

AEROSUISSE Bulletin I/2019



Dear readers



2019 will prove to be a challenging year for Swiss aviation. The climate debate is gaining importance in the election year and due to capacity constraints on the ground and in the air, Europe will be facing another “summer of delays”. AEROSUISSE will exert its influence at a political level by means of facts and figures.



This bulletin gives you an inside view on current issues. I wish you a happy Easter.

National Councillor Thomas Hurter, president of AEROSUISSE

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Aviation and climate: no national solo runs

How can flying be organized in a CO2 neutral way? This is one of the crucial future issues concerning aviation. Since the 1990s, investments in new technologies and new energy-efficient aircraft have contributed to reduce CO2 emissions by 40 percent. AEROSUISSE is committed to a global solution in order to compensate CO2 emissions caused by aircraft. The EU's carbon emission trading cannot be enforced internationally. Instead of a hotchpotch of national and regional market-based measures, AEROSUISSE demands Switzerland's political support of CORSIA, a global instrument. Everything else would weaken the competitiveness of Swiss airlines and result in diversionary traffic. This would ultimately endanger the direct connections – an important part of the Swiss economy.

[CORSIA](#)

[Position paper
AEROSUISSE](#)

A flight ticket tax would ensure that flights with Swiss airlines – in comparison to foreign airlines – would be subject to competitive disadvantages because most of the flight movements originate in Switzerland. This endangers Zurich's hub. The tax leads to an important increase of the costs for feeder flights which serve as connection to the economically significant long-haul flights. The result is that the hub in Zurich cannot fulfil its role and expediently concentrate the traffic flow in an economic and ecological way. The flight ticket tax doesn't reduce CO2 emissions, but lowers the quality of flight connections in Switzerland – a country with an internationally oriented national economy. Regional CO2 measures do not change the climate, but create advantages for foreign airlines.

SIL Dübendorf in the spirit of AEROSUISSE

[SIL-Dübendorf](#)

[Position paper of AEROSUISSE](#)

The draft of the project sheet for the civil airfield of Dübendorf prepared by the FOCA broadly meets AEROSUISSE's expectations. In its opinion, AEROSUISSE rejects an operating licence restricted to 30 years. Additionally, the evaluation of noise pollution shouldn't be conducted based on a new facility. Since the airfield has been operating since 1910, the evaluation should be based on the existing facility. AEROSUISSE also demands consistent daily opening hours from 6:00 a.m. to 10:00 p.m.

Law of expropriation: no special noise pollution regulations

[Law of expropriation](#)

Within the framework of the partial revision of the law of expropriation special regulations concerning noise pollution have been demanded. AEROSUISSE strictly rejects these demands. The three basic criteria for compensations in case of expropriation are speciality, severity and predictability. They apply to road and rail traffic – special regulations for air traffic would result in legal uncertainty and a high bureaucratic expenditure.

Federal Supreme Court in charge of cases involving air traffic controllers

[Motion Candinas](#)

AEROSUISSE supports the motion of National Councillor Martin Candinas (CVP) which applies for an amendment of article 98, paragraph 1, of the Aviation Act, whereupon criminal offences committed by air traffic controllers shall be under direct authority of the Federal Supreme Court rather than, as previously, under the authority of cantonal courts – as is already the case for flight crews. At the request of the Federal Council, the National Council has approved the motion on 28 September 2018. The Council of States will discuss the motion in the current year.

New fixed age limit of 65 years for helicopter pilots

[Expert report EASA](#)

The EASA has tasked an external agency to prepare an expert report on the age limit for commercial flying pilots. The scientific report recommends increasing the age limit of commercial single pilot operations from 60 to 65 years. Based on this report, the Swiss Helicopter Association will apply for a subsequent exemption permit from 2020 for pilots above the age of 60. AEROSUISSE fully encourages this approach.

General meeting scheduled for 3 May – economic event scheduled for 9 May

AEROSUISSE's general meeting will take place on Friday, 3 May, at 14:00, at the Swiss Museum of Transport in Lucerne. Federal Councillor Guy Parmelin will make one of his first public appearances as Head of The Federal Department of Economic Affairs. The invitations have been sent, if you have not already done so, please register for the event.

[Aviation&Economie en
Suisse Romande](#)

We would like to draw your attention to a further event on 9 May at the airfield of Payerne: «Aviation & économie en Suisse romande». AEROSUISSE supports this event and honorary president Pierre Moreillon is part of the organising committee.

Newsletter act Cleantech Agentur Schweiz

www.act-schweiz.ch

Enclosed please find a newsletter from act, Cleantech Agentur Schweiz, which has been commissioned by the federal government to help in the enforcement of the climate and energy legislation. Act provides competent advice and support to all organizations regarding the implementation of cantonal and federal enforcement mechanisms.

AEROSUISSE
Umbrella Organisation of
Swiss Aerospace
Kapellenstrasse 14
P.O.Box
3001 Bern

For further information, please visit our website:

Editorial:
Hansjörg Bürgi

www.aerosuisse.ch

Fon
+41 58 796 98 90
Fax
+41 58 796 99 03

info@aerosuisse.ch
www.aerosuisse.ch