

AEROSUISSE Bulletin III/2018



Dear readers

The winter session has been intense and exciting. As of 2019, Swiss aviation will be completely in women's hands in the Federal Council: Simonetta Sommaruga heads civil aviation while Viola Amherd will lead the air force. AEROSUISSE will point out to both – whenever necessary – how important civil and military aviation are for Switzerland's prosperity.



On this note, I wish you a happy and relaxing festive season and all the best for 2019.

National Councillor Thomas Hurter, president of AEROSUISSE

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CO2 ticket levy rejected by the National Council

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Entirely in the spirit of AEROSUISSE, the National Council rejected the flight ticket levy. The postponement of the complete revision of the CO2 Act meets the needs of aviation, since, as of 2021, aviation will be participating in the worldwide CORSIA compensation system.

AEROSUISSE will campaign to prevent a double taxation in this regard.

Avistrat: all AEROSUISSE branches should be included

[Avistrat](#)

AEROSUISSE welcomes the new airspace strategy of the Swiss federation (Avistrat). In view of diminishing capacities at national airports and issues concerning air traffic control at regional airports, new solutions are needed. AEROSUISSE advocates for a management of airspace capacity that meets the demands and for maintaining a high safety standard. Entrepreneurial freedom should continue to be granted and new technological means make it easier to use the airspace.

AEROSUISSE considers it important that all branches of Swiss aviation are included in Avistrat.

The focus remains on airport capacities

[Sectoral aviation infrastructure plan SAIP](#)

The summer of 2018 with its air traffic delays was likely to be just a foretaste of what's to come next summer. The growth in passenger numbers in Switzerland continues steadily. This also applies to Europe. But the infrastructure has remained the same – in Switzerland and in Europe. Besides, the conviction of an air traffic controller by the supreme court of the canton of Zurich will have an impact on air traffic management throughout Europe: lower capacities and hence a deterioration in punctuality are to be expected.

[Aviation policy report](#)

Against this background, it appears even more important to AEROSUISSE that the conceptual part on aviation infrastructure addresses the subject of capacity constraints. Otherwise, the requirements of the aviation policy report (Lupo) would be ignored. AEROSUISSE takes the view that the conceptual part of the sectoral plan must provide the basis for a demand-oriented development of aviation infrastructure.

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