Dear Reader,

This is the latest issue of our Political Newsletter. The focal points and the new guest column in this issue will give you an in-depth look at issues of interest to us as an airport operator – and for which we work every day to bring about a moderate level of development at Zurich Airport. As the country’s largest airport, Zurich Airport’s opportunities to develop in line with demand directly affect the performance of the export-oriented Swiss economy, Switzerland as a tourist destination, and thus ultimately all of us.

A whole host of upstream and downstream services is necessary to ensure flight operations. For many travellers from abroad, the first point of contact with Switzerland is the airport. It should therefore not surprise anyone that Flughafen Zürich AG is directly affected by a large number of topics – and you will find an interesting selection of these here, for example the expansion of the air transport infrastructure, spatial planning, noise monitoring terminals or the Epidemic Act, to name just a few.

This issue of the Political Newsletter provides information on these topics. We need a wide variety of specialists with outstanding expertise to ensure that all these competencies are available during daily operations. Yet in addition to their know-how, our experts demonstrate great commitment and devotion to the aim of a smoothly functioning airport and its continued development.

Because an airport depends on many regulatory requirements, we also rely on you, our valued readers, on your commitment, within the bounds of your opportunities, to work for a moderate regulatory climate and to stand up for the airport at politically difficult moments. Your support, as entrepreneurs and members of the business community, for the needs-oriented, sustainable development of Switzerland’s most important air transport infrastructure is equally important.

The newly created guest column offers a well-known person the opportunity to talk about an airport topic from his or her point of view. Gerold Bührer, President of economiesuisse, is the first to use this new platform. In this issue he will be explaining the connections between the airport and a smoothly functioning export economy.

I hope you enjoy reading the newsletter and are making many interesting discoveries about the fascinating world of Zurich Airport.

Joana Filippi
Head Public Affairs

NB: The Political Newsletter is also available in German.
Dock B – Zurich Airport invests in infrastructure

Zurich Airport intends to maintain a very high level of quality and ensure passengers a pleasant stay at the airport whenever they arrive, transfer, or depart. The airport is therefore continuing to invest in the further development of its high-quality, competitive infrastructure.

New Dock B to go into operation in December 2011
Dock B was opened on 1 November 1975 as the first finger dock at Zurich Airport. For more than 30 years it was the point of departure for flights to destinations around the world. After temporary decommissioning and interim use, Dock B will resume its original function once again in December 2011. The new passenger terminal is 250 metres long, 50 metres wide and has an area of 35,000 square metres. The support structure of the old Dock B has been retained to a large degree and integrated in the new building. The recycling-oriented approach to construction made it possible to reuse 1,200 tons of steel. The use of highly efficient air systems and ceiling cooling enables optimum use of the height of the space and the optimisation of energy consumption.

Making life easier for passengers
In December 2008, Switzerland joined the group of Schengen countries. This makes things easier for passengers in terms of ID checks and, in many cases, means shorter walking distances and thus less time for transferring between flights. Airlines also benefit from increased efficiency and greater flexibility in planning rotations. However, at Zurich Airport these new regulations require extensive modifications to the infrastructure. The new Dock B permits flexible handling of Schengen and non-Schengen flights on two levels at up to nine docking bays and eight bus gates. Parallel to the new Dock B construction, the apron adjoining the dock is also being renovated.

New covered viewing terrace
When it comes to building quality and interior design, the new Dock B takes its cue from the Airside Center but sets its own accents as regards materials, choice of colours, construction and design details. Distinctive features of the new building include the glass facade, the light wells and the new public covered viewing terrace, which will offer numerous attractions. This viewing terrace and the shopping and restaurant facilities will be extremely important for passengers: after all, Zurich Airport is already one of the most popular excursion destinations in Switzerland.

International involvement in construction
Intelligent concepts and international cooperation between companies from Switzerland, Germany, Denmark, Austria, Italy, Spain and the USA characterise the Dock B construction project. With the new dock, Zurich Airport has outstanding prospects for standing out in competition with other European transport hubs, in future as well as today.

Visualisation of new Dock B.
Photos: Flughafen Zürich AG

New Dock B will be ready for operation in December 2011.
Referendum on airport policy

After voters in the Canton of Zurich firmly rejected restrictions on flight movements in November 2007 and the “fair flight” initiative in September 2009, they face a new initiative which could directly affect the capacity of Zurich Airport to develop. Voting is presently scheduled for 27 November 2011.

Political initiative opposes construction and expansion of runways
In 2006, 42 municipalities in the Canton of Zurich submitted a political initiative that envisions a change in airport legislation. The signatories demand that the Canton of Zurich, as a shareholder in Zurich Airport, ensures that no new runways or extensions to existing runways at Zurich Airport are constructed.

Zurich Government Council rejects the initiative
Proponents of the initiative claim it will create planning security, send a political signal in opposition to both aircraft noise and strong airport growth and prevent the deterioration of property values in adjoining residential areas. However, these aims will not be achieved by the measures outlined in the initiative, and it sets limits that are unnecessary: the current legal situation already stipulates a poll for any change to the existing runway system. The Government Council of the Canton of Zurich therefore recommends the rejection of the initiative.

Counterproposal restricts airport even further
Parallel to the municipal initiative, a counterproposal has been submitted by an association opposing the landings from the south (“Verein Flugschneise Süd – Nein”). Its requirements go even further than those of the municipal initiative: the construction stop would apply not just to runways, but also to high-speed taxiways. If this counterproposal is accepted, Zurich Government Council would be forced to exercise its existing right to veto new flight routes over densely populated areas since this would be a change entailing significant effects on exposure to aircraft noise. However, in contrast to the current situation, Zurich Government Council would not be able to simply agree to such a change. Instead, it would also need a resolution from the Cantonal Parliament in order to instruct those members of Zurich Airport’s Board of Directors who represent the state. This parliamentary resolution is subject to a facultative referendum. Moreover, airport legislation would also have to be modified. Modest operational modifications as well as all changes to take-off and approach routes that have an effect on noise exposure would – once Zurich Government Council agreed to them – be subject in future to a resolution of the Cantonal Parliament requiring a referendum – and thus, in the final instance, to a decision by the voters of the Canton of Zurich. Considerably more complicated processes would be the result of this approach.

Municipal initiative and counterproposal should be rejected
Zurich Airport supports the rejection of both proposals. They would result in disproportional delays or hindrances to the expansion of the runway infrastructure and thus imperil the capacity of Zurich Airport to develop. Existing legislation already calls for the voters of the Canton of Zurich to make decisions on new construction and expansion of runways.
Cantonal planning guidelines foresee significant restrictions

Under the leadership of its building management department, the Canton of Zurich is presently accomplishing spatial planning proceedings which will be of great importance to legal and planning security for the development of aviation during the coming decades. They foresee very tight restrictions on aviation in future. Furthermore, the airport at Dübendorf, the cradle of civil aviation in Switzerland, will not be part of the new cantonal master plan.

Zurich Airport will reach its technical capacity limit within the next ten years

By law, aviation in Switzerland is federal business. It is therefore astonishing when a cantonal administration eliminates the second largest airport in the canton without a replacement. Since Zurich Airport will reach its technical capacity limits within the next ten years, light aircraft will increasingly need to give way to commercial aircraft, which are economically more important. Today, there are approximately 40,000 general aviation flight movements per year at Zurich Airport. The other airports in the Canton of Zurich (Hausen, Hasenstrick, Speck and the glider airfield Oberwinterthur) offer no alternative: Hausen, Hasenstrick and Speck together are allowed barely 50,000 flight movements. Dübendorf must therefore be retained as a civil airport when the Air Force no longer needs it. New airport projects in densely populated midland of Switzerland are not realistic, and existing, well maintained airfields should therefore not be abandoned.

Zurich Airport supports aviation use of the airport at Dübendorf

Zurich Airport fundamentally supports the continued operation of the airport at Dübendorf, both as a military base for helicopters and fixed-wing aircraft in line with current utilisation as well as for civil use by light aircraft and helicopters flying under visual flight rules. The advantages include having a sensible alternative to Zurich Airport for general aviation and the benefits of preserving the existing aviation infrastructure. Zurich Airport also supports the use of the Dübendorf facility for civil or military aviation under instrument flight rules and the development of an aviation technology centre of excellence, on condition that the flight traffic at Dübendorf can be coordinated without restricting operations at Zurich Airport and that Zurich Airport will not be obliged to bear any additional expense for sound insulation or expropriation.

Very tight restrictions for Zurich Airport

The planning guidelines correctly describe the expansions to the airport perimeter and runway systems which were developed as part of the SIL process. Yet the theoretical capacity limit of 350,000 flight movements per year, which will most likely be reached within the next ten years, was not increased. The conditions of airport accessibility are also extremely restrictive: no other facility in the entire canton has modal split targets that are as high as the airport’s. The 46% share being demanded for public transport would jeopardise the accessibility of the airport, and owing to insufficient financing, many regions would be inadequately served. Furthermore, increasing nature conservation demands and outdated regulations governing crop rotation make necessary construction even more difficult, if not impossible.

Public air transport at the confederation’s key international infrastructure should not be hamstrung by cantonal regulations. For this reason, our position is: continued operation of the airport at Dübendorf and no cantonal restrictions on landside traffic, nature conservation or crop rotation!
Aviation is important to the Swiss economy

economiesuisse is the largest umbrella organisation in the Swiss economy, representing the interests of 30,000 Swiss companies from all sectors with a total of 1.5 million employees in Switzerland. We work for optimum conditions for Switzerland as a production and research location. A high-quality, competitive aviation infrastructure is of immense importance to our Swiss economy.

Consequently, as an export country Switzerland must be able to reach its supply and sales markets around the world securely and efficiently in order to ensure Switzerland’s prosperity, in future as well as today, and Swiss aviation policy must develop such that these needs are fulfilled without restricting the mobility of future generations.

At Zurich Airport, the most important airport in Switzerland, capacities will grow scarce over the next few years. Conditions must therefore be created to allow Zurich Airport to develop in line with the interests of Switzerland, and the Confederation must make the most of its room to manoeuvre in order to meet future requirements.

In its German publication on network infrastructures, economiesuisse formulated the business community’s most important recommendations to Swiss politicians. In particular, economiesuisse is working to ensure that Switzerland’s airports can meet the demands of a globally oriented economy.

Gerold Bührer
President economiesuisse
Aircraft noise is calculated and measured

Aircraft taking off and landing at Zurich Airport will inevitably cause noise. Exposure to aircraft noise is primarily determined on the basis of calculations because it is not technically possible to introduce area-wide measurements. In order to keep the discussion as objective as possible, since 1966 noise exposure has also been measured at Zurich Airport using stationary noise monitoring terminals located around and near the airport. Thanks to these individual measurements, the development of noise exposure at each monitoring terminal location can be tracked over a period of years. In addition, these measurements are taken “on the spot” – that is, where residents affected by aircraft noise live and work.

Former military noise exposure measurement network

For many years, the number of monitoring terminals and locations remained nearly unchanged. In autumn 2010, the network was expanded by four additional monitoring terminals for the first time since 2003. Flight operations for military jets at Dübendorf Air Force Center were discontinued in August 2005 and moved to Emmen during the years that followed. Since that time, the military noise exposure measurement network at Dübendorf has likewise not been operational. So Zurich Airport has integrated several of Dübendorf’s monitoring terminals into its own published network.

New monitoring terminals at Zürich-Schwamendingen, Gockhausen and Dübendorf

The most important conditions for integrating a monitoring terminal location are that the level of noise attributable to civil aviation at that location stand out enough from environmental noise, and that it is possible for the terminal to record data on the majority of aircraft fully automatically. Six of the ten military monitoring terminal sites made it onto the short list, and Zurich Airport then took temporary readings at each location to test their suitability for measuring noise from civil aircraft. The result was the integration of one monitoring terminal each in Gockhausen, Zürich-Schwamendingen and Dübendorf.

New monitoring terminal in Kloten

The town of Kloten, which directly borders Zurich Airport on the east, asked the airport for an additional monitoring terminal within the municipality so as to better document evening flights arriving from the east. Here as well, temporary measurements were used to determine the suitability of the site for a permanent noise monitoring terminal. The construction and commissioning of this terminal was coordinated in parallel to the three new stations at the south end of the airport.

Results of aircraft noise measurement in noise bulletin

Zurich Airport now has 14 permanent noise monitoring terminals installed in municipalities close to the airport. Since November 2010, the measurements recorded by the terminals are published in a monthly noise bulletin on Zurich Airport’s website.
The Swiss airport network for travel medicine

When it broke out in 2003, severe acute respiratory syndrome – also known as SARS – showed how quickly an infectious disease could spread around the world. In response to the SARS crisis, in 1995 the Swiss Confederation, which is responsible for the airside management of infectious disease incidents at its airports, further developed its existing airport concept to prevent the spread of such diseases and established a Swiss airport network for travel medicine, FNRM.

Coping efficiently with outbreaks of infectious diseases
The aim of the airport network is the creation of conditions that will enable efficient, effective airport containment and management of outbreaks of infectious diseases that represent a danger to the public. The most important member of the network at each airport is the consultant physician responsible for Border Medical Services. In the event of an incident, this physician coordinates measures for the Swiss Federal Office of Public Health (BAG).

Airport emergency plans define necessary measures
Airport emergency plans define measures intended to prevent and combat the spread of diseases across borders. They must take account of the danger to public health and avoid unnecessary impairments to international traffic. These emergency plans are based on the International Health Regulations of 2005 and obligate airports to provide both an appropriate infrastructure and a crisis management plan. In close cooperation with the Swiss Confederation, the cantons and airport partners, airport operators must ensure that passengers are informed about infectious diseases, that data is maintained to identify passengers who are ill or who are suspected of being ill, that lists of passengers or goods are provided to the responsible authorities and that medical examinations of passengers can be carried out.

Regular emergency exercises
A scenario envisioning the subsidiary deployment of army physicians and paramedics has been developed for the event of a long-lasting pandemic outside Switzerland that presents a severe health threat to the country. Regular emergency exercises take place at Zurich Airport. The emergency plan for travel medicine creates conditions under which passengers can receive appropriate treatment for suspected or confirmed cases of infectious disease or other incidents that endanger public health.

Complete revision of Epidemics Act
On 3 December 2010, the Swiss Federal Council passed the draft of a revised federal law on combating transmissible human diseases (Epidemics Act) and submitted the draft and its opinion to the Swiss Parliament. The National Council’s Commission for Social Security and Health will soon discuss this draft law, which also affects the country’s airports. Within the framework of the airport network, airports make a significant contribution to countering epidemics. However, with regard to the costs for these measures, it should be noted that protecting the population from infectious diseases is fundamentally a federal responsibility.
Traffic volume at Zurich Airport in 2010

In 2010, Zurich Airport was host to 22.9 million passengers. This corresponds to a rise of 4.3% compared with passenger numbers in 2009 and means that despite a volcanic eruption and the severe early winter, the airport set a new record. With this increase in passenger volume, Zurich Airport lies just above the European average of 4.2% in growth.

Strong local traffic contributed to growth, whereas transfer passenger numbers declined slightly by 1.4%. The number of local passengers set a record in 2010, increasing by 7.7% to reach a total of 14.9 million passengers and underscoring the rise in demand for flights to and from Zurich. By contrast, the number of transfer passengers at Zurich Airport fell slightly to 7.9 million – a minus of 1.4%.

2010 saw 268,765 flight movements, representing an increase of 2.5% in take-offs and landings over the previous year. Swiss International Air Lines’ share of air traffic amounted to 55.0%, followed by Air Berlin (5.8%), Lufthansa (5.0%) and British Airways (2.5%).

Air freight handled at Zurich Airport enjoyed marked growth, increasing by 19.3% over the last year to reach 411,035 tons.

In sum, 68 airlines offered scheduled services to 125 European and 59 intercontinental destinations.

Zurich Airport’s Statistical Yearbook provides a detailed overview of trends in traffic volume at Zurich Airport in 2010, and can be found at www.zurich-airport.com/StatisticalYearbook.

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<th>Traffic volume</th>
<th>2010 Jan - Dec</th>
<th>2009 Jan - Dec</th>
<th>Change in %</th>
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<tr>
<td>Local passengers</td>
<td>14’896’205</td>
<td>13’833’504</td>
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<tr>
<td>Transfer passengers</td>
<td>7’897’312</td>
<td>8’008’278</td>
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<td>Total passengers</td>
<td>22’878’251</td>
<td>21’926’872</td>
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<td>Air traffic movements</td>
<td>268’765</td>
<td>262’121</td>
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<tr>
<td>Freight (in tons)</td>
<td>411’035</td>
<td>344’415</td>
<td>19.3 %</td>
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Source: Flughafen Zürich AG