

KLM ROYAL DUTCH AIRLINES

Form 6-K

January 07, 2004

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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 January 7, 2004

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: January 7, 2004

By /s/ R.A. Ruijter

Name : R.A. Ruijter
Title : Managing Director & CFO

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

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

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04/001

TRAFFIC AND CAPACITY STATISTICS DECEMBER 2003

- # **Passenger load factor increased by 3.0 percentage points to 77.6 percent**
- # **Passenger traffic down 7 percent on 11 percent lower capacity**
- # **Cargo load factor increased by 4.5 percentage points to 73.4 percent**
- # **Boeing 747-300 fully phased out in December**

Passenger Traffic

December passenger capacity was down 11 percent. This decrease is the combined effect of the accelerated phasing out of KLM's Boeing 747-300 fleet, completed early December, and pro-active capacity adjustments to reflect lower demand in the holiday season. As traffic was down only 7 percent, passenger load factor improved by 3.0 percentage points to 77.6 percent.

Especially on the Asia Pacific routes capacity levels were adjusted to match lower demand. As a consequence, capacity was down 15 percent on last year, which is a more pronounced decrease compared to the previous months. As traffic in this route area was 7 percent lower than last year, load factor increased by 6.6 percentage points to 80.8 percent.

North Atlantic load factor improved by 4.0 percentage points to 82.6 percent. This is the result of a capacity decrease of 20 percent, which is in line with the previous months, and a decrease in traffic of 16 percent.

Traffic on the Middle East / South Asia route area was 3 percent up on last year. Capacity was down 7 percent, which resulted in a load factor improvement of 7.7 percentage points to 81.2 percent.

European traffic was at last year's level on 1 percent lower capacity. Load factor of 70.2 percent was up 0.8 percentage points.

Cargo Traffic

In December, cargo traffic was at the same level as last year on 6 percent lower capacity. Cargo load factor improved by 4.5 percentage points to 73.4 percent.

Performance on the Asia Pacific routes continued to show a significant improvement with traffic up 9 percent on 1 percent lower capacity. As a result cargo load factor improved by 7.8 percentage points to 86.7 percent. Especially traffic from Asia to Europe developed strongly.

On the North Atlantic traffic was down 7 percent. As capacity was 10 percent lower than last year, this resulted in a load factor increase of 2.4 percentage points to 70.6 percent.

Cargo traffic outbound Europe continues to be under pressure.

Amstelveen, January 7, 2004

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| | Month of December | | | Year to date | | |
|--|-------------------|--------------|---------------|---------------|---------------|-----------------|
| | 2003 | 2002 | change (%) | 2003 | 2002 | change (%) |
| Revenue passenger km (RPK) (in millions) | | | | | | |
| Europe | 735 | 733 | 0% | 7,949 | 8,011 | (1)% |
| North Atlantic | 1,077 | 1,277 | (16)% | 10,732 | 11,556 | (7)% |
| Central and South Atlantic | 645 | 730 | (12)% | 6,473 | 6,316 | 2% |
| Asia / Pacific | 948 | 1,020 | (7)% | 9,073 | 10,141 | (11)% |
| Middle East / South Asia | 402 | 391 | 3% | 3,568 | 3,683 | (3)% |
| Africa | 635 | 636 | (0)% | 5,535 | 5,673 | (2)% |
| Total | 4,443 | 4,787 | (7)% | 43,329 | 45,379 | (5)% |
| Available seat km (ASK) (in millions) | | | | | | |
| Europe | 1,048 | 1,056 | (1)% | 10,428 | 10,569 | (1)% |
| North Atlantic | 1,304 | 1,624 | (20)% | 12,281 | 13,641 | (10)% |
| Central and South Atlantic | 866 | 958 | (10)% | 8,392 | 8,339 | 1% |
| Asia / Pacific | 1,173 | 1,374 | (15)% | 11,412 | 12,023 | (5)% |
| Middle East / South Asia | 495 | 533 | (7)% | 4,546 | 4,949 | (8)% |
| Africa | 836 | 871 | (4)% | 7,077 | 7,029 | 1% |
| Total | 5,722 | 6,415 | (11)% | 54,136 | 56,552 | (4)% |
| Passenger load factor (%) | | | | | | |
| Europe | 70.2 | 69.4 | 0.8pts | 76.2 | 75.8 | 0.4pts |
| North Atlantic | 82.6 | 78.6 | 4.0pts | 87.4 | 84.7 | 2.7pts |
| Central and South Atlantic | 74.4 | 76.1 | (1.7)pts | 77.1 | 75.7 | 1.4pts |
| Asia / Pacific | 80.8 | 74.2 | 6.6pts | 79.5 | 84.3 | (4.8)pts |
| Middle East / South Asia | 81.2 | 73.5 | 7.7pts | 78.5 | 74.4 | 4.1pts |
| Africa | 76.0 | 73.0 | 3.0pts | 78.2 | 80.7 | (2.5)pts |
| Total | 77.6 | 74.6 | 3.0pts | 80.0 | 80.2 | (0.2)pts |
| Revenue freight ton-km (RFTK) (in millions) | | | | | | |
| Europe | 4 | 5 | (31)% | 30 | 46 | (34)% |
| North Atlantic | 82 | 89 | (7)% | 748 | 749 | (0)% |
| Central and South Atlantic | 35 | 39 | (8)% | 317 | 335 | (6)% |
| Asia / Pacific | 185 | 169 | 9% | 1,711 | 1,555 | 10% |
| Middle East / South Asia | 17 | 22 | (25)% | 204 | 212 | (4)% |
| Africa | 29 | 29 | (0)% | 252 | 254 | (1)% |
| Total | 352 | 354 | (0)% | 3,262 | 3,150 | 4% |
| Available freight ton-km (AFTK) (in millions) | | | | | | |
| Europe | 22 | 24 | (8)% | 211 | 226 | (7)% |
| North Atlantic | 117 | 130 | (10)% | 1,055 | 1,059 | (0)% |
| Central and South Atlantic | 55 | 63 | (12)% | 518 | 548 | (5)% |
| Asia / Pacific | 213 | 215 | (1)% | 2,019 | 1,858 | 9% |
| Middle East / South Asia | 26 | 34 | (24)% | 307 | 305 | 1% |
| Africa | 46 | 47 | (2)% | 379 | 381 | (1)% |
| Total | 480 | 513 | (6)% | 4,489 | 4,377 | 3% |
| Cargo load factor (%) | | | | | | |
| Europe | 16.4 | 21.8 | (5.4)pts | 14.5 | 20.3 | (5.8)pts |
| North Atlantic | 70.6 | 68.2 | 2.4pts | 70.9 | 70.7 | 0.2pts |
| Central and South Atlantic | 63.6 | 61.1 | 2.5pts | 61.1 | 61.2 | (0.1)pts |
| Asia / Pacific | 86.7 | 78.9 | 7.8pts | 84.8 | 83.7 | 1.1pts |
| Middle East / South Asia | 65.3 | 66.4 | (1.1)pts | 66.3 | 69.4 | (3.1)pts |
| Africa | 62.7 | 61.9 | 0.8pts | 66.5 | 66.5 | 0.0pts |
| Total | 73.4 | 68.9 | 4.5pts | 72.7 | 72.0 | 0.7pts |