

(2) Outside of safety zones, the installations designated in paragraph 1, subparagraph a, shall be deemed obstructions to air navigation if their height above ground exceeds:

a) one hundred meters, or

b) thirty meters, when the installation is located on a natural or artificial ground elevation which rises more than 100 meters from the surrounding country; within a radius of 10 kilometers from the airdrome reference point (section 88, paragraph 2), the altitude of the airdrome reference point shall be considered the altitude of the surrounding country.

(3) Ground facilities (sections 78 and 84) and flight safety installations (section 122) shall not be considered obstructions to air navigation within the meaning of paragraphs 1 and 2.

Section 86. Safety Zones.

(1) A safety zone shall be the area of an airfield and its surroundings within which permission is required for the establishment or expansion of an obstruction to air navigation within the meaning of section 85, paragraph 1, of this Federal Law, notwithstanding any other legal provisions (exceptional permit).

(2) For airports and military airdromes a safety zone shall be established in any case; for landing fields, only if there is a public interest therefor, and the establishment is not contrary to any other public interest taking priority.

Section 87. Ordinance Concerning Safety Zones.

(1) A safety zone shall be established by ordinance (ordinance concerning safety zones) in the case of airdromes by the authority competent for the issuance of a civil airdrome permit; in the case of military airdromes by the Federal Ministry of National Defense to the extent required for the safety of takeoff and landing movements, whereby the rights of third parties may be curtailed only to the extent provided for in section 72, paragraph 1, subparagraph b, and section 83, paragraph 1, respectively.

(2) Prior to the issuance of such ordinance, the provincial government shall be given the opportunity to state its views.

(3) If a civil airdrome is involved, the ordinance concerning safety zones may not be issued prior to the issuance of the decree concerning the civil airdrome permit.

(4) The ordinance concerning safety zones shall be rescinded if the safety zone is no longer required for the safety of takeoff and landing movements.

Section 88. Safety Zone Map.

(1) An integral part of the ordinance concerning safety zones shall be a map of the safety zone showing the airport reference point and instrument approach sectors, if any, as well as especially indicating the obstructions to air navigation already existing in the zone (safety zone map).

(2) The airdrome reference point shall be determined so as to be approximately in the center of the system of takeoff and landing areas.

(3) An instrument approach sector shall be an air space above a ground sector designated for approach and departure under instru-