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GENEVA — COINTRIN

The most modern air Terminal in Europe

May 17th saw the official inauguration of the new air terminal facilities at Cointrin. The most striking feature of these is without doubt the "satellite" planning conception, hitherto unknown in Europe. The great majority of new terminal buildings regulate passenger traffic by means of piers and mobile bridges: not so Cointrin. Here in Geneva, the passengers move underground to one of the three new satellite buildings from which they have direct access to their flight. The various levels of the air terminal are connected by a system of escalators and moving sidewalks. Above all, the satellites are so structured that the transit passenger does not have to battle his way through to the main terminal building.

[S.N.T.O.]

SWISSAIR, SAS AND KLM TO STANDARDISE
BOEING 747s

Swissair, SAS and KLM have agreed to standardise the flight deck, cabin layout and load capacity of the seven Boeing 747 high-capacity jets they have on order (KLM 3, SAS 2, Swissair 2).

Consequently, if necessary, the three carriers will be able to operate each others' aircraft of this type. Furthermore, they will submit modification requirements to the Boeing Airplane Company only after these have been mutually agreed.

The agreement is especially significant in that all airlines have their own specific ideas as to flight deck and cabin layout which manufacturers take into account. This is the first time that three carriers from different European countries have decided on a standardisation programme of this kind. The agreement is in line with the tradition Swissair and SAS started 10 years ago in setting up their well-known and successful co-operation.

Following this decision, the three carriers have 747 high capacity jets Swissair, SAS and KLM have on order (KLM 3, SAS 2, Swissair 2), the three carriers have now agreed on a division of engineering work covering the aircraft.

KLM will carry out the periodic overhaul of the Boeing 747 airframes for all three airlines, while SAS will be responsible for the overhaul of all Boeing 747 engines. However, each partner will handle current in-service checks and maintenance at its own engineering base.

Agreement has also been reached on the joint procurement of a Boeing 747 flight simulator, on which the air crews of all three carriers will be trained. It will be located at Schiphol Airport, Amsterdam. A decision about the type of simulator to be ordered is expected in the near future.

Of considerable economic importance to Swissair is furthermore a newly agreed division of overhaul work for the DC-9 short haul jets. The airline will carry out the overhaul of all engines of the three carriers' DC-9s. As a new important task, however, Swissair is also to be responsible for overhauling the airframes of KLM's DC-9s in addition to its own. For Swissair this means a considerable increase in the volume of engineering and the concentration of overhaul work on DC-9s; the airline will, therefore, in future achieve an even better utilisation of its engineering facilities and extensive cost savings.

NEW MEAL SERVICE ON SWISSAIR'S
SOUTH AMERICA ROUTE

Swissair has introduced new-style meals in first class on its twice weekly "Supersuisso" South America flights. A la carte menus are served featuring specialities of each of Switzerland's four language regions, with a choice of two first and two main courses. The meals are served southbound between Sao Paulo and Buenos Aires, and northbound between Buenos Aires and Sao Paulo or Rio de Janeiro and Dakar.

Passengers receive menu cards showing on the cover drawings of Swiss girls in costume of the region whose dishes are being served. At present French-speaking Switzerland is represented with some of its specialities; the other three regions will follow in turn at regular intervals.

In presentation the new meals are modelled on the "Marco Polo" service which Swissair introduced on its Far East flights last year. Food and beverages are served on copperware lined with silver, and chequered table cloths and napkins are used.

With the introduction of the new à la carte menus, the advance meal selection plan previously available to first class passengers on northbound flights has been discontinued.

A REVOLUTIONARY SWISS NOVELTY IN THE
FIELD OF CINEMA

Paillard Co. Ltd. are launching a new 8 mm. movie camera with which, for the first time in the history of amateur cinematography, it will be possible to film equally well both close-ups and long distance without the need for any extra lens. This camera, which will make history with its remarkable optical performance, makes it possible to film objects at a distance of only 3 cm. (1.18 in.) from the front lens of the camera; it is also equipped with an accessory, making it possible to film by hand without a stand any small document, such as a photograph, drawing, map, etc. The unlimited range of filming distances offers great scope for spectacular effects, thanks to a new "optical fading" technique, allowing two sequences to be connected in an original way.

[O.S.E.C.]



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