GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ICAO standards, recommended practices and procedures

List of **ICAO publications** which are quoted in the AIP and used editing AIS publications.
Copies can be ordered from:
Post: International Civil Aviation Organization
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FOCA does not accept any orders for ICAO documents.

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
1 Personnel licensing	**CHAPTER 1** 1.2.5.2 b) Pilots of gliders and free balloons have to pass an initial Class 2 medical assessment as students only. After the initial assessment, they are not subject to further medical assessments (except when a serious decrease in medical fitness is reported to the Authority). c) The validity of a medical assessment is one year. As from mid 2007, the following validity periods will apply in accordance with EU legislation: - below age 40: 24 months - above age 40: 12 months 1.2.9.4 Language proficiency (ICAO Annex 1, Tenth Edition of JUL 2006) In accordance with paragraph 5 of ICAO Assembly Resolution A36-11, Switzerland allows the use of airspace under its jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 MAR 2008, provided that the State who issued or rendered valid the licence has made its implementation plans AVBL to all other Contracting States in accordance with paragraph 3 of Resolution A36-11.
	CHAPTER 2 2.1.9.2 The holder of a licence is entitled to be credited with all the co-pilot flight time required for a higher grade of pilot licence. 2.1.10 a) Age 60 - 64 The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except: (1) as a member of a multi-pilot crew and provided that (2) such holder is the only pilot in the crew who has attained age 60. b) Age 65 The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations. The five HR of night FLT time are performed under dual instruction (no pilot-in-command time required). 2.10.1.1 The required theoretical knowledge for IR(H) is the same as for IR(A). 2.10.1.2.2 a) There is no MNM cross-country FLT time as pilot-in-command required for applicants for IR(H). 2.10.1.4 No synthetic FLT trainers are accepted for the IR(H) skill test. A simulator certified to at least level D is accepted for the renewal of an IR(H). 2.10.3 Separate ratings are issued for pilots holding an IR(H) or an IR(A). Credit for instruction and renewal will be given for IR-experience in the other category.

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
	CHAPTER 4 4.2 Aircraft maintenance General remarks: In Switzerland - being a full member of the JAA - JAR-66 applies for certifying staff who issue Certificates of Release to service for ACFT with a MTOM of 5700 kg and above. For all other categories (ACFT with a MTOM below 5700 kg), including components and special MAINT procedures, the national legislation applies. Consequently, differences may arise to ICAO SARPS as a result of compliance with the applicable law (JAR-66 or national law). 4.2.1.1 The applicant shall not be less than 21 years of age. 4.2.3.1 a) 1) Certifying staff licensed in accordance with national law: Experience of three years required. Certifying staff licensed in accordance with JAR-66: - Certificate Category A: Experience of three years required - Certificate Category B1 or B2: Experience of five years required 4.2.2.2 c) Certifying staff licensed in accordance with national law: At least six month of experience must be accumulated in the preceding 24 months. 4.3.1.4 Air traffic controllers must hold a current Class 1 medical assessment. Air traffic controller assistants must undergo an initial Class 1 medical assessment. 4.5 FLT operations officer / FLT dispatcher licences are not issued. 4.6 Aeronautical station operator licences are not issued.
	CHAPTER 6 6.1.1 c) Class 3 medical assessment has not been established. Class 1 medical assessment also applies to air traffic controllers. [Remark: Applicants for all categories of licences are medically assessed in accordance with JAR-FCL 3.]

Title	Difference(s)
2 Rules of the Air	**CHAPTER 3** Table 3-1: Reduced visibility and DIST to CLDs in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure. 3.2.2: Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: (b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft. 3.2.3.2 b): (2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, **as far as practicable**. 3.2.5: c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable. 3.3.1.2: e) A flight plan shall be submitted prior to operating any flight across international borders, **unless otherwise prescribed by the States concerned.** With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: (6) any flight planned to operate at night, if leaving the vicinity of an aerodrome. 3.2.2.4: Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: (i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left. 3.8: The words 'in distress' are not included in European Union law, thus enlarging the scope of escort missions to any type of flight requesting such service.
	CHAPTER 4 4.6: Replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: (f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.
	APPENDIX 4 1.5 Switzerland does not maintain a registry for RPAS yet.

Title	Difference(s)
3 Meteorological Service for International Air Navigation	**CHAPTER 4** 4.3.2. a) Local routine reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports. No specific local routine reports are available at the regional ADs. 4.4.2 a) Local special reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports. No specific local special reports are available at the regional ADs.
	CHAPTER 5 5.8 a) No difference. No explicit arrangement regarding the provisions of 5.8 b is formulated or active. The subsequent provisions of this point are therefore not guaranteed.
	CHAPTER 7 7.3.1 MeteoSwiss publishes aerodrome warnings according to local agreement and user requirements. 7.4 No specific wind shear WRNG reports or alerts are available.
	APPENDIX 5 1.3 - SN is a criterion for a change group according to meteorological relevance. 2.2.3 TREND FCSTs appended to local MET reports do not refer to any visibility values along the RWYs but to the prevailing visibility of the AD.
	APPENDIX 8 4.2.3 b) For Zurich airport low level wind shears (below 1500 ft AGL) are reported runway-specific in feet and in relation to surface wind (e.g. WS RWY 28 SFC - WIND 280/10KT IN APCH 725FT - WIND 010/20KT). Wind shears between 1500 ft and 5000 ft AGL and inversions are reported in relation to QNH (e.g. WS 3000FT QNH - WIND 360/10KT 5000FT QNH - WIND 180/12KT).

Title	Difference(s)
4 Aeronautical Charts	**CHAPTER 2** 2.3.3 Legends are part of the AIP and VFR Manual (clutter/resource). The VFR chart (ICAO 1:500'000) which is also sold separately contains a complete legend. 2.14.1, 2.17, 2.18.1.2, 2.18.2.2 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in Annex 15, para 4.2.1.1. 2.18.2.3 The resolution of information published in chart form does currently not comply with the requirements of ICAO. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in PANS-AIM, para 5.2.1.2.4
	CHAPTER 3 3.4.2, 3.4.3 Scale is mostly 1:20'000 to comply with ICAO Annex 4 paragraph 3.4.1. 3.4.5 Linear scales are only provided in metres to match the displayed units of the chart provided. 3.8.4.1.3 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data.
	CHAPTER 4 No Aerodrome Obstacle Chart - ICAO Type B is produced.
	CHAPTER 5 No Aerodrome Terrain and Obstacle Chart ICAO (Electronic) is produced.
	CHAPTER 6 6.3.1, 6.3.2 The horizontal scale is 1:7500 and the vertical scale is 1:750 due to ICAO Annex 4 Paragraph 6.5.2. 6.5.1 Plans show contours at 2 m due to the scale which is in accordance with 6.3.1.

Title	Difference(s)
	CHAPTER 7 7.6.2 The area minimum altitude is not shown within each quadrilateral formed by the parallels and meridians. 7.9.1, 7.9.2 To avoid clusters, Aerodromes and P-, R-, D-Area are not shown. 7.9.3.1.1 a) b) c) d) e) f) k) l) To improve readability, information which is provided through tabular data is not repeated on the chart.
	CHAPTER 8 8.9.3 Not added to avoid cluster information. 8.9.4.1.1 To improve readability, information which is provided through tabular data is not repeated on the chart.
	CHAPTER 9 9.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 9.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 9.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 9.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 b 11) DME channel data are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 j 13), j 14) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.
	CHAPTER 10 10.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 10.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 10.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 10.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 b 11) DME channel and elevation data are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 i 12), i 13) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.

Title	Difference(s)
	CHAPTER 11 11.4 The charts are published on A4 for improved legibility. 11.10.2.8 Obstacles that penetrate the visual segment surface will not be identified on the chart but indicated by a note on the chart with reference to the most relevant obstacles, including relative position to the threshold and altitude. For example: "CTN: 0.7 NM BFR THR14 visual segment surface (VSS) penetrated by trees up to 1900 ft AMSL."
	CHAPTER 12 VAC are published in a separate VFR Flight Manual following FLT operations requirements.
	CHAPTER 13 13.5 MAG VAR are not shown. Provided through tabular data. 13.6.1 To improve readability, information which is provided through tabular data is not repeated on the chart. see 2.14.1
	CHAPTER 14 14.6 b), c), d), i), j), l) To improve the readability of the chart, some information which may be found in tabular data has been omitted.
	CHAPTER 15 15.6 b), d) To improve the readability of the chart some information which may be found in tabular data has been omitted. 15.6 c) Stand information is not provided on the chart but is provided as tabular data. 15.6 f) The geographical co-ordinates for taxiway centre line points are not shown. 15.6 h) Information relating to frequencies is not provided on the chart but is provided as tabular data. 15.6 k) The VOR checkpoints and radio frequencies are not shown.
	CHAPTER 16 16.1 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced.
	CHAPTER 17 17.7.12.1, 17.7.12.2 Wooded areas are not shown.
	CHAPTER 18 18.1 The Aeronautical Navigation Chart - ICAO Small Scale is not produced.
	CHAPTER 19 19.1 The Plotting Chart - ICAO is not produced.
	CHAPTER 20 20.1 The Electronic Aeronautical Chart Display - ICAO is not produced.

Title	Difference(s)
	CHAPTER 21 21.2 This chart type is published for these aerodromes: LSZB, LSZR, LSZH, LSGS, LSGG. 21.6.2 Spot elevations and obstacles are not shown. 21.9.3.1 c) Routes used in the vectoring of aircraft to and from the significant points are not shown. 21.9.3.1 e2) Lateral limits of MNM vectoring ALTs SECT are not defined by either BRGs and RDL to/from radio navigation aids to the nearest degree or by geographical COORD in DEG, minutes and seconds on the chart. However, the COORD are AVBL O/R from the IFP office. 21.9.3.1 f) The call sign(s) of ATS units is not provided.

5 Units of Measurement to be used in Air and Ground Operations	NIL

Title	Difference(s)
6 Operation of Aircraft	
Part I: International Commercial Air Transport - Aeroplanes	Implemented by application of JAR-OPS 1 Exception: Duty Time Regulation not available in JAR-OPS 1 (missing Subpart Q). Duty Time Regulation contained in VBR 1.
Part II: International General Aviation - Aeroplanes	Most SARPs of Annex 6 Part II have been detailed in various decrees of Swiss legislation. A full review of the implementation of Annex 6 Part II will be done on the basis of the regulations currently under development in the EU / EASA.
Part III: International Operations - Helicopters	Implementation widespread in current national legislation; however, lacking or less restrictive regulation in current legislation on several issues.

Title	Difference(s)
7 Aircraft Nationality and Registration Marks	**CHAPTER 5** 5.1.1 According to ICAO Annex 7, the HGT of the marks on lighter-than-air ACFT, other than unmanned free balloons, shall be at least 50 cm. According to Swiss legislation, it is at least 15 or 20 cm.
	CHAPTER 7 7.0 Unmanned free balloons are not registered in Switzerland.
	CHAPTER 9 9.1 Swiss national law allows the IDENT plate made of fireproof metal to be secured to the ACFT at a prominent PSN near the main door entrance or at a prominent PSN at the rear/back of the ACFT fuselage. 9.2 Unmanned free balloons and remotely piloted ACFT are not registered in CH yet, therefore there's no obligation for an identification plate.

Title	Difference(s)
8 Airworthiness of Aircraft	NIL

Title	Difference(s)
9 Facilitation	**CHAPTER 3** 3.9 Switzerland does issue biometric passports. Furthermore, Switzerland has started to issue biometric visa by October 2011 in a step-by-step process which will be finished not earlier than by end of 2014. However, biometrics that are captured during the application process and verified during entry control are not stored in a chip in the visa itself but in a database accessible for all Schengen Member States. 3.67 / 3.67.1 The Swiss Government provides crew member certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in ICAO Doc 9303, Part 3 - Size 1 and Size 2 Machine Readable Official Travel Documents. No facilities are provided to holders of crew identity cards issued by a private organisation (e.g. Company ID), even if their documents are issued in the format specified by ICAO Doc 9303.
	CHAPTER 4 4.15 Under the Swiss Customs Law, ACFT operator are party to the customs clearance. As such, they can be held responsible, fined or penalized for inaccuracies or omissions arisen during the customs clearance.
	CHAPTER 5 5.9.1 Switzerland holds ACFT operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and an ACFT operator, which allows a reduction in costs and fine depending on the degree of negligence. Exception: REF: LSZB AD 2.5 § 7
	CHAPTER 6 6.44 / 6.45 The upgrade would neither provide effective means against unruly passengers nor will it be possible from a legal point of view to implement such provisions in the national legislation or to enforce them.

Title	Difference(s)
10 Aeronautical Telecommunications	NIL
Volume I: Radio Navigation Aids	**Volume I** 3.1.3.3.1 Not all ILS localizers are compliant with the coverage requirements due to obstructions 3.1.5.3.1 Not all ILS glide paths are compliant with the coverage requirements due to obstructions

Title	Difference(s)
Volume II: Communication Procedures including those with PANS Status	**Volume II** 3.5.1.6 e) Signature of operator not required due to implementation of different means of compliance. (badge system with automatic registration). 5.2.1.4.1.1 a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'. iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. 5.2.7.1.2 Non-ATS aeronautical stations for aerodromes without ATS services are identified by the Call sign suffix AERODROME (AD).
Volume III: Part I: Digital Data Communication Systems Part II: Voice Communication Systems	**Volume III Part II** 2.3.3.1 Since 1 January 1998 compliance is required for all new airborne VHF communication receiving systems of aircraft registered in Switzerland (retrofit has been suspended). 2.3.3.2 Since 1996 new VHF COM receivers must comply with FM interference immunity requirements. Retrofit is not required.
Volume IV: Surveillance and Collision Avoidance Systems	NIL
Volume V: Aeronautical Radio Frequency Spectrum Utilization	NIL

Title	Difference(s)
11 Air Traffic Services	**CHAPTER 2** 2.6.1 IFR permitted in airspace class G only when operated on a published instrument flight procedure. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. 2.6.3 Reduced visibility and distance to clouds in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure. 2.10.3.3 Exceptions: LSGS, LSZC, LSME, LSMM, LSMA 2.25.5 According to 2.26.5, Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1), time checks shall be given at least to the nearest minute. 2.29.1 LPR for local languages (G, F, I) - work is ongoing.
	CHAPTER 3 Complementary to the ICAO provisions, Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: (a) such flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (1) the ground visibility is less than 1500 m or, for helicopters, less than 800 m; (2) the ceiling is less than 180 m (600 ft). 3.3.4: Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: (b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared **subject to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.**

Title	Difference(s)
	3.7.3.1: Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies: (e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i. ATC route clearances; ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and iii. runway-in-use, altimeter settings, SSR codes, **newly assigned communication channels**, level instructions, heading and speed instructions; and iv. transition levels, whether issued by the controller or contained in ATIS broadcasts. 3.7.3.1.1: (2) Other clearances or instructions, including conditional clearances **and taxi instructions**, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with. 3.8.1 At LSGG and LSZH, the traffic on the manoeuvring area in front of the apron is provided by a specialised AD unit and not by ATS.
	CHAPTER 4 4.3.7 l) 4.3.8 l) 4.3.9 k) The ATIS information is extracted from the local met routine/special report which, in accordance with ICAO Annex 3, is in DEG true north.
	APPENDIX 2 For national helicopter Low Flight Network routes five-alphanumeric name-codes as described in Doc 8168 §1.6 are used to designate significant points.
	APPENDIX 4 Continuous two-way radio communication required in Airspace G and E: 1. Inside Flight Information Zone (FIZ) LSZS

Title	Difference(s)
12 Search and Rescue	**CHAPTER 2** 2.2.1.1 SAR regions are coincident with State territory of Switzerland and Liechtenstein.

Title	Difference(s)
13 Aircraft Accident and Incident Investigation	**CHAPTER 5** 5.12 Swiss legislation requires that all documents be made available to judicial authorities and aviation authorities.

Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (9th Edition, July 2022, Amendment 17)	**Volume I** **CHAPTER 1** 1.1 On runways designed and equipped according to the criteria of non-instrument runways, which are 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, national regulations apply for defining the (M)DA/H and the safety margin above the OCA/H. 1.2.1 Deviation from any standard is possible if the result of an aeronautical study demonstrates that appropriate measures cause no degradation to safety and do not significantly affect uniformity. 1.4.1 Not all aerodromes used for international operations are certified. Aerodromes holding a concession are certified according to ICAO requirements, except LSGG, LSZA, LSZB, LSZH and LSZR, which are certified according to EASA requirements. 1.6.3 The code number for element 1 is determined from Table 1-1 selecting the code number for the highest available runway length (TORA) by applying corrector factors according to Chapter 3.5 of ICAO Doc 9157, Part 1.
	CHAPTER 2 2.9.3 to 2.9.10 At certified aerodromes or at aerodromes serving aeroplanes with an MTOM more than 5700 kg, assessment and reporting of runway surface condition according to ICAO provided. For non-certified aerodromes only serving aeroplanes with an MTOM less than 5700 kg national regulations apply. 2.9.5 The runway surface condition descriptor SLIPPERY WET is used in Switzerland in addition to the runway surface condition descriptors listed. *SLIPPERY WET - a wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded*
	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 safety area 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 considering the wingspan and according to the code letter of 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 5.1.1.4 Circular band marking does not have to be provided. 5.2.8.9 When mandatory instruction marking is provided on taxiways of code letters A, B, C or D, the enhanced taxiway marking will be 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. 5.5.6 Taxiway centre line markers do not have to be provided.
	CHAPTER 6 6.1.1.1 Vehicles and other mobile objects are not consequently marked according to Art. 6.2.2.2 6.2.1.1 Obstacle night lighting has to combine emissions in red and infrared spectra. 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; • the concerned airfield has no night operations.

Title	Difference(s)
	6.2.3.23 • **60 m to less than 100 m:** A red low-intensity 10 to 50 cd fixed light or a red medium-intensity 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 medium-intensity 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 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • Obstacles like cable-cranes, construction posts and highlines may be lighted with special low-intensity 8 cd or more flashing lights. • In case of LED technology, special low-intensity lights have to flash and emit with min. 50 mW/sr in the infrared spectrum. • In case of LED technology, low-intensity lights have to flash and emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, low, special low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. 6.2.3.28 A high-intensity obstacle light and red medium-intensity 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 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. 6.2.4.2 The rotor blade extremities of wind turbines will additionally be 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 medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle. • **100 m to less than 150 m :** Instead of medium-intensity lights Type B, red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • **150 m or higher:** A high-intensity obstacle light and red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • In case of LED technology, low-intensity lights have to flash and to emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED-technology, low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. 6.2.5.1 Normally supporting towers will not be colored. 6.2.5.4 Vertical double spherical caps may replace spherical markings. 6.2.5.5 The space between two markers may be increased up to a maximum of 50 m if the diameter of the marker is 60 cm.

Title	Difference(s)
	CHAPTER 9 9.1.13 At certified aerodromes, the aerodrome emergency plan shall be tested by conducting a full-scale aerodrome emergency exercise at intervals not exceeding three years and partial emergency exercises in the intervening years. Non-certified aerodromes are not required to perform emergency exercises. 9.2.1 Rescue and firefighting equipment and services shall be provided at an aerodrome when serving commercial air transport operations except at a non-certified aerodrome when serving aeroplanes with an MTOM less than 2250 kg. National regulations apply at an aerodrome when serving non commercial air transport operations. 9.6.1 Fire extinguishing equipment needs not to be available during the ground servicing of an aircraft if there are means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.
14 Aerodromes Volume II: Heliports (5th Edition, July 2020, Amendment 9)	**Volume II** **CHAPTER 1** 1.2 Deviation from any standard is possible, if the result of an aeronautical study demonstrates that appropriate measures cause no degradation to safety and do not significantly affect uniformity. For hospital landing sites and landing sites used for rescue and support purposes, national regulations apply.
	CHAPTER 3 3.1.1 and 3.1.2 A FATO needs to provide a solid surface and ground effect. On elevated heliports, it is presumed that the FATO and one TLOF will be coincidental and that the FATO will be dynamic load bearing. 3.1.3 For FATO intended to be used by helicopters operated in performance class 1, in case of the absence of specifications in the HFM, a 1.5 Design D value will be used. For FATO intended to be used by helicopters operated in performance classes 2 or 3 and when there is a limitation on the direction of approach and touchdown, an area not less than a circle with a diameter of 1.0 Design D will be used. For all FATO, it will be ensured that the distance between the edge of the FATO and the edge of the safety area is sufficient and will not lead to a helicopter positioned within the FATO but with parts of its main rotor located outside the safety area. 3.1.9 The external side or outer diameter as appropriate of the safety area shall be at least 2 Design D. 3.1.15 The protected side slope(s) will cover the whole areas between the obstacle limitation surfaces. Only on one of the areas, obstacles may be tolerated. 3.1.34 In any case, the width of a helicopter 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. 3.1.52 Helicopter 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 and if helicopters are parked in same direction.

Title	Difference(s)
	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 Alternatively, a first straight section of 150 m minimum followed by a turn with a minimum radius of 270 m may be tolerated if an aeronautical study, approved by the competent 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 the competent 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 5.2.3.8 The height of the numbers and the letter of the maximum allowable mass marking are linked to the size of the FATO not to the D-value, as the markings are not specifically large. 5.2.4 D-value markings do not have to be provided. 5.2.7.3 The base of the triangle is increased to 10 m to allow the proper positioning of the heliport identification marking "H". 5.2.8 A TLOF perimeter marking should be provided on a TLOF collocated with a helicopter stand. 5.2.11 Helicopter stand perimeter markings do not have to be provided.
	CHAPTER 6 6.1.8 Heliports are not required to perform emergency exercises. 6.2.1.3 A safety risk assessment should be performed to determine the need for RFF equipment and services at surface-level heliports, aerodromes and elevated heliports located above unoccupied structures only when serving more than 10 movements per year of helicopters with an MTOM more than 3175 kg. At aerodromes and heliports only serving helicopters with an MTOM less than 3175 kg national regulations apply.
Doc 9981 Procedure for Air Navigation Services (PANS) Aerodromes (3rd Edition, May 2020, Amendment 3)	**PART I** **CHAPTER 2** 2.1 Doc 9981 applicable for certified aerodromes and considered as guidance material for non-certified aerodromes.
	PART II **CHAPTER 2** 2.1 Runway Condition Type Descriptors according to EASA Regulation.
	PART II **CHAPTER 5** 5.3 At certified aerodromes only serving traffic with a MTOM less than 5700 kg, no FOD control program established. FOD detection measures according requirements in ICAO Annex 14, Vol. I, Chapter 2.9.3 applies.
	PART II **CHAPTER 6** 6.3 Wildlife Safety Risk Assessment is integrated in the Aerodrome Safety Hazard Library, if hazards identified.

Title	Difference(s)
15 Aeronautical Information Services	**CHAPTER 1** 1.2.2.2, 1.2.2.3 The geoid model for all coordinates published within the Swiss national AIP cannot be confirmed as being EGM-96 at this time.
	CHAPTER 2 2.2.5 Publication of aeronautical information/data obtained under 2.2.4.a) does not reflect the authority of the State of Origin.
	CHAPTER 3 3.2.1 Aeronautical information/data partially meets the quality levels. 3.2.2 Aeronautical information/data partially meets the data resolution requirements. 3.2.3.1 Aeronautical information/data partially meets the data integrity requirements. 3.2.3.2 Data integrity procedures are partially implemented. 3.4.1, 3.4.2 Digital data error detection techniques are being implemented. 3.5.1, 3.5.2 Use of automation is not fully implemented today.
	CHAPTER 4 4.1.2 Procedures and procedures to ensure accuracy and integrity requirements are not yet fully implemented. 4.2.1, 4.2.2 Metadata process not yet fully implemented.
	CHAPTER 5 5.2.5.1 No specific AD charts for heliports are produced. HEL procedures are integrated on AD charts.The ATC Surveillance-Minimum Altitude Chart - ICAO is produced for LSZB, LSZR, LSZH, LSGS and LSGG. The Aerodrome Terrain and Obstacle Chart is not yet available in electronic form. 5.2.5.3 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced. The Aeronautical Navigation Chart - ICAO Small Scale is not produced. The Plotting Chart - ICAO is not produced. 5.3.1.1 - 3, 5.3.2.1 - 3 At the time, no digital datasets are made available. 5.3.3.1, 5.3.3.3.1 - 5.3.3.3.9, 5.3.3.4.1 - 5.3.3.4.11 Electronic terrain data for Area 1 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO Annex 15, Appendix 8, Tables A8-1 and A8-3 are met. Electronic obstacle data for Area 1 is made available through the AIP and related charts. Nevertheless, the electronic obstacle data does not meet all requirements specified in ICAO Annex 15, Appendix 8, Tables A8-2 and A8-4. Electronic obstacle data for Area 4 is not available. 5.3.4.1 - 5.3.4.2 No aerodrome mapping data sets are made available. 5.3.5.1 - 5.3.5.2 No instrument flight procedure data sets are made available.

Title	Difference(s)
	CHAPTER 6 6.2.7 Double AIRAC cycle not applicable due to technical and operational restrictions. 6.3.2.3, t) Swiss airfields without jet traffic may choose to publish information on the presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice by means of telephone or over their official web-site. Means of publication (if other than SNOWTAM) is published in the AIP.

Title	Difference(s)
16 Environmental Protection	NIL
Volume I Aircraft Noise	NIL
Volume II Aircraft Engine Emissions	NIL
Volume III Aeroplane CO2 Emissions	NIL
Volume IV Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	NIL

Title	Difference(s)
17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference	Differences filed to this Annex are restricted.

Title	Difference(s)
18 The Safe Transport of Dangerous Goods by Air	NIL

Title	Difference(s)
19 Safety Management	NIL

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
4444	Air Traffic Management (PANS-ATM)	Minimum communication and navigation equipment for IFR flights GEN 1.5.2. Wake turbulences, separation prescriptions ENR 1.5.4. Visual departure ENR 1.5.3.2 Instructions for the completion of the flight plan form ENR 1.10.	
8168	Aircraft Operations (PANS-OPS) Volume II Construction of visual and instrument flight procedures	***Part I Section 2 Chapter 2.7.3.2*** Only OCA/H with SDF published. MNM of each segment on the profile view of the IAC.	LSAS
		Part I Section 2 Chapter 2.7.4 Use of earliest fix line for the start of the 15% surface.	LSAS
		Part I Section 3 Chapter 3 SID starting by a visual part.	LSAS
		Part I Section 3 Chapter 3 SID climb pattern.	LSGG
		Part I Section 3 Chapter 3 and Part III Section 3 Chapter 1 For departure routes turning at an altitude, early limit of the turn based on a 15% climb.	LSAS
		Part I Section 3 Chapter 3.1.2 Track guidance acquired from DER is not assured within 10.8NM for straight DEPs and 5.4 NM after turn CMPL.	LSGG LSGS LSZH LSZR
		Part I Section 3 Chapter 3.2.4.2.1 Departure with 2 track adjustments which equal more than 15°.	LSGS
		Part I Section 3 Chapter 3.3.4 Speed reduction below recommended MNM.	LSZR
		Part I Section 3 Chapter 3.3.4 Bank angle greater than 15° for some departures.	LSGS
		Part I Section 4 Chapter 3 Use of LOC guidance on a departure procedure.	LSZA LSZR
		Part I Section 4 Chapter 3.3.1 INT angle between initial approach track and intermediate track more than 120°.	LSGS
		Part I Section 4 Chapter 3 Appendix C §3.3 HLDG based on Radial and DME with omnidirectional entries.	LSAS
		Part I Section 4 Chapter 4.3.1.1 Intermediate segment area LEN less than 5 NM.	LSZB
		Part I Section 4 Chapter 5.2.1 Straight-in approach offset by more than 5°.	LSGS LSZG

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		Part I Section 4 Chapter 5.2.2 Distance between RWY THR and point at which final approach track intersects the RWY CL less than 1400 m.	LSZB LSZG
		Part I Section 4 Chapter 5.3 Descent gradient above ICAO MAX for several airports.	LSAS
		Part I Section 4 Chapter 5.4.6.4 and 5.4.6.5 VSS penetration is accepted according special note on the IAC.	LSAS
		Part I Section 4 Chapter 6.1.5.1 / 9.4.4.1 No specific annotation on the procedure for MAPt not defined by timing.	LSAS
		Part I Section 4 Chapter 6.1.5.2 MAPt not located at the optimum position on RWY THR for several approaches.	LSAS
		Part I Section 4 Chapter 6.1.6.2.2 Missed approach transitional distance based on TAS calculated at OCA (not AD elevation).	LSGS
		Part I Section 4 Chapter 6.2.2.2 MAPCH climb gradient higher than 5% published on several airports.	LSAS
		Part I Section 4 Chapter 7.2.2 / Chapter 7 Appendix §2.6 Speed reduction below recommended MNM.	LSAS
		Part I Section 4 Chapter 7.2.3 TAS calculated on MNM circling altitude not on AD elevation + 1000ft.	LSGS
		Part I Section 4 Chapter 7 Appendix §2.7 10% final descent gradient not assured.	LSZB
		Part I Section 4 Chapter 7 Appendix Table I-4-7-APP-2 MNM visibility higher than prescribed.	LSZB
		Part I Section 4 Chapter 8.1.3 Radius of more than 25 NM from homing station used for calculations.	LSGS
		Part I Section 4 Chapter 8.5 DME arc radius not between 10 NM and 15 NM.	LSZH
		Part I Section 4 Chapter 9.5.4.1 No specific note on chart for DME equipment requirement as a general statement for Switzerland regarding this is included in AIP GEN 1.5.	LSAS
		Part II Section 1 Chapter 1.2.3 Distance of LOC antenna to IF is greater than 25 NM.	LSGG
		Part II Section 1 Appendix C to Chapter 1 Influence of the curvature of the earth's surface not considered to calculate FAP.	LSAS

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		Part II Section 3 Chapter 1.3.2 Increased MOC applied only South of the published Mittelland-Jura/Alpen separation line and by extension along LSGG TMA6. MOC increased depending on terrain altitude: Below 1500 m = Standard MOC 1500 m to 3050 m = MOC *1.5 3050 m and above = MOC * 2	LSAS
		Part II Section 4 Chapter 1.4.2 b1) The cone of ambiguity of the VOR is inside HLDG area.	LSGS
		Part III Section 1 Chapter 1.1.4 RNAV5 criteria to support SID/STAR inside 30NM radius of ARP, not RNAV1 or RNAV2.	LSAS
		Part III Section 2 Chapter 1 ***Table III-2-1-1 to III-2-1-20*** MSD not assured for some RNAV turns.	LSGG
		Part III Section 2 Chapter 1.5 MNM length of RNAV segment smaller than criteria.	LSZR
		Part III Section 3 Chapter 8 The WID of some routes is based on EUROCONTROL guidance material.	LSAS
		Part III Section 5 Chapter 1.6.2 c) No convention or rules of application for alphanumeric name-codes are published.	LSAS
7030/4	Regional supplementary procedures	Visual flight rules ENR 1.2. Instrument flight rules ENR 1.3.	
8400	ICAO abbreviations and codes (PANS-ABC)	NIL	
10066	Aeronautical Information Management (PANS-AIM)	**CHAPTER 2** para 2.1.2.1 Collected data are not verified and validated for compliance with data quality requirements according to Appendix 1 of PANS-AIM.	
		CHAPTER 4 para 4.1.1 Collected and transmitted data from originators to the AIS are not in accordance with the accuracy requirements and integrity classification specified in Appendix 1 of the PANS-AIM. 4.2.1 Metadata not yet collected and available.	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		CHAPTER 5 para 5.2.2.2 No such information is published by the respective authorities. 5.2.5.3.3 Data sets are not referred in the NOTAM checklist. 5.3.2.3 Switzerland does not publish Aerodrome mapping data sets. Electronic terrain data for Area 1, 2, 3 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO PANS-AIM, Figures A8-1 and A8-3 are met. Electronic obstacle data for Area 1 is made available through the AIP and related charts. Nevertheless, the electronic obstacle data does not meet all requirements specified in ICAO PANS-AIM, Figures A8-2 and A8-4. Electronic obstacle data for Are 2, 3, 4 is not available. Switzerland is running a project in order to comply with all requirements and deadlines for the implementation of electronic terrain and obstacle data. Detailed differences, if any, would be notified at a later stage.	
		CHAPTER 6 para 6.1.4.3 Activations of established danger, restricted or prohibited areas and activities requiring temporary airspace restrictions are published at the latest one day in advance. Additionally to the NOTAM publication Switzerland is providing a visualisation called Daily Airspace Bulletin Switzerland DABS to ensure a very high dissemination level. REF: GEN 3.1, para 5.3 Daily Airspace Bulletin Switzerland (DABS).	
		APPENDIX 1 No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. The publication resolution of obstacle latitude and longitude in Area 2 and 3 does currently not comply with the ICAO PANS-AIM requirements. The publication resolution of obstacle elevations in Area 3 does currently not comply with the ICAO PANS-AIM requirements.	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		APPENDIX 2 AD 2.12.5 The precise geoid undulation for THR of non-precision and precision approaches are not available. AD 2.12.6 The accuracy requirement of one tenth of a metre for precision APCH RWYs is not available. AD 2.12.12 RESA is not or not completely published for LSMP, LSZC, LSZG, LSZH and LSZS. ENR 5.4 Obstacle lighting type and color is not published, there is only an indication if an obstacle is marked or lighted. AD 2.10 The lists of aerodrome obstacles do not include all Area 2 and 3 obstacles. Lighting type and color are not published, there is only an indication if an obstacle is marked or lighted.	

Document NR	Title	Difference(s)	Applicable
C. - AIR NAVIGATION **AIS - Aeronautical information and charts**			
7101	Aeronautical chart catalogue	NIL	
7383	Aeronautical information services provided by states	NIL	
8126	Aeronautical information services manual	NIL	
8643	Aircraft type designators	NIL	
8697	Aeronautical chart manual	NIL	
COM - Communications			
7910	Location indicators	NIL	
8585	Designators for aircraft operating agencies, aeronautical authorities and services	NIL	
OPS/AIR - Operations/Airworthiness			
9284	Technical instructions for the safe transport of dangerous goods by air	NIL	
D. - MISCELLANEOUS PUBLICATIONS			
9294	ICAO Lexicon - Volume I - Vocabulary	NIL	
9569	Definitions contained in the convention on international civil aviation, the Annexes thereto and the procedures for air navigation services	NIL	

ICAO Standards, recommended practices and procedures listed above are applied.

2. Data not compliant with data quality requirements

Several Data are not compliant with EU Commision Regulation 2017/373 (ADQ). Details can be found online via:
URL: https://api.skyguide.ch/wp-content/uploads/2022/04/Skyguide-ADQ-Declaration-1.pdf

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