

KLM ROYAL DUTCH AIRLINES

Form 6-K

November 06, 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 November 6, 2003

**KLM ROYAL DUTCH AIRLINES**

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(translation of Registrant's trade name into English)  
Amsterdamseweg 55, 1182 GP Amstelveen, The Netherlands

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(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  [X]

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  [X]

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**TRAFFIC AND CAPACITY STATISTICS    OCTOBER 2003**

- # Passenger load factor increased to 83.3 percent
- # Passenger traffic at same level as last year
- # Intercontinental business class traffic increased 4 percent
- # Cargo load factor increased to 74.7 percent

**Passenger Traffic**

Passenger traffic continues to improve and was at the same level as last year on 1 percent lower capacity. As a result, passenger load factor increased by 1.4 percentage points to 83.3 percent. On the intercontinental routes, business class travel increased by 4 percent on a 2 percent increase in capacity. European traffic increased by 4 percent, whereas capacity increased by 3 percent. The increase in capacity is mainly the result of the reconfiguration of KLM's European fleet from 5 to 6 abreast in the Europe Select class. However, the total number of flights was down 4 percent on last year. Load factor increased by 1.3 percentage points to 78.6 percent.

North Atlantic load factor increased by 2.8 percentage points to 87.7 percent. Traffic was 11 percent lower than last year, while capacity was 14 percent lower than last year.

On the Asia/Pacific route area traffic improved by 4 percent whereas capacity increased by 3 percent. As a result, load factor increased by 1.1 percentage point to 87.9 percent.

On the Central and South Atlantic routes, traffic recovered from last month low level and increased this month by 3 percent year-on-year. As capacity was increased by 3 percent as well, load factor was stable at 78.1 percent.

**Cargo Traffic**

Cargo traffic increased by 6 percent year-on-year on 5 percent higher capacity. Cargo load factor increased by 0.7 percentage points to 74.7 percent. Traffic outbound Europe remains weak because of the relatively strong euro and the continuous weak European economy.

Traffic on the Asia Pacific routes increased by 14 percent, while capacity was up 11 percent on last year. As a result the cargo load factor improved by 2.5 percentage points to 87.8 percent.

North Atlantic cargo traffic decreased by 5 percent, on 2 percent lower capacity. Consequently, load factor decreased by 2.1 percentage points to 69.5 percent. Traffic on the North Atlantic experiences increasing overcapacity.

Amstelveen, November 5, 2003

|   | October |       |            | April - October |       |            |
|---|---------|-------|------------|-----------------|-------|------------|
|   | 2003    | 2002  | change (%) | 2003            | 2002  | change (%) |
| <b>Revenue passenger km (RPK) (in millions)</b> |         |       |            |                 |       |            |
| Europe  | 961     | 922   | 4%         | 6,434           | 6,515 | (1)%       |
| North Atlantic                                  | 1,217   | 1,371 | (11)%      | 8,541           | 9,027 | (5)%       |
| Central and South Atlantic                      | 710     | 690   | 3%         | 5,135           | 4,945 | 4%         |
| Asia / Pacific                                  | 1,215   | 1,162 | 4%         | 7,060           | 8,055 | (12)%      |
| Middle East / South Asia                        | 438     | 402   | 9%         | 2,789           | 2,934 | (5)%       |
| Africa  | 705     | 678   | 4%         | 4,236           | 4,406 | (4)%       |

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|  |              |              |                |               |               |                  |
|--|--------------|--------------|----------------|---------------|---------------|------------------|
| <b>Total</b>   | <b>5,245</b> | <b>5,226</b> | <b>0%</b>      | <b>34,196</b> | <b>35,883</b> | <b>(5)%</b>      |
| <b>Available seat km (ASK) (in millions)</b>         |              |              |                |               |               |                  |
| Europe   | 1,223        | 1,192        | 3%             | 8,282         | 8,406         | (1)%             |
| North Atlantic                                       | 1,389        | 1,615        | (14)%          | 9,643         | 10,371        | (7)%             |
| Central and South Atlantic                           | 909          | 883          | 3%             | 6,655         | 6,521         | 2%               |
| Asia / Pacific                                       | 1,382        | 1,339        | 3%             | 8,933         | 9,331         | (4)%             |
| Middle East / South Asia                             | 545          | 538          | 1%             | 3,547         | 3,886         | (9)%             |
| Africa   | 848          | 812          | 4%             | 5,401         | 5,353         | 1%               |
| <b>Total</b>   | <b>6,295</b> | <b>6,379</b> | <b>(1)%</b>    | <b>42,462</b> | <b>43,869</b> | <b>(3)%</b>      |
| <b>Passenger load factor (%)</b>                     |              |              |                |               |               |                  |
| Europe   | 78.6         | 77.3         | 1.3 pts        | 77.7          | 77.5          | 0.2 pts          |
| North Atlantic                                       | 87.7         | 84.9         | 2.8 pts        | 88.6          | 87.0          | 1.6 pts          |
| Central and South Atlantic                           | 78.1         | 78.1         | 0.0 pts        | 77.2          | 75.8          | 1.4 pts          |
| Asia / Pacific                                       | 87.9         | 86.8         | 1.1 pts        | 79.0          | 86.3          | (7.3) pts        |
| Middle East / South Asia                             | 80.4         | 74.7         | 5.7 pts        | 78.7          | 75.5          | 3.2 pts          |
| Africa   | 83.1         | 83.5         | (0.4) pts      | 78.4          | 82.3          | (3.9) pts        |
| <b>Total</b>   | <b>83.3</b>  | <b>81.9</b>  | <b>1.4 pts</b> | <b>80.5</b>   | <b>81.8</b>   | <b>(1.3) pts</b> |
| <b>Revenue freight ton-km (RFTK) (in millions)</b>   |              |              |                |               |               |                  |
| Europe   | 4            | 5            | (31)%          | 24            | 35            | (33)%            |
| North Atlantic                                       | 82           | 87           | (5)%           | 579           | 566           | 2%               |
| Central and South Atlantic                           | 36           | 39           | (8)%           | 246           | 257           | (4)%             |
| Asia / Pacific                                       | 204          | 179          | 14%            | 1,319         | 1,195         | 10%              |
| Middle East / South Asia                             | 26           | 24           | 10%            | 165           | 167           | (1)%             |
| Africa   | 31           | 29           | 6%             | 193           | 193           | 0%               |
| <b>Total</b>   | <b>383</b>   | <b>362</b>   | <b>6%</b>      | <b>2,526</b>  | <b>2,413</b>  | <b>5%</b>        |
| <b>Available freight ton-km (AFTK) (in millions)</b> |              |              |                |               |               |                  |
| Europe   | 24           | 25           | (5)%           | 166           | 177           | (6)%             |
| North Atlantic                                       | 119          | 121          | (2)%           | 820           | 795           | 3%               |
| Central and South Atlantic                           | 55           | 58           | (5)%           | 408           | 428           | (5)%             |
| Asia / Pacific                                       | 232          | 210          | 11%            | 1,577         | 1,429         | 10%              |
| Middle East / South Asia                             | 38           | 34           | 13%            | 249           | 237           | 5%               |
| Africa   | 45           | 43           | 4%             | 289           | 289           | 0%               |
| <b>Total</b>   | <b>512</b>   | <b>490</b>   | <b>5%</b>      | <b>3,509</b>  | <b>3,355</b>  | <b>5%</b>        |
| <b>Cargo load factor (%)</b>                         |              |              |                |               |               |                  |
| Europe   | 15.2         | 20.8         | (5.6) pts      | 14.2          | 19.9          | (5.7) pts        |
| North Atlantic                                       | 69.5         | 71.6         | (2.1) pts      | 70.7          | 71.1          | (0.4) pts        |
| Central and South Atlantic                           | 65.1         | 67.1         | (2.0) pts      | 60.3          | 60.1          | 0.2 pts          |
| Asia / Pacific                                       | 87.8         | 85.3         | 2.5 pts        | 83.6          | 83.7          | (0.1) pts        |
| Middle East / South Asia                             | 67.9         | 70.3         | (2.4) pts      | 66.1          | 70.2          | (4.1) pts        |
| Africa   | 69.7         | 68.6         | 1.1 pts        | 66.9          | 66.9          | 0.0 pts          |
| <b>Total</b>   | <b>74.7</b>  | <b>74.0</b>  | <b>0.7 pts</b> | <b>72.0</b>   | <b>71.9</b>   | <b>0.1 pts</b>   |

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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: November 6, 2003**

**By /s/ R.A. Ruijter**

\_\_\_\_\_  
**Name : R.A. Ruijter**  
**Title : Managing Director & CFO**

**By /s/ J.E.C. de Groot**

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**Name : J.E.C. de Groot**  
**Title : SVP & General Secretary**