

19 May 2005

FISCAL YEAR 2004-05

POSITIVE FOURTH QUARTER OPERATING INCOME BEFORE AIRCRAFT DISPOSALS THANKS TO AN EFFECTIVE FUEL HEDGING POLICY

A SUCCESSFUL FIRST YEAR FOR THE MERGED GROUP, WITH A STRONG RISE IN FULL YEAR RESULTS

- ▶ Turnover up 7.3% at 19.08 billion euros, with increased activity across all businesses
- ▶ Continued and effective control of costs excluding fuel
- ▶ A 20.7% increase in operating income before aircraft disposals to 489 million euros and a 33.4% increase in pre-tax income
- ▶ Dividend of 0.15 euro per share

At the Board meeting on May 18, 2005, chaired by Jean-Cyril Spinetta, the Directors of Air France-KLM approved the annual financial statements. During the meeting, the Chairman made the following comments: *"The first year of the merger between Air France and KLM has been a complete success. Our teams have worked with great enthusiasm to co-ordinate the activities of the two groups and offer our customers a significant network, combining the hubs of Paris and Amsterdam. The success of these common efforts is reflected in the synergies which have been achieved over this period. At 115m euros, they have comfortably exceeded our initial expectation of 65m euros. The impact of these synergies, together with the relentless pursuit of the cost control programs implemented at both companies, have enabled us to generate a strong rise in our results, in spite of the sharp rise in oil prices during the second half of the year. As a reflection of its confidence in the future of the Group, the Board will submit a proposal at the general meeting for the payment of a dividend of 0.15 euro per share."*

Consolidated Financial Data

2004-05 (in million euros)	Quarter ended March 31			Year to March 31		
	2005	2004 pro forma	Change	2005 (1) (2)	2004 (1) pro forma	Change
Turnover	4,625	4,387	5.4%	19,078	17,782	+7.3%
Gross operating income before operating leases	611	618	-1.1%	2,873	2,716	+5.8%
Operating income before aircraft disposals	9	34	-73.5%	489	405	+20.7%
Pre-tax income	(45)	1	ns	455	341	+33.4%
Net income (group share)	(6)	42	ns	351	292	+20.2%
Net earnings per share (in euros)	-	-	-	1.30	1.08	+20.4%

(1) Air France Group consolidated over 12 months (April-March) and the KLM Group over 11 months (May-March)

(2) Servair consolidated over 15 months (January 2004-March 2005)

Quarter ended March 31, 2005: positive operating income before aircraft disposals

The quarter was marked both by a dynamic level of activity and a further series of sharp oil price rises, averaging out at around 48 dollars a barrel. However, the Group's hedging policy enabled it to minimize the negative impact of these rises and to keep the fuel bill within budgeted levels.

Revenues rose 5.4% to 4.62 billion euros. Operating expenses were up 6.0%.

In spite of oil prices some 50% higher than in the same quarter of the previous year, the effectiveness of the hedging policy combined with the weakness of the dollar, made it possible to limit the increase in the fuel charge to 22.1%, at 619 million euros at March 31, 2005. Hedging gains amounted to 137 million euros and the dollar effect was a positive 29 million euros. Personnel costs rose 6.0%, with 1% of this increase linked to the employer's contribution in connection with the share offering reserved for employees. The roll out of the offering of the French State's shares to employees, further to its withdrawal in December 2004, generated a non-recurring cost of approximately 16 million euros, corresponding to the employer's contribution made by the company and various connected fees. In total, unit costs measured in equivalent available seat kilometers (EASK) were up 2.8% and by 0.6% at constant currency and fuel prices.

Gross operating income before operating leases (EBITDAR) totaled 611 million euros compared with 618 million euros at March 31, 2004 (-1.1%). The Group recorded an operating profit before aircraft disposals (EBIT) of 9 million euros, compared with 34 million euros the previous year. Operating profit improved by 17 million euros excluding the impact of the staff share offering and of slot exchange products.

Net financial expenses amounted 56 million euros at March 31, 2005 (versus 40 million euros at March 31, 2004). The foreign exchange result deteriorated from a gain of 14 million euros to a loss of -3 million euros.

After taking into account 15 million euros in income from equity affiliates and 3 million in goodwill amortization, net income (group share) was a negative -6 million euros compared with a net profit of 42 million euros at March 31, 2004.

Full year 2004-05: operating income before aircraft disposals up 20.7% to 489 million euros

Turnover increased 7.3% to 19.08 billion euros. Operating expenses excluding fuel rose 3.6%, compared with a 7.3% increase in equivalent available seat kilometers (EASK), reflecting the effective management of costs. The fuel bill came to 2.65 billion euros, up from 1.99 billion euros in the previous year, representing an increase of 33.3%. The hedging policy adopted by the Group enabled it to save 372 million euros, representing 14% of the fuel bill. In total, operating expenses were up 7.0%. Unit costs, measured in equivalent available seat kilometers (EASK), remained stable implying a 2.8% decrease at constant currency and fuel prices.

Operating income before aircraft disposals totaled 489 million euros (405 million at March 31, 2004), an increase of 20.7%. All the activities contributed positively to this rise, with a particularly strong performance in the cargo business. For the year to March 31, 2005, the operating margin (operating income before aircraft disposals over revenues) saw a slight improvement, rising by 0.3 points to 2.6%.

The Air France-KLM Group's performance was adversely impacted by the scope of consolidation which excluded KLM's operations for April 2003, which was marked by the Asian crisis, and for April 2004, which saw a return to breakeven. Over a full 12-month period, the increase in operating income would have been 36%.

Net interest charges fell from 228 million euros to 202 million euros, including the impact of rebate letters, which, at the time of the unwinding of the financing of two aircraft and, based on their market value, enabled a reduction in the amount of the last instalment. However, net financial charges rose from -187 million euros to -219 million euros, under the combined impact of a negative foreign exchange variation of 42 million euros and 16 million euros in net charges for financial provisions.

Earnings before taxes and the amortization of goodwill amounted to 397 million euros, up from 283 million euros at March 31, 2004 (+40.3%). After a tax charge of 96 million euros (40 million at March 31, 2004), net income (group share) rose by 20.2% to 351 million euros (292 million at March 31, 2004). Earnings per share came to 1.30 euros compared with 1.08 euros the previous year.

Information by business

Passenger activity

Revenues from the passenger business totaled 15.00 billion euros (+6.8%), of which 14.08 billion euros from scheduled passenger services, a rise of 7.1% which was in line with the increase in capacity (+6.9%). With traffic up 8.9%, the occupancy rate gained 1.5 points to 78.7%. Overall, the passenger activity generated 312 million euros in operating income at March 31 2005, up 13.9%.

	Year to March 31 ⁽¹⁾		
	2005	2004	Change
Scheduled passenger revenues (in million euros)	14,085	13,156	+7.1%
Unit revenues per ASK (in euro cents)	6.56	6.55	+0.2%
Unit revenues per RPK (in euro cents)	8.33	8.48	-1.7%
Unit costs per ASK (in euro cents)	6.33	6.33	+0.0%
Operating income (in million euros)	312	274	+13.9%

⁽¹⁾ Air France Group consolidated over 12 months (April-March) and the KLM Group over 11 months (May-March)

Excluding the currency impact, unit revenues per available seat kilometer were up 1.6% while unit revenues per passenger-kilometer were slightly down (-0.3%). Unit costs per available seat kilometer were down 2.3% at constant currencies and oil prices.

Cargo activity

Total revenues from the cargo business amounted to 2.49 billion euros (+9.4%). Traffic was up 8.8% while capacity rose by 9.4%, implying a 0.4-point reduction in the cargo load factor to 68.2%. Freight transport revenues increased by 10.4%, reflecting a strong improvement in unit revenues. Cargo operating income came to 95 million euros at March 31, 2005, up 61.0% on the previous year.

	Year to March 31 ⁽¹⁾		
	2005	2004	Change
Freight transport revenues (in million euros)	2,300	2,084	+10.4%
Unit revenues per ATK (in euro cents)	15.58	15.42	+1.0%
Unit revenues per RTK (in euro cents)	22.83	22.48	+1.6%
Unit costs per ATK (in euro cents)	14.75	14.81	-0.4%
Operating income (in million euros)	95	59	+61.0%

⁽¹⁾ Air France Group consolidated over 12 months (April-March) and the KLM Group over 11 months (May-March)

Unit revenues per available ton kilometer were up 3.8% on a constant currency basis. Unit costs per available ton kilometer were down 4.7% at constant currency and oil prices.

Maintenance

The maintenance business posted 777 million euros in third-party revenues, representing an increase of 4.0%. Operating income totaled 48 million euros compared with 55 million euros at March 31, 2004.

Other activities

Revenues from Other Activities came to 805 million euros (+12.7%), including 15 months of Servair revenues. Excluding the Servair impact, the increase would have been 6.2%. Operating income totaled 34 million euros compared with 17 million euros at March 31, 2004. This increase was primarily driven by the strong performance of the charter activities of the KLM subsidiary, transavia.com, and Servair over the first half of the year. Aircraft disposals contributed 8 million euros to the operating income (versus 9 million at March 31, 2004).

Reinforced financial structure

The Air France-KLM Group's tangible and intangible investments amounted to 2.13 billion euros at March 31, 2004, including approximately 1.25 billion euros for aeronautical investments and 290 million euros for the capitalization of maintenance costs. They were financed by 1.95 billion euros in operating cash flow and 240 million euros in income from subsidiaries and aircraft disposals.

The structure of the balance sheet has improved, with a gearing ratio down to 1.06 at March 31, 2005 versus a gearing ratio adjusted for the final accounting treatment of the purchase price of 1.21 at March 31, 2004 proforma.

Elsewhere, Air France has renewed its syndicated credit line of 1.2 billion euros and raised an additional 450 million euros in April 2005 through the OCEANE convertible bond issue.

Outlook for the current fiscal year

The Air France-KLM Group is targeting a 5% increase in capacity compared with the initial 2004-05 flight schedule and investments of some 2.4 billion euros, financed through operating cash flow and 800 million in cash before taxes generated by the Amadeus operation.

The Group has retained the assumption of a stable unit revenue excluding currency, an average jet fuel market price of 553 dollars per ton which, thanks to effective hedging, will give a fuel bill of some 3.37 billion euros, and a euro/dollar exchange rate of 1.30.

On the basis of these assumptions as well as 165 million euros in additional synergy gains, the Air France-KLM Group expects to generate an operating income of a similar level to last year. Net income should rise substantially due to the Amadeus operation.

Diary

A dedicated Investor Relations site for Air France-KLM is now available at the following address:

www.airfranceklm-finance.com.

Thursday May 19: presentation of the annual results at 3 pm (CET) at the Méridien Etoile Hotel 81, boulevard Gouvion Saint-Cyr – 75017 Paris

- ▶ audio-web conference at 2:00 pm (London time)
to connect to the conference call, please dial 00 44 207 162 0125 (password: Air France)
to visualize the presentation, go to the following website:
<http://airfranceklm.momentys.com> (password: AKHFY)
for instant replay, please dial 00 44 207 031 4064 (code: 659228)

Next meetings

- ▶ Wednesday June 29, 2005: presentation of the impact of IFRS at the Roissy CDG Hilton hotel
- ▶ Friday September 2, 2005: conference call on the results for Q1 2005-06
- ▶ Monday October 3, 2005: Investor Day at the Roissy CDG Hilton hotel
- ▶ Wednesday November 23, 2005: results for H1 2005-06

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

STATISTICS – Air France-KLM Group

Passenger activity

4 th quarter	March 31, 2005	March 31, 2004	Change
Traffic in million RPK	42,163	39,473	+6.8%
Capacity in million ASK	53,851	51,865	+3.8%
Load factor (%)	78.3%	76.1%	+2.2 pts
Scheduled passenger revenues (in million euros)	3,433	3,225	+6.4%
Unit revenues per ASK (in euro cents)	6.37	6.21	+2.5%
<i>Excluding currency effect</i>			+3.3%
Unit revenues per RPK (in euro cents)	8.14	8.17	-0.4%
<i>Excluding currency effect</i>			+0.4%
Unit cost per ASK (in euro cents)	6.32	6.14	+3.0%
<i>At constant currency and fuel prices</i>			+1.3%
Cumulative (Air France 12 months and KLM 11 months)	March 31, 2005	March 31, 2004	Change
Traffic in million RPK	168,998	155,138	+8.9%
Capacity in million ASK	214,606	200,748	6.9%
Load factor (%)	78.7%	77.3%	+1.5 pt
Scheduled passenger revenues (in million euros)	14,085	13,156	+7.1%
Unit revenues per ASK (in euro cents)	6.56	6.55	+0.1%
<i>Excluding currency effect</i>			+1.6%
Unit revenues per RPK (in euro cents)	8.33	8.48	-1.7%
<i>Excluding currency effect</i>			-0.3%
Unit cost per ASK (in euro cents)	6.34	6.34	+0.0%
<i>At constant currency and fuel prices</i>			-2.2%

Cargo activity

4 th quarter	March 31, 2005	March 31, 2004	Change
Traffic in million RTK	2,501	2,406	+3.9%
Capacity in million ATK	3,773	3,487	+8.2%
Cargo load factor (%)	66.3%	69.0%	-2.7 pts
Cargo revenues (in million euros)	570	531	+7.3%
Unit revenues per ATK (in euro cents)	15.17	15.20	-0.2%
<i>Excluding currency effect</i>			+1.3%
Unit revenues per RTK (in euro cents)	22.86	22.03	+3.8%
<i>Excluding currency effect</i>			+5.4%
Unit cost per ATK (in euro cents)	14.51	14.53	-0.1%
<i>At constant currency and fuel prices</i>			-3.6%
Cumulative (Air France 12 months and KLM 11 months)	March 31, 2005	March 31, 2004	Change
Traffic in million RTK	10,078	9,264	+8.8%
Capacity in million ATK	14,774	13,506	+9.4%
Cargo load factor (%)	68.2%	68.6%	0.4 pt
Cargo revenues (in million euros)	2,300	2,084	+10.4%
Unit revenues per ATK (in euro cents)	15.58	15.42	+1.0%
<i>Excluding currency effect</i>			+3.8%
Unit revenues per RTK (in euro cents)	22.83	22.48	+1.6%
<i>Excluding currency effect</i>			+4.4%
Unit cost per ATK	14.76	14.84	-0.5%
<i>At constant currency and fuel prices</i>			-4.8%

AIR FRANCE-KLM GROUP

CONSOLIDATED INCOME STATEMENT

(In EUR millions)	Fourth quarter ended				Year ended			
	03.31.05	03.31.04	03.31.04		03.31.05	03.31.04	03.31.04	
	Pro forma		Published		Pro forma		Published	
Operating revenues								
Scheduled passenger	3 433	3 225	2 292	6,4%	14 085	13 156	9 465	7,1%
Other air transport operations	203	234	209	-13,2%	919	888	795	3,5%
Total Passenger	3 636	3 459	2 501	5,1%	15 004	14 044	10 260	6,8%
Cargo	570	531	308	7,3%	2 300	2 084	1 264	10,4%
Other cargo revenues	57	52	33	9,6%	192	193	148	-0,5%
Total Cargo	627	583	341	7,5%	2 492	2 277	1 412	9,4%
Maintenance	211	203	128	3,9%	777	747	508	4,0%
Others	151	142	42	6,3%	805	714	157	12,7%
Total operating revenues	4 625	4 387	3 012	5,4%	19 078	17 782	12 337	7,3%
Operating charges								
Aircraft fuel	(619)	(507)	(328)	22,1%	(2 653)	(1 990)	(1 302)	33,3%
Chartering costs	(148)	(134)	(113)	10,4%	(558)	(502)	(414)	11,2%
Aircraft operating lease costs	(153)	(140)	(108)	9,3%	(630)	(608)	(458)	3,6%
Landing fees & en route charges	(353)	(340)	(226)	3,8%	(1 460)	(1 373)	(913)	6,3%
Catering	(98)	(88)	(67)	11,4%	(402)	(376)	(296)	6,9%
Handling charges & other operating costs	(259)	(269)	(185)	-3,7%	(1 067)	(1 078)	(756)	-1,0%
Aircraft maintenance costs	(148)	(146)	(101)	1,4%	(621)	(616)	(381)	0,8%
Commercial & distribution costs	(317)	(347)	(253)	-8,6%	(1 399)	(1 439)	(1 051)	-2,8%
Other external expenses	(474)	(431)	(301)	10,0%	(1 897)	(1 797)	(1 183)	5,6%
External expenses	(2 569)	(2 402)	(1 682)	7,0%	(10 687)	(9 779)	(6 754)	9,3%
Salaries & related costs	(1 544)	(1 456)	(1 031)	6,0%	(5 922)	(5 685)	(4 079)	4,2%
Taxes other than income tax	(54)	(51)	(45)	5,9%	(226)	(210)	(186)	7,6%
Gross operating result before aircraft operating lease costs	611	618	362	-1,1%	2 873	2 716	1 776	5,8%
Gross operating result	458	478	254	-4,2%	2 243	2 108	1 318	6,4%
Charge to depreciation/amortization, net	(379)	(400)	(297)	-5,3%	(1 586)	(1 587)	(1 184)	-0,1%
Charge to operating provisions, net	(76)	(46)	(7)	65,2%	(134)	(88)	(46)	52,3%
Other income and charges, net	6	2	34	200,0%	(34)	(28)	44	21,4%
Total operating charges	(4 616)	(4 353)	(3 028)	6,0%	(18 589)	(17 377)	(12 205)	7,0%
E.B.I.T	9	34	(16)	-73,5%	489	405	132	20,7%
Gain on disposal of flight equipment, net	0	4	6	-100,0%	8	9	7	-11,1%
Operating income	9	38	(10)	-76,3%	497	414	139	20,0%
Restructuring costs	(12)	(5)	(5)	140,0%	(21)	(22)	(22)	-4,5%
Financial income	25	11	9	127,3%	106	53	38	100,0%
Financial expenses	(81)	(51)	(34)	58,8%	(308)	(281)	(139)	9,6%
Foreign exchange gain (loss)	(3)	14	3	-121,4%	3	45	35	-93,3%
Net (charge) release to provisions	(4)	(30)	(8)	-86,7%	(20)	(4)	6	400,0%
Net financial charges	(63)	(56)	(30)	12,5%	(219)	(187)	(60)	17,1%
Gain on disposals of subsidiaries and affiliates	3	(8)	4	-137,5%	67	5	5	1240,0%
Pretax income (loss)	(63)	(31)	(41)	103,2%	324	210	62	54,3%
Share in net income of equity affiliates	15	29	19	-48,3%	73	73	53	0,0%
Amortization of goodwill	3	3	(4)	0,0%	58	58	(15)	0,0%
Income (loss) before income tax and minority interests	(45)	1	(26)	-4600,0%	455	341	100	33,4%
Income tax	40	40	41	0,0%	(96)	(40)	(2)	140,0%
Income (loss) before minority interests	(5)	41	15	-112,2%	359	301	98	19,3%
Minority interests	(1)	1	(2)	-200,0%	(8)	(9)	(5)	-11,1%
NET INCOME (LOSS)	(6)	42	13	-114,3%	351	292	93	20,2%

AIR FRANCE FLEET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
B747-400	9	8	1	1	5	7	15	16	15	16
B747-300/200	7	7			2		9	7	9	5
B777-200/300	14	16	2	4	9	14	25	34	25	34
A340-300	8	8	6	6	8	8	22	22	22	22
A330-200	3	4	1	1	9	9	13	14	12	13
B767-300	1	1					1	1		
Long-haul fleet	42	44	10	12	33	38	85	94	83	90
B747-400	1	1			2	3	3	4	3	4
B747-200	5	5	1	1	4	2	10	8	10	8
Cargo	6	6	1	1	6	5	13	12	13	12
A321	8	11	2		2	2	12	13	12	13
A320	44	49	5	3	17	15	66	67	65	67
A319	17	18	4	4	18	21	39	43	39	43
A318	5	9					5	9	5	9
B737-300/500	6	4	3	3	16	9	25	16	23	15
Medium-haul fleet	80	91	14	10	53	47	147	148	144	147
Total Air France fleet	128	141	25	23	92	90	245	254	240	249

REGIONAL FLEET

BRIT AIR

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
Canadair Jet 100	2	2	11	11	6	6	19	19	19	19
Canadair Jet 700	1	2	9	9			10	11	10	11
F100-100	1	1			9	9	10	10	10	10
Total	4	5	20	20	15	15	39	40	39	40

CITY JET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
BAE146-200/300*	1	5			14	12	15	17	15	17
Total	1	5			14	12	15	17	15	17

sub-leased by KLM

REGIONAL

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
BEECH 1900	6	6	1	1	1	1	8	8		
EMB145-EP/MP	1	2	9	8	17	18	27	28	27	28
EMB135-ER	3	2	2	3	4	4	9	9	9	9
EMB120-ER	3	7	3	3	8	3	14	13	12	10
F100-100		1				6		7		6
F70-70					9	5	9	5	9	5
SAAB 2000					6	6	6	6	6	6
Total	13	18	15	15	45	43	73	76	63	64

Total Regional fleet	18	28	35	35	74	70	127	133	117	121
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Air Ivoire

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
F28			3	3			3	3	3	3
A321						1		1		
Total			3	3		1	3	4	3	3

TOTAL Air France Group	146	169	63	61	166	161	375	391	360	373
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KLM AND TRANSAVIA FLEET

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
B747-400	6	6	16	16			22	22	22	22
B777-200			3	4	3	6	6	10	6	10
MD11			8	8	2	2	10	10	10	10
A330-200										
B767-300					12	12	12	12	12	12
Long-haul fleet	6	6	27	28	17	20	50	54	50	54
B747-400			3	3			3	3	3	3
Cargo			3	3			3	3	3	3
B737-900			1	2	3	3	4	5	5	5
B737-800	6	6	19	20	4	4	29	30	29	30
B737-700			4	4	5	5	9	9	8	9
B737-400	5	6	2		7	7	14	13	14	13
B737-300	6	6	1	1	7	7	14	14	14	14
Medium-haul fleet	17	18	27	27	26	26	70	71	70	71
Total KLM fleet	23	24	57	58	43	46	123	128	123	128

REGIONAL FLEET

KLM Cityhopper

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
F70	16	18	1		3	3	20	21	20	21
F50			6	6	4	4	10	10	10	10
Total KLM Cityhopper	16	18	7	6	7	7	30	31	30	31

KLM Cityhopper UK

Aircraft	Owned		Finance lease		Operating lease		TOTAL		In operation	
	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05	3/31/04	3/31/05
BAE 146 100/300					5		5		5	
F100	1	1	14	14		1	15	16	15	16
F50					6	6	6	6	6	6
Total KLM Cityhopper UK	1	1	14	14	11	7	26	22	26	22

Total Regional fleet	17	19	21	20	18	14	56	53	56	53
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TOTAL KLM Group	40	43	78	78	61	60	179	181	179	181
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