

Roissy, 8 November 2004

## OCTOBER 2004 TRAFFIC

- ▶ **Strong passenger activity: traffic up 6.4%**
  - ▶ **Buoyant cargo activity: traffic up 10.5%**
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### Passenger operations

Air France-KLM Group passenger activity remained strong in October with a 6.4% increase in traffic on 5.9% higher capacity. The load factor reached 79.5%, up 0.4 points. The Group carried more than 5.7 million passengers in October (up 2.1%).

Transatlantic routes continued to post sustained growth in traffic (up 9.3%) with a 2.5-point improvement in the load factor (86.0%).

Activity remained buoyant in Asia, although the substantial growth in traffic (up 13.0%) was lower than the 17.9% increase in capacity. The load factor stood at the high level of 83.4% (down 3.6 points).

The situation remained satisfactory on the Africa & Middle-East network with traffic increasing by 4.4% on 4.8% higher capacity. The load factor stood at 77.7% (down 0.3 points).

On the Caribbean & Indian Ocean network, the load factor gained 4.5 points to reach 81.1%, as traffic grew by 1.2% against a 4.5% decrease in capacity.

On the European medium-haul network (including the French domestic market), traffic remained virtually stable (up 0.3%) while capacity grew by 2.6%. The load factor stood at 68.5% (down 1.6 points).

Both airlines posted a good performance in October:

- Air France's load factor improved by 0.5 points to 77.3% as traffic increased by 6.2% on 5.5% higher capacity.
- KLM's traffic increased by 6.7% in line with capacity. The load factor remained stable at 83.3%.

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### Cargo operations

In October, Air France-KLM cargo activity also posted a good performance. The load factor gained 1.3 points to 71.5% thanks to a 10.5% increase in traffic on 8.4% higher capacity.

- Air France's cargo traffic increased by 11.8% for a 9.3% rise in capacity. Cargo load factor reached 66.6%, up 1.5 points.
- KLM's cargo traffic grew by 8.8% on 7.1% higher capacity. Cargo load factor stood at 78.7%, up 1.2 points.

## STATISTICS

### Passenger Operations (millions)

Total Group	October			Cumulative <sup>(1)</sup>		
	2004	2003	%	2004	2003	%
Passengers carried (000)	5,737	5,616	2.1%	38,489	36,022	6.8%
Revenue pax-kilometers (RPK)	14,794	13,906	6.4%	99,586	89,857	10.8%
Available seat-kilometers (ASK)	18,610	17,573	5.9%	125,226	115,096	8.8%
Passenger load factor (%)	79.5%	79.1%	0.4	79.5%	78.1%	1.5

Europe (including France)						
Passengers carried (000)	4,117	4,120	(0.1%)	27,490	26,219	4.8%
Revenue pax-kilometers (RPK)	3,122	3,113	0.3%	21,277	20,139	5.7%
Available seat-kilometers (ASK)	4,557	4,442	2.6%	30,560	28,654	6.6%
Passenger load factor (%)	68.5%	70.1%	-1.6	69.6%	70.3%	-0.7

America (North and South)						
Passengers carried (000)	646	590	9.6%	4,484	4,040	11.0%
Revenue pax-kilometers (RPK)	4,754	4,351	9.3%	32,668	29,699	10.0%
Available seat-kilometers (ASK)	5,528	5,212	6.1%	37,486	35,200	6.5%
Passenger load factor (%)	86.0%	83.5%	2.5	87.1%	84.4%	2.8

Asia / Pacific						
Passengers carried (000)	366	320	14.2%	2,304	1,736	32.7%
Revenue pax-kilometers (RPK)	3,221	2,850	13.0%	20,344	15,320	32.8%
Available seat-kilometers (ASK)	3,861	3,273	17.9%	24,897	19,428	28.2%
Passenger load factor (%)	83.4%	87.1%	-3.6	81.7%	78.9%	2.9

Africa & Middle East						
Passengers carried (000)	377	355	6.3%	2,474	2,196	12.7%
Revenue pax-kilometers (RPK)	1,986	1,902	4.4%	12,668	11,508	10.1%
Available seat-kilometers (ASK)	2,555	2,437	4.8%	16,114	15,016	7.3%
Passenger load factor (%)	77.7%	78.0%	-0.3	78.6%	76.6%	2.0

Caribbean-Indian Ocean						
Passengers carried (000)	230	231	(0.3%)	1,736	1,830	(5.2%)
Revenue pax-kilometers (RPK)	1,711	1,691	1.2%	12,630	13,192	(4.3%)
Available seat-kilometers (ASK)	2,110	2,208	(4.5%)	16,168	16,797	(3.7%)
Passenger load factor (%)	81.1%	76.6%	4.5	78.1%	78.5%	-0.4

### Cargo Operations (millions)

Total Group	October			Cumulative <sup>(1)(2)</sup>		
	2004	2003	%	2004	2003	%
Revenue tonne-km (RTK)	941	852	10.5%	5,729	5,176	10.7%
Available tonne-km (ATK)	1,316	1,214	8.4%	8,449	7,652	10.4%
Cargo load factor (%)	71.5%	70.1%	1.3	67.8%	67.6%	0.2

Europe (including France)						
Available tonne-km (ATK)	9	8	3.8%	56	51	10.1%
Revenue tonne-km (RTK)	41	38	6.0%	265	246	7.6%
Cargo load factor (%)	21.6%	22.1%	-0.5	21.2%	20.7%	0.5

America (North and South)						
Revenue tonne-km (RTK)	316	285	10.6%	1,980	1,819	8.9%
Available tonne-km (ATK)	445	425	4.8%	2,932	2,793	5.0%
Cargo load factor (%)	70.9%	67.2%	3.8	67.6%	65.1%	2.4

Asia / Pacific						
Revenue tonne-km (RTK)	483	431	12.1%	2,859	2,523	13.3%
Available tonne-km (ATK)	614	533	15.3%	3,835	3,251	17.9%
Cargo load factor (%)	78.7%	81.0%	-2.3	74.6%	77.6%	-3.0

Africa & Middle East						
Revenue tonne-km (RTK)	84	79	7.3%	519	473	9.6%
Available tonne-km (ATK)	133	130	2.7%	841	796	5.7%
Cargo load factor (%)	63.5%	60.7%	2.8	61.6%	59.4%	2.2

Caribbean-Indian Ocean						
Revenue tonne-km (RTK)	49	48	1.5%	315	310	1.4%
Available tonne-km (ATK)	84	89	(5.8%)	577	566	2.0%
Cargo load factor (%)	58.2%	54.0%	4.2	54.5%	54.8%	-0.3

- (1) consolidation of Air France over 7 months (April-October) and KLM over 6 months (May-October)
- (2) The harmonised Cargo capacity norms between Air France and KLM have now been fully implemented, leading to a small adjustment in the reported ATK figures of KLM for the first six months. Both current year and previous year have been adjusted and are fully comparable.

## **Forward-Looking Statements**

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

These forward-looking statements involve known and unknown risks, uncertainties and other factors, many of which are outside of Air France-KLM's control and are difficult to predict, that may cause actual results to differ materially from any future results expressed or implied from the forward-looking statements. These statements are not guarantees of future performance and involve risks and uncertainties including, among others: the expected synergies and cost savings between Air France and KLM may not be achieved; unanticipated expenditures; changing relationships with customers, suppliers and strategic partners; increases in aircraft fuel prices; and other economic, business, competitive and/or regulatory factors affecting the businesses of Air France and KLM generally. Additional information regarding the factors and events that could cause differences between forward-looking statements and actual results in the future is contained in Air France's and KLM's Securities and Exchange Commission filings, including their Annual Reports on Form 20-F for the year ended March 31, 2004. Air France-KLM undertakes no obligation to update or revise any forward-looking statement, whether as a result of new information, future events or otherwise.