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NEW BOEING 777-300ER JOINS AIR FRANCE FLEET

FIRST AIR FRANCE AIRCRAFT TO BE FITTED WITH THE THREE-CABIN "NEW AIR FRANCE TRAVEL CONCEPT".

In Seattle today, Air France takes delivery of the second of sixteen new Boeing **777-300ER** aircraft (10 owned and 6 leased) ordered from the American aircraft manufacturer.

The first aircraft of this type, delivered to the Airline last month, carried out its inaugural flight a few days ago to New York, presenting passengers with the all new l'Espace Première-First, l'Espace Affaires-Business and Tempo cabin interiors sporting the "New Air France Travel Concept".

The Boeing **777-300ER**, which took to the sky for the first time in early 2003, is the latest addition to the 777 family of long-haul widebody twinjets. Following the example of the B777-200ER, with its 250-seat capacity* and carrying close to 14 tonnes of cargo, 25 of which are operated by Air France, the new aircraft boasts the longest operating range. It is also larger and equipped with two General Electric GE 90-115B powerplants that offer more power than those of its predecessor, for increased passenger capacity and greater cargo lift: 310 passengers and close on 24 tonnes of cargo.

Since November 2003, passengers flying some of the Airline's long-haul Airbus A330s and A340s have gradually been benefiting from the New Air France Travel Concept, designed to better meet their expectations. In l'Espace Affaires, Air France guarantees passengers 27% more personal space than before, space that is completely protected thanks to a "lie-flat" seat-bed built into a rigid shell. The Tempo cabin is also part of the global makeover of the Air France service offer, with an all-new colour scheme, the new SK3E seat and individual digital video in all seats.

On the **777-300ER**, and as of 2005 on the -200ER, Air France is proud to offer its customers the new l'Espace Première featuring 50% more personal space, a real bed with a proper mattress and an exceptionally refined service.

"The arrival of this aircraft marks a new stage in Air France's programme to rationalize and modernize its fleet. It also corresponds to the outcome of a radical rethink of the Air France customer offering, both on the ground and on board: the New Air France Travel Concept," said Air France Chief Operating Officer Pierre-Henri Gourgeon.

Illustrations: a CD-ROM containing photos of the aircraft and the three cabins is available on request from the Air France Press Office.

The full press kit can be found on the website: www.airfrance.com/corporate

* Starting in 2005, the -200ER will gradually be retrofitted with the New Air France Travel Concept.

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Press release: New Boeing 777-300er Joins Air France Fleet.
First Air France aircraft to be fitted with the three-cabin “New Air France Travel Concept”.

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Illustrations: a CD-ROM containing photos of the aircraft and the three cabins is available on request from the Air France Press Office.



I. AIR FRANCE TAKES DELIVERY OF BOEING 777-300ER: A FURTHER STEP IN AIR FRANCE'S STRATEGY FOR FLEET RATIONALIZATION AND MODERNIZATION

At the end of March 2004, prior to the delivery of the first Boeing 777-300ERs, the Air France fleet stood at 245 aircraft, of which 98 operate on long-haul routes (including 14 freighters).

Since the mid-nineties, Air France has undertaken a policy of fleet rationalization and modernization focused on increased efficiency and profitability.

Main Fleet Management Options

As early as 1994, Air France decided to rationalize its fleet by purchasing technically similar, latest-generation aircraft. The goal is to have to the same family of aircraft so as to achieve maximum benefit from technical commonalty. Air France has accordingly organized its medium-fleet around the Airbus A320 family. **For entry-level long-haul models with a capacity of under 250 seats, it is building its fleet around the Airbus A330/A340 and for wide-bodied jets, around the Boeing 777 and 747 for higher capacity.**

Fleet rationalization and modernization have four main advantages, namely:

1. Economies of scale and therefore improved competitiveness for the Airline;
2. Reductions in unit cost for crew training, maintenance and spare parts;
3. Improved management of operating costs including fuel expenses ;
4. Enhanced quality of service thanks to streamlined operations and greater comfort.

Air France's Responsiveness is an Important Asset

Aircraft acquisition is a complex operation with repercussions for the next two decades. Any purchase must be consistent with a fleet plan based on forecast developments as well as the Airline's targets for growth and cash flow.

For the strategy to be successful, the Air France fleet must be capable of rapidly adapting to the economic environment and market demands. When demand is low, the Airline must reduce capacity. However, it is difficult to dispose of aircraft owned by the Airline in the event of a crisis.

For this reason, a substantial part of the Air France fleet is on short- or medium-term lease (5 to 8 year lease). This practice is known as a 'progressive operating lease'. It enables an airline to withdraw some aircraft from the fleet every year without being financially penalized.

Since the 11 September terrorist attacks, Air France has adapted to the new market conditions. The arrangements made for the fleet are in line with a simplification and rationalization process. In addition to nine Airbus A310s, two Boeing 747-200s and a B767 have been withdrawn from the long-haul fleet, and operating leases on three A321s and a B737-300 have not been renewed for the medium-haul fleet. With the continued unsettled climate in the air transport industry, we have adopted an ongoing responsive approach.

In fiscal 2002-2003, the average age of the Air France fleet (excluding freighters) was 8.5 years. Air France aims at having the latest generation of aircraft in its fleet either by purchasing them or through leasing operations.

At the close of 2001, Air France took delivery of the first two Airbus A330-200s destined for its long-haul fleet. By the end of 2003, Air France had already received ten aircraft of that type. Seating 211 passengers, the Airbus A330-200 replaces both the Airbus A310-200/300 and the Boeing 767-300. The A330-200 not only improves the quality of service offered to passengers, but also enables savings to be made since it is very similar to the 252-seat A340-300, of which Air France is one of the world's major airlines. Looking forward to summer 2005, Air France will be operating a fleet of sixteen A330-200s.

At the end of 2002, Air France took delivery of three Boeing 747-400 ERFs (Extended Range Freighters), with a fourth last month, improving economic performance thanks to their increased payload (112 tonnes instead of 107 with the B747-200F) on longer flights without the need for refuelling stops (9,000km instead of 6,400km).

In summer 2004, Air France will have three 310-seat Boeing 777-300ERs in operation fitted with the new "Air France Travel Concept", namely l'Espace Première-First, l'Espace Affaires-Business and Tempo-coach. The first of these aircraft went into revenue service on the New York route just a few days ago.

Air France has ordered sixteen of these aircraft, which is a longer version of the 777-200 ER, of which Air France currently operates twenty-five. Although there is presently seating for 270 passengers, from 2005 onwards this will be reduced to 250 in the Air France 'New Travel Concept' cabin layout.

Lastly, Air France has ordered 10 Airbus A380s seating between 530 and 540 passengers in a triple cabin-class configuration. These are due to go into revenue service in spring 2007.

Similarly, Air France's medium-haul fleet has now completed its rationalization process with the delivery of the A318 in October 2003, which is part of the entry-level medium-haul models with 120 seats and completes the Airbus family of aircraft. This is comprised of the A319 and the A321, which provide between 120 and 200 seats for the same cabin width and wingspan. Fifteen A318s have been ordered to replace the existing B737-500s. Delivery of the first six aircraft was staggered over the winter and they will be brought into service in time for the summer 2004 season.

Aircraft and the Environment: Making Progress Together

Local environmental legislation may change overnight. Airlines must therefore purchase the most advanced aircraft to keep pace with new developments and remain profitable. Moreover, reducing noise energy without modifying fuel consumption and emissions is no easy task for aircraft manufacturers.

This is the driving force behind Air France's cooperation with all the players in the aviation community to optimize the global environmental performance of aircraft.

Air France's determination to limit noise and emissions is intimately bound up in the modernization and renewal of its fleet.

Air France's Regional partner airlines are also phasing in and operating an increasing number of quieter, modern narrow-bodied jets.

II. BOEING 777-300ER, THE FIRST AIRCRAFT IN THE AIR FRANCE FLEET TO BE FITTED WITH THE “NEW TRAVEL CONCEPT” IN ALL THREE CABIN CLASSES.

The Boeing 777 is a long-haul wide-body twinjet with a seating capacity halfway between the Airbus A330 and Boeing 747.

The first three of sixteen 777-300ERs ordered by Air France will be delivered at the end of May. The 777-300ER is longer and more powerful than the twenty-five -200ERs currently operated by Air France and which joined the fleet from March 1998.

Over an equivalent distance, the -300ER has 60 more seats than the -200ER (an extra 18 in business and an extra 42 in Tempo) divided into three cabin classes totalling 310 seats in all, including a First Class section fitted with the New Air France Travel Concept¹.

In fact, at a time when many world-class airlines have decided to no longer offer a First Class service on board their aircraft, Air France has opted to keep its l'Espace Première and enhance the available services, rendering them even more luxurious than in the past, on small selection of routes operated with Boeing 777s. In all, twenty Air France long-haul destinations, notably in Asia and the USA, will be offering l'Espace Première – approximately 40% of the total.

Each cabin class has also been entirely rethought with respect to cabin fittings and services offered and honed to meet passenger expectations.

The new Air France l'Espace Première: the luxury of space and privacy

Fitted with only two rows of 8 seats in chevron layout compared to 12 previously, the Boeing 777's new l'Espace Première cabin offers 50% extra space for each passenger. L'Espace Première provides passengers with an entirely personal space, enhanced with superb facilities, such as a genuine lie-flat bed, complete with mattress. Arranged like a

¹ At the moment, only the -300ERs are being fitted with the New Air France Travel Concept in all three cabins (8, 67 and 235 seats). The refitting of the -200ERs, which currently seat 270 and will seat 250 after modifications, will be phased in from 2005. Moreover, since the beginning of the year, Airbus A330s, A340s and Boeing 747-400s been undergoing a scheduled retrofit with a twin-cabin New Travel Concept configuration in l'Espace Affaires-Business and Tempo (coach).

private lounge, the seats unfold to reveal eight individual private areas with beds reminiscent of the comfort of one's hotel bed.

The seat's structure is formed by a rigid shell. Adapted to the passenger's posture, the seat provides adjustable lower-back support and includes a massage function. A banquette facing the seat, topped with leather-covered cushion, has adequate drawer space. The banquette is fitted with a seat belt to allow a travelling companion to sit

and chat for a while. The generous seat width can be increased by lowering the central armrest located on the aisle side. A spacious table can be adjusted as desired and allows the passenger to dine and work in maximum comfort.

Carefully integrated controls for the various seat functions are available such as the PC power socket, the electronically-deployed 10.4-inch digital screen for videos – at first on a scheduled programme and ultimately 'on demand' -, an individual telephone, indirect lighting, an individual optical-fibre reading lamp and so on.

In the new l'Espace Première cabin, faithful to Concorde's tradition of professionalism and attention to detail, Air France's cabin attendants ensure the passenger's serenity is preserved through discretion and efficiency. Throughout the flight the passenger is given discreet, attentive service such as a personalized coat service and an individual protective clothes bag, access to a spacious restroom exclusively reserved for l'Espace Première passengers and an adjacent area specially fitted to enable passengers to change clothes quickly.

On the catering front, Air France has selected top French chef Guy Martin, of the famous Parisian restaurant the *Grand Véfour*, to design the menus and act as style consultant. Passengers in l'Espace Première may choose the composition of meals, and accompanying wines from a wine list selected by Philippe Faure Brac, wine steward extraordinaire². Besides the many new features including a personalized tea service with individual toaster to waft a delicious smell in the morning on waking, there will be a continuously available 'espresso' service.

L'Espace Affaires: an environment combining comfort and efficiency

On board the 777-300ERs, the New Travel Concept cabins in l'Espace Affaires offer each of the 67 passengers³ 27% more personal space compared with current levels. The seat is built into a rigid shell, which provides passengers with their own private space. The lie-flat seat-bed reclines 180° allowing passengers to sleep comfortably.

A step is incorporated into the back of the rigid shell of the seat in front, enabling passengers sitting in the middle of a row of three to easily leave their seat, whatever their neighbour's seat position.

² Elected best wine steward (in 1992), an honour conferred only once in the course of a professional career.

³ Passengers are seated 7 abreast in 9 rows (2-3-2), plus an additional row with twice two seats.

This “lie-flat” seat-bed offers a host of very comfortable positions adapted to passengers’ requirements and includes a leather headrest adjustable both vertically and horizontally. The seat is also equipped with a massage function and an integrated, adjustable lower back support. Finally, the fixed seatback in front contains ample storage space for items such as shoes (with a shoe bag) and room for the bottle of mineral water provided on boarding.

To enhance relaxation, customers enjoy the best in on-board technology: a PC power outlet, a 10.4-inch interactive screen for the video program and noise-reducing Hi-Fi headsets to listen to a programme of 16 music channels.

Passengers in the new Air France l’Espace Affaires are treated to a special welcome by cabin staff (with, for example, a personalized coat service and newspapers offered to the passengers individually) ready to anticipate throughout the flight the passengers’ needs for optimum comfort.

With respect to inflight catering, the l’Espace Affaires passenger has a choice of two types of service, either traditional or quick.

- For the traditional *à la carte* meal, the table is laid with a linen tablecloth and napkin, china tableware and stainless steel flatware.
There is a choice of two starters, three hot main dishes including the chef’s special, changed every ten days, with an individual plate service, a bread basket featuring a baguette, rolls and Poilâne bread, a choice of 3 cheeses served on a plate, and a dessert trolley with individual pastries, sorbets, and fancy biscuits.
- The quick meal service is aimed at those passengers who would rather rest, for example. A quick (cold) meal can be served immediately after take-off.

In addition, on flights lasting over 10 hours 30 minutes magazines are provided in the two exclusive bar areas together with a buffet in the centre of the Business Class cabin. Here, passengers can obtain refreshments, relax and chat without disturbing the general calm in the cabin. A basket of fresh fruit is also available.

Tempo Service in the New Travel Concept Boeing 777-300ER: Tempo goes up in the world for 235 passengers

The Tempo cabin colour schemes of the New Air France Travel Concept in the Boeing 777-300ER are also part of the general makeover of the Air France service offer. The cabin environment has totally changed and the SK3 Evolution seat, introduced with the first Airbus A330 and A340 and the Boeing 747-400, will now be systematically installed throughout the company’s long-haul fleet.

Sporting the new colour scheme, upholstered in an ottoman blue fabric with white dots, the seat boasts a number of functions, a new design and an ergonomic structure for

optimum passenger comfort including an adjustable seat-base, a new headrest, and a reclining footrest which adjusts to the desired position. There is also a curved table, an eyewear holder and a cup holder, which fit neatly into the seatback to allow for the optimum organization of space.

The materials used in the seat design ensure comfortable seating, with an even distribution of body pressure.

On the inflight entertainment front, digital video is available throughout the Tempo cabin, offering all 235 passengers a continuous choice of 6 films and 7 themed channels on individual 6.4-inch screens which are both interactive and adjustable.

A very high standard of meals is available in the Tempo Cabin, with passengers offered a champagne aperitif followed by a choice of main dish.

Two bar areas have been set aside in the centre and aft of the Tempo cabin to promote a friendly, relaxing environment for passengers.

Furthermore, certain seats and two toilets have been configured for corpulent passengers and disabled passengers in wheelchairs.

Aircraft fitted with the New Air France Travel Concept are currently being phased in, so passengers may travel in aircraft that have not yet been modified.

New ground services and facilities:

The l'Espace Première and l'Espace Affaires lounges have also upgraded, and in similar vein to the recently opened Terminal 2 E at Paris-Charles de Gaulle, the lounges have been designed with specially dedicated areas to be used for work, relaxation, entertainment or refreshments.

To streamline travel and save passengers more time, Air France is also doing its utmost to introduce cutting-edge technology on the ground, notably with new, third-generation self-service kiosks.

III. ON EQUIVALENT RANGE, THE AIR FRANCE BOEING 777-300ER MODEL IS BIGGER AND MORE POWERFUL THAN THE -200ER.

The Boeing 777 is a long-haul, widebody twinjet, whose size and capacity is halfway between the Airbus A330 and Boeing 747.

By end-May 2004, Air France will have received three of the sixteen Boeing 777-300ERs it ordered. The 777-300ER is bigger and more powerful than the -200ER, which joined the fleet in March 1998. Twenty-five of the latter are currently being operated by the Airline.

The ER (Extended Range) version chosen by Air France boasts a longer operating range than the initial 777-300, offering an additional 2,500km, even though Air France uses the -200ERs and -300ERs for comparable operating ranges of approximately 14,000km, depending on load.

The main differences between the -200ER and -300ER models are their size, their powerplant and consequently, their flown load.

The 777-300ER is 73.90 metres long and has a wingspan of 64.80 meters, respectively 10.20 metres and 3.90 metres more than the -200ER. The aircraft's maximum takeoff weight is 344.5 tonnes, against 297.5 tonnes for the -200ER, and its fuel tanks can hold 181,300 litres -10,000 litres more than the -200ER.

The Air France -300ER is equipped with two General Electric GE 90-115B engines⁴, with a unit thrust of over 52 tonnes, i.e., approximately 10 tonnes more than the GE90-94B of the -200ER.

Like for its -200ER forerunner, the -300ER makes extensive use of innovative alloys for the airframe and state-of-the-art composite materials in parts of the wing structure. Overall, each -300ER wing is reinforced and lengthened by approximately two metres, with an added wingtip to improve aerodynamics. Two sections have been added to the fuselage, one measuring 5.30 metres, fore of the wings, and the other measuring 4.80 metres aft of the wings. Two additional doors have also been fitted on either side at wing level.

⁴ The 777-300ER is a twin-engined aircraft designed to cover transatlantic and desert routes. To that effect, it has successfully completed its ETOPS certification tests, which means it can tolerate a 138-minute off-course leeway from an alternative airport (ultimately 180 minutes).

The layout of the –300ER flight deck is identical to that of the –200ER and includes the same equipment, including liquid crystal displays (LCD) and an electronic flight bag interfaced with aircraft systems. In addition, compared to the previous generation, it is equipped with a new radar that simultaneously provides short, medium, and long-range

images, as well as an integrated emergency instrument (3 basic instruments on a single digital screen).

Pilots benefit from traditional sensory feedback with combined control column movement and mobile throttle controls, while the aircraft is operated by computerized “fly-by-wire” flight controls that pilots can manually override at any stage of the flight.

The B777’s Airplane Information Management System (AIMS) is highly sophisticated, integrating over 100,000 different types of data items. AIMS supplies flight crews with all the necessary information for optimum flight management. It also provides maintenance teams with all relevant information to optimize maintenance tasks.

The Boeing 777 was the first aircraft whose systems use the ARINC 629 international standard data bus. Adoption of the new standard has substantially simplified electrical cabling.

The B777-200ER was the first Air France aircraft to be equipped with the Enhanced Ground Proximity Warning System, E-GPWS⁵, designed and developed by Allied Signal. The –300ER version is equipped with an improved system, which provides alerts that flash onto a screen and displays the contours and name of ground features. It will also be incorporated in the –200ER.

Unlike the –200ER, the –300ER is equipped with a tail bumper, connected to the aircraft’s central hydraulic system, which extends and retracts simultaneously with the landing gear. The computer-linked bumper can retard the aircraft’s nose lift during takeoff and landing if there is a risk of a tail strike. It is also designed to cushion the impact if a tail strike effectively takes place.

Given the specific size of the –300ER, pilots have an assisted taxiing system for use during movement on taxiways. The system consists of three video cameras, one beneath the fuselage, behind the nose-gear and two in the leading edge of the horizontal stabilizer to show the main landing gear.

Lastly, the main landing gear of the 777-300ER has been strengthened to meet new weight requirements. A new shock strut, new tyres and new brakes have been added to the aircraft.

⁵ This system provides audible and visual alerts for flight crews, should there be a risk of collision with mountainous terrain. The visual alert is flashed onto a screen and displays the contours of the ground feature in question. The first audible alert sounds one minute before potential impact, going off every seven seconds thereafter until 30 seconds before impact, when it switches to a continuous audible signal.

Designed for long-range flights, the two versions of Air France's 777 are equipped with rest areas in the aircraft for the flight deck and cabin crews:

On the -300ER, the rest station for the flight deck crew is located above the l'Espace Première cabin and comprises two seats and two bunks. The rest station reserved for cabin crew is located above the rear of the Tempo cabin and has eight bunks.

Compared to the positioning of these stations in the -200ER (behind the cockpit and in the aft hold, respectively), the configuration on board this new aircraft provides more space for l'Espace Première passengers and frees some additional space for cargo.

The 777-300ER has a total payload capacity of 55 tonnes of freight, pallets and baggage containers in the fore and aft holds, compared to 40 tonnes for the -200ER.

The fore hold can accommodate 16 pallets or 24 containers, while the aft hold has space for 20 containers. In addition, the 17 cubic-metre bulk cargo hold can accommodate last-minute parcels and baggage.

IV. AIR FRANCE TO TAKE DELIVERY OF SIX BOEING 777-300ERS IN 2004 DELIVERY: ARRIVAL, ENTRY INTO SERVICE AND FLIGHT SCHEDULE

Delivery:

The first aircraft (F-GSQA) of the sixteen Boeing 777-300ERs ordered by Air France (ten fully owned, six leased) was delivered on 28 April in Seattle. The second, the F-GSQB, is being delivered today.

In similar fashion to the other aircraft of this type, including the -200ER⁶ version, of which Air France operates 25, they will all be fitted with the "New Air France Travel Concept" in three cabin classes, namely l'Espace Première (first), l'Espace Affaires (business) and Tempo (coach) with seating for respectively 8, 67 and 235 passengers in the -300ER version, compared with seating for 8, 49 and 193 passengers in the -200ER version.

Timeline leading to the final delivery of the first of Air France's Boeing 777-300ERs:

September-December 2003: construction of the first Air France 777-300ER in Seattle (Washington), (series n° 32 723) ;

- 7 December: First roll-out from the hangar; sent to paint shop;
- 12 December: Presentation of the aircraft in Air France livery;
- 8 January 2004: Inaugural flight piloted by Boeing crew;
- January: 1st wave of the New Air France Travel Concept cabin fittings;
- Until 15 February: First stage of test flights and ground checks (including Cairns in Australia, with a 12 hour flight test);
- Second fortnight in February: 2nd wave of the New Air France Travel Concept cabin fittings;
- March: Second stage of test flights and ground checks (including Tucson, Arizona and Guadalajara, Mexico)
- 16 March: Aircraft certified by the American (FAA) and European (EASA) Authorities;
- 22 and 23 April: Ground Check; Air France tests all the onboard aircraft systems and equipment followed by a debriefing session with Boeing;

⁶ The remaining 25 Boeing 777-200ERs will be progressively retrofitted, starting early next year.

- 24 April: test flight and delivery;
- 26 to 28 April: Technical meetings between Boeing and Air France;
- 28 April: Ceremony to mark handover, followed by formal dinner;
- 29 April: Leasing agreement signed with ILFC;
- 29 April, 3:15pm: Departure ferrying flight (AF374V) Seattle/Paris (9-hour flight time);
- 30 April, 9:30am: Landing at Paris-Charles de Gaulle.

Entry into service and flight schedule for the first aircraft:

The Air France Maintenance teams at Paris-CDG took charge of the aircraft on 30 April, F-GSQA was fitted for commercial operations which began on 10 May with a flight to **New York/JFK**, operated under flight number AF006 on the outbound journey and AF007 on the return flight.

The second aircraft, F-GSQB, was delivered today, 13 May, while the third aircraft, F-GSQC, will be delivered at the end of this month. Both aircraft, as well as F-GSQA, are scheduled to go into revenue service from mid-June operating two flights a day to **Tokyo/Narita**, under flight numbers AF276 and AF278 on the outbound journey and AF275 and AF277 on the return flight.

The next three aircraft will be joining the Air France fleet in autumn 2004. As delivery progresses they will be operated on flights to **Beijing, Hong Kong or Shanghai**, and **Los Angeles or Houston**.

Four other aircraft are to be delivered between January and April 2005. Finally, delivery of the last six aircraft is expected between the end of 2005 and 2007.

These sixteen –300ERs will fly to twenty or so destinations, particularly in **Asia** and **America** (about 40 % of total Air France long-haul destinations). These have been carefully selected because passenger expectations for the l'Espace Première product is high. Furthermore, by operating a further twenty-five aircraft in the –200ER version, fitted with the three-cabin "New Air France Travel Concept" with seating for 18 fewer passengers in business class and 42 fewer passengers in Tempo to the same destinations, Air France will be more flexible with its seat capacity while at the same time providing an identical product.

V. B777 PEOPLE: FLIGHT DECK AND CABIN CREW, MAINTENANCE AND STATION STAFF TAKE OVER FROM THE "PROJECT BOEING 777-300ER" TEAM

The operating similarities between the 777-300ER and the former generation -200ER, are numerous, from piloting, inflight service and passenger safety procedures to maintenance and/or handling of the aircraft on the ground. All staff destined to work on the -300ER have already been fully trained or, in the case of the additional staff needed to operate and handle six of the sixteen new aircraft, are currently undergoing training.

Flight Deck Crew:

All Air France 777 division flight deck crew will qualify to operate the -300ER after attending a mandatory half-day training programme designed to help them assimilate the differences between the two aircraft.

Crewing:

As with the -200ER, the basic flight crew for the Air France -300ER aircraft comprises one captain and one first officer. For long-range flights eg, to the West Coast of the United States, to South America and the Far East, the crew is increased.

A unit of the Flight Operations Division, Air France's 777-200ER division comprises 252 captains, including 50 instructors, and 401 first officers.

With the arrival of Air France's first six -300ER aircraft in 2004, it will be necessary to train 54 captains and 72 first officers and to appoint an additional thirteen instructors over the year.

On average, 777 captains must have 25 years' experience with Air France; and first officers eleven years.

Training:

For flight deck crews set to join Air France's 777 division, training depends on the type of aircraft previously flown by trainees.

All pilots are required to attend a training course comprising 9 days of computer-aided instruction classes (CAI), six 4-hour sessions on a fixed base simulator (FBS) and six 4-hour sessions on a full flight simulator (FFS). A module on the “differences between the -300ER and -200ER” is integrated into the CAI programme. Depending on trainee experience, these sessions can be supplemented with a one-hour training module on the aircraft itself.

Air France classes and additional training:

Five days of training have been scheduled for different Air France additional qualifications, procedures and manuals, ETOPS features (Extended range, twin-engined operations), special features of North American operations and Air France flight planning, safety-rescue training, and maintenance interfaces.

CAT III training module (all-weather landing):

A two-hour flight simulation per flight crew is required in order to acquire lowest meteorological minima qualification.

In-service familiarity training :

Depending on trainee origin, four to ten long-haul training flights and one to two inspection flights are scheduled for each trainee over the full network. During this training phase, a flight operated by -300ER is scheduled to Tokyo to cover both route familiarity in Asia and knowledge of the aircraft.

Cabin Crew:

Crewing and Training:

The basic cabin crew on board a 777-300ER comprises 14 people, including 1 chief purser and 2 pursers.

The arrival of the -300ER in the Air France fleet calls for a complementary safety training programme for the 600 cabin crew who are already -200ER qualified who will operate the first series of aircraft to be delivered.

Specific training resources have been deployed on Air France premises at Paris-Charles de Gaulle:

- a door simulator for regular evacuation exercises.
- a computer-aided instruction (CAI) programme, used during safety-rescue training sessions.

To guarantee outstanding quality of service in the l'Espace Première-First cabin, cabin crews assigned to this cabin class are required to attend a one-day training session focusing on new equipment and inflight service. A full-size l'Espace Première central

galley and two l'Espace Première bed-seats will enable cabin crew to familiarize with the new environment.

These training resources are designed to rapidly familiarize cabin crew with the aircraft, to guarantee quality service right from the outset.

Ground Staff - Maintenance and Station:

With the arrival of the Boeing 777-200ER in 1998, a launch team was set up at Air France Maintenance, the division in charge of the Airline's aircraft servicing at Paris and beyonds. The 777's technology and its ambitious operating programme led this team to rethink its work methods and implement a training programme that guaranteed technical autonomy and logistics responsiveness from personnel.

Ground staff will be able to adapt smoothly to the new aircraft (six in 2004 and ten to come between 2005 and 2007) thanks to the many similarities between the 777-300ER and the former generation –200ER. As the Airline has been operating 25 Boeing 777-200ER for the last six years, Air France Maintenance has acquired in-depth servicing and maintenance expertise on this aircraft.

Ground facilities had to undergo a few modifications to welcome Air France's –300ER, as it is ten metres longer and four metres wider than the –200ER. Modification to the hangar were carried out by the "Hangar and Premises" teams and validated by the "Towing" teams. After moving the wing docks and the fin dock, Hangar 1/3, which is entirely dedicated to the 777, can now hold two –300ERs simultaneously.

One consequence of the commonality between the –300ER and the –200ER is that there is only one maintenance manual and one common "Ground Engineer" qualification for both aircraft. Furthermore, servicing and maintenance on this new aircraft will be carried out by the same staff, the same diagnostics and failure prediction tools, and the same materials as its forerunner, in order to optimize the experience gained on the earlier model.

Staff in charge of in-line maintenance at beyonds have received training for the arrival of the –300ER in the Air France fleet, so as to take the aircraft's special features into account.

The "Project Boeing 777-300ER" Team:

Adding a new aircraft or a new version of an aircraft to an airline fleet is an event that calls for the creation of suitable structures. As for all projects launched at Air France, a "Project 777-300ER Group" was established to prepare for the arrival of this aircraft. A Project Manager from the Fleet and New Aircraft Division is running the project.

Project Group

Headed by the Project Manager the Project Group comprises nine members, who are in charge of coordinating the numerous tasks and overseeing their implementation and operation within their Company Division they are part of.

The Project breaks down into nine categories:

- **Fleet:** technical definition of the aircraft, certification, inspection, contract follow-up, etc.
- **Maintenance:** airframe, components and engines, documentation, training, etc.
- **Flight and ground operations:** ETOPS certification, relations with the DGAC (French General Directorate of Civil Aviation), on-board and ground information systems, security, cargo, etc.
- **Flight deck crew:** training, flight analysis, B777-200ER/-300ER commonalty, etc.
- **Cabin crew:** inflight service, products, passenger and cabin crew interfaces, cabin crew training, etc.
- **Marketing:** cabin configuration and colour scheme, catering, documentation, etc.
- **Schedule:** aircraft allocation and route optimization.
- **Procurement:** coordination of procurement.
- **Communication:** internal and external advertising campaigns.

The Group members have coordinated, supervised and taken part in all these stages, to ensure that the 777-300ER goes into revenue service on schedule.



ANNEXES

- Boeing 777-300 ER: Technical and Equipment Fact Sheet
(comparison with the -200 ER)
- Cabin Configuration of Air France's Boeing 777-300ER
- Boeing 777-300ER Delivery
- Air France-KLM Facts and Figures

BOEING 777-300 ER: TECHNICAL AND EQUIPMENT FACT SHEET (COMPARISON WITH THE -200 ER)

Dimensions (metres)	777-300ER	777-200ER
Length	73.90	63.70
Wingspan	64.80	60.90
Height	18.50	18.50

Operating Data	777-300ER	777-200ER
Weight (tonnes)	168.7	151.2
Maximum taxi weight	345.4	294.8
Maximum takeoff weight	344.5	293.9
Maximum landing weight	251.3	208.6
Maximum zero fuel weight	237.7	195.0
Maximum fuel weight	180.3	135.7
Tankage (litres)	181,280	171,170
Maximum range (km)	14,000	14,200
Cruising altitude (metres)	10,700	10,700
Cruising speed (mach – km/h)	0.84 - 920	0.84 - 920

Powerplants (2 General Electric jet engines)	777-300ER	777-200ER
Model	GE 90-115B	GE 90-94B
Maximum diameter (m)	3.43	3.40
Length (m)	7.29	7.29
Net weight (tonnes)	8.28	7.55
Maximum power (tonnes)	2 X 52.16	2 X 42.39

Hauled Payload	777-300ER	777-200ER
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Maximum payload (tonne)	55	40
Forward lower cargo capacity	24 containers or 16 pallets	18 containers or 6 pallets
Rear cargo capacity	20 containers (cabin crew rest area above Tempo)	10 containers or 3 pallets (with cabin crew rest area)
Bulk cargo capacity	17 m3	17 m3

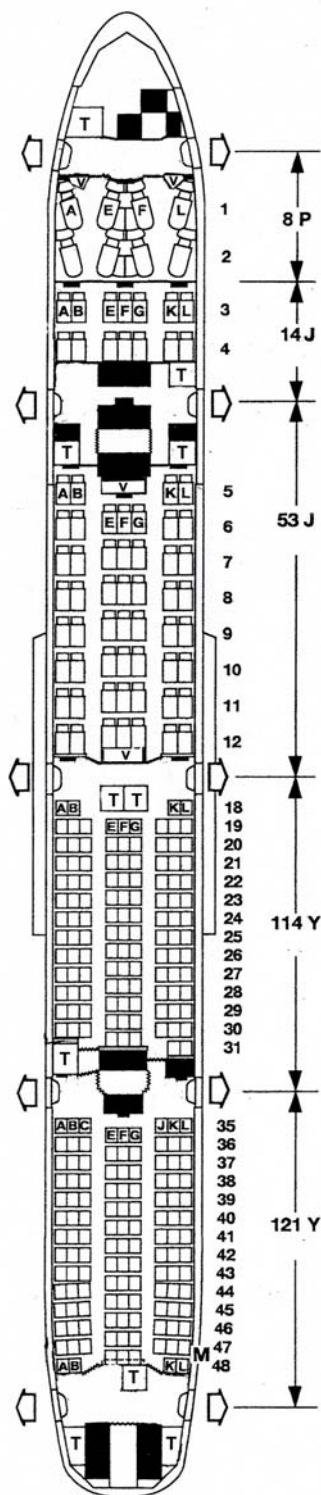
New Air France Travel Concept cabin configuration⁷	777-300ER 310 seats	777-200ER 250 seats (*)
l'Espace Première	8 seats with 4 abreast (1 / 1+1 / 1)	8 seats with 4 abreast (1 / 1+1 / 1)
l'Espace Affaires	67 seats with 7 abreast (2 / 3 / 2)	49 seats with 7 abreast (2 / 3 / 2)
Tempo	235 seats with 9 abreast (3 / 3 / 3)	193 seats with 9 abreast (3 / 3 / 3)

Main New Air France Travel Concept equipment	777-300ER	777-200ER
Individual digital video (as of September 2004)	In all three cabins	In all 3 cabins
In-seat telephone (as of January 2005)	in l'Espace Première and Affaires cabins	in l'Espace Première and Affaires cabins
Wall-mounted phone	2 in Tempo cabin	4 in Tempo cabin
Toilets (all equipped with changing table for baby)	10, including 2 for disabled passengers	9, including 2 for disabled passengers
Coat closets	2 in l'Espace Première 2 in l'Espace Affaires	2 in l'Espace Première 2 in l'Espace Affaires
Carrycots	3 in l'Espace Affaires 4 in Tempo	3 in l'Espace Affaires 4 in Tempo

⁷ Currently and until early 2005, date at which they will be gradually fitted with the New Air France Travel Concept, Air France's 25 Boeing 777-200ERs will be configured with 270 seats (12 in Première, 56 in Affaires and 202 in Tempo).



<p>CABIN CONFIGURATION OF AIR FRANCE'S BOEING 777-300ER</p>
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P l'Espace Première (first)

J l'Espace Affaires (business)

Y Tempo (economy)

T toilette/toilet

V vestiaire/coat closet

AIR FRANCE

AIR FRANCE'S BOEING 777-300ER DELIVERY

Model: 777-328ER
Powerplants: 2 GE90-115B

777-300ER	<u>Registration</u>	Delivery date
Aircraft 1	F-GSQA	April 2004
Aircraft 2	F-GSQB	May 2004
Aircraft 3	F-GSQC	May 2004
Aircraft 4	F-GSQD	September 2004
Aircraft 5	F-GSQE	October 2004
Aircraft 6	F-GSQF	November 2004
Aircraft 7	F-GSQG	January 2005
Aircraft 8	F-GSQH	February 2005
Aircraft 9	F-GSQI	March 2005
Aircraft 10	F-GSQJ	April 2005

The remaining six aircraft will be delivered between end of 2005 and 2007.

AIR FRANCE-KLM FACTS AND FIGURES

1st worldwide in terms of revenue:

19.2 billion euros (2002/03 data)

3rd worldwide in terms of revenue passenger-km

1st worldwide non-consolidator cargo airline in terms of revenue tonne-km

225 destinations served – 106 long-haul and 119 medium-haul

106,000 employees

2002/03 data	Air France	KLM	Air France-KLM
Passengers (million)	42.9	23.4	66.3
Aircraft in operation	360	196	556

	Air France		KLM	
<i>In million euros</i>	2003-04 (9 months)	2002-03	2003-04 (9 months)	2002-03
Turnover	9,325	12,687	4,500	6,485
EBITDAR	1,414	1,738	572	606
Operating income	149	172	94	(133)
Net income	80	107	44	(416)