

Guide for the submission of  
ULM, historic, amateur-built  
and experimental aircraft  
overflight **authorisation**  
registered in **non-EU States**

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CODE	TITLE
OPS-UAH-ITR01-F02	Authorisation for overflights of ULM, historic, amateur-built and experimental aircraft registered in non-EU States

ACRONYM LIST	
ACRONYM	DESCRIPTION
AESA	Agencia Estatal de Seguridad Aérea
EASA	European Aviation Safety Agency
MTOW	Maximum Take Off Weight
ICAO	International Civil Aviation Organization
ULM	Ultralight structure aircraft

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## 1. INTRODUCTION

Aircraft registered in other States which do not hold a certificate of airworthiness issued in accordance with the provisions of Annex 8 to the Convention on International Civil Aviation are not covered by Article 5 of the mentioned Convention and therefore may not enter the airspace of another State or make stopovers in its territory for non-commercial purposes without prior authorisation from that State.

## 2. PURPOSE AND SCOPE

The purpose of this document is to provide guidance to those interested in operating ULMs, historical, experimental and amateur-built aircraft, registered in other non-EU states, in Spain.

For any additional queries, please contact by e-mail:

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## 3. DEFINITIONS

CONCEPT	DEFINITION
Ultralight Aircraft	Ultralight aircraft are powered aircraft complying with the characteristics of subparagraphs (e) and (f) of Annex I to Regulation 2018/1139.
Historical Aircraft	Those meeting the requirements of subparagraphs a) i) and ii) of Annex I to Regulation 2018/1139 and which have held a certificate of airworthiness issued in compliance with the provisions of ICAO, and thereafter have been operated on the basis of a restricted national certificate of airworthiness or a restricted national permit to fly with a maximum take-off weight (MTOW) of less than 5700kg.
Amateur-built Aircraft	Those at least 51% of which are built by an amateur or a non-profit association of amateurs for their own purposes and without any commercial objective, with a maximum take-off weight (MTOW) of less than 5700 kg.
Experimental Aircraft	An aircraft designed and constructed for the purpose of aviation testing and experimentation.

## 4. DOCUMENT DEVELOPMENT

The applicant must submit an application form for authorisation to carry out non-commercial operations in Spain with ultralight structure (ULM), historical, experimental and amateur-built aircraft registered in other non-EU States, in accordance with the provisions of Article 69 of Law 39/2015, on the common administrative procedure for public administrations.

This authorisation form must be submitted at least **fifteen (15) days** prior to the date of the flight. The latest edition of the **authorisation form** for this type of operation (**OPS-UAH-ITR01-F02**) is available for applicants at the AESA website.

The following must be attached along with the authorisation application form:

- Copy of the pilot's licence who will perform the flight,
- Copy of the Airworthiness Certificate or Permit to Fly of the aircraft.

This application form for overflight authorisation, according to the format (**OPS-UAH-ITR01-F02**), must be submitted together with the required complementary documentation through the online procedure of the **Virtual Office (Trámite Online)**.

To submit a **PNR86** application online through the Virtual Office, you must access:

- **Cl@ve system** through digital certificate or electronic ID, PIN code, permanent key and EU citizens.
- **e4F system** for foreigners who do not have Cl@ve.

### e4F Registration

For first-time access to the e4F system for foreigners, prior registration of the applicant is required.



The screenshot displays the login interface for the AESA Virtual Office. It features two main access paths:

- Cl@ve Access:** Indicated by the Cl@ve logo and a green 'Acceder' button. The text below states: 'Acceso mediante el sistema Cl@ve a través de Certificado digital o DNI electrónico, Claves PIN, Clave permanente y Ciudadanos UE.'
- e4F Access:** Indicated by the e4F logo and a blue 'Acceder' button. The text below states: 'Acceso mediante el sistema e4F para personas extranjeras que no disponen de Cl@ve.'

Below the e4F section, a red box highlights the 'registrarse' (register) link, with a blue arrow pointing to it. At the bottom right, there is a green 'Acceder' button. A horizontal line separates the login options from the 'Acceso solicitud' (Request access) section.

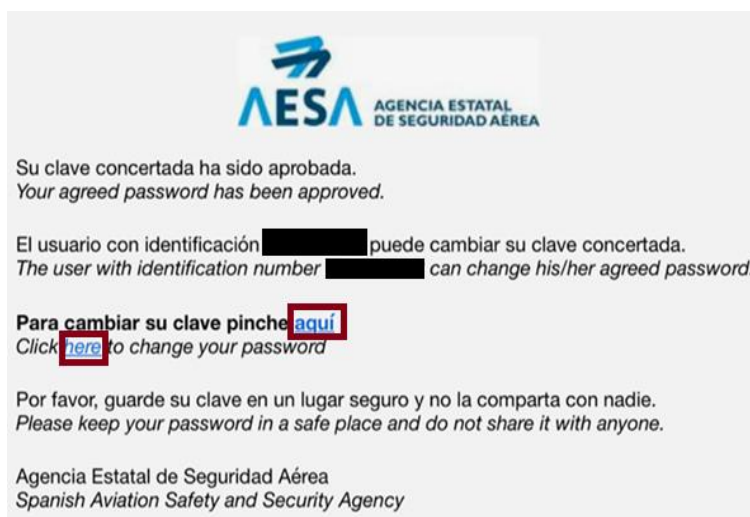
**Acceso solicitud**

Desde esta sección podrá solicitar la tramitación de una nueva clave. Rellene los datos y una vez realizada la solicitud, recibirá un mensaje de correo electrónico para verificar la solicitud de nueva clave. Una vez verificada la solicitud y comprobados sus datos por el personal de AESA, recibirá un mensaje de correo electrónico con la clave. **Tenga presente que esta comprobación puede tardar días.**

Si está en posesión de un NIF o un NIE español, no podrá solicitar la clave concertada.

To proceed with the registration, click on the hyperlink "**register**". The applicant will then be given access to a form to be filled in with personal data.

Once this step has been completed, an email will be sent to the applicant informing about the activation of the "**Clave Concertada**". Once this activation has been received, the applicant will be able to create their own password. Once the applicant has created the password, access to the online procedure will be granted and the applicant will be able to submit the application via PNR86.



#### 4.1. Conditions

1. The Authorisation Application Form (**OPS-UAH-ITR01-F02**) must be correctly filled and signed.
2. The required **additional documentation** to the application (**Airworthiness Certificate** and applicable **pilot licence**) must be attached.
3. Must not apply for more than **180 days** per calendar year.

#### 4.2. Authorisation submission

Once all the requirements have been checked by the AESA: application form, that it has been submitted on time and that it contains the necessary additional documentation, then:

- a. In the event that the application form or documentation submitted does not meet the established criteria, the applicant will be issued with a requirement to amend the application form or documentation.
- b. If AESA issues such a request and the applicant does not submit a correction, the application will be considered rejected at the deadline of the requested date of operation.
- c. When the application form and documentation submitted are correct, AESA will issue an authorisation allowing the applicant to carry out the operation.