DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - PERSONNEL LICENSING (INCLUDING UP TO AMENDMENT 179)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 1.

ANNEX 2 - RULES OF THE AIR (INCLUDING UP TO AMENDMENT 48)

CHAPTER 3. GENERAL RULES

3.2 AVOIDANCE OF COLLISIONS

3.2.2 Right-of-way

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.>>

3.2.2.4 Overtaking

Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 c) 3) i), specifies that:

<< i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.>>

3.2.3 Lights to be displayed by aircraft

3.2.3.2 b) Implementing Regulation (EU) No 923/2012, paragraph SERA.3215 b) 2), specifies (with the addition to the ICAO Standard in Annex 2, 3.2.3.2 b) of the underlined text):

<< 2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of anaerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.>>

3.2.5 Operations on and in the vicinity of an aerodrome

3.2.5 c) and d) Implementing Regulation (EU) No 923/2012, paragraph SERA.3225, specifies that subparagraphs c) and d) do not apply to balloons:

<< 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 FLIGHT PLANS

3.3.1 Submission of a flight plan

3.3.1.2 This is replaced with Implementing Regulation (EU) No 923/2012, SERA.4001 b).

- With regard to VFR flights planned to operate across international borders, the Union regulation [point SERA.4001 b) 5)] differs from the ICAO Standard in Annex 2, 3.3.1.2 e) with the addition of the underlined text, as follows:
  << any flight across international borders, unless otherwise prescribed by the States concerned.>>;
- With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001 b) 6) of that Union regulation:
  << 6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.>>

This difference is also addressed below on differences with respect to SARP 4.3 of the present Annex for VFR flights.

3.8 AND APPENDIX 2. INTERCEPTION

The words 'in distress' of Chapter 3 Part 3.8, are not included in Union Law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore, the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union Law.

CHAPTER 4. VISUAL FLIGHT RULES

4.6 Implementing Regulation (EU) No 923/2012, SERA.5005, introduces the obstacle clearance criteria 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.>>

ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION (INCLUDING UP TO AMENDMENT 81)

CHAPTER 4 - METEOROLOGICAL OBSERVATIONS AND REPORTS

4.3 ROUTINE OBSERVATIONS AND REPORTS

4.3.2 a) Local routine reports as per the template in Table A3-1 of Appendix 3, are not issued.

(At Spanish airports, there are visual displays in control towers and other aerodrome units which provide local meteorological information about: wind, runway visual range (RVR), height of cloud base, temperature and dewpoint, QFE, QNH, and METAR in force).

(At some Spanish airports there is an automatic terminal information service (ATIS) which broadcasts aerodrome meteorological information including icing, turbulence and wind shear, in English, for take-off and landing of aircraft).

4.4 SPECIAL OBSERVATIONS AND REPORTS

4.4.2 a) Local special reports are not available. (Visibility, present weather and cloud SPECI are issued locally).

CHAPTER 7 - SIGMET AND AIRMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS

7.4 WIND SHEAR WARNINGS AND ALERTS

7.4.1 Wind shear observed warnings are not issued according to the template in Table A6-3 in Appendix 6.

Forecasted wind shear warnings are only issued at some airports.

(The presence of wind shear reported by aircraft within the airport area is included in the additional information group of the METAR).

Currently, wind shear warnings are only issued in GCTS.

APPENDIX 1 - FLIGHT DOCUMENTATION - MODEL CHARTS AND FORMS

Model for significant weather chart (low level) Sheet of notations used in flight documentation

The symbol "Mountain obscuration" for significant weather will not be depicted for the Canary islands, when obscuration is due to clouds.

APPENDIX 5 - TECHNICAL SPECIFICATIONS RELATED TO FORECASTS

4.1 FORMAT AND CONTENT OF GAMET AREA FORECASTS

The element "Mountain obscuration" will not be encoded for the Canary Islands, when obscuration is caused by clouds.

(Due to the frequency of this phenomenon in Canarias it is preferable to omit it in the GAMET).

TABLE A5-3. TEMPLATE FOR GAMET

The element "Mountain obscuration" will not be encoded for the Canary Islands, when obscuration is caused by clouds.

(Due to the frequency of this phenomenon in Canarias it is preferable to omit it in the GAMET).

ANNEX 4 - AERONAUTICAL CHARTS (INCLUDING UP TO AMENDMENT 62)

CHAPTER 4. AERODROME OBSTACLE CHART - ICAO TYPE B

Not provided in Spain.

CHAPTER 7 - ENROUTE CHART - ICAO

7.9 AERONAUTICAL DATA

7.9.3 Air traffic services system

7.9.3.1.1 Magnetic bearings are presented rounded to the nearest unit of degree. This seeks to enhance readability of aeronautical charts and coherence with the publication precision in ENR 3, as defined by Annex 15.

CHAPTER 8 - AREA CHART - ICAO

8.9 AERONAUTICAL DATA

8.9.4 Air traffic services system

8.9.4.1.1 Magnetic bearings are presented rounded to the nearest unit of degree. This seeks to enhance readability of aeronautical charts and coherence with the publication precision in ENR 3, as defined by Annex 15.

CHAPTER 9 - STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

9.9 AERONAUTICAL DATA

9.9.4 Air traffic services system

9.9.4.1.1 Magnetic bearings are presented rounded to the nearest unit of degree to enhance readability of aeronautical charts.

b) In the AIP Spain, when a radio aid is used as a significant point for an area procedure, it is only labelled with the identifier.

CHAPTER 10 - STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

10.9 AERONAUTICAL DATA

10.9.4 Air traffic services system

10.9.4.1.1 Magnetic bearings are presented rounded to the nearest unit of degree to enhance readability of aeronautical charts.

CHAPTER 11 - INSTRUMENT APPROACH CHART – OACI

11.10.4 Radio communication facilities and navigation aids.

11.10.4.1.1 In the AIP Spain, when a radio aid is used as a significant point for an area procedure, it is only labelled with the

identifier.

CHAPTER 16. WORLD AERONAUTICAL CHART - ICAO 1:1 000 000

Not provided in Spain.

CHAPTER 18. AERONAUTICAL NAVIGATION CHART - ICAO, SMALL SCALE

Not provided in Spain.

CHAPTER 19. PLOTTING CHART - ICAO

Not provided in Spain.

CHAPTER 20. ELECTRONIC AERONAUTICAL CHART DISPLAY - ICAO

Not provided in Spain.

APPENDIX 2. ICAO CHART SYMBOLS

Table 125. In the AIP Spain, the space is not used as a separator for thousands, nor between the letters FL and the level.

ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (INCLUDING UP TO AMENDMENT 17)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 5.

ANNEX 6 - OPERATION OF AIRCRAFT

PART I - INTERNATIONAL COMMERCIAL AIR TRANSPORT - AEROPLANES (INCLUDING UP TO AMENDMENT 49)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 6, Part I.

PART II - INTERNATIONAL GENERAL AVIATION - AEROPLANES (INCLUDING UP TO AMENDMENT 41)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 6, Part II.

PART III - INTERNATIONAL OPERATIONS - HELICOPTERS (INCLUDING UP TO AMENDMENT 25)

CHAPTER 2 - FLIGHT OPERATIONS

2.3 Flight preparation

2.3.7 Refuelling with passengers on board or rotors turning.

2.3.7.2 European regulations establish a process adapted to helicopter operations with a higher number of restrictions than that expressed in the ICAO regulation.

ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (INCLUDING UP TO AMENDMENT 6)

CHAPTER 3

3.5 In accordance with national regulations, aircraft registration marks in general will consist of three letters from the Spanish alphabet, with the exception of ultralight structure aircraft which will consist of two letters, that will be arranged successively in alphabetical order and followed by a number, from 1 to 9, also arranged successively; and with regard to aircraft of amateur construction, the registration mark will commence with the letter Y, Z or X.

CHAPTER 4

4.2.5 In Spain, captive balloons and unmanned free balloons are not subject to registration, for which reason the provisions of Annex 7 regarding the placing of the registration mark on such balloons cannot be applied.

CHAPTER 5

5.1.2 In Spain, captive balloons and unmanned free balloons are not subject to registration, for which reason the provisions of Annex 7 regarding the placing of the registration mark on such balloons cannot be applied.

CHAPTER 7

In Spain, captive balloons and unmanned free balloons are not subject to registration, for which reason the provisions of Annex 7 regarding the placing of the registration mark on such balloons cannot be applied.

CHAPTER 8

8.1 In Spain, owner information (for natural persons the first name and surname and for legal persons the registered name) and address are included in fields 4 and 5 of the corresponding Certificate of Registration form. However, in those cases where in addition to the owner, the aircraft operator is also included, the address of the latter is the only one needed.

It should also be noted that the periods of leases or sub-leases for registered contracts have been added to the Certificate of Registration.

ANNEX 8 - AIRWORTHINESS (INCLUDING UP TO AMENDMENT 110)

PART II. PROCEDURES FOR CERTIFICATION AND CONTINUANCE OF AIRWORTHINESS

CHAPTER 1. TYPE CERTIFICATION

1.1 EU legislation establishes cut-off dates for existing aircraft types and end dates for all aircraft. After these dates, the use of halons will no longer be permitted.

1.2.6 Cut-off dates and end dates are established in Reg. (EU) 1005/2009 for the progressive elimination of halons. For cargo bays, Reg. (EU) 1005/2009 offers the end date of the close of 2018 as deadline instead of 28 November 2024.

1.2.7 Cut-off dates and end dates are prescribed in the Reg. (EU) 1005/2009 for the progressive elimination of halons. For cargo bays, Reg. (EU) 1005/2009 offers the end date of the close of 2018 as deadline instead of 28 November 2024.

1.5.4 Not implemented. The process has not been established.

CHAPTER 3. CERTIFICATE OF AIRWORTHINESS

3.2.5 There does not exist any mechanism to validate the Certificate of Airworthiness (CofA).

3.6.1 Evaluation by a DOA holder is also permitted subject to a procedure agreed with EASA.

3.6.3 The EASA Permit to Fly (including the flight conditions) may be issued by a Design Organisation Approval (DOA) holder.

CHAPTER 6. APPROVAL OF MAINTENANCE ORGANISATIONS

6.2.5 The EU Regulation also envisages control over minor changes by the organisation through procedures approved by the competent authority.

6.6.4 Qualification according to ICAO Annex 1 is not required for staff engaged in component certification or specialist

services. Pursuant to Art 5(6)(ii) of the Reg. 1321/2014, the national requirements of the Member States shall be applicable for the component certification staff.

PART III LARGE AIRCRAFT

PART IIIA AIRCRAFT WEIGHING MORE THAN 5700 KG FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 13 JUNE 1960 BUT BEFORE 2 MARCH 2004.

CHAPTER 2. Flight

2.2.3 Planning the landing distance in terms of the runway slope is not required.

Actions are not planned in terms of the variations in the conditions of the surface of the water, its density, or the strength of the current.

CHAPTER 3. Structure

3.4 The CS 25 do not contain specifications for the forces exerted by the water.

CHAPTER 4. Design and construction

4.1.6 Less protection is offered with respect to paragraphs (b), (g), (h) and (i). Protection against explosive or incendiary devices was not required by the applicable airworthiness codes (JAR-25, CS-25) during the period of validity of this provision of Part IIIA (from 12/03/2000 until 02/03/2004).

PART IIIB. AIRCRAFT WEIGHING MORE THAN 5700 KG FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 2 MARCH 2004.

CHAPTER 2. Flight

2.2.7 Actions are not planned for variations in the conditions of the surface of the water, its density, or the strength of the current. In addition, responsibility for brake wear is covered only by CS 25 and not by CS 23.

2.2.7.1 Actions are not planned for variations in the conditions of the surface of the water, its density, or the strength of the current. In addition, responsibility for brake wear is covered only by CS 25 and not by CS 23. CS-23 and 25 do not possess specific rules for "data on actions at the moment of landing".

2.2.7.2 Actions are not planned for variations in the conditions of the surface of the water, its density, or the strength of the current. For aircraft eligible for certification according to CS-25, supplementary information on take-off and landing actions for operations on runways contaminated by standing water, slippery snow, snow or ice may be provided, although this is not mandatory (see CS and AMC 25.1591).

2.2.7.3 Actions are not planned for variations in the conditions of the surface of the water, its density, or the strength of the current. For aircraft eligible for certification according to CS-25, supplementary information on take-off and landing actions for operations on runways contaminated by standing water, slippery snow, snow or ice may be provided, although this is not mandatory (see CS and AMC 25.1591).

CHAPTER 3. Structure

3.1.1 The current CS 25/23 do not prescribe the provision of manuals for structural repair.

3.1.2 The concept of the risk of fatigue is not covered specifically in the regulations. The current CS 25/23 do not prescribe the provision of manuals for structural repair.

3.7 It is only required that the windscreen should withstand bird strikes for the Commuter category in CS-23. Compliance with the ditching provisions under CS-23 and 25 is not required. Some of the ditching provisions have been included in CS-25 (25.801), including investigation of the possible behaviour of the aircraft when it ditches. However, these provisions are only applicable on request, should the applicant desire the ditching certificate. CS-23 do not include equivalent ditching provisions.

CHAPTER 4. Design and construction

4.1.6 Less protection is offered with respect to points (b), (g), (h) and (i). Protection against explosive and incendiary devices was not required until amendment 8 to CS-25. The regulation specifying that holders of an airworthiness of type design certificate shall provide the operator with the design elements linked to fire protection in the cargo compartment has not yet been implemented.

CHAPTER 6. Systems and equipment

6.5 Protection against electromagnetic interference is not required specifically by CS23 and CS25, as this is covered by

JAA/INP/POL. A new regulatory task (RMT.0223) will amend the CSs. In the case of CS-25: CS-25 amendment 17, in force since 17 July 2015, introduced CS 25.1316 "Electrical and electronic protection of the lighting system" and CS 25.1317 "Protection against high-intensity radiation fields (HIRF)". By analogy, this has been included in CS-23 through CS 23.1306 and CS 23.1308.

PART IV. HELICOPTERS

PART IVA. HELICOPTERS FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 22 MARCH 1991 BUT BEFORE 13 DECEMBER 2007.

CHAPTER 2. Flight

2.2.2.1 CS-27 and CS-29 refer to helicopters of Category A and B; not to those of Class 1, 2 and 3.

2.2.3.2 CS-27 and CS-29 do not cover the item (b) of the provision.

CHAPTER 4. Design and construction

4.1.6 Depressurisation is not covered.

CHAPTER 11. Aviation safety

11.1 Not covered, except for the cockpit doors, by the applicable airworthiness codes (JAR-25, CS-25) during the period of validity of this provision of Part IIIA (from 12/03/2000 until 02/03/2004).

PART IV. HELICOPTERS

PART IVB. HELICOPTERS FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 13 DECEMBER 2007.

CHAPTER 3. Structure

3.1.2 The current CS-27 and CS-29 do not prescribe the provision of manuals for structural repair.

CHAPTER 4. Design and construction

4.6.3 It is not required that suitability for the operation envisaged be demonstrated.

PART V. SMALL AIRCRAFT

PART VA. AIRCRAFT WEIGHING MORE THAN 750 KG BUT NOT MORE THAN 5700 KG FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 13 DECEMBER 2007 BUT BEFORE 7 MARCH 2021.

CHAPTER 3. Structure

3.1.1 The current CS 25 and CS 23 do not prescribe the provision of manuals for structural repair. The risks relating to fatigue are not covered specifically.

6.1.5 Not covered specifically in CS 23. Nevertheless, the EASA Memorandum of Certification (CM-SWCEH-001) is a guide to ensure the development of CEH and SW and it is applied in the certification project under Special Conditions. This memorandum furnishes orientation for compliance with 6.1.2 (a) and 6.1.2 (b).

PART V. SMALL AIRCRAFT

PART VB. AIRCRAFT NOT WEIGHING MORE THAN 5700 KG FOR WHICH CERTIFICATION WAS REQUESTED ON OR AFTER 7 MARCH 2021.

CHAPTER 2. Flight

2.2.4 The requirement of calm waters for seaplanes has not been implemented.

2.2.7 There do not exist requirements for assessing the landing distance of seaplanes.

CHAPTER 3. Structure

3.1 The current CS 23 do not prescribe the provision of manuals for structural repair.

CHAPTER 7. Limitations of use and information

7.2.1 Not implemented.

ANNEX 9 - FACILITATION (INCLUDING UP TO AMENDMENT 24)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 9.

ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

VOLUME I - RADIO NAVIGATION AIDS (INCLUDING UP TO AMENDMENT 93)

3.7 Requirements for the Global Navigation Satellite System (GNSS)

3.7.1 Definitions

Galileo. Satellite navigation system exploited by the European Union and its Member States. The specifications of the GALILEO system are applicable to the Member States of the European Union which, therefore, should be considered the providers of the GALILEO system with regard to the legal framework of the ICAO.

Other provisions of amendment 93 to Annex 10 Volume I, other than the specific provisions for the supply of the GPS, GLONASS and BDS systems. Point CNS.TR.100(a) of the EU Regulation 2017/373 demands of Member States that they comply with Annex 10, Volume I, in its sixth edition of July 2006, including all amendments up to no. 89 (inclusive). In particular, Galileo services shall not be considered to be operational until they have been declared as such to the ICAO.

VOLUME II - COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS. (INCLUDING UP TO AMENDMENT 93)

The transposition of the elements of Amendment 93 regarding definitions and flight information and flow services for the cooperative environment (FF-ICE) into the EU regulatory framework is pending.

CHAPTER 3. General procedures of the International Aeronautical Telecommunications Service

3.9 Globally Unique Flight Identifier (GUFI)

The section on the Globally Unique Flight Identifier (GUFI) shall not apply on the date of applicability.

CHAPTER 5. AERONAUTICAL MOBILE SERVICE - VOICE COMMUNICATIONS

5.2.1.4 Transmission of numbers in radiotelephony

5.2.1.4.1 Transmission of numbers

This chapter is transposed in point SERA.14035 of Implemeting Regulation (EU) No 923/2012 with some differences. The differences between the ICAO Standard and the Union Regulation are as follows:

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 whole thousands and 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. 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.

5.2.1.7 Calling

5.2.1.7.3 Radiotelephony procedures

5.2.1.7.3.2.3 This chapter is transposed in point SERA.14055 of Implemeting Regulation (EU) No 923/2012 with a difference. The difference between the ICAO Standard and the Union Regulation is as follows:

The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling.

For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.

5.2.1.7.3.4. Indication of transmitting channel

5.2.1.7.3.4.3 PANS.- Provided that the VHF communication channels are separated by 8.33 kHz, all six digits of the numerical designator shall be used to identify the transmitting channel in radiotelephony communications. Three digits after the decimal shall be used for all channels.

5.2.1.7.3.4.4 PANS.- Provided that the VHF communication channels are separated by 25 kHz, the first five digits shall be used to identify the transmitting carrier frequency in radiotelephony communications. Not more than 2 significant digits shall be used after the decimal point. In the case of both these digits being zero, one single zero shall be considered as the significant figure.

CHAPTER 6. AERONAUTICAL RADIO NAVIGATION SERVICE

6.2. Direction Finding

6.2.1 A direction-finding station working alone shall give the following, as requested:

1. true bearing of the aircraft, using the QTE signal or the appropriate phrase;
2. true heading to be steered by the aircraft, with no wind, to head for the direction-finding station using the QUJ signal or the appropriate phrase;
3. the magnetic bearing of the aircraft, using the QDR signal or the appropriate phrase;
4. magnetic heading to be steered by the aircraft with no wind to make for the station, using the QDM signal or the appropriate phrase.

6.2.2.1 The station controlling the network shall, on request, give the aircraft its position in one of the following ways:

1. position in relation to a point of reference or in latitude and longitude using the QTF signal or the appropriate phrase;
2. true bearing of the aircraft in relation to the direction-finding station or other specified point, using the QTE signal or the appropriate phrase, and its distance from the direction-finding station or point, using the QGE signal or the appropriate phrase;
3. magnetic heading to steer with no wind, to make for the direction-finding station or other specified point using the QDM signal or the appropriate phrase, and its distance from the direction-finding station or point, using the QGE signal or the appropriate phrase.

CHAPTER 8. AERONAUTICAL MOBILE SERVICE - DATA LINK COMMUNICATIONS

8.2.12 Emergencies, hazards and equipment failure procedures

8.2.12.6 Failure of a single CPDLC message

Not included in current national or Community law.

8.2.12.7 Discontinuation of the use of CPDLC pilot requests

8.2.12.7.1 PANS

Not included in current national or Community law.

8.2.12.7.2 PANS

Not included in current national or Community law.

VOLUME III - COMMUNICATION SYSTEMS (INCLUDING UP TO AMENDMENT 93_<-_)

In Regulation (EU) 2017/373, Section CNS.TR.100, the dynamic reference to ICAO Annex 10, Volume III will not be updated on the applicability date.

No relevant differences exist between Spanish standards and practices and the provisions of Annex 10, Volume III.

VOLUME IV - SURVEILLANCE AND COLLISION AVOIDANCE SYSTEMS (INCLUDING UP TO AMENDMENT 91)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 10, Volume IV.

VOLUME V - AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION (INCLUDING UP TO AMENDMENT 91_<-_)

In Regulation (EU) 2017/373, Section CNS.TR.100, the dynamic reference to ICAO Annex 10, Volume V will not be updated on the applicability date.

No relevant differences exist between Spanish standards and practices and the provisions of Annex 10, Volume V.

ANNEX 11 - AIR TRAFFIC SERVICES (INCLUDING AMENDMENT 54_<-_)

CHAPTER 2. GENERAL

2.6 CLASSIFICATION OF AIRSPACES

2.6.1 Exemption possibility. Implementing Regulation (EU) No 923/2012, paragraph SERA.6001, allows aircraft to exceed the 250 kt speed limit where approved by the competent authority for aircraft types which, for technical or safety reasons, cannot maintain this speed.

2.6.3 Possibility of exemption.Section SERA.6001 of Commission Implementing Regulation (EU) 923/2012 authorises aircraft to exceed the 250 kt speed limit if approved by the competent authority for aircraft types which, for technical or safety reasons, cannot maintain that speed.

2.26 Time in air traffic services

2.26.5 Implementing Regulation (EU) No 923/2012 SERA.3401 d) 1) differs from ICAO Annex 11, standard 2.26.5, by stating that: << Time checks shall be given at least to the nearest minute. >>

CHAPTER 3. AIR TRAFFIC CONTROL SERVICE

3.1 Application

Authorisation of special VFR flights. Section SERA.5010 of Commission Implementing Regulation (EU) 923/2012 specifies the following:

<< SERA.5010 Special VFR in control zones
Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when the

competent authority permits otherwise for helicopters in special circumstances such as medical flights, search and rescue operations, and firefighting, among others, the following additional conditions shall apply:

a. such flights may only be conducted by day unless otherwise permitted by the competent authority;

b. for the pilot:

1. flight with the surface in sight and clear of cloud;

2. flight visibility not less than 1500 m or, for helicopters, not less than 800 m;

3. flight at a speed of 140 kt IAS or less to give adequate opportunity to observe other traffic and any obstacles in order to avoid collisions; and

c. an air traffic control unit shall not issue a Special VFR clearance for an aircraft to take off or land at any aerodrome within a control zone, nor for entering the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:

1. ground visibility not less than 1500 m or, for helicopters, not less than 800 m;

2. cloud ceiling not less than 180 m (600 ft). >>

Difference related to Procedure 7.15 of ICAO Document 4444, PANS-ATM.

3.3 OPERATION OF AIR TRAFFIC CONTROL SERVICE

3.3.4 Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 b), specifies the following:

<< b) Clearances issued by air traffic control units shall provide separation:

1. between all fligh s 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.>>

3.7 Air traffic control clearances

3.7.3 Read-back of clearances and safety-related information

3.7.3.1 Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text):

<< 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;
   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 Implementing Regulation (EU) No 923/2012, paragraph SERA.8015 e) 2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):

<< 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.>>

a.

b.

1.

2.

3.

c.

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CHAPTER 4. FLIGHT INFORMATION SERVICE

4.3 OPERATIONAL FLIGHT INFORMATION SERVICE BROADCASTS

4.3.7 The regulatory provision is the same; however, from 12 August 2021, the braking performance will no longer be communicated by ATIS, as this would run counter to the new global reporting format, and this information can now be found in the standardised runway condition report (RCR).

4.3.8 The regulatory provision is the same; however, from 12 August 2021, the braking performance will no longer be communicated by ATIS, as this would run counter to the new global reporting format, and this information can now be found in the standardised runway condition report (RCR).

4.3.9 The regulatory provision is the same; however, from 12 August 2021, the braking performance will no longer be communicated by ATIS, as this would run counter to the new global reporting format, and this information can now be found in the standardised runway condition report (RCR).

ANNEX 12 - SEARCH AND RESCUE (INCLUDING UP TO AMENDMENT 18)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 12.

ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (INCLUDING UP TO AMENDMENT 19)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 13.

ANNEX 14 - AERODROMES

VOLUME I - AERODROME DESIGN AND OPERATIONS (INCLUDING UP TO AMENDMENT 17)

CHAPTER 2. AERODROME DATA

2.9 Condition of the movement area and related facitilies

2.9.5 Two additional terms are employed in descriptions of the runway surface condition, namely: "SPECIALLY PREPARED WINTER RUNWAY" and "WET AND SLIPPERY".

2.9.9 The EU requires the publication of a NOTAM specifying which part of the runway is affected.

2.12 Visual approach slope indicator systems

Not included in its entirety in the applicable legislation.

CHAPTER 3. PHYSICAL CHARACTERISTICS

3.3 RUNWAY TURN PADS

General

3.3.1 In the applicable legislation, the inclusion of the term "if required" makes the specification related with the runway turn pad conditional.

3.3.2 * In the applicable legislation, the inclusion of the term "if required" makes the specification related with the runway turn pad conditional.

3.8 RADIO ALTIMETER OPERATING AREA

General

3.8.1 * The specification related to the radio altimeter operating area is conditional for CAT I runways.

3.9 TAXIWAYS

Slopes on taxiways

3.9.9 * Longitudinal slope changes

Applicable legislation allows the possibility of different slopes, under certain given conditions.

Strength of taxiways

3.9.12 * Applicable legislation establishes an "adequate" strength.

3.13 APRONS

Clearance distances on aicraft stands

3.13.6 * Applicable legislation establishes two other instances where clearances may be reduced.

3.15 De-icing/anti-icing facilities

Slopes on de-icing/anti-icing pads

3.15.7 * The part related with maximum longitudinal and transverse slopes is not provided.

CHAPTER 5. VISUAL AIDS FOR NAVIGATION

5.2 Markings

5.2.13 Aircraft stand marking

Application

5.2.13.1 * Applicable legislation does not establish that markings may be provided in the areas referred to.

5.2.13.2 * Not included in the applicable legislation.

5.3 Lights

5.3.5 Visual approach slope indicator systems

Obstacle protection surface

5.3.5.44 Applicable legislation establishes one more instance where an object or extension of an existing object may be above the obstacle protection surface, as long as after a safety assesment it is determined that the object would not affect negatively the safe operation of aircraft.

5.3.5.45 Applicable legislation does not establish the removal of existing objects.

CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS

9.2 Rescue and fire fighting

9.2.1 Non-commercial operations with complex aircraft are also required to provide fire-fighting services.

Response time

9.2.29 * Applicable legislation does not include a specific response time. In addition, the notes related with the response time have not been completely transposed.

9.6 Ground servicing of aircraft

Not included in the applicable legislation.

9.7 Aerodrome vehicle operations

Not included in the applicable legislation.

9.8 Surface movement guidance and control systems

Characteristics

9.8.3 * Not included in the applicable legislation.

9.9 Siting of equipment and installations on operational areas

9.9.4 Applicable legislation also allows the presence of equipment/installations after an appropriate aeronautical study, to the extent that operational regularity and safety are concerned.

CHAPTER 10. AERODROME MAINTENANCE

10.5 Visual aids

10.5.3 * Not included in the applicable legislation.

10.5.4 * Not included in the applicable legislation.

10.5.5 * Not included in the applicable legislation.

10.5.6 * Not included in the applicable legislation.

* Recommended practice

VOLUME II - HELIPORTS (INCLUDING UP TO AMENDMENT 9)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 14, Volume II.

ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (INCLUDING UP TO AMENDMENT 43)

CHAPTER 6. Aeronautical information updates

6.3 Aeronautical information product updates

6.3.2 NOTAM

6.3.2.3 The provisions do not cover the case of space weather NOTAMs, and do not define the cases of NOTAM issuance for radio navigation services, air-ground communication and air navigation hazards.

In addition, in EU regulations a NOTAM will be generated and issued in case of:

- operational directives requiring immediate action or changes to them;
- specific loss of integrity of satellite navigation systems;
- runway unavailability due to runway lighting works or, if the equipment used to execute the works may be removed, a delay required to make the runway available.

ADR.OPS.A.057(b) only addresses the points at which an aerodrome operator must generate a NOTAM.

6.3.2.4 A NOTAM must also be generated and issued in the event of unavailability of a runway due to runway lighting works

or, if the equipment used to execute the works may be removed, a delay required to make the runway available.

ANNEX 16 - ENVIRONMENTAL PROTECTION

VOLUME I - AIRCRAFT NOISE (INCLUDING UP TO AMENDMENT 14)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 16, Volume I.

VOLUME II - AIRCRAFT ENGINE EMISSIONS (INCLUDING UP TO AMENDMENT 11)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 16, Volume II.

VOLUME III - AEROPLANE CO2 EMISSIONS (INCLUDING UP TO AMENDMENT 2)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 16, Volume III.

ANNEX 17 - SECURITY (INCLUDING UP TO AMENDMENT 18)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 17.

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (INCLUDING UP TO AMENDMENT 12)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 18.

ANNEX 19 - SAFETY MANAGEMENT (INCLUDING UP TO AMENDMENT 1)

No relevant differences exist between Spanish standards and practices and the provisions of Annex 19.

DOC. 4444 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT _<-__<-__<-_

(Including up to amendment 13, applicable as of 27 November 2025).

The transposition of the elements of Amendment 12 of the PANS-ATM into the EU regulatory framework is pending. This transposition is scheduled for the third quarter of 2025.

CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

4.4.2 SUBMISSION OF A FLIGHT PLAN

4.4.2.1 Prior to departure

In the event a flight experiences a delay with regard to the original flight plan, the delay shall be communicated to the ATS services in accordance with the time period and provisions prescribed in the AIP. Once this period has elapsed, if the flight plan originator does not take any action, the flight plan shall be cancelled automatically.

4.5.7.5 READBACK OF CLEARANCES

4.5.7.5.1 Regulated in the Standardised European Rules of the Air (SERA), item SERA.8015, where the following underlined text is added:

<< e) Readback 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. >>

In the Reglamento de Circulación Aérea, with regard to air traffic control clearances, the following additional provisions are added:

<< 4.3.12. COMPLEMENTARY PROVISIONS WITH REGARD TO CLEARANCES RELATED TO THE ALTIMETER.

4.3.12.1. After clearance for the approach has been issued and descent for landing has been initiated, vertical position of the aircraft above the transition level may be expressed by reference to altitudes (QNH), as long as no flight level is provided nor planned above the transition altitude.

This is mainly applicable to turbine-engined aircraft, for which an uninterrupted descent from a high level is convenient, and to aerodromes equipped to control such aircraft by reference to altitudes during the whole descent.

4.3.12.2. For flights en route, the vertical position of the aircraft shall be expressed as:

a. Flight levels at or above the lowest usable flight level, and

b. Altitudes below the lowest usable flight level, except where, on the basis of regional air navigation agreements, a transition altitude has been established for a specified area, in which case SERA. 8015 letter (eb) (1) shall apply. >>

CHAPTER 5. SEPARATION METHODS AND MINIMA

5.4.1 LATERAL SEPARATION

5.4.1.1 Lateral separation application

5.4.1.1.4 Applicable regulations do not contain the changes introduced in amendment 8, nor Figures 5-1 and 5-2.

5.4.1.2 Lateral separation criteria and minima

5.4.1.2.1.7 This provision is not included in national or Community law (added by amendment 8).

5.4.2 LONGITUDINAL SEPARATION

5.4.2.7 Longitudinal separation minima based on distance using ADS-B in-trail procedure (ITP)

This provision is not included in national or Community law.

5.8.3 DEPARTING AIRCRAFT

5.8.3.2 The following underlined text is added:

<< 5.8.3.2 A separation minimum of 3 minutes shall be applied between a LIGHT, MEDIUM or HEAVY aircraft when taking off behind a HEAVY aircraft or a LIGHT aircraft when taking off behind a MEDIUM aircraft from: (...) >>

5.8.5 OPPOSITE DIRECTION

The following underlined text is added:

<< A separation minimum of 2 minutes shall be applied between a LIGHT, MEDIUM or HEAVY aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is:(...) >>

CHAPTER 6. SEPARATION IN THE VICINITY OF AERODROMES

6.3.2.4 CLEARANCES ON A SID

This item is reflected in the national and EU regulations, although with one difference:

- Instead of "ASCIENDA" the term "SUBA" is used.

6.3.2.5. COMMUNICATION FAILURE

6.3.2.5.1. This provision is not included in national or Community law.

6.5.2.4 CLEARANCES ON A STAR

This item is reflected in the national regulation, although with the following differences:

- Item 6.5.2.4.3 has not been included.
- The phraseology "VIA TO", although included in the regulation, is not in use. This phraseology has not been adopted by EASA, therefore its use is delayed until it is published as an AMC in SERA.14001.

6.7 OPERATIONS ON PARALLEL OR NEAR-PARALLEL RUNWAYS

6.7.2.2 Requirements and procedures for independent parallel departures

Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.2 Requirements and procedures for independent parallel approaches

6.7.3.2.1 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.2.2 This provision is not included in national or Community law (added by amendment 8).

6.7.3.2.5 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.2.6 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.4 Requirements and procedures for dependent parallel approaches

6.7.3.4.1 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.4.3 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.4.4 Applicable regulations do not contain the changes introduced in amendment 8.

6.7.3.5 Determination that an aircraft is established on RNP AR APCH

This provision is not included in national or Community law (added by amendment 8).

6.7.3.6 Requirements and procedures for segregated parallel operations

6.7.3.6.3 Applicable regulations do not contain the changes introduced in amendment 8.

CHAPTER 7. PROCEDURES FOR AERODROME CONTROL SERVICE

7.2 SELECTION OF RUNWAY-IN-USE

7.2.6 Noise abatement shall not be a determining factor in runway nomination under the following circumstances: (...)

e) when the crosswind component, including gusts, exceeds 37 km/h (20 kt), or the tailwind component, including gusts, exceeds 19 km/h (10 kt).

7.9.3 TAKE-OFF CLEARANCE

7.9.3.3 This provision is not included in national or Community law (added by amendment 8).

7.15 AUTHORIZATION OF SPECIAL VFR FLIGHTS

Subparagraphs of point 7.15 are regulated as follows in SERA.5010:

Special VFR flights may be authorized to operate within a control area, subject to ATC clearance. Except when the competent authority allows it for helicopters under special circumstances (such as medical flights, search and rescue operations and fire-fighting), the following additional conditions shall apply:

a. on the part of the pilot:

1. clear of cloud and with the surface in sight;
2. in-flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;
3. at a speed of 140 kt IAS or less in order to observe other traffic and any obstacle in time to avoid a collission, and

b. on the part of air traffic control:

1. only during the day, unless the competent authority permits otherwise;
2. ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;
3. cloud ceiling is not less than 180 m (600 ft).

CHAPTER 8. ATS SURVEILLANCE SERVICES

8.6 GENERAL PROCEDURES

8.6.5 Vectoring

8.6.5.1 Applicable regulations do not contain the changes introduced in amendment 8.

CHAPTER 9. FLIGHT INFORMATION SERVICE AND ALERTING SERVICE

9.1 FLIGHT INFORMATION SERVICE

9.1.3 Transmission of information

9.1.3.8 Transmission of information concerning space weather activity

This provision is not included in national or Community law (added by amendment 8).

CHAPTER 10. COORDINATION

This chapter is reflected in Chapter 8 of Book 4 of the Reglamento de Circulación Aérea, with the addition of a new provision:

<< Coordination between ATS units by means of aircraft

If so established by the appropriate ATS service providers, the transfer of control of aircraft may be agreed upon between ATS units by means of the aircraft themselves when coordination is not feasible through other approved means.

In such cases the following procedure will apply:

a. The transferring unit will request the aircraft to establish contact with the accepting unit, at least five minutes before reaching the transfer control point, with the aim of providing them with the necessary flight data; and

b. Aircraft will be established at a flight level adequate to the route to be followed and the accepting unit will not change this flight level until the aircraft has crossed over the transfer control point; and

c. Aircraft will communicate to the transferring unit the acceptance or non-acceptance of the transfer by the accepting unit; and

d. The transferring unit will issue the appropriate air traffic control clearances and instructions when the accepting unit does not accept the transfer of control of the aircraft under the terms proposed. >>

CHAPTER 12. PHRASEOLOGIES

12.2 GENERAL

The following provisions, included in the Reglamento de Circulación Aérea, have been added to Chapter 12, subparagraph 12.2:

- **4.10.2.3** In transmissions to aircraft with similar call-signs, the call-sign shall be added at the start and end of the communication.

- 4.10.2.4 The word "GRADOS"/"DEGREES" shall be added to those headings ending in zero.
- 4.10.2.5 In the case of pilots in training (students) flying solo ("SOLO Flight"), on their first initial contact with ATS, they will use the prefix "STUDENT" in front of their call-sign. Once read back by ATS, it will normally not be necessary to use the prefix in the following communications until a new initial contact with another different ATS unit/frequency is established, unless students consider they are being instructed to do something they are not familiar with.
  Note 1: The prefix "STUDENT" is used both in Spanish and English to refer to students flying solo since, based on the reference from its practice in other States, it avoids confusion with other students in their instruction phase that are flying accompanied.
  Note 2: Although the initial intention is to use this prefix in the case of pilots in their training phase, it can be used as well under further circumstances, such as in the case of a valid licence holder on flight practice again after a significant long absence and, within a training framework for renewal, carrying out a solo flight as a student under the supervision of a flight instructor.
- 4.10.2.6 Controllers will read back the initial call from the student pilot by using the prefix ("STUDENT") and it is expected that the limited experience and capacity of student pilots will be taken, as far as possible, into account when determining the pace and complexity of instructions and/or information to be transmitted afterwards.
- 4.10.2.7 Flight instructors shall, specifically, inform students about the use of this call-sign prefix as part of their briefing prior to their solo flight. The use of this prefix does not exempt flight instructors from notifying every ATS unit separately about «first solo flight», wherever this is a common practice.

12.3 ATC PHRASEOLOGIES

Subparagraph 12.3 is regulated by Appendix 1 to AMC1 SERA.14001 and Annex V of the Reglamento de Circulación Aérea, which contains different phraseology from that included in several subparagraphs. Specifically:

- Instead of "ASCIENDA" the term "SUBA" is used.
- Instead of "REANUDAR" the term "REINCORPORAR" is used.

12.4 ATS SURVEILLANCE SERVICE PHRASEOLOGIES

Subparagraph 12.4 is regulated by Appendix 1 to AMC1 SERA.14001 and Annex V of the Reglamento de Circulación Aérea, which contains different phraseology from that included in several subparagraphs.

12.7 GROUND CREW/FLIGHT CREW PHRASEOLOGIES

Subparagraph 12.7 is regulated by Appendix 1 to AMC1 SERA.14001 and Annex V of the Reglamento de Circulación Aérea, which contains different phraseology from that included in several subparagraphs.

CHAPTER 15. PROCEDURES RELATED TO EMERGENCIES, COMMUNICATION FAILURE AND CONTINGENCIES

15.3 Air-ground communications failure

15.3.3 The air-ground communications failure procedure is regulated in accordance with SERA.14083.

15.7.5 Autonomous runway incursion warning system (ARIWS)

This provision is not included in national or Community law (added by amendment 8).

CHAPTER 16. MISCELLANEOUS PROCEDURES

16.4.4 CHANGES TO RPL LISTINGS

16.4.4.2 Changes of a temporary nature

16.4.4.2.2 In the cases specified in the AIP, for the modification of certain flight plan basic data, it is necessary to cancel the RPL for that day and submit an individual flight plan for that particular case.

16.5 Strategic lateral offset procedures (SLOP)

This provision is not included in national or Community law (added by amendment 8).

APPENDIX 2. FLIGHT PLAN

Appendix 2 is regulated by Annex III, Attachment C, of Royal Decree 1180/2018, in which the following provisions are added:

<< 2. Instructions for the completion of the flight plan form

2.1 GENERAL

- 2.1.6 Civil aircraft carrying out State flights or special missions on behalf of the Ministerio de Defensa, shall fill in Item 8 with the letter "X" and in item 18 indicate, after the STS indicator, the aeronautical authority authorizing that flight and the authorization number.
- 2.1.7 Aircraft operators approved for B-RNAV operations, shall include in the flight plan the availability of equipment and pertinent RNAV 5 capabilities. Bearing in mind, in this respect that:
  a. RNAV 5 and B-RNAV are equivalent approvals.
  b. If the aircraft is approved for RNAV 5 it is not neccessary to insert additional information in the flight plan to indicate that the aircraft is approved for B-RNAV.
- 2.1.8 Aircraft operators approved for P-RNAV operations, which do not use the VOR/DME solely to determine position, shall indicate in the flight plan the availability of equipment and the corresponding RNAV 1 capabilities. In this respect it must be taken into account that:
  a. P-RNAV approvals, except those associated with aircraft which use VOR/DME solely to determine position, and RNAV 1 approvals are equivalent approvals.
  b. If the aircraft is approved for RNAV 1 it is not neccessary to insert additional information in the flight plan to indicate that the aircraft is approved for P-RNAV.
- 2.1.9 Pertaining to indications in the flight plan related with the operation in EUR RVSM airspace, the provisions of section 4.3.3.2.4 of the Reglamento de Circulación Aérea must be observed. >>

APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

In accordance with Appendix T of the Reglamento de Circulación Aérea, point 1.6 Data conventions, subparagraph 1.6.3 e), differs to be re-worded in the following way:

<< 1.6.3 e) 2 or 3 characters being the coded identification of a navigation aid (normally a VOR), followed by 3 decimal numerics giving the bearing from the point in degrees magnetic, followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040". >>

APPENDIX 4. AIR TRAFFIC INCIDENT REPORT

Air traffic incident report forms are regulated by the Resolución dated 3 July 2014, of the Agencia Estatal de Seguridad Aérea (AESA), by which different forms are approved based on the types of occurrences (see Boletín Oficial del Estado, BOE of 4 September 2014: normativa\BOE-A-2014-9080.pdf).

The models for the different report forms can be found at:

https://www.seguridadaerea.gob.es/es/ambitos/gestion-de-la-seguridad-operacional/sistema-de-notificacion-de-sucesos

DOC 8168, PROCEDURES FOR AIR NAVIGATION SERVICES — AIRCRAFT OPERATIONS

VOLUME I — FLIGHT PROCEDURES

(including up to Amendment 11, applicable as of 28 November 2024)

There are no major differences between the Spanish standards and methods and the provisions of PANS-OPS, Volume I.

VOLUME II – CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT PROCEDURES

(including up to Amendment 10, applicable as of 28 November 2024)

SECTION 4. QUALITY ASSURANCE

4.1 GENERAL

4.1.1. The Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Services (Doc 10068) has not yet been considered within the EU regulatory framework.

4.3 THE INSTRUMENT FLIGHT PROCEDURE PROCESS

4.3.5. Validation. Changes to the validation of instrument flight procedures have not yet been considered within the EU regulatory framework.

VOLUME III – AIRCRAFT OPERATING PROCEDURES

(including up to Amendment 3, applicable as of 28 November 2024)

The transposition of the elements of Amendment 3 of the PANS-OPS Volume III into the EU regulatory framework is pending. This transposition is scheduled for the third quarter of 2025.

DOC. 8400 - ICAO PROCEDURES FOR AIR NAVIGATION SERVICES - ICAO EVIATIONS AND CODES

(Including up to amendment 35, applicable as of 27 November 2025).

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The transposition of the elements of Amendment 34 of the PANS-ABC on the decryption and encryption abbreviations for Filed Flight Plan exchanged via the Flight and Flow Information for a Collaborative Environment (FF-ICE), Filed Flight Plan exchanged via the Aeronautical Fixed Service (AFS) and Preliminary Flight Plan, into the EU regulatory framework, is pending. This transposition is scheduled for the third quarter of 2025.

DOC 9981 — PROCEDURES FOR AIR NAVIGATION SERVICES — AERODROMES

(including up to Amendment 5, applicable as of 27 November 2025)

No significant differences exist between the Spanish standards and recommended practices and the provisions of PANS-Aerodromes.

DOC. 10066 - PROCEDURES FOR AIR NAVIGATION SERVICES - AERONAUTICAL INFORMATION MANAGEMENT

(including up to amendment 4_<-_, applicable from 27_<-_ November 2025_<-_)

The transposition of the elements of Amendment 3 of the PANS-AIM regarding definitions and flight information and flow services for the cooperative environment (FF-ICE) into the EU regulatory framework is pending. This transposition is scheduled for the third quarter of 2025.

CHAPTER 1. DEFINITIONS

Conventional navigation route. The definition has not been transposed to Annex I - Definitions of Regulation (EU) 2017/373.

This definition will be taken into account within the frame of the RMT.0719 (Rulemaking task of the European Aviation Safety Agency, EASA).

APPENDIX 1. AERONAUTICAL DATA CATALOGUE.

Table A1-3 ATS and other routes data - ATS Route. PBN requirements. Navigation specification. The additional sub-property Navigation specification is missing in the Aeronautical Data Catalogue of Implementing Regulation (EU) 2017/373, in Section 3 of Appendix 1 to Annex III.

Table A1-5 Radio navigation aids/systems data. Classification of ILS facilities, Classification of GBAS facilities, Designation of GBAS approach facilities. The Aeronautical Data Catalogue of Regulation (EU) 2017/373, in Section 5 of Appendix 1 to Annex III, is missing additional properties for the classification of ILS facilities, classification of GBAS facilities and designation of GBAS approach facilities. These requirements will be taken into account within the frame of the RMT.0719 (Rulemaking task of the European Aviation Safety Agency, EASA).

APPENDIX 2. CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP).

PART 1 - General (GEN)

The AIP produced includes two additional subsections:

- GEN 2.8 Magnetic variation and annual change of Spanish aerodromes and heliports and en-ruote navigation aids.
- GEN 3.7 Operative air traffic management.

PART 2 - En-route (ENR)

ENR 3. ATS Routes. Apppendix 1 to Annex VI Specific requirements for providers of aeronautical information services, of Implementing Regulation (EU) 2017/373, requires content ahead of the amendment. The update of these requirements will be taken into account within the frame of the RMT.0719 (Rulemaking task of the European Aviation Safety Agency, EASA).

The AIP produced includes the following additional subsections:

- ENR 1.15 Safety ocurrence reporting system.
- ENR 2.1.29 RVSM application area in Spanish airspace.
- ENR 2.3 Air traffic services contingency planning (PCATS).
- ENR 5.7 Restricted areas to photographic flight.

PART 3 - Aerodromes (AD)

AD 2. Aerodromes. **** AD 2.19 Radio navigation and landing aids and **** AD 2.25 Visual segment surface (VSS) penetration. Paragraph 1) in Appendix 1 to Annex VI (Part-AIS) of Implementing Regulation (EU) 2017/373 for **** AD 2.19 Radio navigation and landing aids, does not require an amended list of radio naviagation aids. Likewise, it does not include the requirement for **** AD 2.25 Visual segment surface (VSS) penetration.

The following charts are not produced in Spain:

AD 2.24 Charts related to an aerodrome:

- 6) Aerodrome terrain and obstacle chart - ICAO (electronic)

AD 3.23 Charts related to a heliport:

- 6) ATC Surveillance Minimum Altitude chart - ICAO

DOC. 10199 - PROCEDURES FOR AIR NAVIGATION SERVICES- INFORMATION MANAGEMENT

(First edition, applicable as of 28 November 2024) There are no major differences between Spanish standards and methods and the provisions of the PANS-IM.

OTHER DIFFERENCES FROM ICAO

- The geoid undulation at airports is published in item 2 of the aerodrome data specification record of each airport, and it is

the same for all aerodrome points.

- In the aerodrome data specification record of each aerodrome, runway end coordinates will only be published when these do not coincide with runway thresholds (e.g. displaced thresholds).
- In item 19 "Radio navigation & landing facilities", of the aerodrome data specification record for each airport, in the description of aids, the rounded elevation of the DME transmitting antenna is only indicated in metres.
- In the instrument approach charts (IAC) the elevations are expressed in feet instead of metres.
- Some manoeuvres of instrument approach charts for air bases follow NATO military procedures instead of ICAO regulations. When the regulation applicable is not ICAO, this fact is specified on the chart.
- The obligation to carry ILS/VOR receivers on board protected against FM emissions, is applicable to State aircraft from January 1st, 2005 (see related AIC in force).
- NOTAM summary is published on Aena's website.
  NOTAM summary will be provided on the first working day of each month by e-mail, to those users who have previously so requested.
- Military fire category is NATO regulation instead of ICAO regulation.
- Military lighting is NATO regulation instead of ICAO regulation.
- When a chart is not compatible with ICAO Annex 4, the word ICAO does not appear in its title.
- In the instrument approach charts (IAC), when a non-precision approach manoeuvre has a step of descent in the final approach segment, only the OCA/H with step of descent will be published.
- Noncompliance with the data quality specifications: The abbreviation NO_ADQ (Not Aeronautical Data Quality) shall be attached to published data in the AIP which do not comply with the quality requirements set out in the "Data Catalogue" established in the Common Requirements Regulation from the European Commission.
  These quality requirements can be found, adapted to the needs of Spain, in the "Procedure for notifying data to be published by the AIS", available on the ENAIRE website.
- Pursuant to the requirement AIS.TR.240 of the Regulation 2020/469:
  New data published in the AIP will be marked with an asterisk (*), referring to a footnote including the abbreviation NO_ADQ, when the values of accuracy defined are not fulfilled, or when the resolution is not proportional to this.
  The data integrity requirement, however, will not be evaluated, since appropriate assessment mechanisms to guarantee overall compliance have not yet been defined.
  Only in exceptional cases where there is clear evidence that the data does not comply with the integrity requirement (either expressly indicated by the originator or so determined by AIS), will it be marked with the character (*) and the associated footnote NO_ADQ.
- For data provided in sets of digital data (datasets), the quality value will be included explicitly, so that the end user can conduct their own independent evaluation (and therefore the NO_ADQ note is not published).
- In addition to what it is stated in Annex 4 for SID and STAR charts, the symbols utilized to indicate vertical limits of crossing altitude/flight levels are also used in some cases on Instrument Approach Charts (IAC) since they are considered useful in clarifying the description of some segments on profile and plan views of the procedure (see GEN 2.3 "Aeronautical charts symbols").
- In addition to the differences specified with respect to Annex 15, AIS-ESPAÑA has decided not to include in the subsection GEN 3.2.5 of the AIP the "List of aeronautical charts available", since the constant modification of titles, series, names and numbering of charts resulted in its difficult update. A reference to the AIP locations where to find this information is included instead.
- In order to facilitate its comprehension and reduce the size of notes and text boxes on charts, AIS-ESPAÑA has decided the following concerning the utilization of units of measurement in the AIP:

  a. The comma decimal marker in the Spanish language has been replaced by the decimal point.

  b. Comma nor point are used to separate digits. Digits are not separated into groups of three counting from the decimal point towards the left and right and, thus, a small space is not used to separate the groups.
- TMA Madrid ATC Surveillance Minimum Altitude chart: in the analysis of obstacles for the establishment of the minima on some of the sectors defined, an additional lateral margin lower to the applicable standard has been used (3 NM instead of 5 NM).

- On Standard Departure/Arrival charts, for significant points not marked by the position of a radio aid, the magnetic bearing is rounded to the nearest degree.
- True North is only represented on aerodrome aeronautical charts (ADC, GMC and PDC), the rest of area charts are always oriented to the magnetic North and AOC/PATC always to the runway direction.
- On ATCSMAC charts ATS airspaces are only identified by their type and name.
- For non-precision approach procedures which are restricted to circling, in some cases the final approach descent gradient is not published niether on the chart nor on the DPN of manoeuvres.
- In addition to the differences specified with respect to ICAO Doc 8697, in which it is established that both Aerodrome Obstacle Charts (AOC) and Precision Approach Terrain Charts (PATC) should be prepared for single colour reproduction, AIS-ESPAÑA has decided to publish these charts in several colours for the sake of clarity.
- As far as ICAO Doc 8126, Chapter 6, Appendix A, 6-A-6, paragraph 8, a) is concerned, Spain's NOTAM Office does not include a last additional point on the list equal to the first point, thus areas published by NOTAM are depicted as open geometries (polygonal areas).

AD 3 Heliports.

- The heliport data specification record of LEBT, LELO, GCXM, LEEC, LECV, GEHM and LEAO do not fulfil all the requirements established by the ICAO.