

March 8th, 2012**FINANCIAL YEAR 2011****2011: A TOUGH YEAR**

- ▶ Economic environment and geopolitical crises weigh on activity
- ▶ Insufficient level of unit revenues to absorb higher fuel bill
- ▶ Revenues up 4.5% to 24.36 billion euros
- ▶ Operating result of -353 million euros
- ▶ Net result of -809 million euros

NINE MONTHS (APRIL-DECEMBER 2011)

- ▶ Revenues up 4.1% to 19.04 billion euros
- ▶ Positive operating result of 50 million euros

THREE YEAR TRANSFORMATION PLAN UNDERWAY

- ▶ Two billion euro debt reduction by end 2014
- ▶ Significant improvement in productivity throughout the group
- ▶ Medium-haul break-even by end 2014

The Board of Directors of Air France-KLM, chaired by Jean-Cyril Spinetta, met on 7th March 2012 to approve the accounts for Financial Year 2011. The decision was taken not to pay a dividend.

Commenting on the results, Mr Spinetta said: "2011 was a tough year for the group, due to the uncertain operating environment and the high fuel price. Elsewhere, the economics of certain countries where we have a strong commercial presence were affected by various crises, the consequences of which are still being felt. In this context, the success of the transformation plan presented on 11th January this year is all the more crucial. All the announced actions are already underway, and the immediate measures, notably the wage freeze in 2012 and 2013 are for the most part already in place. Our objective is a reduction of around 10% in ex-fuel unit costs. The management of Air France-KLM as well as those of Air France, KLM and all their teams are committed to the success of the plan, which will enable our group to remain a leading player in the air transport sector."

Key data

As a result of the change in financial year end from 31st March to 31st December, the financial year 2011 spanned only nine months (April-December 2011). To facilitate the understanding of the activity, the group opted to present its results over the full calendar year 2011 with a comparison with calendar year 2010. Data for the nine-month period are presented at the end of this document.

In euro millions, except per share data in euros	Quarter to 31 st December			Financial Year to 31 st December (12 months pro forma)		
	2011	2010	change	2011	2010	change
Revenues	6,028	5,919	1.8%	24,363	23,310	4.5%
EBITDAR ¹	466	708	(34.2)%	2,192	2,501	(12.4)%
Operating income / (loss)	(202)	81	nm	(353)	28	nm
Adjusted operating income / (loss) ²	(127)	152	nm	(65)	302	nm
Net income / (loss), group share	(259)	(46)	nm	(809)	289	nm
Restated net income / (loss) ³	(309)	(32)	nm	(709)	(405)	nm
Earnings / (loss) per share	(0.88)	(0.16)	nm	(2.73)	0.98	nm
Diluted earnings / (loss) per share	(0.88)	(0.16)	nm	(2.73)	0.89	nm

¹ Before amortisation, provisions and operating leases

² Operating income adjusted for the portion of operating leases in provisions (34%)

³ See definition on P 133 of the 2010-11 Registration Document. Reconciliation table available in the results presentation.

Quarter to 31st December 2011

Solid volumes but weak unit revenues

The passenger business saw a 6.6% rise in traffic for capacity up by 6.0%. These rises reflect a favourable comparison basis (strikes and adverse weather conditions in 2010) as well as the launch of the Marseille base in October 2011 and the integration of the Martinair capacities by KLM since November. The load factor stood at 81.8% (+0.4 points). Unit revenue per available seat kilometre (RASK) declined 2.6% after a negative currency effect of 0.5%. Passenger revenues rose by 3.2% to 4.68 billion euros. After a fuel bill 252 million euros higher than the previous year, the operating result stood at -224 million euros (12 million euros at 31st December 2010).

Since the middle of 2011, the cargo business has seen a decline in global trade, resulting in a 4.7% decline in traffic for capacity down 0.5%, and leading in a 2.9 point decline in load factor to 67.5%. The yield (RRTK) was preserved, but because of the decline in the load factor, unit revenue per available tonne kilometre (RATK) declined 3.8%. Revenues amounted to 802 million euros (830 million euros a year earlier) while the operating result was at break-even (60 million euros at 31st December 2010).

Maintenance generated an operating result of 43 million euros (36 million euros at 31st December 2010) on third party revenues of 273 million euros (+3.4%). Other activities, including leisure and catering generated revenues of 269 million euros (-6.3%) and an operating result of -21 million euros (-27 million euros at 31st December 2010).

In total the group realised revenues of 6.03 billion euros (+1.8%) for the quarter October-December 2011.

Decline in ex-fuel unit costs

Operating costs rose 6.7% and by 2.7% ex-fuel. In equivalent available seat kilometres (EASK), unit costs rose 3.0% but were down 1.7% on a constant fuel and currency basis for production measured in EASK up 3.5%.

The main change in operating costs was the fuel bill which increased by 273 million euros to 1.62 billion euros (+20.1%) under the combined effect of a 2% increase in volumes, a negative currency effect of 4% and a rise in the fuel price after hedging of 13%. Employee costs were slightly up at 1.87 billion euros (+1.4%).

EBITDAR stood at 466 million euros (708 million euros a year earlier). The operating result was -202 million euros (81 million euros at 31st December 2010). The adjusted operating result was -127 million euros implying an adjusted operating margin of -2.1%.

The net interest charge amounted to 98 million euros (91 million euros at 31st December 2010). 'Other financial income and costs' stood at 50 million euros (-73 million euros a year earlier) including a positive impact from the change in value of hedging instruments of 76 million euros.

The net result, group share stood at -259 million euros (-46 million euros 31st December 2010). The net result restated for non-recurring items was -309 million euros (-32 million euros a year earlier). Net earnings and diluted earnings per share stood at -0.88 euros (-0.16 euros for the quarter October-December 2010).

Financial Year 2011 (12 months pro-forma)

In line with the outlook announced in November 2011, the operating result for the nine month period was positive (50 million euros) but insufficient to absorb the losses realised in the quarter January-March 2011.

The passenger business recorded a 6.9% rise in traffic with a 6.6% increase in capacity, in part due to the favourable comparison base which included the European airspace closure in April 2010. The load factor gained 0.3 points to 82.0%. Cargo traffic declined 1.2% for capacity up 2.4%, leading to a 2.4 point drop in the load factor to 66.4%. In both businesses, unit revenues were either lower or stable (-1.2% per ASK and +0.1% per ATK) and insufficient to absorb the steep rise in the fuel bill.

Total revenues stood at 24.36 billion euros (+4.5%). Operating costs rose 6.2% to 24.72 billion euros; the rise was limited to 3.0% ex-fuel. Unit cost per EASK rose 1.2% for production measured in EASK up 5.1%, but declined by 2.2% on a constant fuel and currency basis thanks to the 546 million euros in savings generated by the 'Challenge 12' plan.

The 'Challenge 12' cost savings plan, launched in 2007, has reached its end. In total it generated 2.9 billion euros in savings, enabling the group to limit the mechanical rise in costs linked to increased activity, inflation

and negotiated or imposed price rises, and to realise an effective 5% decline in unit costs ex-fuel measured in equivalent available seat kilometres.

The operating result stood at -353 million euros (28 million euros at 31st December 2010 after a 904 million euro increase in the fuel bill. The adjusted operating result was -65 million euros (302 million euros at 31st December 2010), implying a margin of -0.3%.

The net result, group share was -809 million euros (289 million euros 31st December 2010) after a 1.03 billion euro capital gain on Amadeus and provisions of 255 million euros). The net result restated for non-recurring items stood at -709 million euros (-405 million euros 31st December 2010). Earnings and diluted earnings per share stood at -2.73 euros (0.98 and 0.89 euros respectively at 31st December 2010).

Financial position at December 31st 2011

Investments net of disposals amounted to 1.26 billion euros at 31st December 2011 (1.0 billion euros at 31st December 2010). Operating cash flow stood at 934 million euros, thanks notably to a significant improvement in the working capital requirement. At 31st December 2011, the group had cash of 2.9 billion euros after a 393 million euro pledge within the framework of the swap operation on the 2020 convertible bond (OCEANE). Available credit lines stood at 1.85 billion euros.

Shareholders' funds stood at 6.09 billion euros and net debt at 6.51 billion euros (7.03 billion euros and 6.06 billion euros respectively at 31st December 2010). The gearing ratio¹ stood at 1.07 compared with 0.86 at 31st December 2010.

In February, Air France successfully undertook a private placement of 33.6 million shares in Amadeus, representing 7.5% of the latter's capital. The net cash from this operation amounted to 467 million euros.

Outlook

In January 2012, the group presented 'Transform 2015' a three-year plan (2012-2014) aimed at restoring profitability through a reduction of the order of 10% in unit costs ex-fuel and reducing debt by two billion euros. The group has already started work on all elements of the plan:

- Capacity growth has been revised down. In 2011, capacity growth was 4.7% at a constant perimeter, and will be limited to 1-2% in the next three years;
- In line with the low increase in capacity, investments have been revised down, especially investments in the fleet, which will be, before sale and lease back operations, a maximum of 700 million euros in 2012, 600 million euros in 2013 and 300 million euros in 2014, compared with 1.2 billion euros in 2011.
- The immediate cost-cutting measures have already largely been implemented, and notably the payroll measures, with the freeze on general salary increases at Air France in 2012 and 2013 and wage moderation at KLM, a reduction in overhead costs and network adaptations. These measures should generate over one billion euros in savings over the next three years, 280 million in 2012, 390 million in 2013 and 400 million in 2014. At the same time the group will not let up on its ongoing cost measures;
- The transformation plan has been launched. The first phase will last until the end of March with the aim of reaching an agreement on framework and methodology with the relevant union organisations at Air France and KLM. These agreements will define the working methods, objectives of improvement in productivity for each business as well as the measures to achieve these objectives. The aim by the end of June is the signing of new collective agreements aimed at generating a 20% improvement in economic efficiency in 2014 relative to 2011 at Air France and stable payroll costs at KLM.

As regards Financial Year 2012, the economic outlook remains uncertain while the fuel price remains at a record level in euros. The fuel bill is estimated to increase by 1.1 billion euros². As a result, the operating result of the First Half will be below that of the previous year. However, the Second Half should benefit from the first effects of the three year plan. Furthermore, the Board of Directors has fixed an objective of net debt of a maximum of 6.5 billion euros at the end of 2102.

¹ See calculation on P 134 of the 2010-11 Registration Document. Reconciliation table available in the results presentation.

² Based on a forward curve at 2nd March 2012 and €/€ rate of 1.32 in 2012

Information by business

Passenger

	Quarter to 31 st December			Financial Year to 31 st December (12 months pro forma)		
	2011	2010	change	2011	2010	change
Traffic (RPK millions)	54,080	50,754	6.6%	217,169	203,114	6.9%
Capacity (ASK millions)	66,149	62,378	6.0%	264,895	248,532	6.6%
Load factor	81.8%	81.4%	0.4 pts	82.0%	81.7%	0.3 pt
Total passenger revenues (€m)	4,684	4,538	3.2%	18,834	17,910	5.2%
Revenues from scheduled passenger business (€m)	4,461	4,333	3.0%	17,998	17,090	5.3%
Unit revenue per RPK (€cts)	8.25	8.55	(3.2)%	8.29	8.43	(1.6)%
Unit revenue per RPK ex currency (€cts)	-	-	(2.7)%	-	-	(1.0)%
Unit revenue per ASK (€cts)	6.74	6.96	(2.6)%	6.80	6.89	(1.2)%
Unit revenue per ASK ex currency (€cts)	-	-	(2.1)%	-	-	(0.7)%
Unit cost per ASK (€cts)	6.99	6.85	2.1%	6.86	6.83	0.4%
Unit cost per ASK at constant currency and fuel price (€cts)	-	-	(2.4)%	-	-	(2.7)%
Operating income (€m)	(224)	12	nm	(375)	(58)	nm

Cargo

	Quarter to 31 st December			Financial Year to 31 st December (12 months pro forma)		
	2011	2010	change	2011	2010	change
Traffic (RTK millions)	2,850	2,989	(4.7)%	11,294	11,439	(1.3)%
Capacity (ATK millions)	4,222	4,244	(0.5)%	17,013	16,613	2.4%
Load factor	67.5%	70.4%	(2.9) pts	66.4%	68.9%	(2.5) pts
Total cargo business revenues (€m)	802	830	(3.4)%	3,143	3,064	2.6 %
Revenues from the transportation of cargo (€m)	756	790	(4.3)%	2,977	2,904	2.5 %
Unit revenue per RTK (€cts)	26.52	26.40	0.4%	26.37	25.39	3.7%
Unit revenue per RTK ex currency (€cts)	-	-	0.0%	-	-	5.2%
Unit revenue per ATK (€cts)	17.90	18.60	(3.8)%	17.50	17.48	0.1%
Unit revenue per ATK ex currency (€cts)	-	-	(4.2)%	-	-	1.5%
Unit cost per ATK (€cts)	17.63	16.92	4.2%	17.59	17.12	2.7%
Unit cost per ATK on constant currency and fuel price (€cts)	-	-	(2.2)%	-	-	(2.1)%
Operating income (€m)	0	60	nm	(60)	15	ns

Maintenance

In the Quarter October-December 2011, maintenance generated third party revenues of 273 million euros (+3.4%) with an operating result of 43 million euros (36 million euros at 31st December 2010). For the Full Year revenues amounted to 1.04 billion euros (+1.1% after a negative currency impact of 4%). The operating result stood at 110 million euros (118 million euros at 31st December 2010). High-valued added activities, notably engines and components were dynamic.

Other activities

Other activities comprise mainly the leisure business of Transavia and Martinair up to November 2011 and the catering business, Servair. In the Quarter October-December 2011, they generated revenues of 269 million euros versus 287 million euros a year earlier, and an operating result of 21 million euros (-27 million euros at 31st December 2010).

For the Full Year, revenues were stable at 1.35 billion euros (1.31 billion euros at 31st December 2010). Leisure suffered from events affecting tourist destinations. Revenues amounted to 911 million euros (912 million euros at 31st December 2010), while the operating result stood at -33 million euros compared with -61 million euros a year earlier.

Catering, mainly Servair, generated total revenues of 955 million euros of which 376 million euros with third parties (878 million euros and 327 million euros respectively at 31st December 2010). The operating result was strongly up at 25 million euros (9 million euros at 31st December 2010).

Key data for the period 1st April to 31st December

In euro millions, except per share data in euros	Financial Year 9 months to 31 st December 2011			Financial Year 31 March 2010 published
	2011	2010	change	
Revenues	19,037	18,289	4.1%	23,615
EBITDAR ¹	1,987	2,424	(18.3)%	2,629
Operating income / (loss)	50	525	(90.5)%	122
Adjusted operating income / (loss) ²	268	737	(63.6)%	405
Net income / (loss), group share	(442)	980	nm	613
Restated net income / (loss) ³	(403)	73	nm	(234)
Earnings / (loss) per share	(1.50)	3.32	nm	2.08
Diluted earnings / (loss) per share	(1.50)	2.71	nm	1.76

Additional information

The audit procedures for the consolidated accounts have taken place. The certification report will be published following the completion of procedures necessary for the filing of the Registration Document.

The results presentation will be available on line at www.airfranceklm-finance.com on March 8th 2012 from 9.00h CET.

Practical information

An Analysts' Meeting will be held on March 8th 2012 at 15.00 CET at Académie Diplomatique Internationale, 4^{bis} avenue Hoche - 75008 Paris.

- ▶ Audio-web conference:
to connect to the conference call, please dial
 - UK 44 (0)20 7162 0125 (password: AKH)
 - US 1 334 323 6203 (password: AKH)
- ▶ A live broadcast of the Analysts' Meeting will also be available on the website:
www.airfranceklm-finance.com (password: AKHFY)
- ▶ To listen to a recording of the conference in English, dial:
 - UK 44 (0)20 7031 4064 (code: **911990**)
 - US 1 954 334 0342 (code: **911990**)

¹ Before amortisation, provisions and operating leases

² Operating income adjusted for the portion of operating leases in provisions (34%)

³ See definition on P 128 of the 2010-11 Registration Document. Reconciliation table available in the results presentation.

INCOME STATEMENTS

	Q4 (October to December)			Year (January to December)		
	2011	2010	Variation	2011 (pro forma)	2010 (pro forma)	Variation
<i>In euros million</i>						
SALES	6,028	5,919	1.8%	24,363	23,310	4.5%
Other revenues	12	1	nm	39	7	nm
EXTERNAL EXPENSES	(3,899)	(3,558)	9.6%	(15,517)	(14,306)	8.5%
Aircraft fuel	(1,622)	(1,350)	20.1%	(6,438)	(5,534)	16.3%
Chartering costs	(140)	(138)	1.4%	(571)	(499)	14.4%
Aircraft operating lease costs	(220)	(208)	5.8%	(848)	(806)	5.2%
Landing fees and en route charges	(451)	(427)	5.6%	(1,818)	(1,722)	5.6%
Catering	(149)	(138)	8.0%	(577)	(550)	4.9%
Handling charges and other operating costs	(339)	(324)	4.6%	(1,342)	(1,300)	3.2%
Aircraft maintenance costs	(293)	(279)	5.0%	(1,172)	(1,155)	1.5%
Commercial and distribution costs	(209)	(223)	-6.3%	(847)	(922)	-8.1%
Other external expenses	(476)	(471)	1.1%	(1,904)	(1,818)	4.7%
Salaries and related costs	(1,866)	(1,841)	1.4%	(7,460)	(7,385)	1.0%
Taxes other than income taxes	(49)	(47)	4.3%	(191)	(175)	9.1%
Amortization and depreciation	(416)	(403)	3.2%	(1,642)	(1,614)	1.7%
Provisions	(32)	(16)	100.0%	(55)	(53)	3.8%
Other income and expenses	20	26	-23.1%	110	244	-54.9%
INCOME FROM CURRENT OPERATIONS	(202)	81	nm	(353)	28	nm
Sales of aircraft equipment	10	5	100.0%	16	(10)	nm
Sales of subsidiaries	0	12	nm	1	12	nm
Other non-current income and expenses	(33)	(33)	-	(144)	604	nm
INCOME FROM OPERATING ACTIVITIES	(225)	65	nm	(480)	634	nm
Income from cash and cash equivalents	23	21	9.5%	92	84	9.5%
Cost of financial debt	(121)	(112)	8.0%	(463)	(455)	1.8%
Net cost of financial debt	(98)	(91)	7.7%	(371)	(371)	-
Foreign exchange gains (losses), net	(28)	(49)	-42.9%	(116)	(191)	-39.3%
Change in fair value of financial assets and liabilities	76	(20)	nm	(66)	(53)	24.5%
Other financial income and expenses	2	(4)	nm	2	5	-60.0%
INCOME BEFORE TAX	(273)	(99)	nm	(1,031)	24	nm
Income taxes	3	36	-91.7%	245	275	-10.9%
NET INCOME OF CONSOLIDATED COMPANIES	(270)	(63)	nm	(786)	299	nm
Share of profits (losses) of associates	12	18	-33.3%	(19)	(13)	46.2%
INCOME FROM CONTINUING OPERATIONS	(258)	(45)	nm	(805)	286	nm
Net income from discontinued operations						
NET INCOME FOR THE PERIOD	(258)	(45)	nm	(805)	286	nm
Minority interest	(1)	(1)	-	(4)	3	nm
NET INCOME FOR THE PERIOD - GROUP	(259)	(46)	nm	(809)	289	nm

CONSOLIDATED BALANCE SHEET

Assets <i>In € millions</i>	December 31, 2011	December 31, 2010
Goodwill	426	401
Intangible assets	774	662
Flight equipment	10,689	11,163
Other property, plant and equipment	2,055	2,131
Investments in equity associates	422	431
Pension assets	3,217	2,944
Other financial assets	2,015	1,836
Deferred tax assets	1,143	886
Other non-current assets	168	127
Total non-current assets	20,909	20,581
Assets held for sale	10	2
Other short-term financial assets	751	628
Inventories	585	579
Trade accounts receivables	1,774	1,779
Income tax receivables	10	1
Other current assets	995	1,113
Cash and cash equivalents	2,283	3,496
Total current assets	6,408	7,598
Total assets	27,317	28,179

Liabilities and equity <i>In € millions</i>	December 31, 2011	December 31, 2010
Issued capital	300	300
Additional paid-in capital	2,971	2,971
Treasury shares	(89)	(93)
Reserves and retained earnings	2,858	3,802
Equity attributable to equity holders of Air France-KLM	6,040	6,980
Non-controlling interests	54	52
Total equity	6,094	7,032
Provisions and retirement benefits	2,061	1,566
Long-term debt	9,228	8,836
Deferred tax liabilities	466	468
Other non-current liabilities	321	430
Total non-current liabilities	12,076	11,300
Provisions	156	679
Current portion of long-term debt	1,174	1,811
Trade accounts payables	2,599	1,928
Deferred revenue on ticket sales	1,885	1,857
Frequent flyer programs	784	820
Current tax liabilities	6	12
Other current liabilities	2,386	2,595
Bank overdrafts	157	145
Total current liabilities	9,147	9,847
Total liabilities	21,223	21,147
Total liabilities and equity	27,317	28,179

CONSOLIDATED STATEMENT OF CASH FLOWS

<i>In € millions</i>		
Period from January 1 to December 31,	2011 (pro forma)	2010 (pro forma)
Net income for the period – Equity holders of Air France-KLM	(809)	289
Non-controlling interests	4	(3)
Amortization, depreciation and operating provisions	1,697	1,667
Financial provisions	(2)	(5)
Gain on disposals of tangible and intangible assets	(6)	46
Loss / (gain) on disposals of subsidiaries and associates	(2)	(10)
Gain on Amadeus operation	-	(1,030)
Derivatives – non monetary result	(8)	(24)
Unrealized foreign exchange gains and losses, net	95	159
Share of (profits) losses of associates	19	13
Deferred taxes	(266)	(305)
Other non-monetary items	(369)	46
Subtotal	353	843
(Increase) / decrease in inventories	15	25
(Increase) / decrease in trade receivables	(49)	121
Increase / (decrease) in trade payables	690	(41)
Change in other receivables and payables	(75)	95
Net cash flow from operating activities	934	1,043
Acquisition of subsidiaries and investments in associates, net of cash acquired	(30)	(10)
Purchase of property, plant and equipment and intangible assets	(2,433)	(2,037)
Proceeds on Amadeus transaction	-	193
Proceeds on disposal of subsidiaries and investments in associates	-	-
Proceeds on disposal of property, plant and equipment and intangible assets	1,168	1,054
Dividends received	28	8
Decrease (increase) in investments, net between 3 months and 1 year	(562)	(44)
Net cash flow used in investing activities	(1,829)	(836)
Increase in capital	6	-
Purchase of non-controlling interests, of shares in non-controlled entities	(21)	(4)
Disposal of subsidiaries without loss of control, of shares in non-controlled entities	2	20
Issuance of long-term debt	1,414	532
Repayment on long-term debt	(990)	(640)
Payment of debt resulting from finance lease liabilities	(838)	(618)
New loans	(145)	(78)
Repayment on loans	265	224
Dividends paid	(4)	(3)
Net cash flow from financing activities	(311)	(567)
Effect of exchange rate on cash and cash equivalents and bank overdrafts	(19)	5
Change in cash and cash equivalents and bank overdrafts	(1,225)	(355)
Cash and cash equivalents and bank overdrafts at beginning of period	3,351	3,706
Cash and cash equivalents and bank overdrafts at end of period	2,126	3,351

AIR FRANCE-KLM FLEET

Air France fleet

Aircraft	AF	Brit Air	City Jet	Régional	VLM	Transavia	Owned	Finance lease	Operating lease	Total	In operation	Change / 3/31/10
B747-400	9						3		6	9	9	-1
B777-300	34						14	5	15	34	34	+3
B777-200	25						15	2	8	25	25	
B767-300												
A380-800	6						2	1	3	6	6	+2
A340-300	15						10	2	3	15	15	-2
A330-200	15						3	2	10	15	15	
MD11												
Total long haul	104						47	12	45	104	104	+2
B747-400 cargo	5						2		3	5	3	
B777- cargo	2						2			2	2	
MD-11-CF												
MD-11-F												
Total freighter	7						4		3	7	5	
B737 900												
B737-800						8			8	8	8	-1
B737-700												
B737-400												
B737-300												
A321	25						11	1	13	25	25	+1
A320	61						23	3	35	61	59	+5
A319	44						21	4	19	44	43	-1
A318	18						13	5		18	18	
Total medium haul	148					8	68	13	75	156	153	+4
AVRO RJ 85			24				13		11	24	22	
CRJ 1000		11					11			11	11	+10
CRJ 900												-2
CRJ 700		15					6	9		15	15	
CRJ 100		13					12	1		13	13	-2
Embraer 190				10			4		6	10	10	
Embraer 170				11			8	2	1	11	10	
Embraer 145				26			10	12	4	26	26	-1
Embraer 135				7			4	3		7	4	-2
Fokker 100		4					3		1	4		-7
Fokker 70												
Fokker 50					14		12		2	14	14	-1
Total Regional		43	24	54	14	8	83	27	25	135	125	-5
TOTAL	259	43	24	54	14	8	202	52	148	402	387	+1

KLM fleet

Aircraft	KLM	KLM Cityhopper	Transavia	Martinair	Owned	Finance lease	Operating lease	Total	In operation	Change / 3/31/10
B747-400	22				13	4	5	22	22	
B777-300	5					5		5	5	+1
B777-200	15					6	9	15	15	
B767-300										-4
A380-800										
A340-300										
A330-200	11					6	5	11	11	
MD11	10				8	2		10	10	
Total long haul	63				21	23	19	63	63	-3
B747-400 cargo	4			4		3	5	8	5	
B777- cargo										
MD-11-CF				4	3		1	4	4	
MD-11-F				3		2	1	3	3	
Total freighter	4			11	3	5	7	15	12	
B737 900	5					2	3	5	5	
B737-800	23		20		12	6	25	43	43	+1
B737-700	18		10			13	15	28	28	+10
B737-400	4				4			4		-8
B737-300	1				1			1		-3
A321										
A320										
A319										
A318										
Total medium haul	51		30		17	21	43	81	76	
AVRO RJ 85										
CRJ 1000										
CRJ 900										
CRJ 700										
CRJ 100										
Embraer 190		17				13	4	17	17	
Embraer 170										
Embraer 145										
Embraer 135										
Fokker 100		5			5			5	5	
Fokker 70		26			23	3		26	26	
Fokker 50										
Total regional		48			28	16	4	48	48	
TOTAL	118	48	30	11	69	65	73	207	199	-3
TOTAL AIR FRANCE-KLM GROUP					271	117	221	609	586	-2