

KLM ROYAL DUTCH AIRLINES

Form 6-K

March 04, 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 March 4, 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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TRAFFIC AND CAPACITY STATISTICS FEBRUARY 2004  
SIGNATURES

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04/013

**TRAFFIC AND CAPACITY STATISTICS FEBRUARY 2004**

- # Passenger load factor increased by 3.2 percentage points to 80.4 percent**
- # Intercontinental business class traffic increased 7 percent**
- # Cargo load factor increased by 2 percentage points to 75.5 percent**
- # Cargo traffic on Asia/Pacific increased 32 percent on introduction of third B747-400ERF**

Please note that capacity and traffic figures are positively influenced by approximately 3.5% in comparison with February 2003, because calendar year 2004 is a leap year.

**Passenger Traffic**

February passenger traffic increased by 5 percent, whereas capacity was at the same level as last year. As a result, passenger load factor improved by 3.2 percentage points to 80.4 percent. Intercontinental business class traffic increased by 7 percent (on 3 percent higher capacity).

European traffic was 6 percent above last year's level on 3 percent higher capacity, reflecting the initial results of the successful price actions on this route area. Load factor increased by 1.5 percent to 71.6 percent.

Traffic on the African routes increased by 16 percent year-on-year. As capacity was up 13 percent, load factor improved 2.3 percentage points to 84.0 percent. Especially the deployment of the Boeing 777-200ER on Nairobi (Kenya) and Capetown (South Africa) contributed to this strong performance.

Traffic on the Central and South Atlantic route area increased 7 percent on 1 percent lower capacity. Load factor increased 6.9 percentage points to 87.2 percent. The improved performance on this route area is because of network optimization and an increase in demand.

The strong improvement in load factor on the North Atlantic and the Middle East/South Asia route area in part relates to the lower traffic numbers of last year when tension in the Middle East was increasing.

**Cargo Traffic**

In February, cargo traffic increased by 11 percent compared to last year on 8 percent higher capacity, helped by the introduction of the third B747-400ER Freighter. Cargo load factor improved by 2.0 percentage points to 75.5 percent.

Performance on the Asia Pacific routes continued to show a significant year-on-year improvement with traffic up 32 percent on 24 percent higher capacity mainly because of the third freighter. Load factor on this route area increased by 4.8 percentage points to 85.3 percent.

On the North Atlantic traffic and capacity decreased by 7 percent. This resulted in a load factor of 74.3 percent, which is virtually at the same level as last year.

Cargo traffic outbound Europe continues to be under pressure.

Amstelveen, March 3, 2004

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	Month of		change (%)	Year to date		change (%)
	February			2003/04	2002/03	
	2004	2003				
<b>Revenue passenger km (RPK) (in millions)</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: March 4, 2004**

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

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**Name : R.A. Ruijter**

**Title : Managing Director & CFO**

**By /s/ C. van Woudenberg**

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**Name : C. van Woudenberg**

**Title : Managing Director & CHO**