

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1968)
Heft: 1549

Artikel: New meal service on Swissair's South America route
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-693931>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 12.12.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

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.]



drink more milk
the
OVALTINE
way