

**Zeitschrift:** Helvetia : magazine of the Swiss Society of New Zealand  
**Herausgeber:** Swiss Society of New Zealand  
**Band:** 38 (1974)  
**Heft:** [3]

**Artikel:** Swissair : 5.2 million passengers in 1973  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-942070>

### **Nutzungsbedingungen**

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. 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. [Siehe Rechtliche Hinweise.](#)

### **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. [Voir Informations légales.](#)

### **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. [See Legal notice.](#)

**Download PDF:** 21.12.2024

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

# The Technical Committee of IATA

## Discusses Fuel Problems

The International Air Transport Association's (IATA) Technical Committee, presided over by Swissair's Senior Vice-President (Engineering and Operations) Franz Roth, has recently at a session in London discussed fuel supply problems. Also represented were aircraft and engine manufacturers as well as jet fuel suppliers.

Of all the world's oil consumption estimated at 2.6 billion tons the air carriers account for less than five per cent. A regular and enlarged production of petrol for jet aircraft and of gasoline for piston engines is a prime concern for the airlines because they simply cannot, for the time being, tap other sources of energy. The discussions in London had as their objective to demand an increased production of the now generally used kerosene or JP-1. Depending on provenance, crude oil is only more or less suited for the production of kerosene. In order to guarantee a sufficient supply of JP-1 it could thus become necessary to broaden its specification. The aircraft and engine manufacturers would see no problems in such a course of action.

Apart from JP-1, the civil air transport authorities of countries like the United States, Great Britain and Switzerland have authorised the use of JP-4. In countries in which the fuel supply is regulated by government agencies, there arises the possibility that kerosene will no longer be available in sufficient quantities, despite reduced flight frequencies. In such exceptional cases Swissair is prepared, as are numerous other airlines, to refuel with JP-4 whereby special and practically proven procedures will be applied. It must be pointed out that in light of experience gained with JP-1 and JP-4 over the past years there is no reason for hesitations regarding the use of JP-4 or of a broadened JP-1 specification. IATA's Technical Committee has drawn up a number of recommendations which will be examined by the Committee's fuel experts early in February. The discussions have been judged to be valuable, and constructive. A further conference is envisaged.

—Zurich, January 25, 1974.

---

## Swissair: 5.2 Million Passengers

### In 1973

In 1973, Swissair supplied a total of 1 651 569 000 ton-kilometres on its 226 949 km long network. The supply was 11% higher than in 1972. The number of revenue-tkm advanced 17% to 868 456 000, and the average load factor improved from 49.8 to 52.7%.

Passenger transport showed a growth rate of 17% and increased seat occupancy from 52.9 to 56.5%. On 66 691 flights Swissair carried 5 218 000 passengers, versus 4 646 000 in 1972. Cargo carriage was better by 20%, mail went ahead by 10%.

—Zurich, February 4, 1974.

---

The Gutzwiller, Kurz Bungener Bank (Geneva) is the first Swiss bank to have been authorised to operate in the New Hebrides. It has set up a branch under its own name at Vila (New Hebrides) with an initial capital of 500,000 Australian dollars.