

MARCH 2011 TRAFFIC

- ▶ **Passenger: Activity up 1.0%, impacted by calendar effects, Japanese crisis and political unrest in the Middle East and Africa**
 - ▶ **Cargo: Stable traffic**
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March 2011 was marked by the earthquake and tsunami and subsequent nuclear crisis in Japan, as well as political unrest in the Middle East and Africa.

Passenger business

March traffic recorded a 1% increase for capacity up 3.5%, leading to a drop in load factor of 1.9 points to 78.6%. The group carried 5.96 million passengers. Unit revenues held up well on the Asia excluding Japan, Latin America and Caribbean and Indian Ocean networks, but were insufficient to offset the decline in troubled regions. Overall therefore, unit revenue per available seat kilometer (RASK), excluding currency, was down relative to March 2010 which benefited from an uptick in both traffic and revenues as well as the positioning of Easter at the very beginning of April. However, forward bookings for the Summer season remain of high quality, both in terms of volume and revenues.

- On the Americas network, traffic rose by 2.8% for a 6.3% rise in capacity, leading to a 2.8 point drop in load factor, which nevertheless remained at the high level of 82.4%.
- The Asia network was inevitably impacted by the disaster in Japan: traffic was stable (-0.2%) for capacity up 6.0%. The load factor stood at 83.3% (-5.2 points).
- The Africa and Middle East network recorded a 5.1% decline in traffic for capacity up 1.0%. The load factor declined 4.8 points to 74.5%.
- The Caribbean and Indian Ocean network remained robust, with traffic up 2.7% for capacity slightly down (-0.7%). The load factor gained 2.8 points to 83.5%.
- On the medium-haul network, traffic rose 3.4% for capacity up by 1.2%. The load factor gained 1.5 points to 68.6%.

Cargo business

- The performance of the cargo business was sustained despite these crises. Traffic was stable (-0.3%) for capacity up 2.9%. The load factor declined by 2.3 points to 71.1%. Unit revenues remained on a positive trend.

Recent developments

- Air France has been informed by the BEA, The French Air Accident Investigation Bureau, that the Airbus A330 that crash-landed into the sea en route between Rio and Paris on June 2009, has been located. "This news gives hope that information on the causes of the accident, so far unresolved, will be forthcoming," said Pierre Henri Gourgeon, CEO of Air France-KLM.
- Since the beginning of the catastrophe that struck Japan, the AF-KLM team has been working around the clock in order to ensure the rapid reinstatement of flights and to adapt capacity to the strong demand out of Tokyo. In addition, all of the personnel of Air France and KLM throughout the world have expressed solidarity and support towards this country the Group has been flying to for almost 60 years. The Group mobilised itself in order to facilitate the rapid delivery of several tonnes of emergency aid material. The Fondation Air France has launched an appeal for donations among its staff. The money thereby raised will go towards financing initiatives focussed on children and young people.

- The new Business seat, introduced in December 2010 on the Air France-operated New York Newark route, received positive feedback from 97% of customers interviewed. 26 aircraft will be equipped by Summer 2011 and 63 by Summer 2012.
- Air France, KLM and Delta launched 14 new weekly connections between Europe and Florida:
 - ▶ Delta operates seven weekly flights between Miami and London;
 - ▶ KLM operates four weekly flights between Miami and Amsterdam;
 - ▶ Air France will operate three weekly flights between Paris and Orlando.
- KLM launched a new destination in China, thereby becoming the first European carrier to offer three weekly flights to Xiamen, from where China Southern, member of SkyTeam, assures connecting flights to numerous domestic destinations.
- Air France is the first European carrier to offer three weekly flights to Phnom Penh in Cambodia.

Agenda

- ▶ May 9, 2011: April 2011 traffic
- ▶ May 18, 2011: Full Year 2010-11 results

STATISTICS

Passenger activity (in millions)

Total Group	March			Year to date		
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	5,962	5,893	1.2%	71,320	71,394	(0.1%)
Revenue pax-kilometers (RPK)	16,951	16,776	1.0%	204,737	202,455	1.1%
Available seat-kilometers (ASK)	21,558	20,831	3.5%	250,836	251,012	(0.1%)
Load factor (%)	78.6%	80.5%	(1.9)	81.6%	80.7%	1.0

Europe (including France)						
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	4,068	3,977	2.3%	48,213	48,492	(0.6%)
Revenue pax-kilometers (RPK)	3,174	3,070	3.4%	38,505	38,635	(0.3%)
Available seat-kilometers (ASK)	4,626	4,570	1.2%	52,968	55,217	(4.1%)
Load factor (%)	68.6%	67.2%	1.5	72.7%	70.0%	2.7

Americas						
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	703	688	2.2%	8,958	9,018	(0.7%)
Revenue pax-kilometers (RPK)	5,334	5,187	2.8%	67,213	67,354	(0.2%)
Available seat-kilometers (ASK)	6,475	6,092	6.3%	78,146	78,300	(0.2%)
Load factor (%)	82.4%	85.1%	(2.8)	86.0%	86.0%	(0.0)

Asia / Pacific						
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	475	479	(1.0%)	5,586	5,397	3.5%
Revenue pax-kilometers (RPK)	4,058	4,067	(0.2%)	48,012	46,165	4.0%
Available seat-kilometers (ASK)	4,873	4,596	6.0%	55,867	54,185	3.1%
Load factor (%)	83.3%	88.5%	(5.2)	85.9%	85.2%	0.7

Africa / Middle East						
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	425	457	(7.2%)	5,491	5,484	0.1%
Revenue pax-kilometers (RPK)	2,290	2,413	(5.1%)	29,030	28,923	0.4%
Available seat-kilometers (ASK)	3,075	3,046	1.0%	36,884	36,796	0.2%
Load factor (%)	74.5%	79.2%	(4.8)	78.7%	78.6%	0.1

Caribbean / Indian, Ocean						
	2011	2010	Variation	2010-11	2009-10	Variation
Passengers carried (000s)	292	291	0.3%	3,072	3,005	2.2%
Revenue pax-kilometers (RPK)	2,095	2,040	2.7%	21,978	21,378	2.8%
Available seat-kilometers (ASK)	2,509	2,527	(0.7%)	26,971	26,514	1.7%
Load factor (%)	83.5%	80.7%	2.8	81.5%	80.6%	0.9

Cargo activity (in millions)

Total Group	March			Year to date		
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	1,029	1,032	(0.3%)	11,438	11,155	2.5%
Available tonne-km (ATK)	1,447	1,406	2.9%	16,716	16,766	(0.3%)
Load factor (%)	71.1%	73.4%	(2.3)	68.4%	66.5%	1.9

Europe (including France)						
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	6	7	(5.3%)	69	74	(6.8%)
Available tonne-km (ATK)	44	43	2.6%	493	501	(1.5%)
Load factor (%)	14.7%	15.9%	(1.2)	14.0%	14.8%	(0.8)

Americas						
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	400	406	(1.3%)	4,478	4,238	5.7%
Available tonne-km (ATK)	544	531	2.3%	6,423	6,374	0.8%
Load factor (%)	73.6%	76.3%	(2.7)	69.7%	66.5%	3.2

Asia / Pacific						
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	428	409	4.7%	4,666	4,600	1.4%
Available tonne-km (ATK)	525	494	6.2%	5,895	5,955	(1.0%)
Load factor (%)	81.6%	82.7%	(1.1)	79.2%	77.3%	1.9

Africa / Middle East						
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	151	163	(7.6%)	1,775	1,765	0.5%
Available tonne-km (ATK)	237	239	(0.9%)	2,837	2,821	0.6%
Load factor (%)	63.7%	68.3%	(4.6)	62.6%	62.6%	(0.0)

Caribbean / Indian Ocean						
	2011	2010	Variation	2010-11	2009-10	Variation
Revenue tonne-km (RTK)	44	48	(8.1%)	450	477	(5.6%)
Available tonne-km (ATK)	98	99	(1.0%)	1,068	1,115	(4.2%)
Load factor (%)	44.7%	48.2%	(3.5)	42.1%	42.7%	(0.6)