

KLM ROYAL DUTCH AIRLINES

Form 6-K

July 07, 2003

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SECURITIES AND EXCHANGE COMMISSION

Washington, D.C. 20549

Form 6-K

Report of Foreign Issuer

**Pursuant to Rule 13a-16 or 15d-16 of
the Securities Exchange Act of 1934**

of July 7, 2003

KLM ROYAL DUTCH AIRLINES

(translation of Registrant's trade name into English)

Amsterdamseweg 55, 1182 GP Amstelveen, The Netherlands

(Address of principal executive offices)

(Indicate by check mark whether the registrant files or will file annual reports under cover Form 20-F or Form 40-F.)

Form 20-F Form 40-F

(Indicate by check mark whether the registrant by furnishing the information contained in this Form is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.)

Yes No

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SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

KLM Royal Dutch Airlines

Date: July 7, 2003

By /s/ L.M. van Wijk

Name: L.M. van Wijk
Title: President & CEO

By /s/ H.E. Kuipéri

Name: H.E. Kuipéri
Title: Senior Vice President &
General Secretary

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TRAFFIC AND CAPACITY STATISTICS JUNE 2003

- # **Passenger load factor at 79.7 percent**
- # **Passenger load factor on Asia/Pacific recovering to 77.9 percent**
- # **Passenger load factor on North Atlantic increased to 89.2 percent**
- # **Cargo traffic at same level as last year**

Passenger Traffic

Due to market circumstances, KLM reduced passenger capacity by 9 percent compared to last year. As passenger traffic was 9 percent lower year-on-year, load factor was more or less stable at 79.7 percent.

On the Asia/Pacific route area, the effects of the SARS epidemic were still apparent. Traffic decreased by 28 percent with capacity 23 percent lower than last year. Load factor was 5.8 percentage points lower year-on-year at 77.9 percent. Towards the end of the month, daily load factors exceeded last year's levels, albeit on an average of 20 percent lower capacity.

On the North Atlantic, load factor increased by 0.7 percentage points to 89.2 percent. Traffic was 8 percent lower year-on-year, while capacity decreased by 9 percent.

Traffic on the Middle East routes has recovered from the Iraq-war. As KLM has been prudent in adding back capacity on the MESA route area, load factor increased by 3.9 percentage points to 77.7 percent.

In Europe, load factor increased by 1.9 percentage points to 79.6 percent. Traffic was virtually at the same level as last year, while capacity decreased by 2 percent.

Cargo Traffic

Cargo traffic was at the same level as last year on a 2 percent capacity increase. Cargo load factor decreased by 1.3 percentage point to 72.3 percent. Load factor on the Asia Pacific routes decreased by 0.9 percentage point to 84.5 percent. Traffic increased by 1 percent on a 3 percent capacity increase. Traffic on the North Atlantic routes increased by 5 percent while capacity increased by 7 percent. As a consequence, load factor decreased by 1.8 percentage point year-on-year to 72.6 percent.

Amstelveen, July 3, 2003

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| | Month of June | | | | Year to date | | | |
|--|---------------|--------------|--------------|------------|---------------|---------------|--------------|------------|
| | 2003 | 2002 | change (%) | | 2003 | 2002 | change (%) | |
| Revenue passenger km (RPK) (in millions) | | | | | | | | |
| Europe | 913 | 910 | 0 | % | 2,593 | 2,676 | (3) | % |
| North Atlantic | 1,191 | 1,298 | (8) | % | 3,543 | 3,576 | (1) | % |
| Central and South Atlantic | 694 | 637 | 9 | % | 2,011 | 1,901 | 6 | % |
| Asia / Pacific | 821 | 1,142 | (28) | % | 2,321 | 3,273 | (29) | % |
| Middle East / South Asia | 388 | 412 | (6) | % | 1,011 | 1,212 | (17) | % |
| Africa | 536 | 603 | (11) | % | 1,598 | 1,688 | (5) | % |
| Total | 4,544 | 5,002 | (9) | % | 13,077 | 14,326 | (9) | % |
| Available seat km (ASK) (in millions) | | | | | | | | |
| Europe | 1,147 | 1,172 | (2) | % | 3,433 | 3,517 | (2) | % |
| North Atlantic | 1,336 | 1,468 | (9) | % | 4,095 | 4,133 | (1) | % |
| Central and South Atlantic | 935 | 920 | 2 | % | 2,704 | 2,678 | 1 | % |
| Asia / Pacific | 1,053 | 1,364 | (23) | % | 3,544 | 3,895 | (9) | % |
| Middle East / South Asia | 500 | 558 | (10) | % | 1,344 | 1,663 | (19) | % |
| Africa | 731 | 751 | (3) | % | 2,142 | 2,154 | (1) | % |
| Total | 5,702 | 6,232 | (9) | % | 17,262 | 18,041 | (4) | % |
| Passenger load factor (%) | | | | | | | | |
| Europe | 79.6 | 77.7 | 1.9 | pts | 75.5 | 76.1 | (0.6) | pts |
| North Atlantic | 89.2 | 88.5 | 0.7 | pts | 86.5 | 86.5 | 0.0 | pts |
| Central and South Atlantic | 74.3 | 69.2 | 5.1 | pts | 74.3 | 71.0 | 3.3 | pts |
| Asia / Pacific | 77.9 | 83.7 | (5.8) | pts | 65.5 | 84.0 | (18.5) | pts |
| Middle East / South Asia | 77.7 | 73.8 | 3.9 | pts | 75.2 | 72.9 | 2.3 | pts |
| Africa | 73.3 | 80.2 | (6.9) | pts | 74.6 | 78.4 | (3.8) | pts |
| Total | 79.7 | 80.3 | (0.6) | pts | 75.8 | 79.4 | (3.6) | pts |
| Revenue freight ton-km (RFTK) (in millions) | | | | | | | | |
| Europe | 3 | 5 | (34) | % | 11 | 15 | (28) | % |
| North Atlantic | 84 | 81 | 5 | % | 255 | 239 | 7 | % |
| Central and South Atlantic | 36 | 36 | (1) | % | 107 | 110 | (3) | % |
| Asia / Pacific | 179 | 176 | 1 | % | 547 | 510 | 7 | % |
| Middle East / South Asia | 22 | 25 | (9) | % | 62 | 70 | (11) | % |
| Africa | 27 | 29 | (7) | % | 76 | 81 | (6) | % |
| Total | 351 | 351 | 0 | % | 1,058 | 1,026 | 3 | % |
| Available freight ton-km (AFTK) (in millions) | | | | | | | | |
| Europe | 23 | 25 | (8) | % | 73 | 75 | (3) | % |
| North Atlantic | 116 | 108 | 7 | % | 352 | 333 | 6 | % |
| Central and South Atlantic | 59 | 61 | (3) | % | 177 | 182 | (3) | % |
| Asia / Pacific | 212 | 207 | 3 | % | 664 | 620 | 7 | % |
| Middle East / South Asia | 36 | 34 | 5 | % | 97 | 101 | (5) | % |
| Africa | 40 | 42 | (4) | % | 114 | 118 | (3) | % |
| Total | 486 | 477 | 2 | % | 1,476 | 1,430 | 3 | % |
| Cargo load factor (%) | | | | | | | | |
| Europe | 14.8 | 20.6 | (5.8) | pts | 14.8 | 19.8 | (5.0) | pts |
| North Atlantic | 72.6 | 74.4 | (1.8) | pts | 72.5 | 71.7 | 0.8 | pts |
| Central and South Atlantic | 60.1 | 58.7 | 1.4 | pts | 60.6 | 60.4 | 0.2 | pts |
| Asia / Pacific | 84.5 | 85.4 | (0.9) | pts | 82.4 | 82.4 | 0.0 | pts |
| Middle East / South Asia | 62.2 | 72.1 | (9.9) | pts | 64.1 | 69.0 | (4.9) | pts |
| Africa | 66.6 | 68.5 | (1.9) | pts | 66.8 | 68.7 | (1.9) | pts |
| Total | 72.3 | 73.6 | (1.3) | pts | 71.7 | 71.7 | 0.0 | pts |