

AEROSUISSE End of the Year Bulletin 2020



Dear readers



This year is finally drawing to an end... In 2020, global aviation – without its fault – has had to face the biggest crisis in its hundred-year history. In spring, AEROSUISSE has decisively campaigned for the Federal Government's rescue package for Swiss aviation. Thus airlines, airports and airline related businesses have so far survived the crisis. But so long as no uniform Covid-19 restrictions are implemented in Europe, only a vaccine will make it possible for the general public to travel again. Let's hope this will be possible next spring. The future after the corona pandemic? We will then have to deal with the next chapter of the climate debate. AEROSUISSE will continue its fact-based combat aiming to achieve that the same framework conditions as those valid for foreign competitors apply for Swiss airlines. In times of an imminent air ticket levy, a horrendous business jet tax and without the support from the Swiss Federal Department of Environment, Transport, Energy and Communications (UVEK) this represents a major challenge.

We wish you and your families – in spite of all restrictions – a merry festive season and above all good health.

Thomas Hurter, chairman of AEROSUISSE

Editorial

- [Rescue package thanks to AEROSUISSE](#)
 - [A quarantine has the same effects as a lock-down](#)
 - [Federal Council: quick tests for shorter travel quarantine](#)
 - [Relevancy of air cargo becomes apparent more than ever](#)
 - [CO2 law causes enormous damage to aviation](#)
 - [How to proceed in Dübendorf?](#)
-

Rescue package thanks to AEROSUISSE

Chairman of AEROSUISSE and national councillor Thomas Hurter has decisively campaigned for the Federal Government's Covid-19 rescue package for Swiss aviation that consists of a bridge financing which airlines will have to repay. The parliament has granted loans totalling 1.275 billion for Swiss and Edelweiss. The adaptation of the Aviation Act has also been approved, so that airline related businesses can be supported.

A quarantine has the same effects as a lock-down

When European countries reopened their frontiers in mid-June, travel activity rapidly increased throughout Europe. Already in July, Switzerland decreed for country after country and on very short notice a quarantine of ten days for all home comers – which caused air traffic to collapse once again. Today we know that these quarantine measures only provide little health benefit but in contrast cause huge economic damage. In the fourth quarter of 2020 air traffic in Switzerland has only reached around 20 percent of the level of the previous year. AEROSUISSE therefore advocates uniform European Covid-19 regulations, so that travel activity can at least be resumed in the Schengen area until hopefully a vaccine will allow the resumption of intercontinental air traffic.

Federal Council: quick tests for shorter travel quarantine

Due to the issues mentioned above, during the winter session AEROSUISSE chairman and national councillor Thomas Hurter has asked the Federal Council which strategies it was pursuing in order to relaunch air traffic and how the international acceptance of test and vaccination certificates could be guaranteed. In its statement on 7 December the

Federal Council notes that it is currently investigating, if travel quarantine could be shortened through the use of antigen quick tests. Furthermore, the Federal Council aims at an inoculation strategy for risk groups and notes that the international acceptance of test and vaccination certificates is the subject of current discussions within the framework of the World Health Organisation.

Relevancy of air cargo becomes apparent more than ever

The importance of air cargo for national economic supply has become more than evident during the corona pandemic: only cargo flights made the worldwide distribution of urgently required medical supplies possible. To Switzerland also, tons of protection masks were transported by plane by Swiss and other airlines. Due to the global breakdown of supply chains many long-haul aircraft are being used as cargo aircraft since the beginning of the pandemic – to some extent goods are also transported in the cabin. All long-haul flights departing from and landing at Swiss airports currently mainly transport freight and only few passengers. Since the beginning of the corona crisis until mid-November Swiss has operated more than 1000 cargo flights and transported more than 23'000 tons of goods. This allows Swiss to keep all twelve Boeing 777 and all five Airbus A340 airborne. Air cargo will again play an important role during the distribution of vaccines, because air cargo is the only means of transport that can ensure global uninterrupted cold chains.

CO2 law causes enormous damage to aviation

Due to the current constellation of the Swiss parliament it was to be expected that it would approve the new CO2 law. Swiss aviation – already integrated in two CO2 programs with CORSIA and EU-ETS – is thereby being massively weakened and recurrently burdened. The air ticket levy of 30 to 120 francs per passenger will incite a lot of Swiss passengers to migrate abroad and thus encourage detour traffic. The new CO2 levy for business jets – 500 to 3000 francs per take-off – will threaten the existence of business aviation. The collection of signatures for a referendum against the CO2 law has been launched and hope prevails that the proposition can still be voted.

[Referendum CO2-Law](#)

How to proceed in Dübendorf?

In mid-October, the Department of Environment, Transport, Energy and Communications UVEK confronted crisis-ridden Swiss aviation with further bad news: the proceedings for the

[Press release AEROSUISSE](#)

conversion of Dübendorf aerodrome have been stopped, the Federal Government has terminated the cooperation with Flugplatz Dübendorf AG and is liable for damages towards her. The UVEK no longer sees any federal interest in Dübendorf and shifts all responsibility to the cantonal government of Zurich. AEROSUISSE has therefore contacted the cantonal government of Zurich in order to fathom possible perspectives. According to its media release the federal government is still interested in a triple use (air force, civil aviation and innovation park).

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

Editorial:
Hansjörg Bürgi

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

info@aerosuisse.ch
www.aerosuisse.ch

For further information, please visit our website:

www.aerosuisse.ch