

January 9<sup>th</sup>, 2006

## **DECEMBER 2005 TRAFFIC**

**Excellent performance in passenger activity: sharp increase in both traffic (up 11.9%) and load factor (up 2.1 points to 79.8%)**

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### **Passenger operations**

In December, Air France-KLM posted a further strong increase in both activity levels and traffic revenues. Traffic increased by 11.9% on 9.0% higher capacity. The load factor improved by 2.1 points to reach the high level of 79.8%. The number of passenger carried increased by 8.0% to 5.6 million.

The Americas posted a particularly dynamic level of activity, with traffic rising 16.3% on 13.7% higher capacity. The load factor reached 85.2%, up 1.9 points.

Activity on Asian routes remained buoyant, with traffic increasing by 15.1% on 11.9% higher capacity. The load factor gained 2.3 points to reach 82.7%.

On the Africa & Middle-East network, traffic increased by 14.3% while capacity was up 12.3%. The load factor rose 1.4 points to reach 80.7%.

On the Caribbean & Indian Ocean sector, traffic increased by 2.6% on nearly stable capacity (0.8 point). The load factor improved by 1.5 points to 84.3%.

The European network continued to post a good performance with traffic increasing 7.1% on 3.5% higher capacity. Load factor rose 2.3 points to reach 66.6%.

### **Cargo operations**

Cargo activity improved strongly in December with an 7.5% increase in traffic while capacity was up 9.0%. The load factor reached 70.4% (-1 point).

### **SkyTeam Named 2005 Best Airline Alliance and Air France Best Transatlantic Airline**

SkyTeam was named the 2005 Best Airline Alliance by Global Traveler Magazine the readers of which travel on average 32 roundtrip flights per year. Make up part of the core business and frequent travel market, the readers of Global Traveler have also awarded two members of the alliance: Air France was named Best Transatlantic Airline and CSA Czech Airlines Best Eastern Europe Airlines.

SkyTeam is the global airline alliance partnering nine members, including Aeroméxico, Air France, Alitalia, Continental Air Lines, CSA Czech Airlines, Delta Air Lines, KLM, Korean Air and Northwest Airlines. Through one of the world's most extensive hub networks, SkyTeam offers its 344 million annual passengers a worldwide system of more than 15,000 daily flights covering all major destinations.

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## STATISTICS

### Passenger activity (in millions)

| Total Group                     | December |        |       | Cumulative |         |      |
|---------------------------------|----------|--------|-------|------------|---------|------|
|                                 | 2005     | 2004   | %     | 2005-06    | 2004-05 | %    |
| Passengers carried (000s)       | 5,574    | 5,160  | 8.0%  | 53,777     | 50,434  | 6.6% |
| Revenue pax-kilometers (RPK)    | 15,596   | 13,934 | 11.9% | 143,651    | 132,047 | 8.8% |
| Available seat-kilometers (ASK) | 19,540   | 17,934 | 9.0%  | 176,762    | 167,042 | 5.8% |
| Load factor (%)                 | 79.8%    | 77.7%  | 2.1   | 81.3%      | 79.1%   | 2.2  |

| Europe (including France)       |       |       |      |        |        |      |
|---------------------------------|-------|-------|------|--------|--------|------|
| Passengers carried (000s)       | 3,803 | 3,595 | 5.8% | 37,807 | 35,813 | 5.6% |
| Revenue pax-kilometers (RPK)    | 2,883 | 2,691 | 7.1% | 29,449 | 27,574 | 6.8% |
| Available seat-kilometers (ASK) | 4,328 | 4,182 | 3.5% | 41,011 | 40,188 | 2.0% |
| Load factor (%)                 | 66.6% | 64.3% | 2.3  | 71.8%  | 68.6%  | 3.2  |

| America (North and South)       |       |       |       |        |        |       |
|---------------------------------|-------|-------|-------|--------|--------|-------|
| Passengers carried (000s)       | 662   | 573   | 15.5% | 6,553  | 5,838  | 12.3% |
| Revenue pax-kilometers (RPK)    | 4,943 | 4,252 | 16.3% | 48,011 | 42,705 | 12.4% |
| Available seat-kilometers (ASK) | 5,798 | 5,098 | 13.7% | 55,151 | 49,607 | 11.2% |
| Load factor (%)                 | 85.2% | 83.4% | 1.9   | 87.1%  | 86.1%  | 1.0   |

| Asia / Pacific                  |       |       |       |        |        |       |
|---------------------------------|-------|-------|-------|--------|--------|-------|
| Passengers carried (000s)       | 386   | 332   | 16.3% | 3,473  | 3,112  | 11.6% |
| Revenue pax-kilometers (RPK)    | 3,350 | 2,911 | 15.1% | 30,424 | 27,436 | 10.9% |
| Available seat-kilometers (ASK) | 4,050 | 3,621 | 11.9% | 35,649 | 33,703 | 5.8%  |
| Load factor (%)                 | 82.7% | 80.4% | 2.3   | 85.3%  | 81.4%  | 3.9   |

| Africa / Middle East            |       |       |       |        |        |      |
|---------------------------------|-------|-------|-------|--------|--------|------|
| Passengers carried (000s)       | 431   | 376   | 14.7% | 3,665  | 3,360  | 9.1% |
| Revenue pax-kilometers (RPK)    | 2,289 | 2,003 | 14.3% | 19,068 | 17,435 | 9.4% |
| Available seat-kilometers (ASK) | 2,836 | 2,525 | 12.3% | 24,463 | 22,303 | 9.7% |
| Load factor (%)                 | 80.7% | 79.3% | 1.4   | 77.9%  | 78.2%  | -0.2 |

| Caribbean / Indian Ocean        |       |       |      |        |        |        |
|---------------------------------|-------|-------|------|--------|--------|--------|
| Passengers carried (000s)       | 291   | 284   | 2.6% | 2,279  | 2,311  | (1.4%) |
| Revenue pax-kilometers (RPK)    | 2,132 | 2,077 | 2.6% | 16,698 | 16,897 | (1.2%) |
| Available seat-kilometers (ASK) | 2,528 | 2,507 | 0.8% | 20,488 | 21,241 | (3.5%) |
| Load factor (%)                 | 84.3% | 82.9% | 1.5  | 81.5%  | 79.6%  | 2.0    |

### Cargo operations (in millions)

| Total Group              | December |       |      | Cumulative |         |      |
|--------------------------|----------|-------|------|------------|---------|------|
|                          | 2005     | 2004  | %    | 2005-06    | 2004-05 | %    |
| Revenue tonne-km (RTK)   | 985      | 916   | 7.5% | 8,175      | 7,959   | 2.7% |
| Available tonne-km (ATK) | 1,399    | 1,284 | 9.0% | 12,406     | 11,599  | 7.0% |
| Load factor (%)          | 70.4%    | 71.3% | -1.0 | 65.9%      | 68.6%   | -2.7 |

| Europe (including France) |       |       |         |       |       |         |
|---------------------------|-------|-------|---------|-------|-------|---------|
| Revenue tonne-km (RTK)    | 8     | 9     | (11.9%) | 65    | 75    | (13.6%) |
| Available tonne-km (ATK)  | 42    | 44    | (4.3%)  | 419   | 438   | (4.4%)  |
| Load factor (%)           | 17.9% | 19.4% | -1.5    | 15.5% | 17.2% | -1.6    |

| America (North & South)  |       |       |       |       |       |      |
|--------------------------|-------|-------|-------|-------|-------|------|
| Revenue tonne-km (RTK)   | 342   | 325   | 5.2%  | 2,775 | 2,722 | 1.9% |
| Available tonne-km (ATK) | 477   | 429   | 11.0% | 4,274 | 3,922 | 9.0% |
| Load factor (%)          | 71.8% | 75.7% | -3.9  | 64.9% | 69.4% | -4.5 |

| Asia / Pacific           |       |       |      |       |       |      |
|--------------------------|-------|-------|------|-------|-------|------|
| Revenue tonne-km (RTK)   | 483   | 440   | 9.8% | 4,176 | 4,014 | 4.0% |
| Available tonne-km (ATK) | 639   | 585   | 9.1% | 5,678 | 5,312 | 6.9% |
| Load factor (%)          | 75.6% | 75.1% | 0.5  | 73.5% | 75.6% | -2.0 |

| Africa / Middle East     |       |       |       |       |       |      |
|--------------------------|-------|-------|-------|-------|-------|------|
| Revenue tonne-km (RTK)   | 92    | 82    | 11.4% | 738   | 719   | 2.7% |
| Available tonne-km (ATK) | 144   | 126   | 14.2% | 1,245 | 1,152 | 8.1% |
| Load factor (%)          | 63.8% | 65.4% | -1.6  | 59.3% | 62.4% | -3.1 |

| Caribbean / Indian Ocean |       |       |        |       |       |        |
|--------------------------|-------|-------|--------|-------|-------|--------|
| Revenue tonne-km (RTK)   | 61    | 61    | 0.2%   | 421   | 428   | (1.7%) |
| Available tonne-km (ATK) | 98    | 100   | (1.4%) | 791   | 776   | 1.9%   |
| Load factor (%)          | 62.0% | 60.9% | 1.0    | 53.3% | 55.2% | -1.9   |

## Forward-looking statements

The information herein contains forward-looking statements about Air France-KLM and its business. These forward looking statements, which include, but are not limited to, statements concerning the financial condition, results of operations and business of Air France KLM are based on management's current expectations and estimates.

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

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