



Newsletter Spring 2023

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Dear readers

During the spring session, I had the opportunity to pay an inaugural visit to the new head of the [DETEC](#), Federal Councillor Albert Rösti. We had a good conversation about the importance of Swiss aviation, the new CO2 Act and the role of AEROSUISSE. Federal Councillor Rösti appreciates our organisation because he is very committed to ensuring that politicians in the Federal Parliament understand the importance of functioning air traffic for Switzerland.

I wish you a good start to spring and a happy Easter.

Thomas Hurter, National Councillor, and chairman of AEROSUISSE



New CO2 Act with blending quota

AEROSUISSE members have set themselves the goal of achieving CO2 neutrality in aviation by 2050. Therefore, it is crucial that the [CO2 Act](#) to be revised sets the right regulatory guidelines for the period from 2025 to 2030. In order to effectively reduce CO2 emissions from aviation and to limit a shift of CO2 abroad, AEROSUISSE has submitted a position paper to the Environment Committee of the Council of States ([UREK-S](#)) requesting that a blending quota for renewable fuels be anchored in the new CO2 Act in line with EU regulations. Furthermore, the proceeds from the auctioning of emission rights for aircraft, which are not used for subsidies in cross-border passenger transport, are to be used exclusively to promote direct and earmarked measures to reduce greenhouse gas emissions in air transport. The UREK-S has followed AEROSUISSE's proposal and is in favour of a blending quota for renewable aviation fuels as part of the CO2 Act revision. In addition, the Commission rejects the cantonal initiative of the Canton of Zurich "[Introduction of an effective kerosene tax](#)", which is also in line with AEROSUISSE.

[Press release UREK-S 22.03.2023](#)

Questionable reporting obligation for cyber attacks

AEROSUISSE is convinced that the reporting obligation for cyber-attacks based on the Information [Security Act](#) is not in the interest of the security of the critical infrastructure of national airports. In fact, not only cyber-attacks but also weak points in computer and IT systems are to be reported. This leads to unnecessary administrative expenses for the airports, but also for the authorities. In its position paper, AEROSUISSE is therefore only in favour of the obligation to report cyber-attacks and against an extension of this obligation to report all vulnerabilities in IT systems.

Runway extensions at Zurich Airport

[Zurich Airport](#) is planning to make slight adjustments to its runway system, which has remained unchanged since 1976. Based on a comprehensive safety review of operating procedures, a 400-meter westward extension of the current 2,500-meter runway 28 and a 280-meter northward extension of the 3,300-meter runway 32 are direly needed. When runways are wet, pilots of certain long-haul aircraft request a southerly approach to the 3700-meter runway 34 during the curfew periods for using German airspace because the 2500 meters on runway 28 are not sufficient for them. It is therefore a question of increasing the availability of the runways concerned and not their capacity. With the extended runways, flight operations can be handled more

efficiently, reliably and safely. In addition, the last long-haul take-offs before 23:00 would be from runway 32 – today, these aircraft have to taxi to runway 34, which takes five to ten minutes. The political process is already underway, with the [Zurich Cantonal Council](#) has addressed the issue on 31 March. A referendum is expected to take place in 2024.

[NZZ online 31.03.2023](#)

[SRF News 31.03.2023](#)

GA on May 26 at the EuroAirport

Please note the date of this year's GA:

Friday, May 26, 2023, at the EuroAirport Basel-Mulhouse-Freiburg.

In addition to the statutory business, an interesting bus tour of the binational airport awaits you.

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