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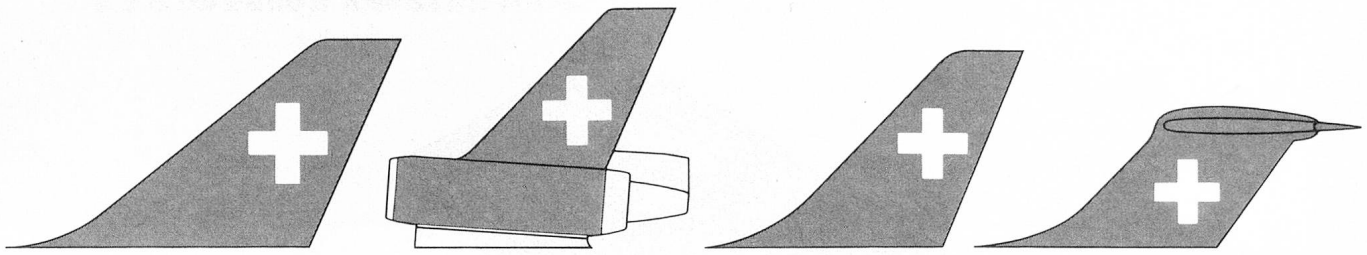
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The familiar emblem of a good flight.



B-747

Bombay
Boston
Chicago
Geneva
Hong Kong
Montreal
New York
Tokyo
Toronto
Zurich

DC-10-30

Abidjan
Abu Dhabi
Accra
Athens
Bagdad
Bangkok
Beijing
Bombay
Buenos Aires
Caracas
(as of June 8,
1985)
Chicago
Colombo
Dakar
Dar es Salaam
Dhahran
Douala
Dubai
Geneva
Hong Kong
Istanbul
Jakarta
Jeddah
Johannesburg
Karachi
Khartoum
Kinshasa
Kuwait
Lagos
Libreville
Manila
Monrovia
Montreal
Nairobi
Riyadh
Rio de Janeiro
Santiago de Chile
São Paulo
Singapore
Tehran
Tel Aviv
Tokyo
Toronto
Zurich

A310

Cairo
Geneva
Istanbul
Lisbon
London
Madrid
Milan
Paris
Tel Aviv
Zurich

DC-9

Algiers
Amman
Amsterdam
Athens
Barcelona
Basel
Belgrade
Brussels
Bucarest
Budapest
Casablanca
Cologne
Copenhagen
Damascus
Dublin
Dusseldorf
Frankfurt
Geneva
Genoa
Hamburg
Helsinki
Istanbul
Larnaca
Linz
Lisbon
London
Madrid
Malaga
Manchester
Marseilles
Milan
Moscow
Munich
Nice
Oporto
Oran
Oslo
Palma de Majorca
Paris
Prague
Rome
Salzburg
Sofia
Stockholm
Stuttgart
Thessaloniki
Toulouse
Tripoli
Tunis
Vienna
Warsaw
Zagreb
Zurich

(Subject to change.)

GGK

This emblem should be all the more familiar because you see it the world over; and always on the roomiest, most luxurious and environmentally advanced types of aircraft.

Types, by the way, that bear not only the Swissair emblem but often the impress of Swissair itself.

For example, the DC-9-81 turned out this big because we wanted to offer our passengers a wealth of room on European flights too. On the Boeing 747-357 we initiated the installation of much sophisticated technology as well as of more economical and environmentally friendlier engines. The Air-

bus A310 did not satisfy us until the cargo compartment would take up to seven tons, and until other special requirements from cockpit to tail assembly had been met. We converted part of our DC-10 fleet into DC-10ERs (Extended Range), which save our passengers intermediate stops. And recently Swissair was the first airline to order eight new Fokker F-100s for European flights; they are even quieter than other jets in use today.

At Swissair new aircraft are constantly being replaced by the newest aircraft.

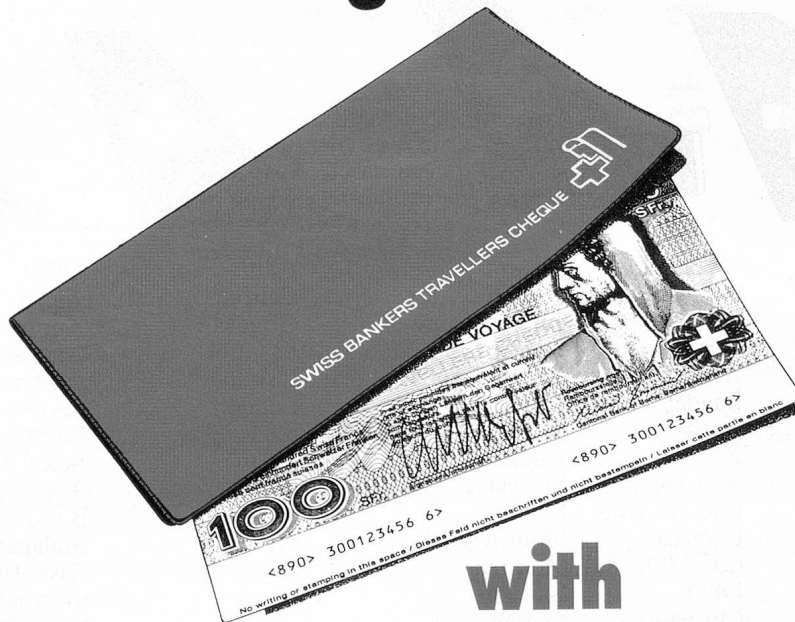
The current example is the new

Fokker F-100, which is taking the place of the older DC-9 models. When the last Fokker F-100 is delivered, incidentally, all Swissair aircraft will be equipped for landings in extremely poor visibility (it's already 34 out of 48 planes).

Reaching your destination on time is, after all, another sign of a good flight.

swissair 

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