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## Acquisition and reporting of tonne-kilometre data from civil aviation activities of domestic and foreign aircraft operators

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#### 1. General remarks

Since 2012, with very few exceptions aircraft operators have been required to issue emission rights ("stop the clock") within the scope of the European emissions trading scheme for all flights within the European Economic Area (EEA).<sup>1</sup>

Following the entry into force of the agreement between the European Union and Switzerland concerning the linking of the European and Swiss emissions trading schemes, it is now planned to incorporate aircraft operators into the Swiss emissions trading scheme.

To prepare for the integration of civil aviation, tonne-kilometre data for 2018 will be required for calculating the allocation without charge of specific emission rights to operators, and for the initial calculation of the Swiss cap (i.e. maximum available quantity of emission rights) for civil aviation.

<sup>1</sup>[https://ec.europa.eu/clima/policies/transport/aviation\\_en](https://ec.europa.eu/clima/policies/transport/aviation_en)

#### 2. Legal basis

Subject to timely implementation by the Federal Council in 2017: Ordinance on the Acquisition and Reporting of Tonne-Kilometre Data from Air Routes.

#### 3. Scope of application

In principle, the Ordinance applies to all domestic flights and flights from Switzerland and from Basel-Mulhouse Airport to destinations in the EEA which are subject to Swiss civil aviation legislation, as well as corresponding flights between Basel-Mulhouse Airport and airports in Switzerland.

Exceptions:

- a. Flights performed exclusively for the transport on official mission of a reigning Monarch and his immediate family, heads of state, heads of government and government ministers, where this is substantiated by an appropriate status indicator in the flight plan;
- b. Military, customs and police flights;
- c. Flights related to search and rescue, fire-fighting flights, humanitarian flights and emergency medical service flights;
- d. Flights operated exclusively under visual flight rules as defined in Annex 2 to the Convention of 7 December 1944 on International Civil Aviation;

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- e. Flights terminating at the airport from which the aircraft has taken off and during which no planned intermediate landing has been made;
  - f. Training flights operated exclusively in order to acquire or maintain a licence, or a rating in the case of cockpit flight crew where this is substantiated by an appropriate remark in the flight plan, provided that the flight is not used for the transport of passengers and/or cargo or for the positioning or ferrying of the aircraft;
  - g. Flights that are operated exclusively for scientific research purposes;
  - h. Flights that are operated exclusively for the purpose of inspecting, testing or certifying aircraft or on-board or ground equipment;
  - i. Flights operated by aircraft with a certified maximum permissible take-off weight of less than 5700 kilograms;
  - j. Flights operated by commercial operators who carry out less than 243 flights in accordance with paragraph 1 in each of three successive four-month periods, or whose total annual emissions are below 10000 tonnes of CO<sub>2</sub>.
  - k. Flights performed by non-commercial operators if the total annual emissions from the flights carried out by these operators in accordance with paragraph 1 are below 1000 tonnes of CO<sub>2</sub>.
    - The exceptions cited in j and k do not apply to aircraft operators who were subject to the European Emissions Trading Scheme in 2016.
    - For the allocation of flights to the four-month periods referred to in j it is the local take-off time of the flight that is applicable.
    - Whether the emission limits in accordance with j and k are reached or surpassed has to be decided on the basis of realistic assessments of the fuel consumption of all relevant flights during 2016.

#### **4. Data acquisition**

The number of tonne kilometres has to be recorded in 2018 for every departure and arrival airport. Tonne-kilometres are calculated on the basis of flight route and payload. The payload corresponds to the total weight of transported freight, mail, passengers and checked baggage. Annex 1 of the Ordinance contains an explanation of the data acquisition method.

It is the operator of the aircraft who is responsible for delivering the data. If it is not possible to identify the operator, the owner of the aircraft is deemed to be the operator.

#### **5. Monitoring and reporting**

##### **Monitoring plan**

Aircraft operators are required to compile a monitoring plan for the acquisition and reporting of their data. Monitoring reports must contain the information specified in Annex 2, section 1.

Aircraft operators are required to submit their monitoring plan for examination by not later than 30 September 2017 to:

Post: Federal Office for the Environment  
Climate Division  
"Civil Aviation Monitoring"  
3003 Bern

E-Mail: [climate@bafu.admin.ch](mailto:climate@bafu.admin.ch)

In the event that a monitoring plan does not meet the specified requirements, the FOEN may ask for it to be adjusted within a specified deadline. Aircraft operators are required to immediately inform the Federal Office for the Environment about any changes that require a modification of the monitoring plan.

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## Monitoring report

Based on the monitoring plan, the aircraft operator is required to record the number of tonne-kilometres performed between 1 January and 31 December 2018 and to enter the data in a monitoring report. Monitoring reports must contain the information specified in Annex 2, section 2.

Aircraft operators must have their monitoring report verified by a verifier (applicable criteria, cf. Annex 3, sections 1 to 4). The verification costs are to be borne by the operator.

Aircraft operators are required to submit their monitoring report for examination by not later than 31 March 2019 to:

Post: Federal Office for the Environment  
Climate Division  
"Civil Aviation Monitoring"  
3003 Bern

E-Mail: [climate@bafu.admin.ch](mailto:climate@bafu.admin.ch)

All data will be treated as strictly confidential. Should the FOEN doubt the correctness of the information contained in a verified report it may make a discretionary assessment.

For the preparation of their monitoring plan and monitoring report, aircraft operators are required to use the document templates provided by the Federal Office for the Environment on the following website:  
<https://www.bafu.admin.ch/bafu/de/home/themen/klima/fachinformationen/klimapolitik/emissionshandel.html>

### 6. Penalties for non-compliance

Aircraft operators who fail to comply with the requirement of submitting a monitoring plan and/or monitoring report will be penalised in the form of a fine.

### 7. Contact details, enquiries

Post: Federal Office for the Environment  
Climate Division  
"Civil Aviation Monitoring"  
3003 Bern

E-Mail: [climate@bafu.admin.ch](mailto:climate@bafu.admin.ch)

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