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SWISSAIR OPENS NEW HANGAR AT IDLEWILD

Last month Swissair opened its new hangar at Idlewild Airport, New York. It covers an area of 12 acres and cost 2½ million dollars. Work on the building was begun in August 1958.

It is 180 feet wide, 230 feet deep and 36 feet high. A number of departments of Swissair's operations in New York have also been given premises in the new building, making it a compact operations centre, aircraft hangar and airline facilities building; they include workshops, store rooms, administration offices, flight kitchens, flight operations despatch centre, the main communications division for North America, passenger reservations department, and other related sections. Finance and Accounting, Statistics, Tariffs, and the Personnel Manager and his section have also been transferred. A first-aid room, engineers' restroom, and a cafeteria seating 160 employees are among the new facilities.

The hangar was specially designed to meet the demands of the DC-8. A 27-foot recess was added to the maintenance area, which measures 180 feet by 133 feet, so as to accommodate the nose of the DC-8. Eventually a specially designed maintenance dock will be installed, built in Switzerland and costing 55,000 dollars.

Most of the technical maintenance is done on the ground floor. Flight service preparations are carried out from the first floor. Food, packed in containers and hoisted on to monorails in the first-floor kitchens, is conveyed direct into the aircraft galley; trucks loaded with produce and supplies for the kitchens are driven on to a lift platform at street level and raised to first-floor level for quick unloading. The instrument panel on the flight deck is also checked from the first floor. Cables can be run into the cabin from a small window in the building, so designed that it is in line with engineers working on the flight deck.

The Reservations Unit — Telephone Reservations, Control and Reservations Communications — is housed in an L-shaped room. Direct teletype connections link this section with all Swissair offices in the United States and with Head Office in Zurich, so that stations throughout the network can be contacted within an hour.

The hangar building was so planned that a fourth storey can be added if required. Also projected is a throughway which can be used for passenger embarkation, if present accommodation in the International Arrivals Building should prove inadequate.

The hangar building and installations were planned by Mr. Guy Westermann, Swissair's Manager of Production and Engineering in Zurich.

Swissair, which will start transatlantic DC-8 jet services in May, is the first non-American flag carrier to open its own hangar at Idlewild.

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