Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (*8th Edition, July 2018, Amendment 14*)	**CHAPTER 1** 1.1 On a Non-Instrument Runway, which is intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions, the lowest minimum applied in Switzerland is at a DH (Decision Height) of 500ft. 1.2.1 Deviation from any standard is possible, if the result of an aeronautical study demonstrates that appropriate measures cause no degrading of safety and do not significantly affect uniformity. 1.4.1 Not all aerodromes used for international operations are certified. Aerodromes holding a concession are ICAO certified, except LSGG, LSZA, LSZB, LSZH and LSZR, which are under the scope of EASA.
	CHAPTER 3 3.4.2 In case of a displaced threshold, the runway strip will extend before the beginning of the runway for the corresponding distance of at least: • 60 m where the code number is 2, 3 or 4; • 60 m where the code number is 1 and the runway is an instrument one; and • 30 m where the code number is 1 and the runway is a non-instrument one. 3.5.2 Implemented in case of a new runway or runway extension and to be considered when a change impacts the runway operation. 3.5.5 The width of a runway end safety area (RESA) shall be at least twice that of the associated runway or that of the runway strip, whichever is smaller. 3.9.4 The taxiway width may be designed for a specific aircraft type, while applying the required distance between the respective outer main gear and the edge of the taxiway. 3.9.7 The separation distance between the centre line of a taxiway and a runway, the centre line of a parallel taxiway or an object may be linearly interpolated for a specific aircraft. For computing the separation distances in Table 3-1, the following differences are applied: • On taxiways where the code letter is A or B, the increment Z is 5.0 m. • On aircraft stand taxilanes where the code letter is A or B, the increment Z is 2.0 m. • On aircraft stand taxilanes where the code letter is A or B, the gear deviation is 1.0 m. Affected articles and figures: 3.11.2, 3.15.9, 3.15.10, Figure 3-4, 5.2.11.4, Figure 5-28, 6.1.1.3, 9.9.1, 9.9.2

Title	Difference(s)
	CHAPTER 5 5.2.8.9 When a mandatory instruction marking is provided on taxiways of code letters A, B, C or D, the enhanced taxiway marking will shortened accordingly. In case of a taxiway crossing or junction, the distance between the taxiway centre line, which does not enter or cross a runway, and the enhanced taxiway centre line marking shall be at least 5 m but not more than 10 m. 5.2.16.3 Mandatory instruction markings at the beginning resp. end of the runway will consist of a single runway designation number in accordance with the design of the signs placed across the runway holding position. 5.3.14.1 Only applicable to paved, lighted runways. Only implemented in case of a new runway or modification to the runway lighting system and to be considered when a change impacts the runway or flight operation. 5.3.19.2 Not to be provided on a runway turn pad intended for use at night where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance. 5.3.5.46 As a supplementary measure where an aeronautical study indicates that an existing object extending above an obstacle protection surface (OPS) could adversely affect the safety of operations of aeroplanes, the threshold may suitably be displaced from the beginning of the runway.
	CHAPTER 6 6.1.1.1 Vehicles and other mobile objects are not consequently marked according Art. 6.2.2.2 6.2.1.2 Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were used. 6.2.3.3 Normally only the top 30 to 50% of an air navigation obstacle will be marked with a red-white pattern. 6.2.3.19 Obstacles exceeding the obstacle limitation surface (OLS) should be lit at night, except in the following situations: • if it does not present a danger for air navigation; • if it is shielded by another existing irremovable obstacle. 6.2.3.23 • **60 m to less than 100 m:** A red low-intensity fixed light or a red 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top or a chimney). Depending on the risk, additional red low-intensity fixed lights may be imposed at a lower level (maximum 45 m distance from the top). • **100 m to less than 150 m:** A red 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top for a chimney), plus additional levels of red low-intensity fixed lights, with maximum spacing of 45 m between the levels.

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	6.2.3.28 A high-intensity obstacle light and red 100 to 300 cd flashing lights placed on top of the object (between 1.5 m and 3 m below the top for a chimney), plus additional levels of red low-intensity fixed lights, with maximum spacing of 45 m between the levels. 6.2.4.2 The rotor blades extremities of wind turbines will be additionally marked with a red stripe (5 to 7 m long, depending on rotor length). 6.2.4.3 • **60 m to less than 100 m:** Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were placed on the nacelle. • **100 m to less than 150 m:** Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were placed on the nacelle, plus additional levels of red low-intensity fixed lights, with maximum spacing of 45 m between the levels. • **150 m or higher:** A high-intensity obstacle light and red 100 to 300 cd flashing lights placed on the nacelle, plus additional levels of red low-intensity fixed lights, with maximum spacing of 45 m between the levels. 6.2.5.1 Normally supporting towers will not be colored. 6.2.5.5 The space between two markers may be increased up to maximum 50 m if the diameter of the marker is 60 cm.
	CHAPTER 9 9.1.13 At aerodromes without scheduled and/or charter traffic but holding a concession, a full-scale aerodrome emergency exercise at intervals not exceeding three years shall be performed.

Title	Difference(s)
14 Aerodromes Volume II: Heliports (*4th Edition, July 2013, Amendment 8*)	**Volume II** **CHAPTER 1** 1.2.1 Deviation from any standard is possible, if the result of an aeronautical study demonstrates that appropriate measures cause no degrading of safety and do not significantly affect uniformity.
	CHAPTER 3 3.1.29 In any case, the width of a helicopter ground taxiway will ensure a minimum distance of 1.5 m between the outer edge of any wheel of the undercarriage and the edge of the taxiway. 3.1.33 Complementing the standard, a helicopter ground taxi-route should extend symmetrically on each side of the centerline for 1.0 times the largest overall width of the helicopters that it is intended to serve.

	3.1.56 Further stand clearance reduction to a minimum of 0.4 D or 0.5 RD (whichever is higher) is possible, but only permitted for qualified, home-based operators if helicopter are parked in same direction.
	CHAPTER 4 4.1.6 and 4.1.19 More than one turn possible, if an appropriate straight section is provided between two turns. 4.1.7 and 4.1.20 Alternative, a first straight section of minimum 150 m followed by a turn with minimum radius of 270 m could be accepted if an aeronautical study, approved by the appropriate authority, has reviewed the associated risks. 4.2.7 and 4.2.10 When only a single approach and take-off climb surface is provided, an aeronautical study has to be provided by the heliport operator and approved by an appropriate authority. 4.2.8 and 4.2.11 The two approach and take-off surfaces should be separated by not less than 135 degrees.
	CHAPTER 5 5.2.8.4 Base of triangle increased to 10 m to allow aiming point marking inside. 5.2.17.1 Neither helicopter stand perimeter markings nor central zone perimeter markings have to be provided. 5.2.18.1 Flight path alignment markings do not have to be provided. 5.3.4.1 Flight path alignment guidance systems do not have to be provided.

Title	Difference(s)
Doc 9981 Procedure for Air Navigation Services (PANS) Aerodromes (*First Edition, 2015*)	NIL