on futures prices at April 1, 2022 (US\$98.8 a barrel for 2022 and US\$90.9 a barrel for 2023), was as follows:

(in US\$ millions)	2021	2022	2023
Gross expenditure before hedging	3,550	7,636	7,582
Hedge percentage	82%	63%	6%
Gain/(loss) on hedging	299	783	10
Net expenditure after hedging	3,250	6,854	7,572

Based on the forward curve at April 1, 2022, an increase of US\$10 per barrel over 2022 would give an average price of US\$106.3 per barrel and would lead to a US\$268 million increase in the fuel bill after hedging, i.e a total fuel bill of US\$7,122 million for the Air France – KLM Group in 2022.

Symmetrically, a fall of US\$10 per barrel over 2022 would give an average price of US\$91.3 per barrel and would lead to a US\$281 million reduction in the fuel bill after hedging, i.e a total expense of US\$6,573 million in 2022.

The Ukrainian crisis is pushing up oil prices at the highest level since 2012, mainly as a result of the sanctions imposed on Russian oil producers by the international community. Whilst the impact of such price increases could be significant should they remain at the levels prevailing since the inception of the crisis, the uncertainties around the outcome of the conflict do not enable a precise evaluation at this stage.

Mitigating principles and actions

Insofar as possible, the Group seeks to protect itself from any further increases in oil prices, whilst remaining protected against downwards risks, and adapts its fares when necessary to reduce the impact of rising fuel prices.

In addition, Air France and KLM have already implemented two fare increases, in February and March, which vary according to destination and travel class.

In addition to fare adjustments and permanent efforts to reduce fuel consumption, the Group has implemented a policy of systematically hedging the fuel price risk defined by the Risk Management Committee (the “RMC”) and presented to the Audit Committee and the Board of Directors of the Company.

The hedging strategy sets the time span of the hedges and the target hedging ratios to be reached for the coming quarters. The hedging uses simple futures or option-based instruments, eligible for hedging pursuant to the accounting standards in force.

In respect of the application of IFRS 9, hedging by component has applied since January 1, 2018. Since the Group’s fuel procurement is strongly correlated to the Jet Kerosene Cargoes CIF NWE Index, components specific to this fuel risk are used (Brent ICE, Gasoil ICE, Jet CIF NWE) to align the fuel hedging accounting and the Group’s risk management policy more effectively.

Within the framework of a dynamic risk monitoring approach, the Group tracks indicators capping the potential maximum loss and the potential maximum gain (value of the portfolio prompting its restructuring).

An indicator enabling the measurement of the extreme risk of the portfolio has been deployed. The level of this Value at Risk indicator is calculated and regularly analyzed and may also trigger a restructuring of the portfolio.

Following the Covid-19 public health crisis and the unforeseeable reduction in the volume of fuel used during 2020, like most European airlines, the Group found itself in a situation of overhedging which led to a financial loss being recognized in the 2020 financial results. Faced with this situation, and the uncertainty which weighed on capacity growth in 2021 and 2022, together with the tightening of the credit facilities granted by the financial partners, on February 17, 2021 the Risk Management Committee (RMC) submitted a revised hedging policy to the Board of Directors which approved it. Compared with the previous policy, the latter is characterized by a reduction in the timespan of the hedges, from a rolling 24 months to a rolling 12 months, and a reduction in the hedge amounts, from an equivalent of 80% to 50% of the annual volume consumed. This revised policy is now implemented by the Air France and KLM fuel departments.

Notwithstanding the uncertainties surrounding the outcome of the Ukrainian crisis, the Group is maintaining the systematic implementation of its fuel hedging policy, as described above.

3. **FINANCIAL INFORMATION OF THE COMPANY AS OF MARCH 31, 2022
PUBLISHED ON MAY 5, 2022**

On May 5, 2022, Air-France KLM published its financial information as at March 31, 2022. The financial statements (unaudited) as at March 31, 2022 are presented in the annex to this amendment.

Return on capital employed (ROCE)

<i>In € millions</i>	Mar 31, 2022	Dec 31, 2021	Sep 30, 2021*	June 30, 2021*	Mar 31, 2021*	Dec 31, 2020*	Sep 30, 2020*	June 30, 2020*
Goodwill and intangible assets	1,473	1,457	1,456	1,464	1,479	1,445	1,470	1,500
Flight equipment	10,537	10,466	10,478	10,645	10,800	11,031	11,009	10,919
Other property, plant and equipment	1,378	1,402	1,418	1,453	1,476	1,548	1,535	1,551
Right of use assets	5,205	5,148	5,061	5,033	4,795	4,678	4,789	4,938
Investments in equity associates	107	109	172	166	223	230	224	267
Financial assets excluding marketable securities and financial deposits	158	157	147	147	146	146	135	133
Provisions, excluding pension, cargo litigation and restructuring	(4,239)	(4,173)	(4,180)	(4,033)	(4,083)	(3,922)	(4,002)	(4,132)
WCR, excluding market value of derivatives	(9,589)	(8,262)	(7,995)	(7,745)	(6,410)	(6,505)	(6,894)	(6,779)
Capital employed	5,030	6,304	6,557	7,130	8,426	8,651	8,266	8,397
Average capital employed (A)		6,255				8,435		
Adjusted results from current operations		(795)				(4,919)		
- Dividends received		-				-		
- Share of profits (losses) of associates		(22)				(56)		
- Normative income tax		217				1,406		
Adjusted result from current operations after tax (B)		(600)				(3,569)		
ROCE, trailing 12 months (B/A)		(9.6)%				(42.3)%		

* Restated figures include the change in accounting principles for pensions (interpretation of IAS19)

Unit cost: net cost per ASK

	First quarter	
	2022	2021*
Revenues (in €m)	4,445	2,161
Income/(loss) from current operations (in €m) -/-	350	1,180
Total operating expense (in €m)	4,795	3,341
Passenger network business – other revenues (in €m)	(105)	(55)
Cargo network business – other revenues (in €m)	(114)	(91)
Third-party revenues in the maintenance business (in €m)	(297)	(259)
Transavia - other revenues (in €m)	2	0
Third-party revenues of other businesses (in €m)	(6)	(7)
Net cost (in €m)	4,276	2,931
Capacity produced, reported in ASK ¹	58,064	34,598
Net cost per ASK (in € cents per ASK)	7.36	8.47
<i>Gross change</i>		(13.1)%
Currency effect on net costs (in €m)		(48)
<i>Change at constant currency</i>		(14.5)%
Fuel price effect (in €m)		162
Net cost per ASK on a constant currency and fuel price basis (in € cents per ASK)	7.36	9.08
<i>Change at constant currency and fuel price basis</i>		(18.9)%

* Restated figures include the change in accounting principles for pensions (interpretation of IAS19)

(1) The capacity produced by the transportation activities is combined by adding the capacity of the Passenger network (in ASK) to that of Transavia (in ASK).

Group results

Air France Group

	First quarter	
	2022	Change
Revenue (in €m)	2,681	100.0%
EBITDA (in €m)	(23)	491
Operating result (en m€)	(363)	478
<i>Operating margin (%)</i>	(13.5)%	49.2 pt
Operating cash flow before WCR and restructuring cash out (in €m)	(88)	534
<i>Operating cash flow (before WCR and restructuring) margin</i>	(3.3)%	43.1 pt

KLM Group

	First quarter	
	2022	Change
Revenue (in €m)	1,903	104.7%
EBITDA (in €m)	234	346
Operating result (in m€)	3	340
<i>Operating margin (%)</i>	0.2%	36.4 pt
Operating cash flow before WCR and restructuring cash out (in €m)	198	311
<i>Operating cash flow (before WCR and restructuring) margin</i>	10.4%	22.6 pt

NB: Sum of individual airline results does not add up to Air France-KLM total due to intercompany eliminations at Group level

4. FLEET AND TRAFFIC IN THE FIRST QUARTER OF 2022

Chapter 1.3 “Activities in 2021” of the 2021 Universal Registration Document is amended as follows:

FIRST QUARTER 2022 TRAFFIC

PASSENGER NETWORK ACTIVITY*

Total Passenger network*	First quarter		
	2022	2021	Variation
Passengers carried ('000s)	11,942	4,467	167.3%
Revenue pax-kilometers (m RPK)	38,866	13,431	189.4%
Available seat-kilometers (m ASK)	52,570	33,586	56.5%
Load factor (%)	73.9%	40.0%	33.9
Long-haul			
Passengers carried ('000s)	4,384	1,569	179.5%
Revenue pax-kilometers (m RPK)	32,326	10,964	194.8%
Available seat-kilometers (m ASK)	43,240	29,326	47.4%
Load factor (%)	74.8%	37.4%	37.4
North America			
Passengers carried ('000s)	1,241	274	352.8%
Revenue pax-kilometers (m RPK)	9,056	2,030	346.2%
Available seat-kilometers (m ASK)	13,152	7,063	86.2%
Load factor (%)	68.9%	28.7%	40.1
Latin America			
Passengers carried ('000s)	675	195	246.9%
Revenue pax-kilometers (m RPK)	6,511	1,863	249.4%
Available seat-kilometers (m ASK)	7,657	5,293	44.7%
Load factor (%)	85.0%	35.2%	49.8
Asia / Middle East			
Passengers carried ('000s)	634	275	130.7%
Revenue pax-kilometers (m RPK)	4,392	1,848	137.7%
Available seat-kilometers (m ASK)	7,219	7,244	(0.3%)
Load factor (%)	60.8%	25.5%	35.3
Africa			
Passengers carried ('000s)	816	417	95.8%
Revenue pax-kilometers (m RPK)	4,792	2,266	111.5%
Available seat-kilometers (m ASK)	6,298	4,801	31.2%
Load factor (%)	76.1%	47.2%	28.9
Caribbean / Indian Ocean			
Passengers carried ('000s)	1,018	408	149.4%
Revenue pax-kilometers (m RPK)	7,575	2,957	156.2%
Available seat-kilometers (m ASK)	8,914	4,926	81.0%
Load factor (%)	85.0%	60.0%	25.0
Short and Medium-haul			
Passengers carried ('000s)	7,557	2,899	160.7%
Revenue pax-kilometers (m RPK)	6,541	2,467	165.1%
Available seat-kilometers (m ASK)	9,331	4,260	119.1%
Load factor (%)	70.1%	57.9%	12.2

* Air France and KLM

Transavia activity

Transavia	First quarter		
	2022	2021	Variation
Passengers carried ('000s)	2,581	352	633.2%
Revenue pax-kilometers (m RPK)	4,268	583	632.6%
Available seat-kilometers (m ASK)	5,494	1,011	443.2%
Load factor (%)	77.7%	57.6%	20.1

Total Group passenger activity**

Total Group**	First quarter		
	2022	2021	Variation
Passengers carried ('000s)	14,522	4,819	201.3%
Revenue pax-kilometers (m RPK)	43,134	14,014	207.8%
Available seat-kilometers (m ASK)	58,064	34,598	67.8%
Load factor (%)	74.3%	40.5%	33.8

** Air France, KLM and Transavia

Cargo activity

Total Group	First quarter		
	2022	2021	Variation
Revenue tonne-km (m RTK)	1,766	2,074	(14.9%)
Available tonne-km (m ATK)	2,974	2,688	10.6%
Load factor (%)	59.4%	77.2%	(17.8)

Air France activity

Total Passenger network activity	First quarter		
	2022	2021	Variation
Passengers carried ('000s)	7,105	3,046	133.3%
Revenue pax-kilometers (m RPK)	23,087	8,568	169.5%
Available seat-kilometers (m ASK)	30,871	16,415	88.1%
Load factor (%)	74.8%	52.2%	22.6

Long-haul			
Passengers carried ('000s)	2,770	1,048	164.2%
Revenue pax-kilometers (m RPK)	19,452	6,993	178.2%
Available seat-kilometers (m ASK)	25,733	13,915	84.9%
Load factor (%)	75.6%	50.3%	25.3

Short and Medium-haul			
Passengers carried ('000s)	4,335	1,997	117.0%
Revenue pax-kilometers (m RPK)	3,635	1,575	130.8%
Available seat-kilometers (m ASK)	5,137	2,499	105.5%
Load factor (%)	70.8%	63.0%	7.8

Cargo activity	First quarter		
	2022	2021	Variation
Revenue tonne-km (m RTK)	907	906	0.2%
Available tonne-km (m ATK)	1,657	1,333	24.3%
Load factor (%)	54.7%	67.9%	(13.2)

KLM activity

Total Passenger network activity	First quarter		
	2022	2021	Variation
Passengers carried ('000s)	4,837	1,422	240.2%
Revenue pax-kilometers (m RPK)	15,780	4,863	224.5%
Available seat-kilometers (m ASK)	21,700	17,171	26.4%
Load factor (%)	72.7%	28.3%	44.4

Long-haul			
Passengers carried ('000s)	1,614	520	210.3%
Revenue pax-kilometers (m RPK)	12,874	3,971	224.2%
Available seat-kilometers (m ASK)	17,506	15,411	13.6%
Load factor (%)	73.5%	25.8%	47.8

Short and Medium-haul			
Passengers carried ('000s)	3,222	901	257.5%
Revenue pax-kilometers (m RPK)	2,906	893	225.5%
Available seat-kilometers (m ASK)	4,194	1,760	138.2%
Load factor (%)	69.3%	50.7%	18.6

Cargo activity	First quarter		
	2022	2021	Variation
Revenue tonne-km (m RTK)	859	1,168	(26.5%)
Available tonne-km (m ATK)	1,317	1,355	(2.8%)
Load factor (%)	65.2%	86.2%	(21.0)

Chapter 1.4 “Fleet” of the 2021 Universal Registration Document is amended as follows:

Group fleet at March 31 2022

Aircraft type	AF (incl. HOP)	KL (incl. KLC & MP)	Transavia	Owned	Finance lease	Operating lease	Total	<i>In operation</i>	<i>Change / 31/12/21</i>
B777-300	43	16		18	17	24	59	59	
B777-200	20	15		27		8	35	33	(3)
B787-9	10	13		5	6	12	23	23	
B787-10		6		2	4		6	5	
A380-800	8			4	1	3	8		
A350-900	15			3	6	6	15	15	3
A330-300		5				5	5	5	1
A330-200	15	6		11		10	21	21	
Total Long-Haul	111	61	0	70	34	68	172	161	1
B737-900		5		5			5	5	
B737-800		31	94	31	10	84	125	120	4
B737-700		10	4	7		7	14	14	
A321	19			11		8	19	19	
A320	42			4	4	34	42	40	(2)
A319	28			12		16	28	25	(3)
A318	12			6		6	12	12	
A220-300	8			5		3	8	8	2
Total Medium-Haul	109	46	98	81	14	158	253	243	1
Canadair Jet 1000	14			14			14	10	(1)
Canadair Jet 700									
Embraer 195 E2		9				9	9	9	2
Embraer 190	19	30		16	5	28	49	49	2
Embraer 175		17		3	14		17	17	
Embraer 170	15			10		5	15	13	(2)
Embraer 145	3			3			3		
Total Regional	51	56	0	46	19	42	107	98	1
B747-400ERF		3		3			3	3	
B747-400BCF		1		1			1	1	
B777-F	2					2	2	2	
Total Cargo	2	4	0	4	0	2	6	6	0
Total	273	167	98	201	67	270	538	508	3

5. BOARD OF DIRECTORS

As indicated in the press release of May 18, 2022 regarding the strategic partnership with CMA CGM, the major shareholders of Air France-KLM will support a resolution to appoint a representative of CMA CGM to the Board of Directors of Air France-KLM at the next general meeting of shareholders (May 24, 2022). This appointment, if approved by the general meeting, would be subject to the completion of the CMA CGM investment.

In this respect, it is proposed the appointment of Rodolphe Saadé. A French and Lebanese national, Rodolphe Saadé is Chairman and CEO of CMA CGM since 2017.

He joined the group in 1994 after graduating from Concordia University. After working in New York and Hong Kong, he moved to CMA CGM's headquarters in Marseille, where he managed shipping companies and led the group's development through several strategic acquisitions, including Delmas and Neptune Orient Lines.

Rodolphe Saadé has transformed CMA CGM from a shipping company to a global logistics company. He became Chairman of the Board of Directors of CEVA logistics in 2019 and created CMA CGM Air cargo in 2021.

All information relating to this appointment is available on the Company's website under Finance / Shareholders / General Meeting.

6. GENERAL MEETING OF SHAREHOLDERS OF MAY 24, 2022

The General Meeting of Shareholders will be held on May 24, 2022. All documents and information provided for in Article R. 22-10-23 of the French Commercial Code (*Code de commerce*) will be available on the Company's website www.airfranceklm.com.

The agenda of the General Meeting is the following:

I. Ordinary Business

First resolution: *Approval of the statutory financial statements and transactions for the financial year ended December 31, 2021*

Second resolution: *Approval of the consolidated financial statements and transactions for the financial year ended December 31, 2021*

Third resolution: *Allocation of the net result for the financial year ended December 31, 2021*

Fourth resolution: *Approval of related party agreements referred to in Article L. 225-38 of the French Commercial Code related to the conclusion of a commitment from the French State to subscribe to a capital increase, an agreement from the French State to subscribe to the issue of undated deeply subordinated notes and an amendment to the shareholder's loan agreement between the Company and the French State*

Fifth resolution: *Approval of a related party agreement referred to in Article L. 225-38 of the French Commercial Code related to the expansion of the cooperation agreement entered into between the Company, Air France, KLM and China Eastern Airlines*

Sixth resolution: *Approval of a related party agreement referred to in Article L. 225-38 of the French Commercial Code related to an amendment to the State Guaranteed Loan agreement entered into with the French State*

Seventh resolution: *Reappointment of Ms. Isabelle Parize as a Board director for a four-year term of office*

Eighth resolution: *Reappointment of Mr. François Robardet as a Board director representing the employee and former employee shareholders (ground staff and cabin crew category of employee and former employee shareholders) for a four-year term of office*

Ninth resolution: *Appointment of Mr. Michel Delli-Zotti as a Board director representing the employee and former employee shareholders (Flight Deck Crew category of employee and former employee shareholders) for a four-year term of office*

Tenth resolution: *Noting of the expiry of the mandate of Deloitte & Associés as principal Statutory Auditor and appointment of PricewaterhouseCoopers Audit as principal Statutory Auditor*

Eleventh resolution: *Noting of the expiry of the mandate of BEAS as deputy Statutory Auditor and decision not to reappoint BEAS or appoint a successor*

Twelfth resolution: *Approval of the information on the 2021 compensation for each of the company officers required by Article L. 22-10-9 I of the French Commercial Code*

Thirteenth resolution: *Approval of the fixed, variable and extraordinary components of the total compensation and benefits of any kind paid during the 2021 financial year or granted in respect of this financial year to Ms. Anne-Marie Couderc as Chair of the Board of Directors*

Fourteenth resolution: *Approval of the fixed, variable and extraordinary components of the total compensation and benefits of any kind paid during the 2021 financial year or granted in respect of this financial year to Mr. Benjamin Smith as Chief Executive Officer*

Fifteenth resolution: *Approval of the 2022 compensation policy for the non-executive company officers*

Sixteenth resolution: *Approval of the 2022 compensation policy for the Chair of the Board of Directors*

Seventeenth resolution: *Approval of the 2022 compensation policy for the Chief Executive Officer*

Eighteenth resolution: *Ratification of the transfer of the registered office*

II. Extraordinary Business

Nineteenth resolution: *Increase of the total nominal cap of the capital increases provided for in the 23rd resolution of the Combined Ordinary and Extraordinary Shareholders' Meeting of May 26, 2021, delegating authority to the Board of Directors to issue the Company's ordinary shares and securities granting access to its other equity securities, to be issued or giving entitlement to the allocation of debt securities, without preferential subscription rights, by way of a public offering as stated in 1° of article L. 411-2 of the French Monetary and Financial Code (which may be used outside public offering periods) to set it at €200 million, within the limits provided for by the applicable regulations on the date of issue*

Twentieth resolution: *Addition of a preamble to the Articles of Incorporation to adopt the corporate purpose of the Company*

Twenty-first resolution: *Update of references in the Articles of Incorporation to Articles in the French Commercial Code*

Twenty-second resolution: *Amendment of Article 17-3 of the Articles of Incorporation relating to the Board directors representing the employees*

Twenty-third resolution: *Amendment of Article 20 of the Articles of Incorporation concerning the decisions of the Board of Directors*

Twenty-fourth resolution: *Amendment of Article 21 of the Articles of Incorporation concerning the powers of the Board of Directors*

Twenty-fifth resolution: *Amendment of Article 27 of the Articles of Incorporation relating to the compensation due to the executive officers and Board directors*

Twenty-sixth resolution: *Amendment of Article 29 of the Articles of Incorporation relating to the appointment of Statutory Auditors and termination of the obligation to appoint one or several deputy Statutory Auditors*

Twenty-seventh resolution: *Powers to accomplish formalities*

7. **DECLARATION BY THE PERSON RESPONSIBLE FOR THE AMENDMENT TO THE 2021 UNIVERSAL REGISTRATION DOCUMENT**

“I hereby declare that the information contained in this First Amendment to the 2021 Universal Registration Document is, to my knowledge, true and accurate and contains no omission that could make it misleading.”

Paris, May 23, 2022
Benjamin Smith
Chief Executive Officer

8. CONCORDANCE TABLE

The concordance table below reproduces the headings required by Annex 1 to Commission Delegated Regulation (EU) 2019/980 of March 14, 2019 and provides the page numbers or sections of the 2021 Universal Registration Document and this Amendment on which the information required under each of these headings may be found.

	2021 Universal Registration Document	Amendment
Annexes 1 and 2 of Commission Delegated Regulation (EU) 2019/980 of March 14 2019	Pages	Pages/Sections
1. Persons responsible, information from a third party, from experts' reports and approval by the competent authority		
1.1 Persons responsible	405	27/Section 7
1.2 Declaration of persons responsible	405	27/Section 7
1.3 Expert declarations or reports	N/A	N/A
1.4 Confirmation regarding information from third parties	N/A	N/A
1.5 Declaration without prior approval from the competent authority	N/A	N/A
2. Statutory auditors		N/A
2.1 Name and address of the statutory auditors	105	[●]
2.2 Resignation, removal, and non renewal of statutory auditors	N/A	N/A
3. Risk factors	146 to 164	15 à 16/Section 2.2
4. Information about the issuer		N/A
4.1 Legal and commercial name	398	Cover page
4.2 Place of registration, registration number, and legal entity identifier ("LEI")	398	N/A
4.3 Date of incorporation and term	398	N/A
4.4 Domicile and legal form of the issuer; legislation; country of incorporation; address, telephone number of the registered office, and website	398	N/A
5. Business overview		N/A
5.1 Principal activities	30 to 45	20 à 24/Section 4
5.2 Principal markets	30 to 45	N/A
5.3 Important events in the development of the issuer's business	6 to 13	1 à 12/Section 1
5.4 Strategy and objectives	22 to 29	N/A
5.5 Dependence on patents; licenses; industrial, commercial, or financial contracts; or new manufacturing processes	22, 35 to 37, 137 to 139, 354 and 355	N/A
5.6 Basis for any statements made by the issuer regarding its competitive position	18 to 21	N/A

		2021 Universal Registration Document	Amendment
Annexes 1 and 2 of Commission Delegated Regulation (EU) 2019/980 of March 14 2019		Pages	Pages/Sections
	5.7 Investments	45 to 49, 204 to 227, 254 and 255, 310 to 314	23/Section 4
6.	Organisational Structure		
	6.1 Brief description of the Group	167 to 174, 256, 399 to 401	N/A
	6.2 Significant subsidiaries	256, 358 to 361 and 380	N/A
7.	Operating and financial		
	7.1 Financial condition	4 and 5, 254 and 255, 256 to 263	17 to 19/Section 3
	7.2 Operating results	4	N/A
8.	Capital resources		
	8.1 Information about capital resources	132 to 144, 319 to 321 and 377	N/A
	8.2 Sources and amounts of and a narrative description of the issuer's cash flows	161 to 164, 254 to 255, 270 to 274 and 355 to 356	N/A
	8.3 Borrowing requirements and funding structure	161 to 164, 254, 257 to 259, 261 to 263, 332 to 339, 345 to 350 and 377	N/A
	8.4 Information regarding any restrictions on the use of capital resources that have materially affected, or could materially affect, directly or indirectly, the issuer's operations	161 to 164, 320, 332 to 336	N/A
	8.5 Information regarding the anticipated sources of funds needed to fulfil commitments referred to in item 5.7.2.	6 to 7, 161 to 164	N/A
9.	Regulatory environment		
	9.1 Description of the regulatory environment in which the issuer operates and that may materially affect its business, together with information regarding any governmental, economic, fiscal, monetary or political policies or factors that have materially affected, or could materially affect, directly or indirectly, the issuer's operations	401 to 404	N/A
10.	Trend information		
	10.1 Principal trends in production, sales, and inventory, and costs and selling prices since the end of the last financial year to the date of the registration document	6 to 13 and 264	1 to 12/Section 1
	10.2 Known trends, uncertainties, demands, commitments or events that are reasonably likely to have a material	6 to 13 and 264	1 to 12/Section 1

	2021 Universal Registration Document	Amendment
Annexes 1 and 2 of Commission Delegated Regulation (EU) 2019/980 of March 14 2019	Pages	Pages/Sections
effect on the issuer's prospects for at least the current financial year		
11. Profit forecasts or estimates		
11.1 Published profit forecasts or estimates	N/A	N/A
11.2 Principal assumptions on which the issuer based its forecasts or estimates	N/A	N/A
11.3 Declaration of comparability with historical financial information and consistency with the issuer's accounting policies	N/A	N/A
12. Administrative, management, and supervisory bodies and senior management		
12.1 Information about the members of the administrative, management, and supervisory bodies	60 to 83, 130 to 131	24/Section 5
12.2 Conflicts of interest of administrative, management, and supervisory bodies	92 and 93	N/A
13. Remuneration and benefits		N/A
13.1 Amount of remuneration paid and benefits in kind granted by the issuer and its subsidiaries	106 to 130	N/A
13.2 Total amounts set aside or accrued by the issuer or its subsidiaries to provide for pension, retirement, or similar benefits	131 and 353	N/A
14. Practices of the administrative and supervisory bodies	84 and 85	
14.1 Date of expiration of the current term of office, if applicable, and the period during which the person has served in that office	60 to 83	N/A
14.2 Information about members of the administrative, management, or supervisory bodies' service contracts with the issuer or any of its subsidiaries providing for benefits upon termination of employment, or an appropriate statement to the effect that no such benefits exist	92	N/A
14.3 Information about the issuer's audit committee and remuneration committee	100 to 104	N/A
14.4 Statement of compliance with the applicable corporate governance region	84 and 105	N/A
14.5 Potential material impacts on corporate governance	105	N/A
15. Employees	185 to 203	N/A
15.1 Either the number of employees at the end of the period or the average for each financial year for the period covered by the historical financial information up to the date of the registration document by breakdown of employees by main category of activity and geographic location	198 to 199 and 299	N/A

	2021 Universal Registration Document	Amendment
Annexes 1 and 2 of Commission Delegated Regulation (EU) 2019/980 of March 14 2019	Pages	Pages/Sections
15.2 Shareholdings and stock options	62 to 83, 120 and 121, 135 to 140, 319 to 321	N/A
15.3 Arrangements for involving the employees in the issuer's share capital	N/A	N/A
16. Principal shareholders		
16.1 Name of any person other than a member of the administrative, management or supervisory bodies who, directly or indirectly, has an interest in the issuer's capital or voting rights which is notifiable under the issuer's national law, together with the amount of each such person's interest, or appropriate statement to that effect that no such person exists	135 to 143	N/A
16.2 Existence of different voting rights	132	N/A
16.3 Direct or indirect ownership or control of the issuer	N/A	N/A
16.4 Any arrangements known to the issuer the operation of which may at a subsequent date result in a change in control	140	N/A
17. Related party transactions		
17.1 Details of related party transactions	353 to 356	N/A
18. Financial information concerning the issuer's assets and liabilities, financial position, and profits and losses		
18.1 Historical financial information	4 and 5, 265 to 361, 362 to 368, 369 to 383	N/A
18.2 Interim and other financial information	N/A	N/A
18.3 Auditing of historical annual financial information	362 to 368, 384 to 389	N/A
18.4 Pro forma financial information	N/A	N/A
18.5 Dividend policy	140	N/A
18.6 Legal and arbitration proceedings	160, 327 to 330	N/A
18.7 Significant change in the issuer's financial position	6 to 13	N/A
19. Additional information		N/A
19.1 Share capital	132 to 135, 319 to 321 and 383	Cover page
19.2 Memorandum and Articles of Association	132 to 135, 141 to 143 and 398	N/A
20. Material contracts	137 to 139	N/A
21. Documents available	84 and 405	N/A

9. **ANNEXES**

**UNAUDITED INTERIM CONSOLIDATED FINANCIAL
INFORMATION**

Prepared under International Financial Reporting Standards (“IFRS”) as adopted by the European Commission for use in the European Union

January 1, 2022 – March 31, 2022

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CONSOLIDATED INCOME STATEMENT (unaudited)

<i>In € millions</i>			
Period from January 1 to March 31	<i>Notes</i>	2022	2021 restated ⁽¹⁾
Revenues	4	4,445	2,161
External expenses	5	(2,909)	(1,698)
Salaries and related costs	6	(1,522)	(1,167)
Taxes other than income taxes		(47)	(41)
Other income and expenses	8	254	117
EBITDA		221	(628)
Amortization, depreciation and provisions	7	(571)	(552)
Income from current operations		(350)	(1,180)
Sales of aircraft equipment	9	-	(3)
Other non-current income and expenses	9	(6)	(4)
Income from operating activities		(356)	(1,187)
Cost of financial debt	10	(141)	(189)
Income from cash and cash equivalents	10	(2)	1
Net cost of financial debt		(143)	(188)
Other financial income and expenses	10	(47)	(90)
Income before tax		(546)	(1,465)
Income taxes	11	(4)	(11)
Net income of consolidated companies		(550)	(1,476)
Share of profits (losses) of associates		(2)	(7)
Net income from continuing operations		(552)	(1,483)
Net income for the period		(552)	(1,483)
<i>Non-controlling interests</i>		-	(1)
<i>Net income - Group part</i>		<i>(552)</i>	<i>(1,482)</i>
Earnings per share – Equity holders of Air France-KLM (in euros)			
- basic		(0.94)	(3.46)
- diluted		(0.94)	(3.46)

The accompanying notes are an integral part of this interim consolidated financial information.

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

CONSOLIDATED STATEMENT OF RECOGNIZED INCOME AND EXPENSES (unaudited)

<i>In € millions</i>		
Period from January 1 to March 31	2022	2021 restated ⁽¹⁾
Net income for the period	(552)	(1,483)
Cash flow hedges and cost of hedging		
Effective portion of changes in fair value hedge and cost of hedging recognized directly in other comprehensive income	423	114
Change in fair value and cost of hedging transferred to profit or loss	(238)	9
Currency translation adjustment	4	1
Deferred tax on items of comprehensive income that will be reclassified to profit or loss	(49)	(33)
Total of other comprehensive income that will be reclassified to profit or loss	140	91
Remeasurements of defined benefit pension plans	19	420
Fair value of equity instruments revalued through OCI	3	(3)
Deferred tax on items of comprehensive income that will not be reclassified to profit or loss	(10)	(100)
Total of other comprehensive income that will not be reclassified to profit or loss	12	317
Total of other comprehensive income, after tax	152	408
Recognized income and expenses	(400)	(1,075)
- Equity holders of Air France-KLM	(400)	(1,075)
- Non-controlling interests	-	-

The accompanying notes are an integral part of this interim consolidated financial information.

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

CONSOLIDATED BALANCE SHEET (unaudited)

Assets		March 31,	December 31,
<i>In € millions</i>	<i>Notes</i>	2022	2021
Goodwill		222	222
Intangible assets		1,251	1,235
Flight equipment		10,537	10,466
Other property, plant and equipment		1,378	1,402
Right-of-use assets		5,205	5,148
Investments in equity associates		107	109
Other non-current financial assets		1,026	951
Non-current derivatives financial assets		190	143
Deferred tax assets		223	278
Total non-current assets		20,139	19,954
Assets held for sale		76	74
Other current financial assets		487	484
Current derivatives financial assets		747	469
Inventories		620	567
Trade receivables		1,952	1,511
Other current assets		1,126	966
Cash and cash equivalents	<i>12</i>	7,219	6,658
Total current assets		12,227	10,729
Total assets		32,366	30,683

The accompanying notes are an integral part of this interim consolidated financial information.

CONSOLIDATED BALANCE SHEET (unaudited) (continued)

Liabilities and equity		March 31,	December 31,
<i>In € millions</i>	<i>Notes</i>	2022	2021
Issued capital		643	643
Additional paid-in capital		4,949	4,949
Treasury shares		(25)	(25)
Perpetual bonds		3,205	3,151
Reserves and retained earnings		(12,996)	(12,542)
Equity attributable to equity holders of Air France-KLM		(4,224)	(3,824)
Non-controlling interests		8	8
Total equity		(4,216)	(3,816)
Pension provisions		1,937	1,939
Non-current return obligation liability and other provisions		4,100	4,055
Non-current financial liabilities	<i>13</i>	11,438	11,274
Non-current lease debt		3,021	2,924
Non-current derivatives financial liabilities		11	25
Deferred tax liabilities		4	1
Other non-current liabilities	<i>16</i>	2,538	2,555
Total non-current liabilities		23,049	22,773
Current return obligation liability and other provisions		851	885
Current financial liabilities	<i>13</i>	1,068	1,215
Current lease debt		826	825
Current derivatives financial liabilities		37	46
Trade payables		2,329	1,850
Deferred revenue on ticket sales	<i>15</i>	3,903	2,644
Frequent flyer programs		873	888
Other current liabilities	<i>16</i>	3,643	3,369
Bank overdrafts	<i>12</i>	3	4
Total current liabilities		13,533	11,726
Total liabilities		36,582	34,499
Total equity and liabilities		32,366	30,683

The accompanying notes are an integral part of this interim consolidated financial information.

CONSOLIDATED STATEMENT OF CHANGES IN STOCKHOLDERS' EQUITY (unaudited)

<i>In € millions</i>	Number of shares	Issued capital	Additional paid-in capital	Treasury shares	Perpetual	Reserves and retained earnings	Equity attributable to holders of Air France-KLM	Non-controlling interests	Total equity
December 31, 2020	428,634,035	429	4,139	(25)	-	(9,970)	(5,427)	9	(5,418)
Change in accounting policy						76	76		76
January 1, 2021- Restated ⁽¹⁾	428,634,035	429	4,139	(25)	-	(9,894)	(5,351)	9	(5,342)
<i>Other comprehensive income</i>						407	407	1	408
Net result for the period						(1,482)	(1,482)	(1)	(1,483)
Total of income and expenses recognized						(1,075)	(1,075)	-	(1,075)
Other		-	-	-	-	(1)	(1)	-	(1)
March 31, 2021 - Restated ⁽¹⁾	428,634,035	429	4,139	(25)	-	(10,970)	(6,427)	9	(6,418)
December 31, 2021	642,634,034	643	4,949	(25)	3,151	(12,542)	(3,824)	8	(3,816)
<i>Other comprehensive income</i>						152	152	-	152
Net result for the period						(552)	(552)	-	(552)
Total of income and expenses recognized						(400)	(400)	-	(400)
Coupons on perpetual					54	(54)	-	-	-
March 31, 2022	642,634,034	643	4,949	(25)	3,205	(12,996)	(4,224)	8	(4,216)

The accompanying notes are an integral part of this interim consolidated financial information.

⁽¹⁾See note 1 in notes to the consolidated financial statements.

CONSOLIDATED STATEMENT OF CASH FLOWS (unaudited)

Period from January 1 to March 31	<i>Notes</i>	2022	2021
<i>In € millions</i>			restated ⁽¹⁾
Net income from continuing operations		(552)	(1,483)
Amortization, depreciation and operating provisions		571	553
Financial provisions		35	27
Loss (gain) on disposals of tangible and intangible assets		-	3
Derivatives – non monetary result		(5)	(41)
Unrealized foreign exchange gains and losses, net		31	125
Impairment		5	8
Other non-monetary items		(32)	4
Share of (profits) losses of associates		2	7
Deferred taxes		1	7
Financial capacity		56	(790)
(Increase) / decrease in inventories		(48)	8
(Increase) / decrease in trade receivables		(411)	(72)
Increase / (decrease) in trade payables		492	(85)
Increase / (decrease) in advanced ticket sales		1,245	(153)
Change in other receivables and payables		47	210
Change in working capital requirement		1,325	(92)
Net cash flow from operating activities (A)		1,381	(882)
Acquisition of subsidiaries, of shares in non-controlled entities		-	(4)
Purchase of property plant and equipment and intangible assets (B)		(704)	(466)
Proceeds on disposal of property plant and equipment and intangible assets (C)		171	220
Decrease (increase) in net investments, more than 3 months		5	1
Net cash flow used in investing activities		(528)	(249)
Issuance of debt	<i>13</i>	291	302
Repayment on debt	<i>13</i>	(304)	(331)
Payments on lease debts (D)		(218)	(216)
New loans		(87)	(18)
Repayment on loans		22	20
Net cash flow from financing activities		(296)	(243)
Effect of exchange rate on cash and cash equivalents and bank overdrafts (net of cash acquired or sold)		5	7
Change in cash and cash equivalents and bank overdrafts		562	(1,367)
Cash and cash equivalents and bank overdrafts at beginning of period	<i>12</i>	6,654	6,422
Cash and cash equivalents and bank overdrafts at end of period	<i>12</i>	7,216	5,055

The accompanying notes are an integral part of this interim consolidated financial information.

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

OPERATING FREE CASH-FLOW (UNAUDITED)

Period from January 1 to March 31	<i>Notes</i>	2022	2021
<i>in € millions</i>			
Net cash flow from operating activities	<i>A</i>	1,381	(882)
Purchase of property plant and equipment and intangible assets	<i>B</i>	(704)	(466)
Proceeds on disposal of property plant and equipment and intangible assets	<i>C</i>	171	220
Operating free cash flow	<i>14</i>	848	(1,128)
Payments on lease debts	<i>D</i>	(218)	(216)
Operating free cash flow adjusted		630	(1,344)

**NOTES TO THE INTERIM CONSOLIDATED
FINANCIAL INFORMATION**

1. RESTATEMENT OF ACCOUNTS 2021

Since January 1, 2021, the Air France-KLM Group has applied the IFRIC decision relating to IAS 19 "Employee benefits", described in note 5.1 Accounting policies of the notes to the consolidated financial statements of December 31, 2021.

This change has been applied retrospectively to the financial information presented in the prior periods in accordance with IAS 8 "Accounting Policies, Changes in Accounting Estimates and Errors". The impacts on the comparative periods are presented below.

Only the items impacted by the changes in accounting policies are presented.

Impact on the consolidated income statement

In € millions	Published accounts	IFRIC IAS 19	Restated accounts
Period from January 1 to March 31, 2021			
Salaries and related costs	(1 166)	(1)	(1 167)
EBITDA	(627)	(1)	(628)
Income from current operations	(1 179)	(1)	(1 180)
Income from operating activities	(1 186)	(1)	(1 187)
Income before tax of consolidated companies	(1 464)	(1)	(1 465)
Income taxes	(11)	-	(11)
Net income of consolidated companies	(1 475)	(1)	(1 476)
Net income	(1 482)	(1)	(1 483)
Earnings per share (basic)	(3.46)	-	(3.46)
Earnings per share (diluted)	(3.46)	-	(3.46)

Impact on the consolidated statement of recognized income and expenses

In € millions	Published accounts	IFRIC IAS 19	Restated accounts
Period from January 1 to March 31, 2021			
Net income for the period	(1 482)	(1)	(1 483)
Total of other comprehensive income that will not be reclassified to profit or loss	91	-	91
Total of other comprehensive income, after tax	317	-	317
Recognized income and expenses	(1 074)	(1)	(1 075)
• Equity holders of Air France-KLM	(1 074)	(1)	(1 075)
• Non-controlling interests	-	-	-

Impact on the consolidated balance sheet

In € millions	Published accounts	IFRIC IAS 19	Restated accounts
Balance sheet as of March 31, 2021			
Asset	29 316	(30)	29 286
Deferred tax	257	(30)	227
Equity and liabilities	29 316	(30)	29 286
Retirement provisions	2 105	(105)	2 000
Equity	(6 493)	75	(6 418)
• Holders of Air France-KLM	(6 502)	75	(6 427)
• Non-controlling interests	9	-	9

Impact on the consolidated statement of cash flows

In € millions	Published accounts	IFRIC IAS 19	Restated accounts
Period from January 1 to March 31, 2021			
Net income	(1 482)	(1)	(1 483)
Other non-monetary items	3	1	4
Financial capacity	(790)	-	(790)

2. SIGNIFICANT EVENTS

2.1. Going concern

Since the beginning of 2020, the worldwide spread of Covid-19 has had a major impact on air traffic around the world. The very stringent conditions on global travel adopted by many countries as of March 2020 resulted in a drastic reduction in air traffic. Recovery began in the second half of 2021 and continues to go on through the first part of 2022.

In addition, the Ukrainian crisis is having an impact on the Group's business, which has announced that it has suspended services and overflights to Ukraine and Russia in February 2022 until further notice. These routes represented less than 1% of the Group's Network business in terms of revenue. The impact of route extensions to China, Japan and South Korea is also currently limited. The Group's maintenance activities for Russian airlines have also been suspended, generating a minor impact. Finally, although the Ukrainian crisis is pushing oil prices to high levels, the Group's fuel hedging policy is limiting the impact on the Group's consolidated financial statements as of March 31, 2022 and for the next quarters of 2022. While the impact of such an increase could be significant if prices were to remain at the levels prevailing since the beginning of the crisis, the uncertainties surrounding the outcome of the conflict do not allow for a precise assessment at this stage.

At the same time, the strong measures taken by the Group to mitigate the effect of Covid-19 on its business since the beginning of the pandemic are continuing and are adapted to the evolution of the situation that the Group is following closely. These actions include, amongst others, adapting capacity to the demand trends, cash preservation, systematic refinancing of new aircraft delivered and salary measures.

Capacity adaptation and costs reduction

Available seat-kilometers for the Passenger network and Transavia were 68 percent higher in the first quarter of 2022 compared to the first quarter of 2021, in response to the resumption of demand, and has reached 75 percent of the first quarter 2019 level for Passenger network and near 2019 capacity for Transavia.

Revenue per passenger-kilometers jumped by 208 percent in the first quarter of 2022 compared to the first quarter of 2021. The cargo business continued to benefit from a buoyant environment with available ton-kilometers up 11 per cent compared to the first quarter of 2021. As a result, total revenues increased by 106 percent compared to last year and amounted to €4,445 million.

In parallel, external expenses amount to €(2,909) million, an increase of 71 percent compared to 2021, mainly because of fuel costs. Fuel costs amount to €(996) million as of March 31, 2022 against €(463) million as of March 31, 2021, an increase of 115 percent due to changes in capacity and higher fuel prices. Excluding fuel, external expenses increased only by 55 percent.

In addition, the continuation of the partial activity mechanisms in France, implemented from March 23, 2020, the "Temporary Emergency Bridging Measures for Sustained Employment" (NOW) program in the Netherlands, applicable from March 1, 2020, as well as the continuation of the restructuring plans and the reduction in workforce initiated in 2020 and 2021 (see note 4.2. Events occurring during the period in the notes to the consolidated financial statements for the year ended December 31, 2021) continued to contribute to limiting salaries and related costs. The total salaries and related costs amounts to €(1,522) million as of March 31, 2022 €(1,167) million as of March 31, 2021 and €(1,916) million as of March 31, 2020 in the beginning of Covid.

The "Temporary Emergency Bridging Measures for Sustained Employment (NOW)" program in the Netherlands ended on March 31, 2022.

Liquidity position

As of March 31, 2022, the Group's total liquidity amounted to €10.76 billion, of which €8.3 billion in net cash excluding undrawn credit lines (see note 14. Net debt) and €2.46 billion in undrawn credit lines (see note 33.3 Financial support from the French and Dutch States and 33.7 Credit lines from the notes to financial statements as of December 31, 2021).

At the same time, the Group continues to pursue its additional financing projects, to improve equity or quasi-equity and provide new liquidity, within the framework of the extraordinary resolutions voted at the Annual Shareholders' Meeting on May 26, 2021. It is also working on various additional options to restore Air France's equity to the legally required level.

Going concern

In determining the appropriate basis for preparing the interim consolidated financial statements for the period ended March 31, 2022, the going concern has been assessed by evaluating the financial forecasts over a time horizon of at least one year and by analyzing, in particular, the commercial position of the Group within the context of the current Covid-19 pandemic and the Ukrainian crisis.

As mentioned above, the Group had total cash at hand of €10.76 billion as of March 31, 2022 (see the "*Liquidity position*" paragraph), an improvement of €0.6 billion compared to December 31, 2021.

Furthermore, despite the uncertainties related to the current context, the improvement of the sanitary situation since the end of 2021 as well as of the cash position, the continuing recovery of activity and the limited impact of the Ukrainian crisis on the consolidated financial statements as of March 31, 2022 have led to the preparation of the interim consolidated financial information as of March 31, 2022 on a going-concern basis, in accordance with approach taken for the consolidated financial statements as of December 31, 2021. (see note 4.1 related to consolidated financial statement as of December 31, 2021).

2.2. Events that occurred in the period

Signature of purchase contracts of A320neo

End of February 2022, purchases contracts of 100 Airbus A320neo Family aircraft were signed between Airbus and KLM N.V., Transavia Netherlands and Transavia France. This signature has been followed, early April 2022, by entering into exclusive negotiations with CFM International for the engine configuration of this future fleet of aircraft.

Appeal against the European Commission's decision in the air cargo sector rejected

On March 30, 2022, Air France – KLM has taken note of the EU General Court's judgement on the appeal filed against the decision of the European Commission of 17 March 2017 for practices considered to be anti-competitive in the air cargo sector.

The practices in question date back more than twenty years ago and had already been condemned in a decision of the European Commission in 2010 but annulled by the General Court of the European Union in 2015 due to a contradiction between the grounds and the operative part of the decision.

The Group is analyzing this decision in view of an appeal before the Court of Justice. Provisions of €351.8 million including interest in the accounts on March 31 2022 are in accordance with these fines.

2.3. Subsequent events

On May 3, 2022, KLM repaid €311 million under its revolving credit facility guaranteed by the Dutch State (see note 33.3 Financial support from the French and Dutch States from the notes to financial statements as of December 31, 2021) . At the end of the transaction, the outstanding amount of this credit line at KLM amounts to €354 million.

3. ACCOUNTING PRINCIPLES

Pursuant to the European Regulation No. 1606/2002 of July 19, 2002, the consolidated financial statements of the Air France-KLM Group as of December 31, 2021 were established in accordance with the International Financial Reporting Standards (“IFRS”) as adopted by the European Union on the date these consolidated financial statements were established.

The interim consolidated financial information as of March 31, 2022 must be read in connection with the annual consolidated financial statements for the year ended on December 31, 2021. They have been established in accordance with the accounting principles used by the Group for the consolidated financial statements 2021, except for standards and interpretations adopted by the European Union applicable as from January 1, 2022.

A working group has been set up within the Group to perform analyses with regard to the Agenda Decision relating to the “Accounting for customization and / or configuration costs in SaaS arrangements” and assess the impacts of its implementation. Any changes resulting from the application of this IFRIC ruling will be accounted for retrospectively in accordance with IAS 8 on changes in accounting policies.

The preparation of the interim consolidated financial information, in accordance with IFRS, requires Management to make estimates and use assumptions that affect the amounts recognized in the primary financial statements and accompanying notes at the closing date.

The main areas of estimates relate to the:

- revenue recognition linked to deferred revenue on ticket sales;
- Flying Blue frequent flyer program;
- financial instruments;
- intangible and tangible assets;
- lease contracts;
- employee benefits;
- return obligation liability and provision for leased aircraft;
- other provisions; and
- current and deferred tax.

The Management of the Group management makes these estimates and assessments continuously on the basis of its past experience and various other factors considered to be reasonable that constitute the basis for these assumptions. The interim consolidated financial information for the period have thus been established taking into consideration the current context of public health and geopolitical crisis and on the basis of financial parameters available at the closing date.

The interim consolidated financial information as of March 31, 2022 were reviewed by the Board of Directors on May 4, 2022.

4. INFORMATION BY ACTIVITY AND GEOGRAPHICAL AREA

Business segments

The segment information is prepared on the basis of internal management data communicated to the Executive Committee, the Group's principal operational decision-making body.

The Group is organized around the following segments:

Network: The revenues for this segment, which includes the Passenger and Cargo network primarily come from passenger transportation services on scheduled flights with the Group's airline code (excluding Transavia), including flights operated by other airlines under code-share agreements. They also include code-share revenues, revenues from excess baggage and airport services supplied by the Group to third-party airlines and services linked to IT systems.

Network revenues also include freight carried on flights operated under the codes of the airlines within the Group and flights operated by other partner airlines under code-share agreements. Other cargo revenues are derived principally from the sales of cargo capacity to third parties and the transportation of shipments on behalf of the Group by other airlines.

Maintenance: Maintenance operating revenues are generated through maintenance services provided to other airlines and customers worldwide.

Transavia: The revenues from this segment come from the "leisure" transport activity realized by Transavia.

Other: The revenues from this segment come from various services provided by the Group and not covered by the three segments mentioned above.

The results of the business segments are those that are either directly attributable or that can be allocated on a reasonable basis to these business segments. Amounts allocated to business segments mainly correspond to EBITDA, current operating income and income from operating activities. Other elements of the income statement are presented in the "non-allocated" column.

Inter-segment transactions are evaluated based on normal market conditions.

Geographical segments

• Activity by origin of sales area

Group activities by origin of sale are broken down into four geographical areas:

- Metropolitan France
- Benelux
- Europe (excluding France and Benelux)
- Rest of the world

The format for presenting activities by zone of origin of sales has been revised to take into account the Group's new commercial organization.

Only segment revenue is allocated by geographical sales area.

• **Activity by destination**

The Group's activities by destination are broken down into seven geographical segments:

- Metropolitan France
- Europe (excluding France) and North Africa
- Caribbean, West Indies, French Guyana and Indian Ocean
- Africa (excluding North Africa), Middle East
- North America, Mexico
- South America (excluding Mexico)
- Asia and New Caledonia

4.1. Information by business segment

• Period ended March 31, 2022

<i>In € millions</i>	Network	Maintenance	Transavia	Other	Non allocated	Total
Total sales	3,900	831	249	47	-	5,027
Intersegment sales	(6)	(534)	-	(42)	-	(582)
External sales	3,894	297	249	5	-	4,445
EBITDA	150	93	(35)	13	-	221
Income from current operations	(309)	43	(92)	8	-	(350)
Income from operating activities	(315)	43	(92)	8	-	(356)
Share of profits (losses) of associates	-	1	-	(3)	-	(2)
Net cost of financial debt and other financial income and expenses	-	-	-	-	(190)	(190)
Income taxes	-	-	-	-	(4)	(4)
Net income	(315)	44	(92)	5	(194)	(552)

• Period ended March 31, 2021 restated ⁽¹⁾

<i>In € millions</i>	Network	Maintenance	Transavia	Other	Non allocated	Total
Total sales	1,864	622	37	36	-	2,559
Intersegment sales	(6)	(363)	-	(29)	-	(398)
External sales	1,858	259	37	7	-	2,161
EBITDA	(621)	56	(77)	14	-	(628)
Income from current operations	(1,060)	(8)	(120)	8	-	(1,180)
Income from operating activities	(1,066)	(9)	(120)	8	-	(1,187)
Share of profits (losses) of associates	-	1	-	(8)	-	(7)
Net cost of financial debt and other financial income and expenses	-	-	-	-	(278)	(278)
Income taxes	-	-	-	-	(11)	(11)
Net income	(1,066)	(8)	(120)	-	(289)	(1,483)

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

4.2. Information by geographical area

External sales by geographical area

- **Period ended March 31, 2022**

<i>In € millions</i>	Metropo- litan France	Benelux	Europe (except France and Benelux)	Long Haul / Other	Total
Transportation	1,145	446	913	1,171	3,675
Other sales	65	47	47	60	219
Total Network	1,210	493	960	1,231	3,894
Transportation	79	146	22	4	251
Other sales	(3)	1	-	-	(2)
Total Transavia	76	147	22	4	249
Maintenance	138	132	5	22	297
Others	1	4	-	-	5
Total	1,425	776	987	1,257	4,445

- **Period ended March 31, 2021 restated ⁽¹⁾**

<i>In € millions</i>	Metropo- litan France	Benelux	Europe (except France and Benelux)	Long Haul / Other	Total
Transportation	488	189	425	610	1,712
Other sales	53	26	38	29	146
Total Network	541	215	463	639	1,858
Transportation	14	20	3	-	37
Other sales	-	-	-	-	-
Total Transavia	14	20	3	-	37
Maintenance	153	83	6	17	259
Others	2	5	-	-	7
Total	710	323	472	656	2,161

⁽¹⁾ The format for the presenting activities by zone of origin of sales has been revised to take into account the Group's new commercial organization.

Traffic sales by geographical area of destination

- Period ended March 31, 2022

<i>In € millions</i>	Metropolitan France	Europe (except France) North Africa	Caribbean, French Guyana, Indian Ocean	Africa (except North Africa) Middle East	North America, Mexico	South America, except Mexico	Asia, New Caledonia	Total
Network	194	646	454	603	859	512	407	3,675
Transavia	14	218	-	19	-	-	-	251
Total	208	864	454	622	859	512	407	3,926

- Period ended March 31, 2021

<i>In € millions</i>	Metropolitan France	Europe (except France) North Africa	Caribbean, French Guyana, Indian Ocean	Africa (except North Africa) Middle East	North America, Mexico	South America, except Mexico	Asia, New Caledonia	Total
Network	120	200	193	339	340	239	281	1,712
Transavia	4	31	-	2	-	-	-	37
Total	124	231	193	341	340	239	281	1,749

5. EXTERNAL EXPENSES

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Aircraft fuel	996	463
Chartering costs	101	69
Landing fees and air route charges	348	215
Catering	142	58
Handling charges and other operating costs	320	191
Aircraft maintenance costs	515	345
Commercial and distribution costs	154	59
Other external expenses	333	298
Total	2,909	1,698
<i>Excluding aircraft fuel</i>	<i>1,913</i>	<i>1,235</i>

6. SALARIES AND NUMBER OF EMPLOYEES

Salaries and related costs

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		restated ⁽¹⁾
Wages and salaries	1,177	1,065
Social contributions	214	203
Pensions costs on defined contribution plans	179	121
Pensions costs of defined benefit plan	34	75
Cost of temporary employees	34	12
Profit sharing and payment linked with shares	-	(14)
Temporary Emergency Bridging Measure for Sustained Employment	(140)	(320)
Other	24	25
Total	1,522	1,167

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

The Group pays contributions to a multi-employer plan in France, the CRPN (public pension fund for crew). Since this multi-employer plan is assimilated with a French State plan, it is accounted for as a defined contribution plan in “Pension costs on defined contribution plans”.

Following the impact of the Covid-19 public health crisis, as of March 23, 2020 Air France and its main French subsidiaries implemented part-time activity for their employees.

In the first half of 2021, Air France and some of its affiliates finalized agreements with the representative trade unions allowing the use of the long-term partial activity (“APLD”) scheme for a maximum of 24 months.

As of March 31, 2022, the impact of these measures amounts to €71 million (€223 million as of March 31, 2021).

The line “Temporary Emergency Bridging Measure for Sustained Employment (NOW)” includes the compensation received from the Dutch State for the KLM Group’s labor expenses during the period from January 1 until March 31, 2022. This compensation amounts to €140 million (versus €320 million for the period from January 1 until March 31, 2021).

Average number of employees

Period from January 1 to March 31	2022	2021
Flight deck crew	8,068	8,252
Cabin crew	19,813	19,971
Ground staff	43,408	47,714
Temporary employees	1,585	537
Total*	72,874	76,474

*Excluding partial activity impact

The decrease in average headcount is mainly due to the completion of the restructuring plans implemented in the years 2020 and 2021 (see note 12. Other non-current income and expenses of the notes to the consolidated financial statements as of December 31, 2021).

7. AMORTIZATION, DEPRECIATION AND PROVISIONS

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Amortization		
Intangible assets	46	48
Flight equipment	263	241
Other property, plant and equipment	44	45
Right-of-Use assets	285	259
	638	593
Depreciation and provisions		
Inventories	(11)	7
Trade receivables	(9)	13
Risks and contingencies	(47)	(61)
	(67)	(41)
Total	571	552

8. OTHER INCOME AND EXPENSES

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Capitalized production	229	127
Joint operation of routes	-	(1)
Operations-related currency hedges	9	2
Emission trade schemes (ETS)	(11)	(6)
Other	27	(5)
Other income and expenses	254	117

9. SALES OF AERONAUTICAL ASSETS AND OTHER NON-CURRENT INCOME AND EXPENSES

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Sales and leaseback	(5)	(5)
Other aeronautical sales	5	2
Sales of aeronautical assets	-	(3)
Restructuring costs	1	(1)
Accelerated depreciation of fleet	(5)	(8)
Other	(2)	5
Other non-current income and expenses	(6)	(4)

- **Period ended March 31, 2022**

Sales of aircraft equipment

The impact of aircraft sales and leasebacks resulted in an expense of €(5) million in the income statement and a result on disposal of €157 million in the cash flow statement as of March 31, 2022.

Impairment of fleet

This line includes the difference between the initial depreciation plan and the accelerated depreciation following the early phase-out of the CRJ aircraft from the HOP! fleet for €(5) million. Depreciation slopes have been revised so that the net book value as of the date of the aircraft's phase-out expected in 2022 converges with the estimated market value. As of March 31, 2022, 14 CRJ are still in the Group's fleet.

- **Period ended March 31, 2021**

Sales of aircraft equipment

The impact of aircraft sales and leasebacks resulted in an expense of €(5) million in the income statement and a result on disposal of €115 million in the cash flow statement as of March 31, 2021.

Impairment of fleet

This line includes the difference between the initial depreciation plan and the accelerated depreciation following the early phase-out of the CRJ aircraft from the HOP! fleet for €(6) million.

10. NET COST OF FINANCIAL DEBT AND OTHER FINANCIAL INCOME AND EXPENSES

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Income from marketable securities	(6)	(4)
Other financial income	4	5
Financial income	(2)	1
Interest on financial debt	(76)	(106)
Interest on lease debt	(65)	(60)
Capitalized interests	7	6
Other non-monetary items	(4)	(27)
Other financial expenses	(3)	(2)
Gross cost of financial debt	(141)	(189)
Net cost of financial debt	(143)	(188)
Foreign exchange gains (losses), net	(17)	(98)
Financial instruments	5	35
Net (charge)/release to provisions	(2)	-
Undiscounting of provisions	(32)	(27)
Other	(1)	-
Other financial income and expenses	(47)	(90)
Total	(190)	(278)

Financial income

Financial income mainly consists in interest income on financial assets accounted at the effective interest rate.

Foreign exchange gain (losses)

As of March 31, 2022, the foreign exchange result mainly includes an unrealized currency loss of €(40) million, composed of a €(61) million loss on return obligation liabilities and provisions for the restitution of leased aircraft in US dollars, and a gain of €17 million on debt, mainly composed of a loss of €(9) million on debt in US dollars and a gain of €25 million on debt in Japanese yen.

As of March 31, 2021, the foreign exchange losses mainly include an unrealized currency loss of €(138) million which corresponds to a loss on return obligation liabilities and provisions on aircraft in US dollars.

Undiscounting of provision

The rate used to undiscount the return obligation liability and provision for leased aircraft and other long-term provisions is 3.6 percent in 2022 against 3.4 percent in 2021.

11. INCOME TAXES

11.1. Income tax charge

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		
Current tax (expense) / income	(4)	(3)
Change in temporary differences	-	(8)
(Use / de-recognition) / recognition of tax loss carry forwards	-	-
Deferred tax income / (expense)	-	(8)
Total	(4)	(11)

The current income tax charge relates to the amounts paid or payable in the short term to the tax authorities for the period, in accordance with the regulations prevailing in various countries and any applicable treaties.

- **French fiscal group**

In France, the corporate tax rate is 25.83 percent for 2022 (versus 28.41 percent for 2021). Tax losses can be carried forward for an unlimited period. However, the amount of fiscal loss recoverable each year is limited to 50 percent of the profit for the period beyond the first million euros. The Group limits its recoverability horizon on the deferred tax losses of the French fiscal group to a period of five years, consistent with its strategic plan.

The deferred tax assets position on tax losses remains stable versus December 31, 2021 at €285 million resulting from the medium and long-term uncertainty of the pace of recovery in activity leading the Group to keep its deferred tax asset recognition policy unchanged.

Subsequently, an amount of €97 million of deferred tax assets related to tax losses and temporary differences has not been recognized for the period ended March 31, 2022 (including €83 million through income statement).

- **Dutch fiscal group**

In the Netherlands, the tax rate is 25.8 percent in 2022 (versus 25 percent in 2021). Under income tax law in the Netherlands, the maximum future period for utilising tax losses carried forward is indefinite as from January 1, 2022.

However, the amount of fiscal loss recoverable each year is limited to 50 percent of the profit for the period beyond the first million euros.

The deferred tax assets position on tax losses remains stable versus December 31, 2021 at €57 million. In view of the medium and long-term uncertainty of the pace of recovery in activity, the Group has limited the recognition of deferred tax assets for additional tax losses in the period. Subsequently, an amount of €20 million of deferred tax assets has not been recognized for the three-month period ended March 31, 2022.

11.2. Effective tax rate

The difference between the standard and effective tax rate applied in France is detailed as follows:

<i>In € millions</i>	2022	2021
Period from January 1 to March 31		restated ⁽¹⁾
Income before tax	(546)	(1,465)
Standard tax rate in France	25.83%	28.41%
Theoretical tax calculated based on the standard tax rate in France	141	416
Differences in French / foreign tax rates	(2)	(18)
Non-deductible expenses or non-taxable income	(42)	(18)
Write-off of deferred tax assets	(103)	(392)
CVAE impact	(2)	(1)
Other	4	2
Income tax expenses	(4)	(11)
Effective tax rate	-0.7%	-0.7%

⁽¹⁾ See note 1 in notes to the consolidated financial statements.

12. CASH, CASH EQUIVALENTS AND BANK OVERDRAFTS

<i>In € millions</i>	As of March 31,	As of December
	2022	31,
		2021
Liquidity funds (SICAV) (assets at fair value through profit and loss)	4,135	3,688
Bank deposits and term accounts (assets at fair value through profit and loss)	1,265	1,113
Cash in hand	1,819	1,857
Total cash and cash equivalents	7,219	6,658
Bank overdrafts	(3)	(4)
Cash, cash equivalents and bank overdrafts	7,216	6,654

13. FINANCIAL LIABILITIES

<i>In € millions</i>	As of March 31, 2022			As of December 31, 2021		
	Non current	Current	Total	Non current	Current	Total
Perpetual subordinated loan in Japanese yens	148	-	148	153	-	153
Perpetual subordinated loan in Swiss francs	365	-	365	363	-	363
OCEANE (convertible bonds)	479	-	479	476	-	476
Bonds	1,681	361	2,042	1,678	361	2,039
Debt on financial leases with bargain option	3,033	394	3,427	2,901	404	3,305
Loans guaranteed by the French and the Dutch States	4,303	-	4,303	4,310	-	4,310
States loan	279	-	279	278	-	278
Other debt	1,150	167	1,317	1,114	340	1,454
Accrued interest	-	146	146	1	110	111
Total - Financial liabilities	11,438	1,068	12,506	11,274	1,215	12,489

Change in financial liability

<i>In € millions</i>	December 31, 2021	New financial liability	Non monetary change	Reimbursement of financial liability	Currency translation adjustment	Other	March 31 2022
Perpetual subordinated loan in Japanese yens and Swiss francs	516	-	-	-	(3)	-	513
OCEANE	476	-	3	-	-	-	479
Bonds	2,039	-	-	-	3	-	2,042
Debt on financial leases with bargain option	3,305	242	3	(110)	(12)	(1)	3,427
Loans guaranteed by the French and the Dutch states	4,310	-	(7)	-	-	-	4,303
States loans	278	-	1	-	-	-	279
Other long-term debt	1,454	49	6	(194)	1	1	1,317
Accrued interest	111	-	-	-	-	35	146
Total - Financial liabilities	12,489	291	6	(304)	(11)	35	12,506

Maturity Analysis

The financial liability maturities breaks down as follows:

In € millions	As of March 31, As of December 31,	
	2022	2021
Maturities in		
year Y	934	-
Y+1	1,460	1,215
Y+2	2,787	1,401
Y+3	3,488	2,767
Y+4	1,408	3,470
Over 4 years	2,429	3,636
Total	12,506	12,489

The perpetual subordinated loan in Swiss francs and Japanese yens are included in the line “Over 4 years”.

14. NET DEBT

In € millions	Notes	March 31,	December 31,
		2022	2021
Current and non-current financial liabilities	13	12,506	12,489
Current and non-current lease debt		3,847	3,749
Accrued interest		(162)	(128)
Deposits related to financial liabilities		(101)	(99)
Deposits related to lease debt		(89)	(85)
Derivatives impact on debt		(18)	(14)
Gross financial liability (I)		15,983	15,912
Cash and cash equivalents	12	7,219	6,658
Marketable securities ⁽¹⁾		185	189
Pledged liquidity ⁽¹⁾		323	324
Triple A bonds ⁽¹⁾		604	529
Bank overdrafts	12	(3)	(4)
Liquidities net of undrawn credit lines (II)		8,328	7,696
Net debt (I-II)		7,655	8,216

(1) Included in "Others financial assets".

<i>In € millions</i>	March 31, December 31,	
	2022 2021	
	3 months	12 months
Opening net debt	8,216	11,049
Operating free cash, cash flow excluding discontinued activities	(848)	(231)
Perpetual reclassified from financial liabilities	-	(2,997)
Increase of equity	-	(1,024)
Disposal of subsidiaries, of shares in non-controlled entities	-	(75)
Acquisition of subsidiaries, of shares in non-controlled entities	-	2
Lease debts (new and renewed contracts)	279	1,150
Unrealised exchange gains and losses on lease financial debts through OCI	39	159
Impact of derivatives on net debt	(2)	(22)
Effect of Effective Interest Rate methodology on States loans	(3)	126
Foreign exchange impact through income statement	(18)	42
Amortization of OCEANE optional part	3	11
Other non monetary variation of net debt	(12)	26
Closing net debt	7,655	8,216

15. DEFERRED REVENUE ON TICKET SALES

Due to the Covid-19 crisis and resulting borders closures, the Group has been forced to reduce capacity and cancel a significant number of flights. In such an eventuality, customers can either ask for the refund of their tickets or the issuance of a voucher.

As of march 31, 2022, this line includes €350 million of vouchers that can be used for future flights (or, for some, which can be refunded) versus €387 million as of December 31, 2021.

16. OTHER LIABILITIES

<i>In € millions</i>	As of March 31,		As of December 31,	
	2022		2021	
	Current	Non-current	Current	Non-current
Tax liabilities (including corporation tax)	1,072	1,005	794	1,060
Employee-related liabilities	955	1,389	960	1,355
Non-current asset payables	29	-	70	-
Deferred income	882	43	873	43
Prepayments received	394	-	390	-
Other	311	101	282	97
Total	3,643	2,538	3,369	2,555

Non-current deferred income mainly relates to long-term contracts in the maintenance business.