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## Operation of foreign gyrocopters within Swiss airspace

### 1. General remarks

The possibility of registering gyrocopters in Switzerland was introduced on 15 July 2015.

Note: Outside Switzerland, aircraft corresponding to the Swiss category, "Gyrocopters", include those designated as "Microlight", "Ultralight", "Ultraleichtflugzeuge", "ultra-léger motorisé" (ULM), etc.

### Gyrocopters are aircraft that meet the following specifications:

- A gyrocopter (also known as autogyro, gyroplane or rotaplane) is a rotorcraft that functions in a similar manner to a helicopter. However, the rotor is set in motion by airflow (principle of autorotation) instead of an engine. Here, the lift is effected by the resistance of the rotating blade, the surface of which is angled. The forward thrust is usually provided by a separate engine-powered propeller similar to that of a fixed-wing aircraft.
- A valid certification in accordance with the German standards for gyrocopters (BUT) or the British standard, BCAR Section T, Light Gyroplanes. The Certification by one of the following organisations is also recognised: Deutscher Aeroclub, Deutscher Ultraleichtflugverband, Austrocontrol and British Microlight Aircraft Association.
- The type is not validated by the FOCA.
- The noise is limited to max. 65.0 dB in accordance with ICAO Annex 16, Volume 1, Chapter 10 at MTOW of 560 kilograms.

### Flight permission and registration code:

- Gyrocopters entered in the Swiss aircraft register hold a permit to fly in a special category (valid exclusively in Swiss airspace).
- Gyrocopters are entered in the Swiss aircraft register with registration code HB-W...

### Minimum licence requirements for pilots:

A valid private pilot's licence (RPPL [A or H] LAPL (A or H) or PPL (A or H) with gyrocopter familiarization.

### Flight operation:

- The same regulations apply as for conventional light aircraft (use of airfield, minimum flight altitudes, flight regulations, etc.).
- Gyrocopters are not permitted to operate to or from Switzerland's national airports.

### 2. Use of Swiss airspace by foreign gyrocopters

Special categories of aircraft without internationally recognised airworthiness certificates (for microlight, ultralight, ultra-léger motorisé, etc.) may only be operated in the airspace of the country in which they are registered. Special permits for entry into Switzerland by such aircraft may be issued on a case by case basis.

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Foreign gyrocopters may be operated in Switzerland with a special permit if the requirements specified below are met and the cited framework conditions are complied with.

### **Restrictions and duration of operation**

- Swiss airspace may only be used on an occasional basis; the aircraft may not be kept permanently in Switzerland. For this reason, the validity of special permits is limited to a maximum of 2 months per calendar year.
- Gyrocopters are not permitted to operate to or from Switzerland's national airports.

### **Technical specifications**

- A valid certification in accordance with the German standards for gyrocopters (BUT) or the British standard, BCAR Section T, Light Gyroplanes. The certification by one of the following organisations is also recognised: Deutscher Aeroclub, Deutscher Ultraleichtflugverband, Austrocontrol and British Microlight Aircraft Association.
- The noise is limited to max. 65.0 dB in accordance with ICAO Annex 16, Volume 1, Chapter 10 at MTOW of 560 kilograms.

### **Regulations concerning pilots**

- Hold the necessary pilot's licence for flying the type of gyrocopter in the country of registration.
- Pilots only holding a national licence (e.g. microlight licence) may only fly in Swiss airspace zones G and E.
- Entry into control zones (CTR) for landing and takeoff purposes requires a prior permit (PPR) from the local air traffic control authority (as a rule, possession of a valid on-board radiophone operator's licence is a prerequisite).
- Pilots holding a recognised EASA or ICAO licence may operate gyrocopters in Swiss airspace in accordance with the relevant Swiss provisions in the same way as normal registered aircraft.

### **Flight plans and customs formalities**

For cross-border flights, pilots are required to issue a flight plan and use an airport that handles customs formalities.

### **Required documentation for issuing a special permit**

- An airworthiness certificate or permit to fly from the country in which the aircraft is registered
- A certificate of registration
- A noise certificate with indication of measurement procedure in accordance with ICAO Annex 16, Volume 1, Chapter 10
- A certificate of insurance
- An airworthiness documentation (from the country in which the aircraft is registered)
- A maintenance record

Applications for special permits for the use of Swiss airspace shall be submitted to:

Federal Office of Civil Aviation  
Swiss Aircraft Registry  
3003 Bern

E-mail: [aircraftregistry@bazl.admin.ch](mailto:aircraftregistry@bazl.admin.ch)

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