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FLIGHT PLANNING EUROPE

 flying in Spain

Pre-Flight

NOTAMs, airport diagrams and other useful information on the AENA website <http://ais.aena.es>

Flight Plans must be submitted for all VFR flights

- Within Class B, C and D airspace.
- Within Class E, F and G airspace that crosses international borders.
- Within the Aerodrome Traffic Zones (ATZs) of controlled aerodromes.

After landing, the pilot shall give notification of arrival either in person or by radio to the appropriate ATS unit.

VMC Minima

- **Class B:** Visibility 8km at and above FL100, 5km below. Clear of cloud
- **Class C,D,E** Visibility 8km at and above FL100, 5km below. 1500m Horiz, 300m/1000' vertically from cloud
- **Class F,G** (Above 900m/3000' amsl or 300m/1000' agl whichever higher): as Class C,D above
- **Class F,G** Lower than above: Visibility 5 km* Clear of cloud & in sight of the surface

* When so prescribed by ATS, flight visibilities as low as 1500m may be permitted when operating either at speeds low enough to allow collision avoidance, or in circumstances when traffic volumes are low.

VFR flights shall not take off or land at an aerodrome when the ceiling is less than 450m/1500' or the flight visibility is less than 5 km.

SPECIAL VFR (SVFR)

Special VFR flight may be approved in a CTR (Control Zone) subject to ATC traffic conditions. SVFR will not be issued with a flight visibility below 1500m. If the CTR is Class E, non-radio aircraft may operate under SVFR provided prior arrangements have been made.

Aircraft Documentation

The following documents must be carried on all flights:

- Certificate of Registration (Certificado de Matricula)
- Certificate of airworthiness (Certificado de Aeronavegabilidad)
- Crew licences
- Logbook (Diario de a bordo)
- Aircraft Radio Station Licence (Licencia de la estación de radio de la aeronave)

Low-Flying

Except where necessary for take-off and landing, a VFR flight shall not be operated

- at a height less than 150m/500' agl or amsl.
- over congested areas of cities and towns, or over open air assemblies of persons less than 300m/1000' above the highest obstacle within 600m from the aircraft.

Airspace

Spain has all classes of airspace from A through to G. A to E are controlled airspace, F and G uncontrolled.

Airfields

- In order to land or take off at any private aerodrome, special permission is required from both the owner and the Dirección General de Aviación Civil through the Servicio de Aviación General y Deportiva. Movements without such permission shall be treated as aircraft accidents.
- VFR flights shall not take off or land at an aerodrome when the ceiling is less than 450m/1500' or the flight visibility is less than 5 km.

En-Route

Flights shall be operated in accordance with ATC instructions when operating:

- In Class B,C or D Airspace
- As part of aerodrome traffic at controlled aerodromes
- as SVFR

Altimeter Setting

- The transition level is 6000' throughout Spain except at Granada where it is 7000'.
- Above transition level, the altimeter setting shall be standard - 1013.2 hPa
- Below transition level, both QNH (giving aircraft altitude above mean sea level) and QFE (on request - giving aircraft height above aerodrome level) are available.

Transponders

- Use of SSR transponder is compulsory within the TCAs of Madrid, Barcelona, Sevilla, Palma de Mallorca, Valencia and Canarias.
- Aircraft about to enter the TCAs of Madrid, Barcelona and Canarias with no assigned transponder code, should set **A7000** with Mode C if possible.

Cruising Levels

When cruising above 3000' above ground or water, levels shall be chosen in accordance with the following table

Recency (JAR)


- **SEP** (Single engine Piston) Class Rating: Valid for 2 years. For revalidation, pilot must have flown 12 hours in the second year, of which 6 must be P1, and 12 take-offs and landings, and complete a minimum 1 hour training flight with an instructor. Alternatively, a proficiency check with an examiner may be flown in the last 3 months of rating validity. Should the rating lapse, a skills test must be flown with an examiner.
- **MEP** (Multi engine Piston) Class Rating: Valid for 12 months. For revalidation, pilot must have flown 10 sectors of minimum 15 min cruise, and fly a proficiency check with an examiner. Should the rating lapse, a skills test must be flown with an examiner.
- Day/Night **VFR** solo - none.
- Day **VFR** with passengers - 3 T/O & landings within 90 days.
- Night **VFR** with passengers - 3 T/O & landings within 90 days, of which one must be at night. Touch and go landings are acceptable.

Licence Conversion



- Pilots holding **JAR** licences need no validation to fly in Spain.
- Pilots holding **non JAR** licences need to obtain a Spanish validation. Go to the Ministerio de Fomento, 67 Paseo de la Castellana, Madrid. Huge government office behind **Nuevos Ministerios Metro station**. Go to the 7th floor and look for Aviación Civil. There is a sign directing you to PPL aviones. Here you can fill out the necessary forms. Your passport and licence will be photocopied. Then you have to go to the Bank on the ground floor to pay the outrageous fee of 150 Euros and return to the 7th floor. The licence can be collected in person 7 days later, or by mail.



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