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AIRPORTS IN SWITZERLAND.

Reprinted from the CONTRACT JOURNAL of 22nd June, 1949.

The following notes about airports in Switzerland are based on a recent visit to Switzerland by a representative of the Ministry of Civil Aviation:—

Zurich-Kloten Airport has two concrete runways each 2,000 metres in length and 60 metres in width. One runway is finished, and work on the second, which is an instrument runway, is in progress. The terminal buildings and control tower are at present temporary erections. Work on permanent buildings has begun, but they will probably not be ready for occupation for at least 18 months. The director of the airport, Col. Betke, who is an appointee of the town and Canton of Zurich, the owners of the aerodrome, is responsible only for administration. Flying control services are under the direction of the representative of Radio Suisse, Dr. Fischer. Radio Suisse, a state-controlled but privately operated company, is responsible for all flying control in Switzerland, and provides the equipment for, and the personnel to operate control towers and general navigational aids. Dr. Fischer is understood to be interested in the possibility of purchasing lighting and G.C.A. equipment for Kloten from the United Kingdom.

Geneva-Cointrin Airport possesses one concrete runway 2,000 metres by 50 metres. The present terminal buildings are temporary wooden erections but the new permanent buildings are practically complete. The commandant of the Airport is Col. Brachi. The services of Radio Suisse at this airport are ultimately under the control of the commandant, although Radio Suisse works independently in its own sphere. At this aerodrome too there may be opportunities for United Kingdom manufacturers of lighting and navigational equipment. Apart from these two main airports there exists only the aerodrome of Belp near Berne on which regular air transport operations take place. It is a very small grass aerodrome practically incapable of expansion. There is little reason to attempt to convert Belp into a fully equipped airport, although there is some local feeling that, as the capital of the Federacy, Berne should not be without an airport.

As the airports of Zurich-Kloten and Geneva-Cointrin are in full process of development, and the authorities of both of them are already much interested in British aerodrome equipment, there may be good opportunities of supplying such material to Switzerland. United Kingdom manufacturers of aerodrome equipment may think it worth while to visit Switzerland and demonstrate their material on the spot or invite the Swiss to see them in this country. In this connection, it is of importance to remember that there are no national airports in Switzerland as there are in the United Kingdom. The two airports of Kloten and Cointrin belong to the towns and Cantons of Zurich and Geneva respectively, and British manufacturers should address themselves to the aviation authorities of these cities rather than to the Federal Air Office at Berne.

SWISS ARTIST IN EASTBOURNE.

Carl Schellhammer, a Bernese painter, who made a name for himself at an Exhibition of his works in Berne last year, is at present on a long vacation in Eastbourne, where he is busily painting. He intends to show a collection of his English paintings during an Exhibition in Berne in the autumn of this year.



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