

KLM ROYAL DUTCH AIRLINES

Form 6-K

April 05, 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 April 5, 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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**04/023**

**TRAFFIC AND CAPACITY STATISTICS MARCH 2004**

- # **Passenger load factor increased by 5.4 percentage points to 82.5 percent**
- # **Intercontinental business class traffic increased 12 percent**
- # **Cargo load factor increased 2.8 percentage points to 77.4 percent**

**Passenger Traffic**

March passenger traffic increased by 8 percent, whereas capacity was 1 percent higher than last year. As a result, passenger load factor improved by 5.4 percentage points to 82.5 percent. Intercontinental business class traffic increased by 12 percent on 1 percent higher capacity.

Successful promotional campaigns pushed European traffic, increasing 11 percent year-on-year. As capacity was 4 percent higher, load factor increased by 4.4 percent to 74.6 percent.

On the MESA route area and the North Atlantic, the year-on-year comparison is relatively difficult because of the war in Iraq that commenced in March 2003. As of the last week of March 2003, KLM adjusted capacity on the Middle East destinations to reflect the diminishing demand.

Performance on the African routes continues to be strong. Traffic increased by 14 percent year-on-year, whereas capacity was up 6 percent. Load factor improved 5.7 percentage points to 83.0 percent. The non-stop flights to Capetown as opposed to via Johannesburg, operated by a Boeing 777-200ER since the beginning of the winter schedule, have proven to be very successful.

Traffic on the Central and South Atlantic route area increased 5 percent on 7 percent lower capacity. Load factor increased 9.2 percentage points to 85.7 percent. This route area continues to benefit from an increase in demand and network optimization.

**Cargo Traffic**

In March, cargo traffic increased by 11 percent compared to last year on 7 percent higher capacity. Cargo load factor improved by 2.8 percentage points to 77.4 percent, the highest level achieved in 2003/04.

Performance on the Asia Pacific routes continued to show a significant year-on-year improvement with traffic up 31 percent on 26 percent higher capacity, mainly as result of the introduction of the third 747-400 ERF. Load factor on this route area increased by 3.6 percentage points to 88.0 percent. On the North Atlantic, load factor improved by 1.6 percentage points to 75.4 percent. Traffic decreased by 11 percent, whereas capacity was 13 percent lower. Cargo traffic outbound Europe, albeit still under pressure, increased by 5 percent compared to last year.

Amstelveen, April 5, 2004

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|  | Month of March |              |               | Year to date  |               |               |
|--|----------------|--------------|---------------|---------------|---------------|---------------|
|  | 2004           | 2003         | change (%)    | 2003/04       | 2002/03       | change (%)    |
| <b>Revenue passenger km (RPK) (in millions)</b>      |                |              |               |               |               |               |
| Europe   | 880            | 793          | 11%           | 10,226        | 10,183        | 0%            |
| North Atlantic                                       | 1,275          | 1,313        | (3)%          | 14,124        | 15,194        | -7%           |
| Central and South Atlantic                           | 730            | 698          | 5%            | 8,607         | 8,393         | 3%            |
| Asia / Pacific                                       | 1,173          | 1,079        | 9%            | 12,399        | 13,355        | -7%           |
| Middle East / South Asia                             | 431            | 320          | 34%           | 4,794         | 4,734         | 1%            |
| Africa   | 682            | 597          | 14%           | 7,634         | 7,558         | 1%            |
| <b>Total</b>   | <b>5,172</b>   | <b>4,800</b> | <b>8%</b>     | <b>57,784</b> | <b>59,417</b> | <b>-3%</b>    |
| <b>Available seat km (ASK) (in millions)</b>         |                |              |               |               |               |               |
| Europe   | 1,180          | 1,129        | 4%            | 13,642        | 13,727        | -1%           |
| North Atlantic                                       | 1,430          | 1,616        | (12)%         | 16,349        | 18,376        | -11%          |
| Central and South Atlantic                           | 852            | 912          | (7)%          | 10,922        | 11,011        | -1%           |
| Asia / Pacific                                       | 1,426          | 1,353        | 5%            | 15,456        | 15,945        | -3%           |
| Middle East / South Asia                             | 561            | 443          | 27%           | 6,115         | 6,386         | -4%           |
| Africa   | 822            | 773          | 6%            | 9,615         | 9,380         | 3%            |
| <b>Total</b>   | <b>6,272</b>   | <b>6,226</b> | <b>1%</b>     | <b>72,099</b> | <b>74,825</b> | <b>-4%</b>    |
| <b>Passenger load factor (%)</b>                     |                |              |               |               |               |               |
| Europe   | 74.6           | 70.2         | 4.4pts        | 75.0          | 74.2          | 0.8pts        |
| North Atlantic                                       | 89.2           | 81.2         | 8.0pts        | 86.4          | 82.7          | 3.7pts        |
| Central and South Atlantic                           | 85.7           | 76.5         | 9.2pts        | 78.8          | 76.2          | 2.6pts        |
| Asia / Pacific                                       | 82.2           | 79.8         | 2.4pts        | 80.2          | 83.8          | -3.6pts       |
| Middle East / South Asia                             | 76.8           | 72.3         | 4.5pts        | 78.4          | 74.1          | 4.3pts        |
| Africa   | 83.0           | 77.3         | 5.7pts        | 79.4          | 80.6          | -1.2pts       |
| <b>Total</b>   | <b>82.5</b>    | <b>77.1</b>  | <b>5.4pts</b> | <b>80.1</b>   | <b>79.4</b>   | <b>0.7pts</b> |
| <b>Revenue freight ton-km (RFTK) (in millions)</b>   |                |              |               |               |               |               |
| Europe   | 3              | 5            | (33)%         | 40            | 59            | -33%          |
| North Atlantic                                       | 89             | 99           | (11)%         | 1,003         | 1,027         | -2%           |
| Central and South Atlantic                           | 36             | 41           | (12)%         | 419           | 446           | -6%           |
| Asia / Pacific                                       | 243            | 185          | 31%           | 2,329         | 2,049         | 14%           |
| Middle East / South Asia                             | 18             | 22           | (16)%         | 253           | 276           | -8%           |
| Africa   | 34             | 30           | 15%           | 348           | 339           | 3%            |
| <b>Total</b>   | <b>424</b>     | <b>382</b>   | <b>11%</b>    | <b>4,392</b>  | <b>4,197</b>  | <b>5%</b>     |
| <b>Available freight ton-km (AFTK) (in millions)</b> |                |              |               |               |               |               |
| Europe   | 23             | 26           | (9)%          | 277           | 298           | -7%           |
| North Atlantic                                       | 118            | 135          | (13)%         | 1,409         | 1,452         | -3%           |
| Central and South Atlantic                           | 51             | 59           | (13)%         | 673           | 721           | -7%           |
| Asia / Pacific                                       | 276            | 219          | 26%           | 2,752         | 2,474         | 11%           |
| Middle East / South Asia                             | 28             | 30           | (6)%          | 388           | 397           | -2%           |
| Africa   | 50             | 43           | 16%           | 528           | 511           | 3%            |

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|                              |             |             |               |              |              |               |
|------------------------------|-------------|-------------|---------------|--------------|--------------|---------------|
| <b>Total</b>                 | <b>547</b>  | <b>512</b>  | <b>7%</b>     | <b>6,028</b> | <b>5,852</b> | <b>3%</b>     |
| <b>Cargo load factor (%)</b> |             |             |               |              |              |               |
| Europe                       | 14.7        | 19.9        | (5.2)pts      | 14.4         | 19.9         | -5.5pts       |
| North Atlantic               | 75.4        | 73.8        | 1.6pts        | 71.2         | 70.7         | 0.5pts        |
| Central and South Atlantic   | 69.0        | 68.5        | 0.5pts        | 62.3         | 61.9         | 0.4pts        |
| Asia / Pacific               | 88.0        | 84.4        | 3.6pts        | 84.6         | 82.8         | 1.8pts        |
| Middle East / South Asia     | 64.1        | 72.3        | (8.2)pts      | 65.2         | 69.4         | -4.2pts       |
| Africa                       | 69.3        | 70.1        | (0.8)pts      | 65.8         | 66.3         | -0.5pts       |
| <b>Total</b>                 | <b>77.4</b> | <b>74.6</b> | <b>2.8pts</b> | <b>72.9</b>  | <b>71.7</b>  | <b>1.2pts</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: April 5, 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**