20th February 2014

FULL YEAR 2013 RESULTS

2013 RESULTS ON TRACK DESPITE CHALLENGING CONTEXT

- Revenues up 2.3% at constant currency to 25.52 billion euros
- EBITDA[1] improvement of 461 million euros to 1,855 million euros; return to positive operating result of 130 million euros
- Reported unit cost[1] down 3.8%, and down 2.0% like-for-like
- Adjusted[1] net loss of -349 million euros, an improvement of 347 million euros ; net loss, group share of 1.83 billion euros after tax asset impairment
- Robust free cash flow generation
- Significant reduction in net debt[1] of over 618 million euros to 5.3 billion euros

2014 OUTLOOK CONFIRMED

- EBITDA[1] expected around 2.5 billion euros, subject to there being no reversal in current operating trends
- Ongoing reduction in net debt[1] towards 2015 target of 4.5 billion euros

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The Board of Directors of Air France-KLM, chaired by Alexandre de Juniac, met on 19th February 2014 to approve the accounts for full year 2013.

Alexandre de Juniac made the following comments: *"2013 marked an important stage in the Group's turnaround. We are clearly benefiting from the successful implementation of new working conditions and of the industrial plans adopted in all our businesses. As a result, we returned to a positive operating result despite the persistently challenging environment, generated robust free cash flow and reduced debt beyond initial targets.*

The additional measures announced in October 2013 are being implemented in medium-haul and cargo, and will start to bear fruit in the second half. While continuing to focus on strict cost discipline, we are also preparing the group's future, with a major product upgrade at both Air France and KLM, the ongoing adaptation of our medium-haul offer, and the strengthening of our long-haul network. Thanks to the commitment of all its employees, the Air France-KLM Group is undergoing a profound transformation, and I am confident we will return to the path of profitable growth in 2014 and beyond."

[1] See definition in appendix

Free translation into English for convenience only - French version prevails

Investor relations
Bertrand Delcaire
Head of Investor Relations
Tel : +33 1 49 89 52 59
Email: bedelcaire@airfranceklm.com
www.airfranceklm-finance.com

Media relations
France: +33 1 41 56 56 00
Netherlands: +31 20 649 45 45

www.airfranceklm.com

Full Year and Fourth Quarter 2013 Results

	Fourth quarter			Full Year		
	2013	**2012***	**Change**	**2013**	**2012***	**Change**
Revenues (€m)	6,123	6,258	-2.2%	25,520	25,423	+0.4%
Change excluding currency			+0.7%			+2.3%
EBITDA[2] (€m)	381	281	+100	1,855	1,394	+461
EBITDA margin (%)	*6.2*	*4.5*	*+1.7pts*	*7.3*	*5.5*	*+1.8pts*
Operating result (€m)	-65	-152	+87	130	-336	+466
Operating margin (%)	*-1.1*	*-2.4*	*+1.3pts*	*0.5*	*-1.3*	*+1.8pts*
Net result, group share (€m)	-1,177	-244	-933	-1,827	-1,225	-602
Adjusted net result, group share[2] (€m)	-112	-126	+14	-349	-696	+347
Earnings per share (€)	(3.98)	(0.83)	-3.15	(6.17)	(4.14)	-2.03
Diluted earnings per share (€)	(3.98)	(0.83)	-3.15	(6.17)	(4.14)	-2.03
Adjusted earnings per share[2] (€)	(0.38)	(0.43)	+0.05	(1.18)	(2.35)	+1.17
Operating free cash flow[2] (€m)	40	26	+14	538	-47	+585
Net debt[2] at end of period (€m)	-	-	-	5,348	5,966	-618

** Restated for IAS19 revised, CityJet reclassified as discontinued operation*

Currencies had a marked negative impact of 100 million euros on the Group's Full Year operating result, particularly in the second half of the year (86 million euros).

Full Year 2013 total revenues stood at 25,520 million euros versus 25,423 million euros in 2012, up 0.4%, and by 2.3% on a constant currency basis.

Operating costs declined by 1.4% and were flat on a constant currency basis. Ex-fuel, they rose fractionally by 0.1%, and by 0.8% on a constant currency basis. Unit cost per EASK[2] (Equivalent Available Seat Kilometer) was reduced by 3.8%, and by 2% on a constant currency, fuel price and pension expense basis, against capacity in EASK up by 1.6%. The fuel bill amounted to 6,897 million euros, a decline of 5.2% reflecting a currency effect of -3.1%, a 1.8% decline in fuel price after hedging, and a 0.4% reduction in volumes. Employee costs were down 2.4% to 7,482 million euros, and by 2.2% on a constant currency basis. At constant pension expense and scope, and including temps, employee costs fell 218 million euros, in line with the target of a 200 million euro reduction over the full year.

EBITDA amounted to 1,855 million euros, up by 33%, implying an improvement of 461 million euros. The EBITDA margin stood at 7.3%, a 1.8 point improvement on 2012. The operating result for the full year was back in positive territory at 130 million euros versus -336 million euros in 2012, a 466 million euro improvement.

The net result, group share reflected a tax asset impairment of 937 million euros as well as the impact of discontinued operations (CityJet, whose disposal is underway) to the tune of -122 million euros over the full year, to stand at -1,827 million euros against -1,225 million euros a year ago.

The impairment of deferred tax assets relates to tax losses from previous fiscal years which were recognised in the balance sheet. It results from taking into account activity forecasts as they were communicated to the market in October 2013 as well as a reduced visibility on the conditions for applying prior year tax losses. Under current French tax law, deferred tax assets no longer recognised in the balance sheet nevertheless remain available, and the group maintains the right to apply them to future profits. This impairment will not involve any cash out, current or future, and has no impact on the group's liquidity nor its solvency.

On an adjusted basis[2], the net result stood at -349 million euros against -696 million in 2012, a 347 million euro improvement.

Earnings and diluted earnings per share stood at -6.17 euros (-4.14 euros in 2012), and at -1.18 euros on an adjusted basis (-2.35 euros in 2012). The Board of Directors decided not to pay a dividend.

[2] See definition in appendix

In the Fourth Quarter 2013, total revenues for the group stood at 6,123 million euros versus 6,258 million euros a year earlier, down 2.2%, but up 0.7% on a constant currency basis.

Operating costs declined by 3.5% and by 1.3% on a constant currency basis. Ex-fuel, they declined by 2.1% and by 0.9% on a constant currency basis. Unit cost per EASK (Equivalent Available Seat Kilometer) was reduced by 5.2%, and by 1.9% on a constant currency, fuel price and pension expense basis, against capacity in EASK up by 1.9%. The fuel bill amounted to 1,653 million euros, a decline of 7% reflecting a currency effect of -4.8%, a 3.3% decline in fuel price after hedging, and a 0.7% increase in volumes. Employee costs clearly reflected the impact of restructuring, declining by 5.7% to 1,790 million euros, and by 5.5% on a constant currency basis.

EBITDA gained 36% or 100 million euros to 381 million euros, implying a margin of 6.2%, up 1.7 points. The operating result amounted to -65 million euros compared with -152 million euros a year earlier, an improvement of 87 million euros. Elsewhere the group booked a provision of 82 million euros in non-recurring costs for the impairment of two full-freighter aircraft.

The net result, group share stood at -1,177 million euros versus -244 million euros a year earlier, including the impairment expense mentioned above and an impact of -80 million euros relating to discontinued operations (CityJet). Adjusted for these and other one-off items[2], the net result, group share was -112 million euros compared with -126 million euros in Q4 2012.

Earnings and diluted earnings per share stood at -3.98 euros (-0.83 euros in Q4 2012), and at -0.38 euros on an adjusted basis (-0.43 euros in Q4 2012).

Passenger business

Passenger – Full Year	**2013**	**2012***	***Change***	***Change ex-currency***
Capacity (ASK m)	272,419	268,016	*+1.6%*	-
Traffic (RPK m)	228,316	223,034	*+2.4%*	-
Load factor	83.8%	83.2%	*+0.6 pts*	-
Total passenger revenues (€m)	20,112	19,976	*+0.7%*	*+2.6%*
Scheduled passenger revenues (€m)	19,176	19,065	*+0.6%*	*+2.4%*
Unit revenues per ASK (€ cts)	7.04	7.11	*-1.0%*	*+0.8%*
Unit revenues per RPK (€ cts)	8.40	8.55	*-1.7%*	*+0.1%*
Unit cost per ASK (€ cts)	6.98	7.21	*-3.3%*	*-1.8%*
Operating result (€m)	174	-260	*+434*	*+499*

** Restated for IAS19 revised, CityJet reclassified as discontinued operation*

For Full Year 2013, passenger revenues amounted to 20,112 million euros, up 0.7%, but up by 2.6% on a constant currency basis. The operating result of the passenger business stood at 174 million euros versus -260 million euros in 2012, an improvement of 434 million euros.

Total passenger traffic for the full year rose by 2.4% while capacity rose by 1.6%, leading to a 0.6 point improvement in load factor to 83.8%. Unit revenue per Available Seat Kilometer (RASK) declined by 1.0%, but rose 0.8% on a constant currency basis. Unit costs (CASK) were reduced by 3.3% and by 1.8% at constant currencies.

Long-haul represented 81% of the Group's traffic and 79% of capacity. Long-haul traffic rose 2.5% for a 2.4% rise in capacity. The load factor was stable (+0.1 point) at 85.7%. Long-haul RASK rose by 0.6% on a constant currency basis, driven by economy RASK up 1.2%, while premium RASK was down 0.6%.

Medium-haul traffic rose by 1.7% while capacity was reduced by 1.2%, a clear indication of the positive effects of Transform 2015, leading to a 2.2 point improvement in load factor to 76.8%. Medium-haul RASK improved by 2.4% on a constant currency basis.

Passenger – Fourth Quarter	2013	2012*	*Change*	*Change ex-currency*
Capacity (ASK m)	67,152	65,938	*+1.8%*	-
Traffic (RPK m)	55,389	54,058	*+2.5%*	-
Load factor	82.5%	82.0%	*+0.5 pts*	-
Total passenger revenues (€m)	4,845	4,887	*-0.9%*	*+2.1%*
Scheduled passenger revenues (€m)	4,615	4,667	*-1.1%*	*+1.8%*
Unit revenues per ASK (€ cts)	6.87	7.08	*-2.9%*	*-0.1%*
Unit revenues per RPK (€ cts)	8.33	8.63	*-3.5%*	*-0.7%*
Unit cost per ASK (€ cts)	6.96	7.29	*-4.5%*	*-2.2%*
Operating result (€m)	-61	-143	*+82*	*+102*

** Restated for IAS19 revised, CityJet reclassified as discontinued operation*

Fourth Quarter 2013 passenger revenues amounted to 4,845 million euros, down 0.9%, but up by 2.0% on a constant currency basis. The operating result of the passenger business stood at -61 million euros, versus -143 million euros in Q4 2012, an improvement of 82 million euros.

Total passenger traffic in the fourth quarter rose by 2.5% while capacity rose by 1.8% leading to a 0.5 point improvement in load factor to 82.5%. Unit revenue per Available Seat Kilometer (RASK) fell by 2.9%, but was almost stable (-0.1%) on a constant currency basis. Unit costs (CASK) were reduced by 4.5% and by 2.2% on a constant currency basis.

Long-haul traffic rose 2.5% for a 3.0% rise in capacity, leading to a 0.4 point decline in load factor to 84.2%. Long-haul RASK was down -0.8% on a constant currency basis, partly reflecting an unfavourable year-on-year comparison base.
Medium-haul traffic rose by 2.4% while capacity was reduced by 2.5% leading to a 3.5 point improvement in load factor to 76.0%. Medium-haul RASK improved by 3.4% on a constant currency basis.

Cargo business

Cargo – Full Year	2013	2012*	*Change*	*Change ex-currency*
Capacity (ATK m)	15,971	16 409	*-2.7%*	-
Traffic (RTK m)	10,087	10 576	*-4.6%*	-
Load factor	63.2%	64.5%	*-1.3 pts*	-
Total Cargo revenues (€m)	2,816	3,057	*-7.9%*	*-5.7%*
Scheduled cargo revenues (€m)	2,619	2,872	*-8.8%*	*-6.7%*
Unit revenues per ATK (€ cts)	16.40	17.50	*-6.3%*	*-4.2%*
Unit revenues per RTK(€ cts)	25.96	27.16	*-4.4%*	*-2.2%*
Unit cost per ATK (€ cts)	17.66	18.90	*-6.6%*	*-4.9%*
Operating result (€m)	-202	-230	*+28*	*+37*

** Restated for IAS19 revised*

The cargo industry continued to experience weak global trade and industry overcapacity. In this context, **Full Year 2013** revenues stood at 2,816 million euros, down 7.9% and by 5.7% on a constant currency basis. The operating result improved by 28 million euros, but remained negative at -202 million euros.

The group reinforced its restructuring measures, with an 11.5% reduction in full freighter capacity versus 6% planned at the beginning of the year. In total though, capacity was reduced by only 2.7% due to a slight increase in belly space. Traffic declined more strongly, by 4.6% leading to a 1.3 point drop in load factor to 63.2%. Unit revenue per Available Ton Kilometer (RATK) declined by 6.3% and by 4.2% on a constant currency basis. Against this, unit cost (CATK) was reduced by 6.6% and by 4.9% on a constant currency basis but was insufficient to meaningfully reduce losses. Additional turnaround measures were announced in October 2013 which are in the process of being implemented.

Cargo – Fourth Quarter	2013	2012*	*Change*	*Change ex-currency*
Capacity (ATK m)	3,955	3,991	*-0.9%*	
Traffic (RTK m)	2,624	2,681	*-2.1%*	
Load factor	66.3%	67.2%	*-0.9 pts*	
Total Cargo revenues (€m)	723	791	*-8.6%*	*-5.4%*
Scheduled cargo revenues (€m)	673	746	*-9.8%*	*-6.6%*
Unit revenues per ATK (€ cts)	17.02	18,69	*-8.9%*	*-5.8%*
Unit revenues per RTK (€ cts)	25.65	27.83	*-7.8%*	*-4.6%*
Unit cost per ATK (€ cts)	17.47	19.37	*-9.8%*	*-7.4%*
Operating result (€m)	-18	-27	*+9*	*+14*

** Restated for IAS19 revised*

Fourth Quarter 2013 cargo revenues amounted to 723 million euros, down 8.6% and by 5.4% on a constant currency basis**.** The operating result improved slightly from -27 million euros in Q4 2012 to -18 million euros. Traffic declined by 2.1% for a 0.9% decline in capacity, leading to a 0.9 point reduction in load factor to 66.3%). Unit revenue per Available Ton Kilometer (RATK) declined by 8.9% and by 5.8% on a constant currency basis. Unit cost per ATK was reduced by 9.8% and by 7.4% on a constant currency basis.

Maintenance

Maintenance – Full Year	2013	2012*	*Change*	*Change ex-currency*
Total revenues (€m)	3,280	3,134	*+4.7%*	-
Third party revenues (€m)	1,225	1,096	*+11.8%*	*+15.1%*
Operating result (€m)	159	140	*+19*	*+29*
Operating margin (%)	4.8%	4.5%	*+0.3 pts*	-

** Restated for IAS19 revised*

In **Full Year 2013,** maintenance realized third party revenues of 1,225 million euros, up 11.8% and by 15.1% at constant currencies, benefiting from a strong order book. The operating result stood at 159 million euros, up 19 million euros year-on-year, helped by the development of higher margin activities and Transform 2015 efficiency gains. The operating margin stood at 4.8% versus 4.5% a year earlier.

Fourth Quarter 2013 third party maintenance revenues were 298 million euros (316 million euros in Q4 2012), with an operating result of 48 million euros, up 12 million euros year-over-year.

Other business: Transavia

Transavia – Full Year	2013	2012*	*Change*	*Change ex-currency*
Capacity (ASK m)	19,676	17,629	*+11.6%*	-
Traffic (RPK m)	17,725	15,616	*+13.5%*	-
Load factor	90.1%	88.6%	*+1.5 pts*	-
Total passenger revenues (€m)	984	889	*+10.7%*	*+10.7%*
Scheduled passenger revenues (€m)	948	851	*+11.4%*	*+11.4%*
Unit revenues per ASK (€ cts)	4.82	4.83	*-0.2%*	*-0.2%*
Unit revenues per RPK (€ cts)	5.35	5.45	*-1.9%*	*-1.8%*
Unit cost per ASK (€ cts)	4.93	4.83	*+2.1%*	*+1.5%*
Operating result (€m)	-23	0	*-23*	*-17*

** Restated for IAS19 revised*

For the **Full Year 2013,** as planned in the framework of Transform 2015, Transavia capacity was significantly increased, up by 11.6%, of which 25.5% in France. Traffic was up by 13.5%, leading to a 1.5 point rise in load factor to 90.1%. In spite of this high growth, unit revenue was virtually stable at –0.2%. Transavia's revenues stood at 984 million euros, up 10.7%. The operating result was -23 million euros (versus breakeven in 2012), impacted by the political unrest in some Mediterranean destinations and by the launch costs of certain routes.

In the **Fourth Quarter 2013,** traffic rose 12.9% for capacity up 11.0%, leading to a 1.5 point increase in load factor to 87.3%. Unit revenue was down 2.7%. Transavia's revenue stood at 171 million euros, up 8.9%. The operating result was -35 million euros, down 11 million euros year-over-year.

Other business: Catering

Catering – Full Year	**2013**	**2012***	***Change***	***Change at constant scope***
Total revenues (€m)	915	928	*-1.4%*	*+2.7%*
Third party revenues (€m)	341	355	*-3.9%*	*+6.9%*
Operating result (€m)	24	7	*+17*	-

** Restated for IAS19 revised*

In **Full Year 2013**, catering revenues stood at 915 million euros, of which 341 million euros with third parties, versus 355 million euros in 2012, down 3.9%, reflecting the deconsolidation of AirChef. At constant scope, third party revenues rose by 6.9%. The operating result improved from 7 million euros to 24 million euros thanks to the measures implemented within the framework of Transform 2015.

For **Q4 2013**, third party revenues amounted to 75 million euros, down 19% (93 million euros a year earlier). At constant scope, they were up 13.6%. The operating result was 5 million euros versus 2 million euros a year earlier.

Financial situation

	2013	**2012***	***Change***
Cash flow before change in WCR and Voluntary Departure Plans	1,292	834	*+458*
Cash out related to Voluntary Departure Plans	-183	-32	*-151*
Change in Working Capital Requirement	+370	+49	*+321*
Operating cash flow	1,479	851	*+628*
Net investments before *sale & lease-back*	-1,064	-1,530	*+466*
Net investments after *sale & lease-back*	-941	-898	*-43*
Operating free cash flow	538	-47	*+585*

** Restated for IAS19 revised, CityJet reclassified as discontinued operation*

The improvement in EBITDA translated into a 458 million increase in cash flow before change in WCR and Voluntary Departure Plan cash-out.
Net investments before *sales & lease-back* were down 466 million euros to 1,064 million euros, reflecting a strict control of investments and low capacity growth. Net investments after *sale & lease-back* transactions slightly increased to 941 million euros. In combination with a good performance on working capital requirement, it resulted in an operating free cash flow amounting to 538 million euros, versus -47 million euros in 2012, leading to a significant reduction in net debt from 5.97 billion euros at 31st December 2012 to 5.35 billion euros at 31st December 2013. The financial cover ratios therefore improved considerably, with EBITDA / net interest costs up from 4.0x a year ago to 4.6x. Net debt / EBITDA was reduced from 4.3x to 2.9x.

At 31st December 2013, shareholders' funds amounted to 2.29 billion euros, down 1.35 billion euros year-over-year.

The group continues to enjoy a good level of liquidity, with cash of 4.2 billion euros at December 31st 2013, and undrawn credit lines of 1.8 billion euros. This compares with short term debt of 1.9 billion euros. The shareholding in Amadeus is valued in the region of 900 million euros.

Outlook

The operating environment at the beginning of 2014 remains uncertain in many respects, notably the timing and strength of the economic recovery in the different regions in which we operate, volatile currencies and fuel prices, and industry capacity. Against this backdrop, the initial measures of Transform 2015 are now fully delivering, while the additional measures will start to take effect as of H2 this year. Under these conditions, we continue to target EBITDA in the region of 2.5 billion euros, subject to there being no reversal in current operating trends. We aim to continue to reduce net debt, in line with our objective of 4.5 billion euros during 2015.

INCOME STATEMENTS

In euro millions	Q4 (October to December)			12 months (January to December)		
	2013	2012 (restated *)	variation	**2013**	2012 (restated *)	variation
SALES	**6,123**	**6,258**	-2.2%	**25,520**	**25,423**	0.4%
Other revenues	1	5	-80.0%	10	16	-37.5%
EXTERNAL EXPENSES	**-3,890**	**-4,048**	**-3.9%**	**-15,997**	**-16,272**	**-1.7%**
Aircraft fuel	-1,653	-1,778	-7.0%	-6,897	-7,278	-5.2%
Chartering costs	-104	-137	-24.1%	-455	-551	-17.4%
Aircraft operating lease costs	-221	-237	-6.8%	-913	-949	-3.8%
Landing fees and en route charges	-443	-445	-0.4%	-1,839	-1,832	0.4%
Catering	-143	-144	-0.7%	-589	-591	-0.3%
Handling charges and other operating costs	-349	-342	2.0%	-1,405	-1,368	2.7%
Aircraft maintenance costs	-327	-315	3.8%	-1,303	-1,131	15.2%
Commercial and distribution costs	-200	-198	1.0%	-852	-866	-1.6%
Other external expenses	-450	-452	-0.4%	-1,744	-1,706	2.2%
Salaries and related costs	-1,790	-1,898	-5.7%	-7,482	-7,662	-2.3%
Taxes other than income taxes	-50	-44	13.6%	-186	-184	1.1%
Amortization	-403	-401	0.5%	-1,566	-1,576	-0.6%
Depreciation and provisions	-43	-32	34.4%	-159	-154	3.2%
Other income and expenses	-13	8	nm	-10	73	nm
INCOME FROM CURRENT OPERATIONS	**-65**	**-152**	**57.2%**	**130**	**-336**	**nm**
Sales of aircraft equipment	-7	2	nm	-12	8	nm
Sales of subsidiaries	-2	0	nm	7	97	-92.8%
Other non-current income and expenses	-111	-117	-5.1%	-352	-500	-29.6%
INCOME FROM OPERATING ACTIVITIES	**-185**	**-267**	**30.7%**	**-227**	**-731**	**68.9%**
Income from cash and cash equivalents	17	22	-22.7%	77	83	-7.2%
Cost of financial debt	-122	-111	9.9%	-481	-436	10.3%
Net cost of financial debt	**-105**	**-89**	**-18.0%**	**-404**	**-353**	**-14.4%**
Foreign exchange gains (losses), net	30	91	-67.0%	74	64	15.6%
Change in fair value of financial assets and liabilities	72	4	nm	57	63	-9.5%
Other financial income and expenses	-18	6	nm	-28	17	nm
INCOME BEFORE TAX	**-206**	**-255**	**19.2%**	**-528**	**-940**	**43.8%**
Income taxes	-889	36	nm	-957	-17	nm
NET INCOME OF CONSOLIDATED COMPANIES	-1,095	-219	-400.0%	-1,485	-957	-55.2%
Share of profits (losses) of associates	-1	-17	94.1%	-211	-66	-219.7%
INCOME FROM CONTINUING OPERATIONS	**-1,096**	**-236**	**-364.4%**	**-1,696**	**-1,023**	**-65.8%**
Net income from discontinued operations	-80	-7	-nm	-122	-197	38.1%
NET INCOME FOR THE PERIOD	**-1,176**	**-243**	**-384.0%**	**-1,818**	**-1,220**	**-49.0%**
Minority interest	-1	-1	0.0%	-9	-5	80.0%
NET INCOME FOR THE PERIOD - GROUP	**-1,177**	**-244**	**-382.4%**	**-1,827**	**-1,225**	**-49.1%**

** Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation. See note 2 in notes to consolidated financial statements*

CONSOLIDATED BALANCE SHEET

Assets *In € millions*	December 31, 2013	December 31, 2012 restated (*)	January 1, 2012 restated (*)
Goodwill	237	252	426
Intangible assets	896	842	774
Flight equipment	9,391	10,048	10,689
Other property, plant and equipment	1,819	1,932	2,055
Investments in equity associates	177	381	422
Pension assets	2,454	2,477	2,336
Other financial assets	1,963	1,665	2,015
Deferred tax assets	436	1,392	1,322
Other non-current assets	113	152	168
Total non-current assets	17,486	19,141	20,207
Assets held for sale	91	7	10
Other short-term financial assets	1,031	933	751
Inventories	511	521	585
Trade accounts receivables	1,775	1,859	1,774
Income tax receivables	23	11	10
Other current assets	822	828	995
Cash and cash equivalents	3,684	3,420	2,283
Total current assets	7,937	7,579	6,408
Total assets	25,423	26,720	26,615

** Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation. See note 2 in notes to consolidated financial statements*

Liabilities and equity *In € millions*	December 31, 2013	December 31, 2012 restated (*)	January 1, 2012 restated (*)
Issued capital	300	300	300
Additional paid-in capital	2,971	2,971	2,971
Treasury shares	(85)	(85)	(89)
Reserves and retained earnings	(944)	403	1,775
Equity attributable to equity holders of Air France-KLM	2,242	3,589	4,957
Non-controlling interests	48	48	47
Total equity	2,290	3,637	5,004
Provisions and retirement benefits	3,102	3,158	2,692
Long-term debt	8,596	9,565	9,228
Deferred tax liabilities	178	149	223
Other non-current liabilities	397	384	321
Total non-current liabilities	12,273	13,256	12,464
Liabilities relating to assets held for sale	58	-	-
Provisions	670	555	156
Current portion of long-term debt	2,137	1,434	1,174
Trade accounts payables	2,369	2,219	2,599
Deferred revenue on ticket sales	2,371	2,115	1,885
Frequent flyer programs	755	770	784
Current tax liabilities	2	3	6
Other current liabilities	2,332	2,474	2,386
Bank overdrafts	166	257	157
Total current liabilities	10,860	9,827	9,147
Total liabilities	23,133	23,083	21,611
Total liabilities and equity	25,423	26,720	26,615

** Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation. See note 2 in notes to consolidated financial statements*

CONSOLIDATED STATEMENT OF CASH FLOWS

In € millions **Period from January 1 to December 31,**	**2013**	**2012 restated (*)**
Net income from continuing operations	(1,696)	(1,023)
Net income from discontinued operations	(122)	(197)
Amortization, depreciation and operating provisions	1,735	1,748
Financial provisions	28	(15)
Gain on disposals of tangible and intangible assets	12	(24)
Loss / (gain) on disposals of subsidiaries and associates	(6)	(97)
Derivatives – non monetary result	(61)	(86)
Unrealized foreign exchange gains and losses, net	(114)	(94)
Share of (profits) losses of associates	211	66
Deferred taxes	916	(21)
Impairment	79	173
Other non-monetary	127	372
Subtotal	1,109	802
Of which discontinued operations	*(19)*	*(5)*
(Increase) / decrease in inventories	1	65
(Increase) / decrease in trade receivables	59	(142)
Increase / (decrease) in trade payables	55	(299)
Change in other receivables and payables	228	416
Change in working capital from discontinued operations	27	9
Net cash flow from operating activities	1,479	851
Acquisition of subsidiaries, of shares in non-controlled entities	(27)	(39)
Purchase of property plants equipments and intangible assets	(1,186)	(1,465)
Loss of subsidiaries, of disposal of shares in non-controlled entities	27	467
Proceeds on disposal of property, plant and equipment and intangible assets	245	742
Dividends received	17	24
Decrease (increase) in net investments, between 3 months and 1 year	5	30
Net cash flow used in investing activities of discontinued operations	(5)	(4)
Net cash flow used in investing activities	(924)	(245)
Increase in capital	6	-
Disposal of subsidiaries without loss of control, of owned shares	-	7
Issuance of debt	1,887	1,780
Repayment on debt	(1,480)	(847)
Payment of debt resulting from finance lease liabilities	(588)	(514)
New loans	(136)	(90)
Repayment on loans	157	100
Dividends paid	(4)	(2)
Net cash flow from financing activities	**(158)**	**434**
Effect of exchange rate on cash and cash equivalents and bank overdrafts	(36)	(1)
Effect of exchange rate on cash and cash equivalent and bank overdrafts of discontinued operations	1	(2)
Change in cash and cash equivalents and bank overdrafts	**362**	**1,037**
Cash and cash equivalents and bank overdrafts at beginning of period	3,160	2,121
Cash and cash equivalents and bank overdrafts at end of period	3,518	3,160
Change in cash of discontinued operations	4	(2)

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KEY FINANCIAL INDICATORS

EBITDA

(In € millions)	2013	2012*
Income/(loss) from current operations	130	(336)
Amortization	1,566	1,576
Depreciation and provisions	159	154
EBITDA	**1,855**	**1,394**

** Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

Adjusted operating result and adjusted operating margin

	2013	2012*
Income/(loss) from current operations (in €m)	130	(336)
Portion of operating leases corresponding to financial charges (34%) (in €m)	310	323
Adjusted income/(loss) from current operations (in €m)	**440**	**(13)**
Revenues (in €m)	25,520	25,423
Adjusted operating margin	**1.7%**	**(0.1)%**

**Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

Restated net income

	2013	2012*
Net income/(loss), Group share (in €m)	(1,827)	(1,225)
Net income/(loss) from discontinued operations (in €m)	122	197
Impairment of Alitalia shares (in €m)	119	-
Depreciation of deferred tax assets (in €m)	937	-
Change in fair value of financial assets and liabilities (derivatives) (in €m)	(57)	(63)
Non current income and expenses (in €m)	357	395
Restated net income/(loss) (in €m)	**(349)**	**(696)**
Restated net income/(loss) per share (in €)	(1.18)	(2.35)

**Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

Net debt

Balance sheet at *(In € millions)*	December 31, 2013	December 31, 2012*
Current and non-current financial debt	10,733	10,999
Deposits on aircraft under finance lease	(626)	(650)
Financial assets pledged (OCEANE swap)	(393)	(393)
Currency hedge on financial debt	8	4
Accrued interest	(144)	(112)
Gross financial debt (A)	**9,578**	**9,848**
Cash and cash equivalents	3,684	3,420
Marketable securities	126	320
Cash pledges	432	243
Deposits (bonds)	154	156
Bank overdrafts	(166)	(257)
Net cash (B)	**4,230**	**3,882**
Net debt (A) – (B)	**5,348**	**5,966**

**Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

Operating free cash flow

(In € millions)	2013	2012*
Net cash flow from operating activities	1,479	851
Investment in property, plant, equipment and intangible assets	-1,186	-1,465
Acquisition of property, plant, equipment and intangible assets not recorded as investments	-	-175
Proceeds on disposal of property, plant, equipment and intangible assets	245	742
Operating free cash flow	**538**	**-47**

**Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

Net cost per EASK

	2013	2012*
Revenues (in €m)	25,520	25,423
Income/(loss) from current operations (in €m)	130	(336)
Total operating expense (in €m)	25,390	25,759
Passenger business – other passenger revenues (in €m)	936	911
Cargo business – other air freight revenues (in €m)	197	185
Third-party revenues in the maintenance business (in €m)	1,225	1,096
Other businesses – revenues other than Transavia transportation (in €m)	419	443
Net cost (in €m)	**22,613**	**23,124**
Capacity produced, reported in EASK	333,480	328,188
Net cost per EASK (in € cents per ESKO)	**6.78**	**7.05**
Gross change	-3.8%	
Currency effect on net costs (in €m)		-307
Change on constant currency	-2.5%	
Oil price effect (in €m)		-126
Change on a constant currency and fuel price basis	-1.9%	
Defined pension benefit expense included in salaries and related costs (in €m)	379	359
Net cost per EASK on a constant currency, fuel price and defined benefit pension expense basis (in € cents per EASK)	**6.78**	**6.92**
Change on a constant currency, fuel price and defined benefit pension expense basis	-2.0%	

**Restated for IAS 19 Revised, CityJet reclassified as a discontinued operation*

AIR FRANCE-KLM FLEET

Air France fleet

Aircraft	AF	Airlinair*	Brit Air	Régional	Transavia	Owned	Finance lease	Operating lease	**Total**	In operation	Change / 12/31/12
B747-400	7					3	1	3	7	7	
B777-300	37					11	9	17	37	37	
B777-200	25					15	2	8	25	25	
A380-800	9					1	4	4	9	9	+1
A340-300	13					4	6	3	13	13	+2
A330-300											
A330-200	15					3	2	10	15	15	
MD11											
Long haul	106					37	24	45	106	106	+3
B747-400 cargo	4					2		2	4	2	-1
B777- cargo	2					2			2	2	
MD-11-CF											
MD-11-F											
Freighter	6					4		2	6	4	-1
B737 900											
B737-800					11			11	11	11	+3
B737-700											
B737-400											
A321	25					6	6	13	25	25	
A320	49					10	3	36	49	44	-12
A319	42					17	8	17	42	41	
A318	18					11	7		18	18	
Medium haul	134				11	44	24	77	145	139	-9
ATR72-500		8				1	3	4	8	8	+2
ATR72-200		1					1		1	1	-1
ATR42-500		13				4	4	5	13	13	
ATR42-300											-3
Canadair Jet 1000			13			13			13	13	
Canadair Jet 900											
Canadair Jet 700			15			10	5		15	13	-2
Canadair Jet 100			12			12			12	7	-2
Embraer 190				10		4		6	10	10	
Embraer 170				16		8	2	6	16	16	
Embraer 145				20		13	7		20	18	-5
Embraer 135				6		4	2		6	2	+2
Fokker 100											
Fokker 70											
Regional		22	40	52		69	24	21	114	101	-9
TOTAL	**246**	**22**	**40**	**52**	**11**	**154**	**72**	**145**	**371**	**350**	**-16**

Cityjet : 22 aircraft AVRO RJ85 (19 in operation)
VLM : 12 aircraft FOKKER 50 (12 in operation)

(*) Integrated in the first quarter of 2013

KLM fleet

Aircraft	KLM	KLM Cityhopper	Transavia	Martinair	Owned	Finance lease	Operating lease	**Total**	In operation	Change / 12/31/12
B747-400	22				15	2	5	22	22	
B777-300	8					8		8	8	+1
B777-200	15					6	9	15	15	
A380-800										
A340-300										
A330-300	4						4	4	4	+1
A330-200	12					6	6	12	12	+1
MD11	5				4	1		5	4	-2
Long haul	66				19	23	24	66	65	+1
B747-400 cargo	4			3		3	4	7	4	
B777- cargo										
MD-11-CF				3	3			3	3	-1
MD-11-F				3		2	1	3	3	+1
Freighter	4			9	3	5	5	13	10	
B737 900	5					2	3	5	5	
B737-800	24		21		6	10	29	45	45	+1
B737-700	18		9		2	9	16	27	27	-1
B737-400										
A321										
A320										
A319										
A318										
Medium haul	47		30		8	21	49	78	77	
ATR72-500										
ATR72-200										
ATR42-500										
ATR42-300										
Canadair Jet 1000										
Canadair Jet 900										
Canadair Jet 700										
Canadair Jet 100										
Embraer 190		24				13	11	24	24	+2
Embraer 170										
Embraer 145										
Embraer 135										
Fokker 100										
Fokker 70		26			26			26	26	
Regional		50			26	13	11	50	50	+2

KLM	**117**	**50**	**30**	**9**	**56**	**62**	**88**	**206**	**202**	**+3**

TOTAL Air France-KLM Group	**210**	**134**	**233**	**577**	**552**	**-13**

TOTAL Air France-KLM Group (including Cityjet and VLM airlines)	**233**	**134**	**244**	**611**	**583**	**-14**