

AEROSUISSE: actively lobbying for Swiss aviation

AEROSUISSE, the umbrella organisation for Swiss aviation, is an aviation lobbying organisation active in Switzerland. Its purpose is to represent the interests of Swiss civil aviation and ensure the bases for its long-term survival. Interview with Paul Kurrus, President of AEROSUISSE.

Skymag: Mr Kurrus, you are the President of AEROSUISSE. What does your organisation do?

Paul Kurrus: AEROSUISSE brings together almost 100 members including airlines, national airports, aerodromes, flying schools, customer services companies, enterprises involved in business aviation, aviation for aerial work and general aviation, maintenance firms, aircraft and component manufacturers, air traffic control and the major associations and federations in

Paul Kurrus



Swiss aviation. This broad support base makes AEROSUISSE an important interlocutor for the decision-makers in the field of aviation. AEROSUISSE thus has an influence on the shaping of the legal bases in the field of aviation and actively nurtures contacts with government, members of parliament and the authorities involved, as well as with the media. It produces studies and position papers on underlying problems facing national and international aviation, and keeps its members absolutely up to date with ongoing affairs in Swiss aviation.

Skymag: What is the stance of AEROSUISSE vis-à-vis the Single European Sky?

Paul Kurrus: The Single European Sky is an important precondition for the sound development of aviation in Europe. It sweeps away the outmoded structures in air traffic control in Europe, which until now has been largely geared to national boundaries, rather than operationally meaningful spaces. This leads to increases in the capacity and efficiency of air traffic control in Europe. For the sake of Switzerland in terms of an aviation location, it needs to be a political objective to retain air traffic control in Swiss hands. The takeover of an FBA Alps by skyguide would realise this objective. In order to achieve this, the framework

conditions for air traffic control need to be enhanced in such a way that lasting improvements are made to skyguide's competitiveness. On top of that, it is a major task of any enterprise to keep costs under constant review in case savings can be made, and as appropriate to actually make those savings. In the case of skyguide, this might be through the automation of international cooperation and so on.

Skymag: Does AEROSUISSE advocate the financial remuneration of all the services provided by skyguide to all clients?

Paul Kurrus: AEROSUISSE basically supports the «polluter pays» principle, albeit only on condition that the services provided are also requested by the user and the charging rates are in line with the applicable international standards. And finally, a solution needs to be worked out with Germany and Italy for the remuneration of the air traffic control services provided by skyguide in the southern German and southern alpine airspace.

Skymag: How does AEROSUISSE manage to represent such diverse organisations as the likes of Unique (Zurich Airport) and skyguide, Swiss and leisure aviators at the same time?

Paul Kurrus: So far, AEROSUISSE has managed very well. Our association is committed to Switzerland being construed as an overall system in terms of an aviation location. If conflicts arise between members, AEROSUISSE endeavours to mediate in the conflict. We often come



across differences of opinion but never any real conflicts. The point is that by recognising the right to exist of other airspace players, solutions can often be found which permit fruitful co-existence. I'm thinking here of things like the solutions for general aviation in the Zurich area during the German periods of restrictions on overflights.

Skymag: With such splits going on, do the arguments not get watered down?

Paul Kurrus: There is no doubt that there is a certain risk.

It is equally the task of AEROSUISSE here to work out the common interests for Switzerland in terms of an aviation location and to represent them with skill, passion and determination.

Skymag: What criteria does AEROSUISSE use to rate the concerns of its members?

Paul Kurrus: Tight resources mean that AEROSUISSE basically has to confine itself to representing the interests of sectors. As part of this task, the importance of the members for Switzerland in terms of an aviation location and not just the size of one member is crucial in the rating of the concerns. For example, skyguide is far from being the biggest member of AEROSUISSE, and yet its CEO Alain Rossier represents the air traffic control sector, one of five sectors, on the Board of AEROSUISSE, because properly functioning air traffic control is essential for Switzerland.

Skymag: What is the attitude of AEROSUISSE vis-à-vis the Air force?

Paul Kurrus: The Air force is an important user of Swiss airspace, and for that reason, AEROSUISSE has long enjoyed an intensive and constructive relationship with the Air force.

Eine Lobby für die Schweizer Luftfahrt

Paul Kurrus, Präsident von AEROSUISSE, stellt die Dachorganisation der Schweizer Fluggerei vor. Diese vertritt alle Kreise, die von der Förderung und Entwicklung des Luftverkehrs betroffen sind und koordiniert ihre verschiedenen Initiativen. 1968 gegründet umfasst sie heute rund 100 Unternehmen und Organisationen darunter skyguide. Der CEO von skyguide ist Verwaltungsratsmitglied von AEROSUISSE.

Un lobby actif pour l'aviation suisse

Le Président d'AEROSUISSE, M. Paul Kurrus, présente ici l'organisation faitière de l'aviation civile suisse, qui représente tous les milieux concernés par la promotion et le maintien des transports aériens et coordonne leurs efforts. Fondée en 1968, elle regroupe quelque 100 entreprises et organisations, dont skyguide. Le CEO de skyguide fait d'ailleurs partie du Conseil d'administration d'AEROSUISSE.