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Swissair's specials.



Whenever Swissair decides to renovate its fleet, it goes around to the various aircraft manufacturers with out-of-the-way special requests. This sometimes involves evolving a plane version expressly for us.

The innovations are perhaps best appreciated in the new Boeing 747-357s, produced to our specifications and in close cooperation with us. They differ from previous models in having more economical engines and particularly in an extended upper deck, comfortably accommodating 69 passengers. With the 36 Slumberettes of the enlarged First Class and the 275 seats on the main deck, our new Jumbo can carry 380 passengers, a bare 19 more than the old model. Which emphasizes once again how important we think it is to offer our passengers more room instead of more seats.

Among the amenities of a long flight is not only having ample space around you but getting where you're going as soon as possible. So we were the world's first airline to fit the DC-10-30s, type ER, with auxiliary fuel tanks. This is the only way we can fly nonstop, for example, from Switzerland to Rio de Janeiro.

In renovating our fleet, however, we considered not only long hauls but short and medium ranges: On April 26 the new Airbus A310 had its premiere on the Frankfurt-Zurich, London-Zurich, and Paris-Zurich runs. At our request it has the latest and most functional cockpit, and at the same time its new wing design and consequently improved aerodynamic characteristics save fuel.

We also had extensive special requirements for the further evolution of the DC-9-81. The most conspicuous feature is the size, dictated by our passenger and cargo-capacity standards. Less visible are the extremely quiet engines, which also use less fuel per seat than the traditional DC-9.

Besides which all Swissair DC-9-81s and Airbuses A310 are also equipped for bad-weather instrument landings of category IIIA.

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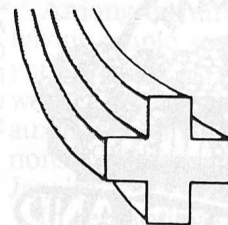
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