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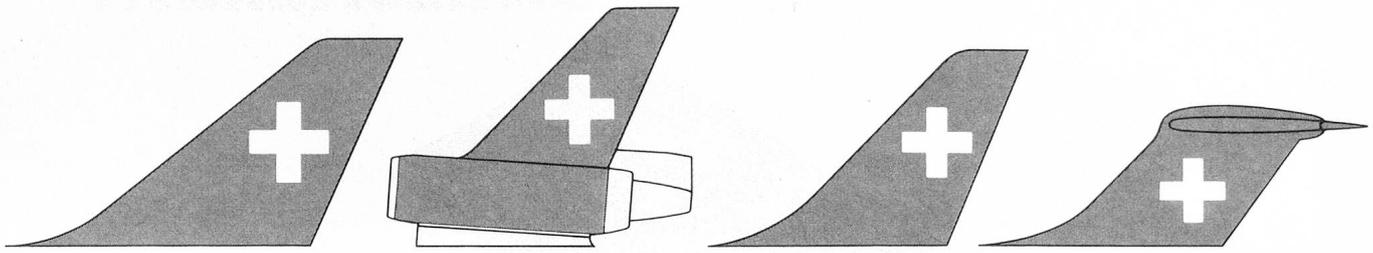
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# The familiar emblem of a good flight.



## 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.

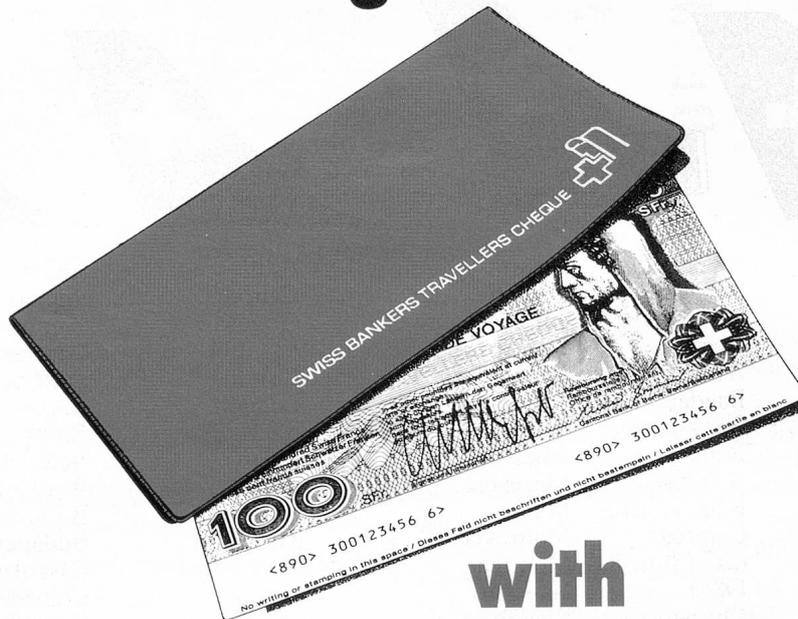
The current example is the new

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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