

Roissy, 7 October 2004

SEPTEMBER 2004 TRAFFIC

- ▶ **Passenger: traffic up 6.9% and load factor up 1.5 points to 79.5%**
 - ▶ **Cargo: traffic up 9.6% and load factor up 1.2 points to 69.2%**
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Passenger operations

The Air France-KLM Group posted a good performance in September with load factor improving by 1.5 points to 79.5%. Traffic remained buoyant with a 6.9% increase on 4.9% higher capacity. The Group transported over 5.7 million passengers (up 4.4%).

These results were driven notably by strong demand on transatlantic routes (traffic up 7.5%) and especially on the North American network.

The Africa & Middle-East network continued to post a good performance with load factor rising 2.3 points to 81.6%.

On Asian routes, demand remained strong (traffic up 14.1%) although lower than the 18.2% increase in capacity. Load factor stood at the high level of 82.9% (down 3.0 points).

The Caribbean & Indian Ocean sector recorded a 3.1-point rise in load factor, as traffic decreased by 1.0% on 5.3% lower capacity.

On the medium-haul network (including the French domestic market), traffic grew by 3.3% for a 3.7% increase in capacity. Load factor stood at 70.0% (down 0.3 points).

Both airlines contributed positively to this good performance:

- Air France's load factor improved by 1.2 points to 76.4%, as traffic increased by 5.9% on 4.2% higher capacity.
- KLM's load factor was up 1.9 points attaining the high level of 85.0%, with capacity and traffic increasing by 6.2% and 8.6% respectively.

Over the 1st half* of the financial year, the Group posted a 11.6% increase in traffic for a 9.3% rise in capacity. The load factor gained 1.6 points to reach 79.5%.

Cargo operations

The consolidated cargo load factor improved by 1.2 points to 69.2%, thanks to a 9.6% increase in traffic on 7.7% higher capacity.

- Air France posted a good performance with cargo traffic increasing by 10.1% on 8.0% higher capacity. Cargo load factor reached 62.9%, up 1.2 points
- KLM's cargo traffic increased by 9.1% for a 7.1% rise in capacity. Load factor gained 1.5 points to 78.6%

During the first half*, consolidated cargo traffic grew in line with capacity: up 10.6% and 10.7% respectively. The cargo load factor remained stable at 67.4%.

** consolidation of Air France over 6 months (April-September) and KLM over 5 months (May-September)*

STATISTICS

Passenger Operations (millions)

Total Group	September			Cumulative*		
	2004	2003	%	2004	2003	%
Passengers carried (000)	5,736	5,494	4.4%	32,752	30,406	7.7%
Revenue pax-kilometers (RPK)	14,658	13,711	6.9%	84,791	75,951	11.6%
Available seat-kilometers (ASK)	18,449	17,594	4.9%	106,616	97,523	9.3%
Passenger load factor (%)	79.5%	77.9%	1.5	79.5%	77.9%	1.6

Europe (including France)						
Passengers carried (000)	4,128	4,009	3.0%	23,373	22,099	5.8%
Revenue pax-kilometers (RPK)	3,177	3,076	3.3%	18,154	17,026	6.6%
Available seat-kilometers (ASK)	4,536	4,375	3.7%	26,002	24,212	7.4%
Passenger load factor (%)	70.0%	70.3%	-0.3	69.8%	70.3%	-0.5

America (North and South)						
Passengers carried (000)	660	611	8.1%	3,838	3,450	11.2%
Revenue pax-kilometers (RPK)	4,828	4,492	7.5%	27,914	25,348	10.1%
Available seat-kilometers (ASK)	5,574	5,445	2.4%	31,958	29,988	6.6%
Passenger load factor (%)	86.6%	82.5%	4.1	87.3%	84.5%	2.8

Asia / Pacific						
Passengers carried (000)	351	305	15.1%	1,938	1,416	36.9%
Revenue pax-kilometers (RPK)	3,098	2,716	14.1%	17,122	12,470	37.3%
Available seat-kilometers (ASK)	3,737	3,160	18.2%	21,037	16,155	30.2%
Passenger load factor (%)	82.9%	85.9%	-3.0	81.4%	77.2%	4.2

Africa & Middle East						
Passengers carried (000)	390	356	9.8%	2,097	1,841	13.9%
Revenue pax-kilometers (RPK)	2,018	1,875	7.6%	10,682	9,607	11.2%
Available seat-kilometers (ASK)	2,472	2,365	4.5%	13,560	12,579	7.8%
Passenger load factor (%)	81.6%	79.3%	2.3	78.8%	76.4%	2.4

Caribbean-Indian Ocean						
Passengers carried (000)	207	214	(3.2%)	1,506	1,600	(5.8%)
Revenue pax-kilometers (RPK)	1,537	1,552	(1.0%)	10,919	11,500	(5.1%)
Available seat-kilometers (ASK)	2,130	2,249	(5.3%)	14,059	14,589	(3.6%)
Passenger load factor (%)	72.1%	69.0%	3.1	77.7%	78.8%	-1.2

Cargo Operations (millions)

Total Group	September			Cumulative*		
	2004	2003	%	2004	2003	%
Revenue tonne-km (RTK)	869	792	9.6%	4,784	4,324	10.6%
Available tonne-km (ATK)	1,255	1,165	7.7%	7,101	6,415	10.7%
Cargo load factor (%)	69.2%	68.0%	1.2	67.4%	67.4%	0.0

Europe (including France)						
Available tonne-km (ATK)	8	8	2.8%	47	43	10.9%
Revenue tonne-km (RTK)	40	37	9.1%	222	203	9.5%
Cargo load factor (%)	20.5%	21.7%	-1.3	21.3%	21.0%	0.3

America (North and South)						
Revenue tonne-km (RTK)	289	269	7.4%	1,664	1,533	8.5%
Available tonne-km (ATK)	423	418	1.3%	2,467	2,348	5.1%
Cargo load factor (%)	68.4%	64.5%	3.9	67.5%	65.3%	2.1

Asia / Pacific						
Revenue tonne-km (RTK)	447	396	12.8%	2,373	2,092	13.4%
Available tonne-km (ATK)	586	505	16.0%	3,219	2,718	18.4%
Cargo load factor (%)	76.3%	78.5%	-2.1	73.7%	77.0%	-3.3

Africa & Middle East						
Revenue tonne-km (RTK)	79	74	7.6%	434	394	10.1%
Available tonne-km (ATK)	128	123	4.6%	708	659	7.4%
Cargo load factor (%)	61.8%	60.1%	1.7	61.3%	59.8%	1.5

Caribbean-Indian Ocean						
Revenue tonne-km (RTK)	45	45	(0.9%)	266	262	1.4%
Available tonne-km (ATK)	77	83	(6.2%)	486	488	(0.4%)
Cargo load factor (%)	57.4%	54.3%	3.1	54.7%	53.8%	0.9

* consolidation of Air France over 6 months (April-September) and KLM over 5 months (May-September)

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.