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More Wide-Bodied Jet Routes for Swissair

The introduction of wide-bodied aircraft to the Far East, Lagos, Accra, Tel Aviv and Madrid, and a new service Geneva-Marseille are the highlights of Swissair's summer schedules effective from April 1. Although the fuel supply situation has improved compared with the end of 1973, the original requirements for 1974 cannot be fully met and Swissair has therefore had to adapt the summer programme accordingly, notably on the North Atlantic routes.

The programme will be operated with two Boeing 747B's, five DC-10-30 trijets, eight DC18s, five Convair 990 Coronados and 22 DC-9s.

Europe

A new DC-9 service will link Geneva with Marseille five times weekly. Together with SAS the Switzerland-Scandinavia schedules are being improved to meet demand more adequately: both airlines together will fly Zurich-Copenhagen four times daily, and in addition there is a daily service Geneva-Copenhagen-Oslo and Geneva-Basle-Copenhagen, linking Basle with Scandinavia in both directions. Capacity on the daily flights to Madrid and Lisbon is being increased through the use of larger aircraft, notably at weekends; Madrid will be served four times weekly by DC-10 and Lisbon three times weekly by Coronado. Frequencies are being stepped up compared with last summer on the routes to Warsaw, Prague, Genoa and Malaga.

North and South America

Limited fuel allocations at American airports entail a reduction in the North Atlantic programme; this will consist initially of 12 and from July 13 Switzerland-New York flights weekly by Boeing 747B, and of nine DC-10 services weekly, Chicago being served daily, Montreal five times and Boston four times weekly.

The South America services continue with three flights per week by DC-8 as hitherto.

Far East

To meet the growing demand in this sector Swissair is introducing DC-10s on four services weekly, three terminating in Tokyo and one in Hong Kong, and stepping up the frequency to eight flights weekly from the previous seven. One of the DC-10 flights, the new Bombay-Tokyo Express, links Switzerland with Japan with only one stop at Bombay, giving a flying time to Japan similar to that for the polar route. Athens, Bombay, Bangkok and Hong Kong will have three DC-10 services weekly, apart from DC-8s, while Tokyo will be served by DC-10 exclusively. The frequency of service is also increased to Colombo and Hong Kong and, subject to government approval, to Karachi.

Middle East

The Middle East routes will be flown almost exclusively by DC-8s, replacing the smaller Convair Coronados. More capacity is being made available to Athens and Istanbul through new terminating services at weekends. Higher frequencies also apply to Teheran, which will be served daily, and to Cairo, now five times weekly. Tel Aviv has a

daily flight as before, but this will be operated five times weekly by DC-10.

Africa

A new DC-10 route in this sector will be Switzerland-Lagos-Accra, flown twice weekly. The two South African services continue to be operated by DC-10 and the other services to West and Central Africa by DC-8.

Cargo

The extension of the wide-bodied DC-10 network results in a considerable increase in cargo capacity to the destinations concerned and in improved facilities for palletised shipments. On the Far East route the DC-10s will be able to carry twice as many cargo pallets as the DC-8F operating previously. In Europe, the existing DC-9F all-cargo services continue to link Zurich with London, Manchester, Paris, Copenhagen, Milan and Rome.

Landis & Gyr's Active Participation In Japan

The activity in Japan of the Landis & Gyr group (Zug, Switzerland), which up till now was limited to power distributing plant, is to be extended to the field of heating, ventilating and airconditioning techniques. An agreement was recently signed to this effect with the firm of Tokyo Keiki Ltd., a well-known manufacturer of appliances on the Japanese market. Tokyo Keiki possesses an engineering office, Tokyo Keiki Engineering, whose main activity is in the field of airconditioning and ventilating plants. According to the contract signed with Tokyo Keiki, Landis & Gyr acquires 50% of the shares of Tokyo Keiki Engineering. The name of the latter has been changed to "Tokyo Keiki—Landis & Gyr" and the new firm will be managed by a representative of Tokyo Keiki and one from Landis & Gyr. At present the firm has a turnover of about 10 million Swiss francs and has branch offices in the largest towns in Japan. Its main activity is concentrated on the planning and execution of control systems for airconditioning and ventilating. The major part of the appliances required for these systems will be imported and the remainder will be purchased on the Japanese market. It is planned that the new firm will eventually manufacture certain Landis & Gyr products under licence.—(SODT).

Their Diplomas

Twenty Japanese stewardesses who, from April 1974, will take up duty on Swissair's Zurich-Bombay-Tokyo express service, have recently completed their training at Swissair's flight education centre at Zurich. In a small ceremony, which was also attended by H.E. the Japanese Ambassador to Switzerland and his spouse, the new hostesses were presented with Swissair's uniform insignia by the carrier's chief hostess. Thus they were officially integrated to the ranks of their Swiss colleagues.—Zurich, February 25, 1974.