

KLM ROYAL DUTCH AIRLINES

Form 6-K

December 04, 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 December 4, 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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TRAFFIC AND CAPACITY STATISTICS NOVEMBER 2003

Passenger load factor increased 3.7 percentage points to 78.8 percent

Passenger traffic at same level as last year

Cargo load factor increased by 1.2 percentage points to 76.6 percent

Passenger Traffic

Passenger traffic was at the same level as last year on 5 percent lower capacity. As a result, passenger load factor increased by 3.7 percentage points to 78.8 percent. On the intercontinental routes, business class traffic increased by 1 percent on a 2 percent decrease in capacity.

North Atlantic load factor increased by 7.4 percentage points to 83.4 percent. Traffic was 11 percent lower than last year, whereas capacity was 19 percent lower. The capacity decrease is a consequence of KLM's decision to accelerate the phase out of the Boeing 747-300-fleet. Today, the 747-300 will operate its last flight for KLM.

On the Middle East/South Asia route area, traffic increased by 5 percent, while capacity was 5 percent lower. As a result load factor increased by 7.2 percentage points to 74.6 percent. The higher traffic volumes on this route area are mainly driven by the Gulf destinations.

On the Central and South Atlantic routes, traffic increased by 8 percent year-on-year on 1 percent higher capacity. Especially the Latin American routes were driving the higher load factor of this route area. Load factor increased by 5.1 percentage points to 79.6 percent.

Cargo Traffic

Cargo traffic was at the same level as last year on 2 percent lower capacity. Cargo load factor increased by 1.2 percentage points to 76.6 percent. Traffic outbound Europe continues to be weak.

Traffic on the Asia Pacific routes increased by 9 percent, while capacity was up 6 percent on last year. As a result the cargo load factor improved by 1.8 percentage points to 90.6 percent.

North Atlantic cargo capacity was 11 percent lower, mainly as a result of less 747-300 combi aircraft deployment. As traffic decreased by 9 percent, the load factor increased by 1.9 percentage points to 72.7 percent.

Amstelveen, December 3, 2003

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| | November | | | April - November | | |
|--|--------------|--------------|----------------|------------------|---------------|------------------|
| | 2003 | 2002 | change (%) | 2003 | 2002 | change (%) |
| Revenue passenger km (RPK) (in millions) | | | | | | |
| Europe | 779 | 764 | 2 % | 7,214 | 7,278 | (1)% |
| North Atlantic | 1,114 | 1,251 | (11)% | 9,655 | 10,278 | (6)% |
| Central and South Atlantic | 693 | 641 | 8 % | 5,828 | 5,586 | 4 % |
| Asia / Pacific | 1,065 | 1,066 | 0 % | 8,125 | 9,122 | (11)% |
| Middle East / South Asia | 376 | 358 | 5 % | 3,166 | 3,291 | (4)% |
| Africa | 664 | 630 | 5 % | 4,900 | 5,037 | (3)% |
| Total | 4,691 | 4,710 | 0% | 38,887 | 40,592 | (4)% |
| Available seat km (ASK) (in millions) | | | | | | |
| Europe | 1,098 | 1,107 | (1)% | 9,380 | 9,513 | (1)% |
| North Atlantic | 1,335 | 1,646 | (19)% | 10,978 | 12,017 | (9)% |
| Central and South Atlantic | 870 | 860 | 1 % | 7,526 | 7,381 | 2 % |
| Asia / Pacific | 1,305 | 1,319 | (1)% | 10,239 | 10,650 | (4)% |
| Middle East / South Asia | 504 | 530 | (5)% | 4,051 | 4,416 | (8)% |
| Africa | 840 | 805 | 4 % | 6,241 | 6,159 | 1 % |
| Total | 5,953 | 6,268 | (5)% | 48,415 | 50,136 | (3)% |
| Passenger load factor (%) | | | | | | |
| Europe | 71.0 | 69.0 | 2.0 pts | 76.9 | 76.5 | 0.4 pts |
| North Atlantic | 83.4 | 76.0 | 7.4 pts | 87.9 | 85.5 | 2.4 pts |
| Central and South Atlantic | 79.6 | 74.5 | 5.1 pts | 77.4 | 75.7 | 1.7 pts |
| Asia / Pacific | 81.6 | 80.9 | 0.7 pts | 79.4 | 85.7 | (6.3)pts |
| Middle East / South Asia | 74.6 | 67.4 | 7.2 pts | 78.1 | 74.5 | 3.6 pts |
| Africa | 79.1 | 78.3 | 0.8 pts | 78.5 | 81.8 | (3.3)pts |
| Total | 78.8 | 75.1 | 3.7 pts | 80.3 | 81.0 | (0.7) pts |
| Revenue freight ton-km (RFTK) (in millions) | | | | | | |
| Europe | 3 | 5 | (40)% | 27 | 41 | (34)% |
| North Atlantic | 86 | 94 | (9)% | 665 | 660 | 1 % |
| Central and South Atlantic | 35 | 39 | (11)% | 281 | 297 | (5)% |
| Asia / Pacific | 207 | 190 | 9 % | 1,526 | 1,386 | 10 % |
| Middle East / South Asia | 22 | 22 | (2)% | 187 | 189 | (1)% |
| Africa | 30 | 32 | (5)% | 223 | 225 | (1)% |
| Total | 383 | 383 | 0% | 2,909 | 2,797 | 4% |
| Available freight ton-km (AFTK) (in millions) | | | | | | |
| Europe | 23 | 25 | (9)% | 189 | 202 | (7)% |
| North Atlantic | 118 | 133 | (11)% | 938 | 928 | 1 % |
| Central and South Atlantic | 55 | 57 | (4)% | 463 | 485 | (5)% |
| Asia / Pacific | 228 | 214 | 6 % | 1,806 | 1,643 | 10 % |
| Middle East / South Asia | 32 | 33 | (4)% | 281 | 271 | 4 % |
| Africa | 44 | 46 | (4)% | 333 | 334 | 0 % |
| Total | 500 | 509 | (2)% | 4,009 | 3,864 | 4 % |

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| Cargo load factor (%) | | | | | | |
|------------------------------|-------------|-------------|----------------|-------------|-------------|----------------|
| Europe | 14.4 | 21.7 | (7.3)pts | 14.2 | 20.1 | (5.9)pts |
| North Atlantic | 72.7 | 70.8 | 1.9 pts | 70.9 | 71.1 | (0.2)pts |
| Central and South Atlantic | 64.2 | 69.1 | (4.9)pts | 60.8 | 61.2 | (0.4)pts |
| Asia/Pacific | 90.6 | 88.8 | 1.8 pts | 84.5 | 84.4 | 0.1 pts |
| Middle East/South Asia | 68.2 | 66.6 | 1.6 pts | 66.4 | 69.8 | (3.4)pts |
| Africa | 68.5 | 69.2 | (0.7)pts | 67.1 | 67.2 | (0.1)pts |
| Total | 76.6 | 75.4 | 1.2 pts | 72.6 | 72.4 | 0.2 pts |

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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: December 4, 2003

By /s/ R.A. Ruijter _____

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

By /s/ C. van Woudenberg _____

Name: C. van Woudenberg
Title: Managing Director & CHO