

## **Skyguide's input for LUPO 2015: enshrine integrated civil/military ATM, extend federal compensation for unearned adjacent-airspace revenues and support ATM personnel training, too**

**Geneva, December 2015** – The Swiss Federal Council's Report on Swiss Aviation Policy (known as "LUPO" from its German name) sets the parameters for the further development of the Swiss aviation sector. Skyguide supports the Report, but does expect its latest 2016 version to firmly anchor the concept of integrated civil and military air traffic management, to provide longer compensation to the company if necessary for the ATM services it provides in the foreign airspace areas adjacent to Switzerland that have been delegated to its control, and to support the training of air navigation services personnel.

### **Integrated civil/military air traffic management**

The draft 2015 LUPO Report does not sufficiently establish integrated civil/military air traffic management as a basic principle, particularly in comparison to its previous version of 2004. The integration, which skyguide effected in 2001, has tangibly improved the use of Swiss airspace and virtually eliminated the capacity shortages which had previously caused major delays. Today some 97% of all the flights managed and monitored by skyguide are free of any delays.

Skyguide and the Swiss Air Force cultivate a close day-to-day working partnership, with air traffic controllers and air force pilots collaborating as a team to perform 91,000 military flights, over 2,300 hot missions, air policing patrols and aerial combat exercises. And the corresponding integrated civil and military ATM operations should be more clearly anchored in the LUPO, for the maintenance of Swiss sovereignty and the benefit of the entire aviation community.

### **Unearned revenues**

Under Article 101b, Paragraph 2 of Switzerland's Federal Aviation Act, the Swiss Confederation undertakes to compensate skyguide for the revenues it would usually earn for providing its air traffic services in adjacent airspace areas of neighbouring countries that have been delegated to its control, until corresponding international agreements can be concluded, but until 2019 at the latest. Today it is less certain than ever when such agreements can be expected. So, in order not to jeopardize skyguide's financial stability, a long lasting solution has to be found and legally enshrined.

### **Training support**

Under Article 103b of the Federal Aviation Act, the Swiss Confederation undertakes to support initial and further training in the various areas of the aviation sector. To date, however, the training of air traffic controllers and air navigation services specialists has been excluded from such support. Skyguide believes that such ATM-specific training is equally worthy of such support, and that this, too, should be appropriately enshrined in principle in the new LUPO Report.

Skyguide will be doing its utmost to ensure that the above considerations are also assimilated into the final 2016 Swiss Federal Council Report on Swiss Aviation Policy.

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Skyguide is responsible for providing air navigation services in Switzerland and in certain adjacent parts of neighbouring countries. With its workforce of 1,400 employees who are active at 14 locations in Switzerland, skyguide safely and reliably guides some 3,150 civil and military flights a day – or 1.1 million a year – through the busiest and most complex airspace in Europe.

Skyguide is committed to continuous improvement, targeted innovation and creative collaboration. Together with its partner organizations in Belgium, France, Germany, Luxembourg and the Netherlands, skyguide is a member of the FABEC alliance to manage Central European airspace. Skyguide is a non-profit limited company, the majority of whose shares are held by the Swiss Confederation. Its head office is in Geneva.