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## SWISSAIR NEWS

### NEW MANAGEMENT APPOINTMENTS

A number of new executive appointments have been made by Swissair at its Head Office in Zurich.

Mr. Hans Aeppli succeeds Mr. L. L. Ambord as Vice-President Traffic and Sales and as member of the Management. Mr. Ambord, who has resigned for health reasons, remains at the Management's disposal for special commercial tasks. Before his present appointment Mr. Aeppli was Deputy Vice-President. He is also present Chairman of the Traffic Conference II of the International Air Transport Association (IATA).

Other new appointments in Swissair's Traffic and Sales Department in Zurich are:

Dr. A. von Crayen to be Deputy Vice-President and to be in charge of International Commercial Relations. He was previously Deputy Secretary-General. Mr. H. Scherrer, previously Assistant to the Vice-President, is to occupy the new position of General Sales Manager. Mr. F. Kretz, previously Sales Manager, becomes Sales Inspector.

Mr. W. Benz is to be Head of Commercial Planning and Traffic. Mr. A. Clemmer has been appointed to the position of Passenger Sales Manager; he was previously Swissair's Manager in Scandinavia. Mr. F. Mueller, previously District Manager, Milan, has been appointed Manager of the Cargo and Mail Division.

Mr. W. Weber has been appointed Manager of the Advertising Division in succession to Mr. R. Nordmann, who becomes Deputy General Manager of the Swiss National Tourist Office. Mr. Weber was previously Mr. Nordmann's deputy.

Mr. Franz Roth, for the past year Head *ad interim* of Swissair's Engineering and Maintenance Department, has been appointed a member of the Management.

### SUMMER PROGRAMME

Among the main features of Swissair's summer schedules effective from 1st April are the increase to 16 return flights weekly of the DC-8 jet services to New York and the introduction of Caravelle jets between Switzerland and Rome.

Between Europe and New York, there will initially be 13 return flights weekly, increasing to 16 weekly in May. All flights are operated with 550 m.p.h. Douglas DC-8 jetliners. In all, Swissair will offer up to 2,000 seats weekly in each direction and up to 80 tons of cargo space. One flight daily will go via Shannon, with connections from London, and five flights weekly via Lisbon. Four flights weekly are to operate direct to New York from Zurich or Geneva. All westbound services will be by day; departures from Shannon are in the late afternoon, arriving in New York the same evening.

To the Middle East, Swissair will have 10 Caravelle jet flights weekly via Athens, serving Ankara, Baghdad, Beirut, Cairo, Damascus, Istanbul, Teheran and Tel Aviv. Other Middle East destinations on the Swissair network are Dhahran and Kuwait.

The Far East services leave Europe on Tuesday, Friday and Sunday. Two flights terminate in Tokyo and one in Hong Kong. Other points served are Karachi, Bombay or Calcutta, Bangkok and Manila.

The "Superswiss" services to South America continue to leave Europe on Thursday and Sunday.

Both terminate in Buenos Aires, with the Thursday service calling at Rio de Janeiro, Sao Paulo and Montevideo and the Sunday flight going Rio-Buenos Aires direct.

Both the Far East and South America services provide first class sleeper-seats and berths, and economy class.

### Caravelles in Europe

In Europe, Swissair is extending its Caravelle jet network to Rome with two flights daily from Switzerland. From London there are three Caravelle flights daily to Zurich, including low-fare night tourist services. Caravelles are also to fly day services to Basle until the end of May, and night tourist services throughout the season. First class is available, for the first time, on day flights between London and Geneva. As before, direct flights link Manchester with Basle and Zurich, including night services.

This summer, apart from the Swiss cities of Basle, Geneva and Zurich, the European destinations served by Swissair Caravelles are Athens, Copenhagen, Dusseldorf, Istanbul, London, Rome and Stockholm. The aircraft seat 16 first class and 55 tourist class passengers. Powered by Rolls-Royce Avon turbines they cruise at over 500 m.p.h. At present Swissair operates four Caravelles leased from SAS; next year the company takes over another four from the Scandinavian carrier.

Other innovations in Swissair's summer schedules include daily flights between Zurich and Nice, in addition to the services from Geneva. Twice-daily flights will operate between Zurich and Milan. Rotterdam is to be added to the network, subject to government approval. Of special interest to holidaymakers bound for Australia is the service to Innsbruck which will be flown from May with Convair Metropolitan aircraft.

### SWISSAIR SHOWS PROFIT FOR 1960


Swissair's revenue rose in 1960 to 329 million Swiss francs (£27,416,000) from 278 million (£23,166,000) in 1959. Expenditure, including ordinary and supplementary depreciation totalling 25.6 million francs (£2,133,000), amounted to 324 million francs (£27 million). In 1959 expenditure was 270 million francs (£22.5 million).

Net profit for 1960 totalled 4,919,320 francs (£409,900). To this is to be added the previous year's carry-over of 431,780 francs.


The Board of Directors has recommended a dividend of four per cent for 1960 on the share capital of 105 million francs.

In addition, 500,000 francs are to be allocated to statutory reserve and 200,000 francs to the staff pension fund. A balance of 451,100 francs is to be carried forward to 1961.

The accounts will be submitted to the Annual General Meeting on 10th April 1961.



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