



“Volar, historia de una aventura”

25 AUG 2024 - 1500Z-1700Z

Departamento de Operaciones Especiales

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INTRODUCTION

“Volar, historia de una aventura” Since its creation in June 1974, the 14th Wing has been and continues to be a fundamental pillar of Spanish fighter aviation, contributing uninterruptedly to the defense of national sovereign airspace and that of allied territories when required.

All this has been possible thanks to the personnel who have been part of the 14th Wing during these 50 years, personnel who, with self-sacrifice and vocation of service to Spain, contribute day by day to the Air and Space Army to fulfill its mission.

IVAO Spanish Division, invite VSOGs and freelances to take part this event, it will take place in Albacete, Spain, departing from Albacete LEAB 25 August 2024, 15:30Z.

All participants must register to be assigned a calculated take-off time (CTOT), in addition, all those divisionsthat have Letters of Agreement (LOA) with the Spanish Division will have priority to register.

Briefing (Master Plan)

This event is mostly composed by Spanish Airforce, Army and Armada aircraft, it requires good formation flight capabilities, and sharp coordination with other flights and flight controllers.

Location

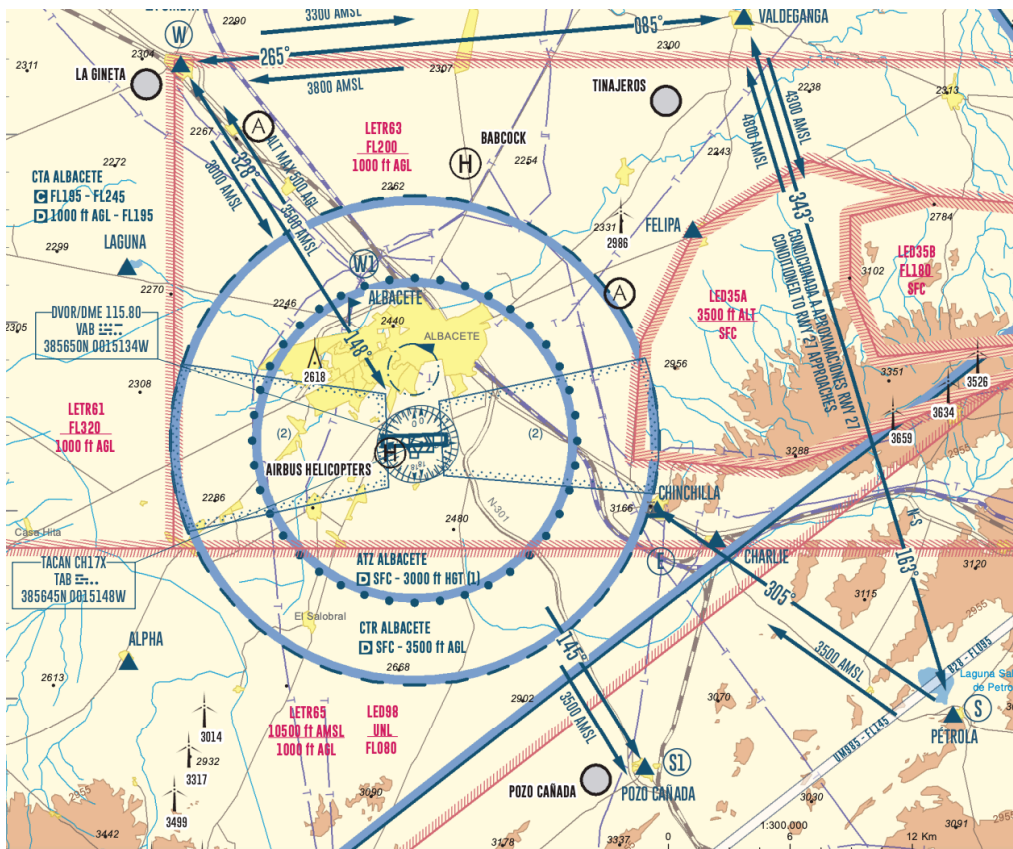
Albacete Air Base, also known as Los Llanos Air Base (IATA: ABC, ICAO: **LEAB**), is an international air base of the Spanish Air and Space Forces located 4 km south of the Spanish city of Albacete.¹ Since July 1, 2003, it shares runway and some facilities with Albacete Airport, operated by Aena.

Los Llanos Air Base is also the headquarters of the TLP (Tactical Leadership Programme), the school of excellence for pilots and crews considered the Top Gun in Europe.



Albacete AB

Operations Zone



Mission Data

Low risk level expected for this exercise.

Ground operations.

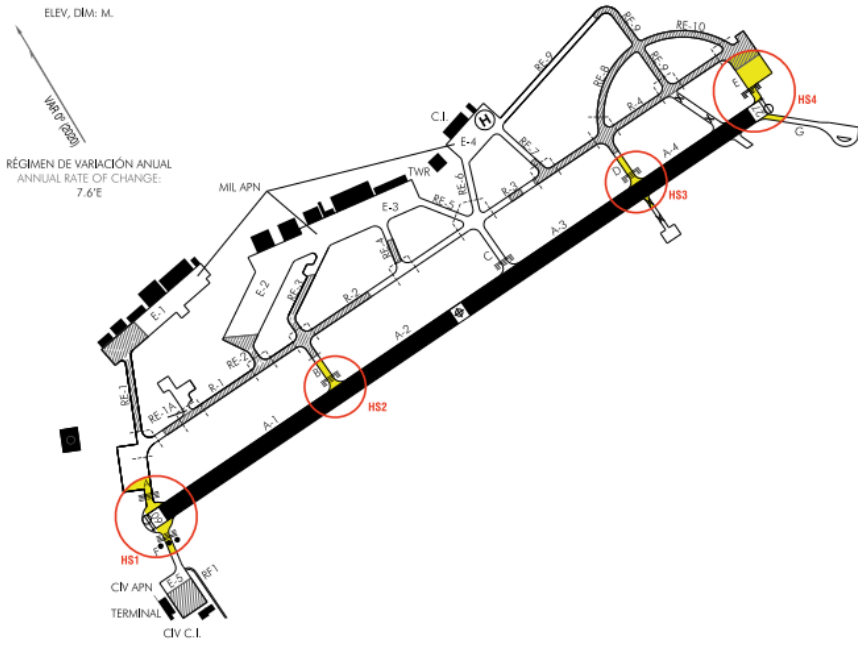
The maximum taxiing speeds will be 30 knots on taxiways and 15 knots in the parking area or platform, unless the situation demands otherwise.

During taxiing, a separation between aircraft will be maintained, it will be two aircraft fuselages (approximately 400ft) to avoid possible FOD (objects that can damage the engines), in addition to keeping the "symmetry" of all taxiing aircraft.

During the taxiing of more than one aircraft, they will taxi along the sides of the taxiway (alternate lanes) (if there are no obstacles that prevent doing it), always leaving the separation of a fuselage.

The frequencies for the exercise will be the following:

LECM_MIL_CTR	MADRID MILITAR	133.450
LEAB_APP	ALBACETE APROXIMACIÓN	118.725
LEAB_TWR	ALBACETE TORRE	122.100
LEAB_GND	ALBACETE GROUND*	121.800
LEAB_PAR_APP	ALBACETE RECISIÓN*	138.525



TWY WID: 22.5 m, EXC:
 F: 23;
 G: 18;
 RE-8, RE-9, RE-10: 25;
 RE-1A: 21;
 RF1: 5.2.

TWY LGT: BORDE // EDGE, EXC G, RE-1A, RE-8, RE-9, RE-10, RF1.

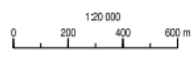
RESISTENCIA TWY // TWY STRENGTH:
 A: RE-5; PCN 23/F/B/W/T;
 B: PCN 46/F/A/W/T;
 C: PCN 26/F/A/W/T;
 D: R-2, E-3; PCN 43/F/B/W/T;
 E: PCN 30/F/B/W/T;
 F: PCN 32/F/A/W/T;
 G: PCN 87/F/B/W/T;
 R-1: PCN 43/F/B/W/T; PCN 51/F/A/W/T;
 R-4: PCN 43/F/B/W/T; PCN 55/F/B/W/T;
 RE-1: PCN 68/R/B/W/T;
 RE-1A: PCN 18/F/D/W/T;
 RE-2: PCN 100/F/A/W/T;
 RE-3: PCN 5/F/D/W/T;
 RE-4: PCN 10/F/C/W/T;
 RE-6, RE-8, RE-10: PCN 9/F/A/W/T;
 RE-7: PCN 11/F/A/W/T;
 RE-9: PCN 12/F/A/W/T;
 RF1: PCN 41/F/B/W/T.

NOTA: BARRA DE PARADA DE ZONA DE ESTACIONAMIENTO E-5 U/S.
 NOTE: STOP BARR AT PARKING AREA E-5 U/S.

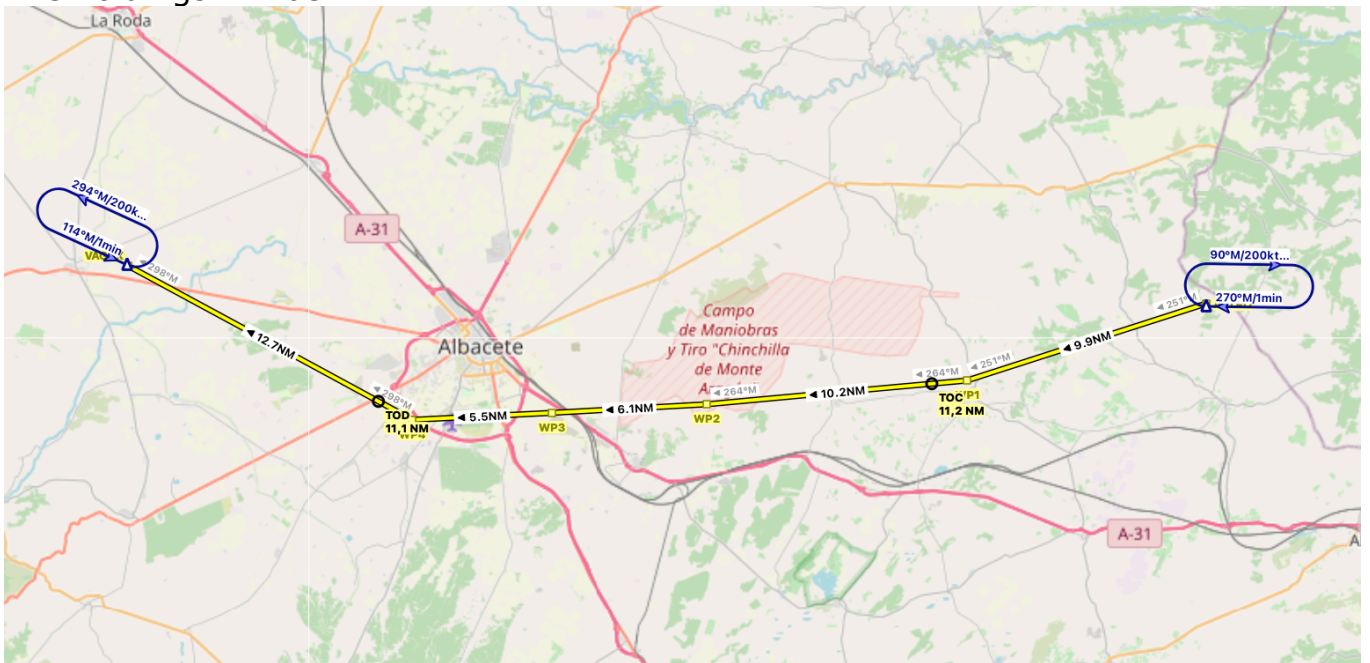
- HS1 PRECAUCIÓN:** POSIBLE RIESGO DE INCURSIÓN AL SER INSTRUIDO AL RODAJE POR TWY A & F.
 - HS2 PRECAUCIÓN:** POSIBLE DESORIENTACIÓN Y RIESGO DE INCURSIÓN POR PUNTO DE ESPERA DE RWY 09 SOBRE TWY B, PARA ACFT QUE SOLICITEN DESPEGAR DESDE ESTA INTERSECCIÓN, VER AD 2-LEAB CASILLA 20.
 - HS3 PRECAUCIÓN:** POSIBLE DESORIENTACIÓN Y RIESGO DE INCURSIÓN POR PUNTO DE ESPERA DE RWY 27 SOBRE TWY D, PARA ACFT QUE SOLICITEN DESPEGAR DESDE ESTA INTERSECCIÓN.
 - HS4 PRECAUCIÓN:** POSIBLE RIESGO DE INCURSIÓN POR FALTA DE VISIBILIDAD DESDE TWR EN LA ZONA PREVIA AL PUNTO DE ESPERA DE RWY 27.
- HS1 CAUTION:** POSSIBLE RISK OF INCURSION ON BEING INSTRUCTED TO TAXI VIA TWY A & F.
 - HS2 CAUTION:** POSSIBLE DISORIENTATION AND RISK OF INCURSION AT HOLDING POSITION FROM RWY 09 AT TWY B, FOR ACFT REQUESTING TAKE-OFF FROM THAT INTERSECTION, SEE AD 2-LEAB ITEM 20.
 - HS3 CAUTION:** POSSIBLE DISORIENTATION AND RISK OF INCURSION AT HOLDING POSITION FROM RWY 27 AT TWY D, FOR ACFT REQUESTING TAKE-OFF FROM THAT INTERSECTION.
 - HS4 CAUTION:** POSSIBLE RISK OF INCURSION DUE TO LACK OF VISIBILITY FROM TWR IN THE ZONE PRIOR TO THE RWY 27 HOLDING POSITION.

CLAVE LUGAR CRÍTICO HOT SPOT LEGEND	
	RWY
	ENTRADA/SALIDA DE RWY RWY ENTRY/EXIT

ZONA NO VISIBLE DESDE TWR AREA NOT VISIBLE FROM TWR	
TWY CERRADA TWY CLOSED	X

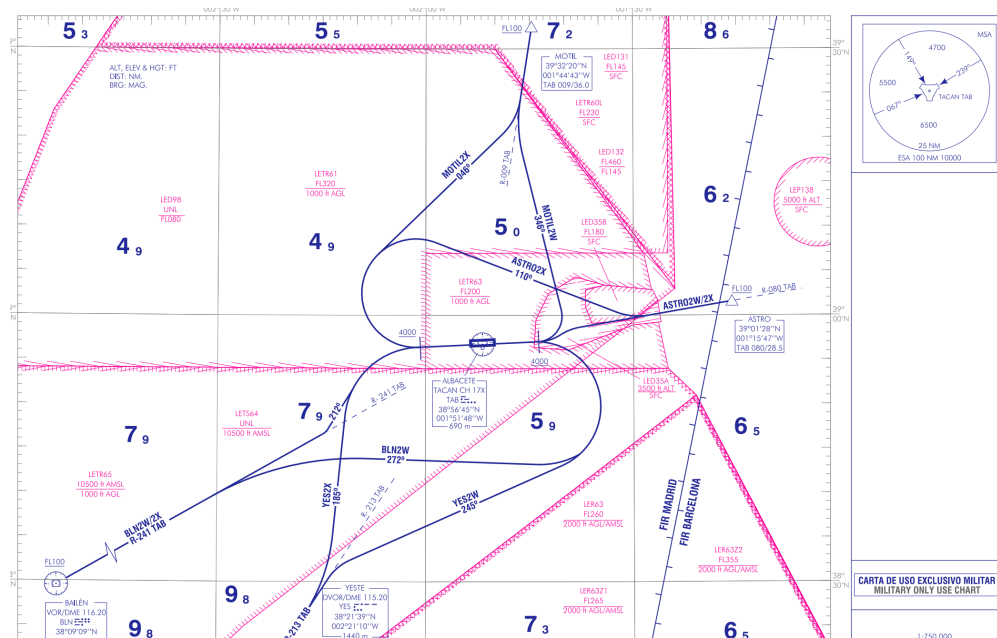


The holdings will be:



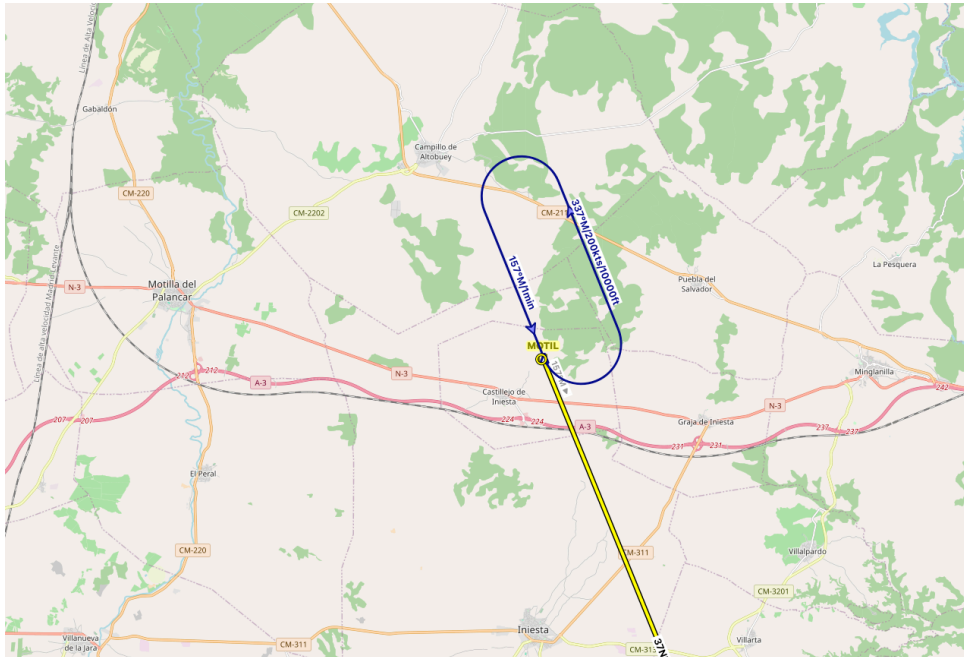
FIGHTERS

Climb on runway heading until 4000 ft or above. Turn right to magnetic heading 046° to follow R-009 TAB, direct to cross MOTIL at FL100 or above.

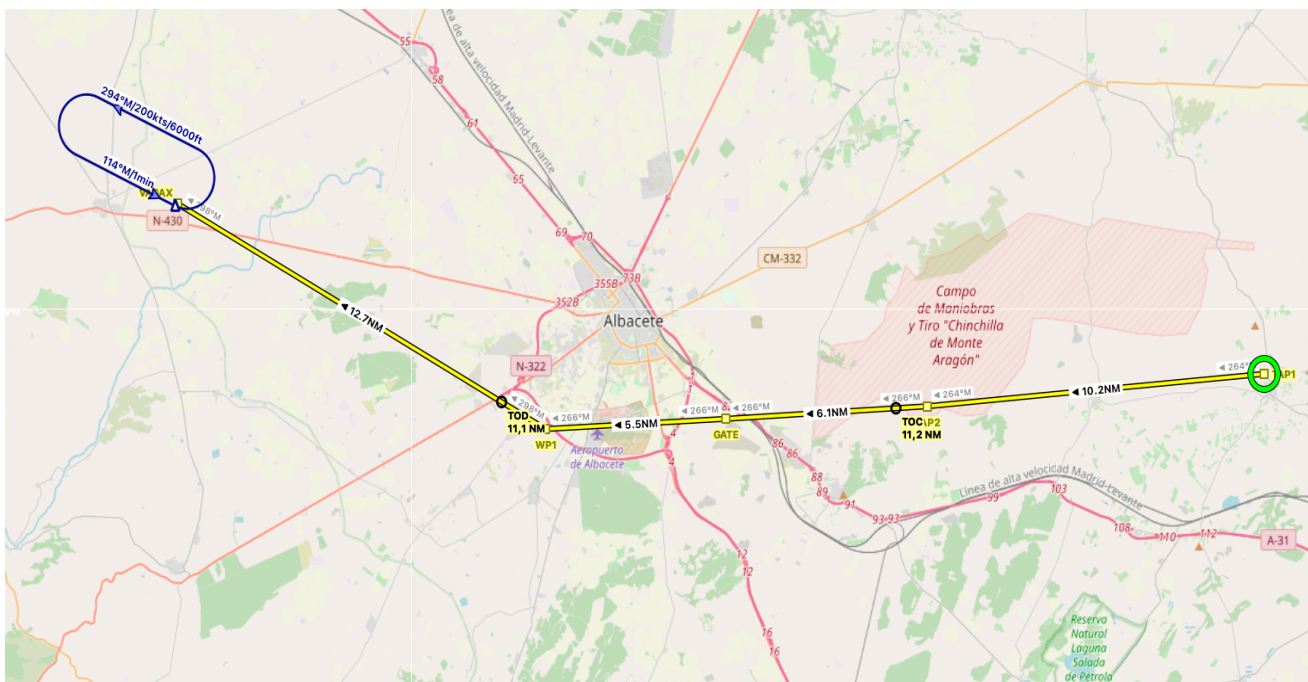


ONLY FOR SIMULATION USE - NO VÁLIDO PARA OPERACIONES REALES

The holdings will be:



After MOTIL and ASTRO at holdings, Transports/Fighters will proceed DCT TAP1 (38° 58' 17,09" N 1° 26' 49,01" W) **at 3000FT AGL** to start the low pass. Then, flights will continue flying to TP2 (38° 57' 23,27" N 1° 39' 53,32" W) at **1000FT AGL**. After that, will proceed DCT GATE (38° 57' 2,57" N 1° 47' 47,11" W) **at 700ft AGL** to start the low pass. After that, RIGHT turn and proceed DCT BAGAX climbing to 6.000FT and resume route in course to LEAB.



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RULES FOR THE EXERCISE

The register dateline is on 18th April

The formation leader must indicate the VIDs of the components. The priority order is the following:

- Users that are registered on a SOG from the Spanish Division.
- Freelance users from the ES-DIV.
- Users who are registered in a SOG of any division with which the ES-DIV has a Letter of Agreement (LOA).
- Freelance users from any division with which the ES-DIV has a Letter of Agreement.
- Other users.

There are 50 slots for the event. In case of fulfilling it, this order will be followed to discard the pilots that will not be able to fly (or that their points will not be counted for the Special Operations Award)

WHAT IF

- Be on time, and the sooner the better, check that everything works, check model matching.

We recommend the use of MAIW models as model match.

- No weather abort.
- JOIN FS GLOBAL SERVER IN FORCE.

Charts

LEAB: [ALBACETE SO](#) // [ALBACETE AIP](#)

Required data from VSOGS.

Every VSOG representative will send to es-specialops@ivao.es the following info:

- Pilot names and IVAO IDs
- Type of aircraft
- Tactical callsign to use
- Capabilities of each pilot (flight leader or not, tactical role, dissimilar formation)

SCENERY.

[FSX & P3D FreeMeshX Global Terrain Mesh Scenery 2.0](#)

[FREE SCENERIES IN SPAIN](#)

[FS2020](#)

NOTAMS

FOR THE EVENT

A: 2408250
B: LECS
C: SFC - FL150 AMSL
D: 25/08/2024 14:00:00Z
E: 25/08/2024 18:00:00Z F:
SPANISH
50º Aniversario ALA 14

FOR PRACTICE

A: 24082502
B: LECS
C: SFC - FL150 AMSL
D: 24/08/2024 00:00:00Z
E: 24/08/2024 23:59:00Z
F: PRACTICE FOR THE 50º
Aniversario ALA 14

COMMUNICATIONS METHODS

Email: es-specialops@ivao.aero // specops@ivao.es

Ticket tool: <https://soporte.es.ivao.aero/open.php> Destination [OPS] Operaciones especiales /Eventos SO

BRIEFING INFORMATION

A briefing for the 25st August will take place 1 hour before the event on the SOD Discord Server: sod.ivao.aero/discord

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