

## AEROSUISSE Bulletin II/2018



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[info@aerosuisse.ch](mailto:info@aerosuisse.ch)



**Best regards**

*National Councillor Thomas Hurter, president of AEROSUISSE*

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## Editorial

- [The lack of airport capacity remains a constant challenge](#)
  - [Sovereign security costs must be borne by the state](#)
  - [No dual climate change levy](#)
  - [The federal government should bear the training costs for aviation related vocations](#)
  - [Adventure weekend on 1 and 2 September – 70<sup>th</sup> anniversary of Zurich Airport](#)
  - [Kopter receives AEROSUISSE AWARD at Jubilee General Assembly](#)
  - [New members](#)
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### **The lack of airport capacity remains a constant challenge**

Once again, the summer wave of travellers will be a challenge for Switzerland's national airports. All the more, since the average growth in passenger numbers during the first half of 2018 has been greater than originally expected. In addition, Eurocontrol also warns of an increase in air traffic delays in Europe. Against this background it appears even more important to AEROSUISSE that the issue of capacity constraints is addressed in the conceptual part of the Aviation Infrastructure Plan, as already stipulated in the consultation process on the sectoral plan for transport. Otherwise, the guidelines in the aviation policy report will be ignored. AEROSUISSE takes the point of view that the SAIP conceptual part must provide the necessary basis for a demand-oriented development of aviation infrastructure.

### **Sovereign security costs must be borne by the state**

The surveillance of the airport site (perimeters, apron, baggage basement, terminals, airport railway station, shopping center and car parks) is, according to AEROSUISSE, a sovereign task that must be funded by public authorities. Therefore, the costs incurred in connection with police surveillance shouldn't be imposed on airlines but on the federal government or the siting cantons. In the 2004 aviation policy report the federal government already promised to assume part of the security costs. AEROSUISSE has established a working group for this purpose.

## **No dual climate change levy**

### [CORSIA](#)

As of 2020, the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) will cost aviation a climate change levy – due to growth-related emissions – for every cross-border flight. So far, 73 countries that account for 87,7 percent of global transport performance have agreed to participate voluntarily in the initial phase – from 2021 to 2026. Among them countries like China, Indonesia, the United Arab Emirates or the United States of America – countries with an enormous air traffic growth or countries with an already important traffic volume. Therefore, AEROSUISSE warns against imposing EU ETS, in addition to CORSIA, on aviation. ETS represents a regional agreement that doubtlessly distorts competition in a global industry such as aviation. In the forthcoming deliberations of the Parliament on the CO2 laws, AEROSUISSE will work to ensure that aviation will reduce CO2 emissions under the global CORSIA agreement and without EU ETS being imposed.

### [CO2-Law](#)

## **The federal government should bear the training costs for aviation related vocations**

### [VFAL](#)

Aerospace relies on eminently qualified young talent across all sectors. For this reason, AEROSUISSE is committed to ensure that the VFAL proposal (regulation for granting financial aid for training in the field of aviation) will be revised. The financial aid for training in the field of aviation must be put on an even more stable funding base than special funding for air traffic activities. Furthermore, AEROSUISSE demands that the Federal Government, based on article 103, paragraph 3, Swiss Navigation Law, should bear the training costs at cost price, instead of reducing contributions. According to AEROSUISSE, only an adequate financial assistance in the field of training (airline pilots, air traffic controllers and aircraft mechanics) can guarantee the availability of highly qualified aviation specialists in Switzerland.



[flughafen-zuerich.ch/erlebniswochenende](http://flughafen-zuerich.ch/erlebniswochenende)

## Adventure weekend on 1 and 2 September – 70th anniversary of Zurich Airport

Zurich Airport is one of Switzerland's most popular excursion destinations. In 2018, in its 70<sup>th</sup> anniversary year, the airport has a special treat in store – in conjunction with various airport partners – for its young and old fans. On 1 and 2 September, visitors have the golden opportunity to take a look at what goes on behind the scenes. During normal airport operations families and aviation aficionados will enjoy an entertaining program including air shows of the Patrouille Suisse and the PC-7 TEAM, exciting guided tours, sightseeing tours and further highlights.

## Kopter receives AEROSUISSE AWARD at Jubilee General Assembly

At this year's AEROSUISSE general assembly the AEROSUISSE AWARD was presented to helicopter manufacturer Kopter Group AG. Kopter was recognized for its pioneer role in engineering Switzerland's first new and innovative light helicopter. The jury based its decision on the Swiss aviation industry's capability to innovate and the progress in environmentally sensitive engineering of energy-efficient aircraft. Numerous former board members attended the 50<sup>th</sup> general assembly proceedings.

[Press release](#)  
[18.05.2018](#)



## New members

AEROSUISSE is pleased to welcome the following new members:

### ACR Switzerland



Based in Zug, ACR Switzerland is a subsidiary of ACR Sweden, a Swedish air navigation services provider. The company would like to offer their services – Air Traffic Control (ATC) and Aerodrome Flight Information Service (AFIS) – to Swiss airports.

<https://acr-sweden.com/acr-switzerland>

### ADF Innovation Consulting



Based in Winterthur, Adolf Flüeli's Innovation Consulting develops innovation and technology strategies that are customized for companies and sectors of industry. The company also has editorial responsibility for the Swiss Aerospace yearbook.

[www.adf-innovation.ch/](http://www.adf-innovation.ch/)

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