

KLM ROYAL DUTCH AIRLINES

Form 6-K

June 15, 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 June 15, 2004

**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  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: June 15, 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 & /Company Secretary**

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**04/043**

**Roissy, 8 June 2004**

**MAY 2004 TRAFFIC**

**4 Strong increase in passenger traffic (+21.3%)**

**4 Passenger load factor up 3.7 points to 76.3%**

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**Passenger Operations**

Passenger activity remained good in May with the Group posting a load factor higher than the one achieved prior to the crisis (May 2001).

Compared to May 2003:

Air France traffic increased by 20.5% for a 15.4% rise in capacity. The load factor improved by 3.2 points to 75.2%;

KLM traffic increased by 22.8% with capacity up 15.6%. The load factor gained 4.6 points to 78.3%. In May 2004, combined traffic increased by 21.3% while capacity was up 15.4%. This resulted in a 3.7-point increase in load factor to 76.3%. Excluding Asia/Pacific, traffic was up 12.2% for a 10.1% growth in capacity, resulting in a 1.4-point improvement in the load factor (76.0%).

Long-haul operations continued to drive the overall performance of the Group.

The Americas network performed well, and traffic to Latin and South American destinations continued to show particularly strong growth.

The Asian network posted high traffic and capacity increases compared with last year, which was hit by the SARS epidemic.

Activity remained very buoyant on the African routes. The Middle-East network recovered from last year's impact of the Iraqi conflict.

On the Caribbean & Indian Ocean routes, combined capacity was 2.8% lower than last year, as Air France is adjusting capacity to the new competitive environment.

Activity on the European network (including the domestic French market) benefited from the attractive fares put in place by Air France and KLM. The load factor improved by 1.1 points to 68.2%.

**Cargo Operations**

*The harmonization of the methods used by Air France and KLM to calculate cargo capacity has now been completed. Restated statistics for April are provided in appendix.*

In May 2004, combined cargo traffic increased by 11.6% for a 12.5% rise in capacity. This resulted in a limited 0.5-point decline in the cargo load factor to 68.9%.

For Air France alone, cargo traffic rose 12.5% while capacity grew by 14.6%. The load factor declined by 1.2 points to 63.3%.

KLM cargo traffic increased by 10.6% for a 9.7% rise in capacity. The cargo load factor stood at 76.9%, up 0.6 points.

### **Terminal 2E at Paris-Charles de Gaulle**

Following the collapse of part of the roof of Terminal 2E at Paris-Charles de Gaulle Airport, Air France has taken all possible measures to ensure continuity in its operations. The approximately sixty daily Air France flights departing from or arriving at Terminal 2E are now being handled in the five other terminals (2A, 2B, 2C, 2D, 2F) at Charles de Gaulle Airport. Despite these challenges, Air France is maintaining its summer schedule.

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**Table of Contents****STATISTICS****Passenger Operations (million)**

| <b>Total Group</b>               | <b>May</b>  |             |          | <b>Cumulative</b> |             |          |
|----------------------------------|-------------|-------------|----------|-------------------|-------------|----------|
|                                  | <b>2004</b> | <b>2003</b> | <b>%</b> | <b>2004</b>       | <b>2003</b> | <b>%</b> |
| Passengers carried (000)         | 5,566       | 4,814       | 15.6%    | 11,156            | 9,760       | 14.3%    |
| Revenue pax-kilometers (RPK)     | 14,260      | 11,754      | 21.3%    | 28,574            | 23,735      | 20.4%    |
| Available seat-kilometers (ASK)  | 18,688      | 16,190      | 15.4%    | 36,699            | 32,454      | 13.1%    |
| Passenger load factor (%)        | 76.3%       | 72.6%       | 3.7      | 77.9%             | 73.1%       | 4.7      |
| <b>Europe (including France)</b> |             |             |          |                   |             |          |
| Passengers carried (000)         | 4,004       | 3,547       | 12.9%    | 8,019             | 7,216       | 11.1%    |
| Revenue pax-kilometers (RPK)     | 3,110       | 2,729       | 14.0%    | 6,181             | 5,477       | 12.8%    |
| Available seat-kilometers (ASK)  | 4,561       | 4,070       | 12.1%    | 8,985             | 8,122       | 10.6%    |
| Passenger load factor (%)        | 68.2%       | 67.1%       | 1.1      | 68.8%             | 67.4%       | 1.3      |
| <b>America (North and South)</b> |             |             |          |                   |             |          |
| Passengers carried (000)         | 645         | 528         | 22.1%    | 1,260             | 1,030       | 22.3%    |
| Revenue pax-kilometers (RPK)     | 4,688       | 3,913       | 19.8%    | 9,190             | 7,647       | 20.2%    |
| Available seat-kilometers (ASK)  | 5,628       | 4,909       | 14.6%    | 10,891            | 9,555       | 14.0%    |
| Passenger load factor (%)        | 83.3%       | 79.7%       | 3.6      | 84.4%             | 80.0%       | 4.3      |
| <b>Asia / Pacific</b>            |             |             |          |                   |             |          |
| Passengers carried (000)         | 330         | 188         | 75.3%    | 656               | 406         | 61.7%    |
| Revenue pax-kilometers (RPK)     | 2,933       | 1,658       | 76.9%    | 5,838             | 3,584       | 62.9%    |
| Available seat-kilometers (ASK)  | 3,781       | 2,650       | 42.7%    | 7,376             | 5,750       | 28.3%    |
| Passenger load factor (%)        | 77.6%       | 62.6%       | 15.0     | 79.1%             | 62.3%       | 16.8     |
| <b>Middle East and Africa</b>    |             |             |          |                   |             |          |
| Passengers carried (000)         | 341         | 285         | 19.4%    | 694               | 547         | 27.0%    |
| Revenue pax-kilometers (RPK)     | 1,729       | 1,507       | 14.7%    | 3,548             | 2,952       | 20.2%    |
| Available seat-kilometers (ASK)  | 2,384       | 2,160       | 10.4%    | 4,711             | 4,108       | 14.7%    |
| Passenger load factor (%)        | 72.5%       | 69.8%       | 2.8      | 75.3%             | 71.9%       | 3.5      |
| <b>Caribbean-Indian Ocean</b>    |             |             |          |                   |             |          |
| Passengers carried (000)         | 247         | 266         | (7.1%)   | 525               | 562         | (6.4%)   |
| Revenue pax-kilometers (RPK)     | 1,801       | 1,946       | (7.5%)   | 3,817             | 4,075       | (6.3%)   |
| Available seat-kilometers (ASK)  | 2,334       | 2,401       | (2.8%)   | 4,736             | 4,918       | (3.7%)   |
| Passenger load factor (%)        | 77.2%       | 81.1%       | (3.9)    | 80.6%             | 82.9%       | (2.3)    |

**Cargo Operations (million)**

| <b>Total Group</b>       | <b>May</b>  |             |          | <b>Cumulative</b> |             |          |
|--------------------------|-------------|-------------|----------|-------------------|-------------|----------|
|                          | <b>2004</b> | <b>2003</b> | <b>%</b> | <b>2004</b>       | <b>2003</b> | <b>%</b> |
| Revenue tonne-km (RTK)   | 872         | 781         | 11.6%    | 1,722             | 1,548       | 11.2%    |
| Available tonne-km (ATK) | 1,264       | 1,124       | 12.5%    | 2,494             | 2,216       | 12.5%    |
| Cargo load factor (%)    | 68.9%       | 69.5%       | (0.5)    | 69.1%             | 69.9%       | (0.8)    |

**Europe (including France)**

|                          |       |       |      |       |       |      |
|--------------------------|-------|-------|------|-------|-------|------|
| Available tonne-km (ATK) | 9     | 8     | 7.5% | 18    | 16    | 8.3% |
| Revenue tonne-km (RTK)   | 40    | 37    | 6.1% | 77    | 75    | 3.7% |
| Cargo load factor (%)    | 21.8% | 21.5% | 0.3  | 23.1% | 22.1% | 1.0  |

**America (North and South)**

|                          |       |       |       |       |       |       |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Revenue tonne-km (RTK)   | 301   | 278   | 8.5%  | 589   | 556   | 5.9%  |
| Available tonne-km (ATK) | 439   | 402   | 9.4%  | 856   | 798   | 7.2%  |
| Cargo load factor (%)    | 68.5% | 69.1% | (0.6) | 68.8% | 69.7% | (0.8) |

**Asia / Pacific**

|                          |       |       |       |       |       |       |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Revenue tonne-km (RTK)   | 432   | 380   | 13.7% | 858   | 744   | 15.4% |
| Available tonne-km (ATK) | 578   | 490   | 17.9% | 1,144 | 966   | 18.4% |
| Cargo load factor (%)    | 74.8% | 77.5% | -2.7  | 75.0% | 77.0% | (2.0) |

**Middle East and Africa**

|                          |       |       |       |       |       |       |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Revenue tonne-km (RTK)   | 81    | 73    | 11.4% | 156   | 137   | 14.1% |
| Available tonne-km (ATK) | 125   | 115   | 8.4%  | 247   | 216   | 14.1% |
| Cargo load factor (%)    | 65.0% | 63.2% | 1.8   | 63.2% | 63.2% | 0.0   |

**Caribbean-Indian Ocean**

|                          |       |       |       |       |       |      |
|--------------------------|-------|-------|-------|-------|-------|------|
| Revenue tonne-km (RTK)   | 49    | 43    | 14.5% | 101   | 95    | 6.1% |
| Available tonne-km (ATK) | 83    | 79    | 4.1%  | 170   | 161   | 5.4% |
| Cargo load factor (%)    | 59.0% | 53.7% | 5.3   | 59.6% | 59.2% | 0.4  |

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| <b>Total Group</b>               | <b>April</b> |             |          | <b>Cumulative</b> |             |          |
|----------------------------------|--------------|-------------|----------|-------------------|-------------|----------|
|                                  | <b>2004</b>  | <b>2003</b> | <b>%</b> | <b>2004</b>       | <b>2003</b> | <b>%</b> |
| Revenue tonne-km (RTK)           | 850          | 767         | 10.8%    | 850               | 767         | 10.8%    |
| Available tonne-km (ATK)         | 1,229        | 1,092       | 12.5%    | 1,229             | 1,092       | 12.5%    |
| Cargo load factor (%)            | 69.2%        | 70.2%       | (1.1)    | 69.2%             | 70.2%       | (1.1)    |
| <b>Europe (including France)</b> |              |             |          |                   |             |          |
| Revenue tonne-km (RTK)           | 9            | 8           | 9.1%     | 9                 | 8           | 9.1%     |
| Available tonne-km (ATK)         | 38           | 37          | 1.4%     | 38                | 37          | 1.4%     |
| Cargo load factor (%)            | 24.4%        | 22.7%       | 1.7      | 24.4%             | 22.7%       | 1.7      |
| <b>America (North and South)</b> |              |             |          |                   |             |          |
| Revenue tonne-km (RTK)           | 288          | 278         | 3.4%     | 288               | 278         | 3.4%     |
| Available tonne-km (ATK)         | 416          | 396         | 5.1%     | 416               | 396         | 5.1%     |
| Cargo load factor (%)            | 69.1%        | 70.2%       | (1.1)    | 69.1%             | 70.2%       | (1.1)    |
| <b>Asia / Pacific</b>            |              |             |          |                   |             |          |
| Revenue tonne-km (RTK)           | 426          | 363         | 17.1%    | 426               | 363         | 17.1%    |
| Available tonne-km (ATK)         | 566          | 476         | 19.0%    | 566               | 476         | 19.0%    |
| Cargo load factor (%)            | 75.2%        | 76.4%       | (1.2)    | 75.2%             | 76.4%       | (1.2)    |
| <b>Middle East and Africa</b>    |              |             |          |                   |             |          |
| Revenue tonne-km (RTK)           | 75           | 64          | 17.2%    | 75                | 64          | 17.2%    |
| Available tonne-km (ATK)         | 122          | 101         | 20.7%    | 122               | 101         | 20.7%    |
| Cargo load factor (%)            | 61.4%        | 63.2%       | (1.8)    | 61.4%             | 63.2%       | (1.8)    |
| <b>Caribbean-Indian Ocean</b>    |              |             |          |                   |             |          |
| Revenue tonne-km (RTK)           | 52           | 53          | (0.7%)   | 52                | 53          | (0.7%)   |
| Available tonne-km (ATK)         | 87           | 82          | 6.5%     | 87                | 82          | 6.5%     |
| Cargo load factor (%)            | 60.2%        | 64.6%       | (4.4)    | 60.2%             | 64.6%       | (4.4)    |

\* April 2004 and 2003 capacity figures have been restated following the harmonization of the methods used by Air France and KLM to calculate cargo capacity.