

## Parliament supports business aviation in Switzerland

**19<sup>th</sup> June 2025, the Swiss Parliament debated two motions aimed at reducing business aviation activity in Switzerland. Following the Federal Council's recommendation and based on factual evidence, Parliament rejected both motions. This is excellent news for the sector, its users, and associated jobs.**

In 2023, members of the Green Party introduced two complementary motions designed to reduce business aviation movements within the country, either by introducing a tax on private jets ([motion 23.2803](#)) or by implementing measures to limit the overall movements of business aviation ([motion 23.3634](#)).

In both cases, the Federal Council, along with all professionals from the sector, invited the Parliament to reject these motions. This recommendation was upheld by a significant parliamentary majority in June 2025. Whether to safeguard Switzerland's prosperity or ensure fact-based policy debates, **the Swiss Business Aviation Association (SBAA) welcomes this double rejection.**

For the SBAA, this clear refusal demonstrates that federal representatives fully understand the importance of business aviation for Switzerland, despite the simplistic and frequently inaccurate arguments presented by the motions' supporters.

With its vague demands and accusatory tone, the motion "Private Jets, enough is enough" was rejected by two-thirds of parliamentarians (122 against, 63 in favor). The motion contained several factual errors, such as claiming that *"the Netherlands has announced it will set an example by banning private jets at Schiphol by 2025"* or that *"private aviation does not aim for carbon neutrality."* Although understandable within the political game, it is regrettable that a short text contained so many factual errors. Indeed, facts, easy to confirm, are far more nuanced.

On one hand, a quick check on Schiphol Airport's website confirms only a [40% reduction](#) in jet traffic, primarily due to new restrictions on night flights and noisier aircrafts. It should also be noted that this jet traffic is now redirected to other regional airports, thus not changing overall CO2 emissions within the country.

On the other hand, business aviation, alongside the broader aviation sector, is explicitly committed to achieving complete carbon neutrality by 2050, as outlined in the [IATA 2050](#) Net Zero roadmap and the [European Business Aviation Association \(EBAA\)](#).

The second, more specific motion (23.3803) proposed introducing a "luxury tax on private jets" to reduce their attractiveness and the number of flights. This motion was rejected by 65% of voters (121 against, 68 in favor).

While understanding the political benefit of portraying our sector as a luxury activity, the SBAA disputes this characterization, emphasizing that business aviation is first and foremost a productive business tool used by professionals and recognized by serious stakeholders as essential for Swiss prosperity.

In this context, several independent scientific studies have demonstrated its crucial importance, consistent with the findings of the [Federal Council's LUPO 2016](#) report, which established business aviation as a flexible and valuable working tool for *"international companies strongly established in Switzerland,"* as well as an *"economic development factor for regions."*

The SBAA welcomes the rejection of these motions and praises the coherence of the Federal Council's political vision and parliamentarians' clear understanding of these issues. Indeed, ideological, and vague regulations would not contribute to environmental protection while rapidly and negatively affect job creators in Switzerland, and consequently, all its population.

Actively involved in the transition towards greener aviation while contributing daily to the unique prosperity of our regions, Swiss business aviation also stresses that policymakers have an essential role in facilitating and accelerating the deployment of [Sustainable Aviation Fuels \(SAF\)](#), sustainable fuels which the industry demands and will [soon be required](#) by FOCA, the Federal Office of Civil Aviation.

Whether in Switzerland or globally, the Swiss Business Aviation Association remains confident in the future—a future in which business aviation continues its pioneering role in the integration of technological innovations later adopted throughout the entire industry.

Zurich, 10<sup>th</sup> July 2025