

KLM ROYAL DUTCH AIRLINES

Form 6-K

December 04, 2003

**Table of Contents**

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**

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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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**TABLE OF CONTENTS**

TRAFFIC AND CAPACITY STATISTICS NOVEMBER 2003  
SIGNATURES

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**Table of Contents**

03/087

**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

**Table of Contents**

|  | November     |              |                | April - November |               |                  |
|--|--------------|--------------|----------------|------------------|---------------|------------------|
|  | 2003         | 2002         | change (%)     | 2003             | 2002          | change (%)       |
| <b>Revenue passenger km (RPK) (in millions)</b>      |              |              |                |                  |               |                  |
| 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)%             |
| <b>Total</b>   | <b>4,691</b> | <b>4,710</b> | <b>0%</b>      | <b>38,887</b>    | <b>40,592</b> | <b>(4)%</b>      |
| <b>Available seat km (ASK) (in millions)</b>         |              |              |                |                  |               |                  |
| 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 %              |
| <b>Total</b>   | <b>5,953</b> | <b>6,268</b> | <b>(5)%</b>    | <b>48,415</b>    | <b>50,136</b> | <b>(3)%</b>      |
| <b>Passenger load factor (%)</b>                     |              |              |                |                  |               |                  |
| 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         |
| <b>Total</b>   | <b>78.8</b>  | <b>75.1</b>  | <b>3.7 pts</b> | <b>80.3</b>      | <b>81.0</b>   | <b>(0.7) pts</b> |
| <b>Revenue freight ton-km (RFTK) (in millions)</b>   |              |              |                |                  |               |                  |
| 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)%             |
| <b>Total</b>   | <b>383</b>   | <b>383</b>   | <b>0%</b>      | <b>2,909</b>     | <b>2,797</b>  | <b>4%</b>        |
| <b>Available freight ton-km (AFTK) (in millions)</b> |              |              |                |                  |               |                  |
| 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 %              |
| <b>Total</b>   | <b>500</b>   | <b>509</b>   | <b>(2)%</b>    | <b>4,009</b>     | <b>3,864</b>  | <b>4 %</b>       |

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| <b>Cargo load factor (%)</b> |             |             |                |             |             |                |
|------------------------------|-------------|-------------|----------------|-------------|-------------|----------------|
| 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       |
| <b>Total</b>                 | <b>76.6</b> | <b>75.4</b> | <b>1.2 pts</b> | <b>72.6</b> | <b>72.4</b> | <b>0.2 pts</b> |

**Table of Contents**

**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**

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3

SEC Use Only

4

Source of Funds (See Instructions)  
OO

5

Check if Disclosure of Legal Proceedings Is Required Pursuant to Items 2(d) or 2(e)

6

Citizenship or Place of Organization  
DELAWARE

Number of  
Shares  
Beneficially  
Owned by  
Each  
Reporting  
Person With

7

Sole Voting Power

8

Shared Voting Power  
4,013,816.71\*

9

Sole Dispositive Power

10

Shared Dispositive Power  
4,013,816.71\*

11



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Aggregate Amount Beneficially Owned by Each Reporting Person  
4,013,816.71\*

12

Check if the Aggregate Amount in Row (11) Excludes Certain Shares (See Instructions)

13

Percent of Class Represented by Amount in Row (11)  
6.2%

14

Type of Reporting Person (See Instructions)  
OO

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\* Consists of an aggregate of (i) 1,890,000 shares of common stock, par value \$0.01 per share, of CyrusOne Inc., a Maryland corporation, owned by Data Center Investments Holdco LLC and (ii) 2,123,816.71 common units of limited partnership interest in CyrusOne LP, a Maryland limited partnership, owned by Data Center Investments Holdco LLC.

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CUSIP No. 23283R100

|   |   |
|---|---|
| 1   | Names of Reporting Persons<br>DATA CENTERS SOUTH HOLDINGS LLC   |
| 2   | Check the Appropriate Box if a Member of a Group (See Instructions)<br>(a) <input type="radio"/><br>(b) <input type="radio"/> |
| 3   | SEC Use Only  |
| 4   | Source of Funds (See Instructions)<br>OO  |
| 5   | Check if Disclosure of Legal Proceedings Is Required Pursuant to Items 2(d) or 2(e) <input type="radio"/>                     |
| 6   | Citizenship or Place of Organization<br>DELAWARE  |
|   | 7                      Sole Voting Power  |
| Number of<br>Shares<br>Beneficially<br>Owned by<br>Each<br>Reporting<br>Person With | 8                      Shared Voting Power<br>24,478,018.29*  |
|   | 9                      Sole Dispositive Power   |
|   | 10                     Shared Dispositive Power<br>24,478,018.29*   |
| 11  | Aggregate Amount Beneficially Owned by Each Reporting Person<br>24,478,018.29*  |
| 12  | Check if the Aggregate Amount in Row (11) Excludes Certain Shares (See Instructions) <input type="radio"/>                    |
| 13  | Percent of Class Represented by Amount in Row (11)<br>37.5%   |
| 14  | Type of Reporting Person (See Instructions)<br>OO   |

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\* Consists of an aggregate of 24,478,018.29 common units of limited partnership interest in CyrusOne LP, a Maryland limited partnership, owned by Data Centers South Holdings LLC.

*Explanatory Note*

The purpose of this Amendment No. 1 (this **Amendment No. 1**) to the Schedule 13D filed with the U.S. Securities and Exchange Commission (the **SEC**) on February 28, 2014 (the **Original Schedule 13D**) is to reflect a decrease in the percentage of common stock, par value \$0.01 per share ( **Common Stock** ) of CyrusOne Inc., a Maryland corporation (the **Issuer** ) beneficially owned by the Reporting Persons, (i) as a result of the sale by DCIH of 15,985,000 OP Units (the **CBI Repurchase** ) for \$22.2619 per OP Unit on June 25, 2014 and (ii) based on 65,264,333 shares of Common Stock outstanding after giving effect to the CBI Repurchase. Except as set forth below, all Items of the Original Schedule 13D remain unchanged. Capitalized terms used in this Amendment No. 1 and not otherwise defined shall have the respective meanings assigned to such terms in the Original Schedule 13D.

**Item 5. Interest in Securities of the Issuer**

Item 5 is hereby amended and restated as follows:

CBI

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for CBI is incorporated herein by reference. Amounts include 1,890,000 shares of Common Stock and 26,601,835 OP Units beneficially owned by CBI. The percentage amount set forth in Row 13 on the cover page hereto for CBI is calculated based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

(d) CBI, through its investment discretion and control over the shares of Common Stock and OP Units owned by DCIH and DCSH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such shares of Common Stock and OP Units.

(e) Not applicable.

CBTS

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for CBTS is incorporated herein by reference. Amounts include 1,890,000 shares of Common Stock and 26,601,835 OP Units beneficially owned by CBTS. The percentage amount set forth in Row 13 on the cover page hereto for CBTS is calculated based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially

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owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

(d) CBI, through its investment discretion and control over the shares of Common Stock and OP Units owned by DCIH and DCSH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such shares of Common Stock and OP Units.

(e) Not applicable.

### DCI

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for DCI is incorporated herein by reference. Amounts include 1,890,000 shares of Common Stock and 26,601,835 OP Units beneficially owned by DCI. The percentage amount set forth in Row 13 on the cover page hereto for DCI is calculated based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

(d) CBI, through its investment discretion and control over the shares of Common Stock and OP Units owned by DCIH and DCSH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such shares of Common Stock and OP Units.

(e) Not applicable.

### DCS

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for DCS is incorporated herein by reference. Amounts include 24,478,018.29 OP Units beneficially owned by DCS. The percentage amount set forth in Row 13 on the cover page hereto for DCS is calculated based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

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(d) CBI, through its investment discretion and control over the OP Units owned by DCSH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such OP Units.

(e) Not applicable.

### DCIH

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for DCIH is incorporated herein by reference. Amounts include 1,890,000 shares of Common Stock and 2,123,816.71 OP Units owned by DCIH. The percentage amount set forth in Row 13 on the cover page hereto for DCIH is calculated

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based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

(d) CBI, through its investment discretion and control over the shares of Common Stock and OP Units owned by DCIH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such shares of Common Stock and OP Units.

(e) Not applicable.

### DCSH

(a),(b) The information set forth in Rows 7 through 13 of the cover page hereto for DCSH is incorporated herein by reference. Amounts include 24,478,018.29 OP Units owned by DCSH. The percentage amount set forth in Row 13 on the cover page hereto for DCSH is calculated based upon 65,264,333 shares of Common Stock outstanding (comprised of 38,662,498 shares of Common Stock outstanding as of June 25, 2014 and an aggregate of 26,601,835 OP Units beneficially owned by CBI that may be exchanged for shares of Common Stock as described in Item 6 below).

(c) None.

(d) CBI, through its investment discretion and control over the OP Units owned by DCSH, has the power to direct the receipt of dividends relating to, or the disposition of the proceeds of the sale of, all such OP Units.

(e) Not applicable.

Certain of the directors and executive officers named in Item 2 above acquired beneficial ownership of shares of Common Stock through the Issuer's directed share program established in connection with the IPO. To the Reporting Persons' knowledge, such shares represent less than 1% of the issued and outstanding shares of Common Stock in the aggregate and are not included in the percentages beneficially owned by the Reporting Persons. To the Reporting Persons' knowledge, the directors and executive officers named in Item 2 above have sole power to vote or to direct the vote, and to dispose or direct the disposition of, all of the shares of Common Stock that such directors and executive officers beneficially own.



**SIGNATURE**

After reasonable inquiry and to the best of my knowledge and belief, I certify that the information set forth in this statement is true, complete and correct.

Date: June 25, 2014

**CINCINNATI BELL INC.**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary

**CINCINNATI BELL TECHNOLOGY SOLUTIONS INC.**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary

**DATA CENTER INVESTMENTS INC.**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary

**DATA CENTERS SOUTH INC.**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary

**DATA CENTER INVESTMENTS HOLDCO LLC**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary

**DATA CENTERS SOUTH HOLDINGS LLC**

By: /s/ Christopher J. Wilson  
Name: Christopher J. Wilson  
Title: Vice President, General Counsel and Secretary



