



# 51<sup>A</sup> VUELTA AÉREA A ESPAÑA RUTA JACOBEA

XXXIV TROFEO DE  
SU MAJESTAD EL REY

**25-28 JUNIO**

- 1ª etapa **Reus**
- 2ª etapa **Robledillo de Mohernando**
- 3ª etapa **Burgos**
- 4ª etapa **Santiago de Compostela**  
**Madrid Cuatro Vientos**

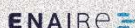


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COLABORACIÓN  
ESPECIAL:



COLABORA:



ORGANIZA:



Real Aero Club de Sevilla



Real Aero Club de España



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## 1. Description and objectives.

This year we celebrate the fifty-first edition of the Vuelta Aérea a España, we continue to keep alive the spirit of its genesis, to improve the skills of the crews in an organized environment, where the safety of operations predominates above all else.

The route has been designed with the objective in mind; To improve the skills of crews in the demanding context of navigation in an airspace with numerous restrictions and in the procedures and operation in uncontrolled airports. To these demands are added those added by the competition in ANR format that will take place in part of the route, at low altitudes, due to the demands of the competition itself.

Each edition brings to the present facts of our aeronautical history, both in its civil and military facets, and thus we fulfill the mandate of disseminating a history of which we are all protagonists in some way, of which we must be guarantors, and of which we are proud.





The first anniversary is intimately linked to our name, it proudly bears the title of "Royal" so with this edition we join the commemorations that are held on the occasion of the tenth anniversary of the reign of H.M. Felipe VI.

We also celebrate the 50th anniversary of the constitution of the Real Aeroclub de Guadalajara and the 75th anniversary of the Aeroclub de Santiago, and due to its layout we call this edition "Jacobean Route".

In the most modern editions, what imprints the character of "return" is none other than the circumstance that the participants have to add the displacement flights, both to the place of concentration, and the dispersion to the bases of origin, so that in the end, they all begin and end at the same point. This conception alleviates the requirements that this type of test places on crews.

Another milestone is that it is the first time in its history that the Vuelta Aérea has Reus between its stages.

For this fifty-first edition of the event, a calendar of activities has been designed that, although related to aviation, are not strictly flight activities.

As is traditional, the Armed Forces have been asked to support the test in the form of a detachment of a helicopter with SAR capability that shares the entire voyage with the crews, integrating with them and the possibility of operating from the military platform of Santiago, where we will enjoy upon our arrival, a day of fraternization with one of the most emblematic units of our Air and Space Force. the 43rd Air Force Group in its detachment in Santiago de Compostela. In it, the participants will learn in detail about the means of the unit and its operations from its personnel.

We want to pay tribute to all its members for the great and selfless work they do year after year, in their fight to conserve our forest heritage in the face of fires.

National and foreign aircraft are called to the event that will cross the skies of Spain during the five days that the race lasts and in which they will travel the more than 1506 kilometers of the route of the race.

All those who have the necessary qualifications, as well as aircraft compatible with the event, and are willing to train crews are invited to join. A call that is extended to companies dedicated to the training of pilots, so the value of an activity like this represents for their training.

In general terms, flights will be governed by visual rules, in visual meteorological conditions, with route altitudes between SFC and 10000 feet AMSL.



## 2. Brief Stories.

### 2.1. History of the Reus aeroclub.

In Reus, in 1931, a group of aeronautics enthusiasts met with the intention of founding a flying club. In 1933 land was acquired near the 'Pino de Bofarull', where an airstrip was built and in 1935 what would be known as the Aero Club de Reus was officially created. Aeronautical activity began with aircraft loaned by the already existing Aeroclub de Sabadell until the first aircraft of its own ownership were obtained.

With the coup d'état that led to civil war, all activity in the Aero Club was paralyzed, passing the ownership of the property to the Government of the Republic who, with the acquisition of new adjacent land, expanded the runways and facilities, establishing it as a military aerodrome of the FARE (Air Forces of the Spanish Republic).

In 1937, what we know today as the 'Historical Hangar' or 'Hangar of the Russians' was built, also known as the 'Hangar of the Russians' by oral memory, which attributes its design and construction to a group of Soviet engineers. Its initial function was to receive the Polikarpov I-15 'CHATO' fighter aircraft manufactured by the SAF-3 Factory in Reus, in the workshops installed here and transferred from Getafe at the beginning of the conflict. The airfield would act mainly as an auxiliary, alternative and as a base for night fighting.



With the fall of the city on January 15, 1939, the aerodrome was occupied by Franco's forces, creating the Reus Air Base, where the Fighter Pilot School was established with the modern Messerschmitt BF-109F and the Air Force Non-Commissioned Officer School and the Special Volunteer Soldiers School. with whom the Aeroclub coexists, resuming aeronautical activity at the end of the 40s.

In the 50s, the aerodrome received the first national civil commercial flights, establishing itself as an airport; initially mixed, military and civilian, until 1998 when with the closure of the Air Base it lost its military status.





The Historic Hangar is spared demolition thanks to the efforts of the Aeroclub, who will be in charge of its transfer, management and maintenance within the Aeroclub facilities.







Already managed by AENA, the Airport began a series of expansions and improvements until it became what we see today, with the growing international commercial airport activity. An activity with which the Aeroclub itself coexists both in its social, recreational and sporting aspects, as well as in the academic, teaching and training aspects with the creation of its flight school: MFS (Mediterranean Flight School). School

that does not cease in the training of sports and commercial pilots to meet both the demand for pilots by the large airlines and to keep alive the aeronautical spirit of those first enthusiasts, making Reus an international aeronautical reference.

## 2.2. History of the Aeroclub de Guadalajara.

The aerodrome was founded by the son of Lieutenant General Pedro Vives Vich, Pedro Vives Camino, in 1973 first in Valbuena, very close to Cabanillas and Guadalajara, but due to the proximity to the Torrejón de Ardoz airport, in 1974 they looked for a new location and settled 25 minutes from Guadalajara, in the municipality of Robledillo de Mohernando where they found a "dry land with a flat surface and with take-off trajectories and free landing."

Ballooning started in Guadalajara, it was where the first School of Engineers was created and also the first aircraft factory 'la Hispano', "recognized throughout the world and where several prototypes were made and above all it excelled in engines".

The aerodrome owes its name to Lieutenant General of the Air Force D. Francisco Vives Camino, born in Guadalajara in 1900.



The management of the aerodrome began with Don Rafael Borrás Torné, colonel of the Air Force, who obtained the signatures of the first 50 members necessary for its creation as part of the Royal Aeroclub of Spain. Lt. General Francisco Vives Camino was the

first president of the Aeroclub.







### 2.3. History of the Real Aeroclub de Santiago.



*July 28, 1935 marked a milestone in the history of Galicia with the inauguration of Lavacolla airport, promoted by the Real Aeroclub de Santiago*

The Real Aero Club de Santiago de Compostela has a fascinating history. Although there was an Aero Club in Santiago since 1932, its official foundation dates back to 1947. Among the enthusiasts who promoted its creation is Aviation Colonel Francisco Iglesias Brage, a leading figure in Spanish aviation. He was the main instigator of the creation and development of the Aero Club, as well as aviation in Santiago, being also the origin of the creation of the Lavacolla Airport and the Civil Pilots School.

Since its foundation, the Aero Club has promoted various sports activities, including the construction of a golf course, tennis courts and a swimming pool, representing an important leisure offer in Santiago at a time when there were hardly any private cars and summer vacations on the beach were very scarce.

Today, the Real Aero Club de Santiago has three headquarters: the headquarters in General Pardiñas, the aeronautical headquarters next to the Santiago airport and the sports city in Ames. Each of these venues offers a variety of facilities and activities for its members, from aeronautical courses to sports such as golf, tennis and paddle tennis.

## 2.4. History of the 43rd Air Force Group.

The 43rd Air Force Group is a unit of the Spanish Air Force, active since February 8, 1971. Its main mission is to collaborate in the extinction of forest fires, in collaboration with the General Directorate of Natural Environment and Forest Policy. In addition, it also supports the missions of the Air Force's Search and Rescue Service (SAR).

The group operates mainly from the Torrejón de Ardoz Air Base in Madrid, but during the summer campaign, which runs from June 1 to October 31, it is deployed in several detachments throughout Spain. The current detachment locations are:

Santiago de Compostela



Talavera la Real, Salamanca, Zaragoza, Albacete, Malaga and Pollensa

In addition, they maintain the alarm service at the Torrejón de Ardoz Air Base in Madrid.

In terms of equipment, the group has Canadair CL-215T and Bombardier CL-415 aircraft, which are operated and maintained by the Air Force.

The 43rd Air Force Group has achieved several significant milestones throughout its history. Here are some of the highlights:

- **50,000 flight hours:** In September 1986, the group reached 50,000 flight hours.
- **185,000 flight hours:** To date, the group has accumulated more than 185,000 flight hours.
- **International missions:** The 43rd Group has participated in firefighting missions in several countries, including Bulgaria, France, Greece, Israel, Italy, Morocco, Tunisia, Portugal and Turkey<sup>1</sup>.

These milestones reflect the commitment and dedication of the 43rd Group in its mission to fight wildfires and support search and rescue missions.

The group's motto is "**Turn off... and let's go!**", reflecting its mission to fight fires quickly and efficiently<sup>1</sup>. In addition, the group is also known by their nicknames such as "**Corsairs**", "**Seals**" and "**Botijos**", which highlight their bravery and dedication.







The **43rd Air Force Group** has several mottos that reflect its mission and ethos. Some of the most prominent slogans are:

- "Turn off... and let's go!"
- "Where I put my eye... mojo!"
- "I was in hell... and I turned it off"
- "When a mountain burns..." (no longer in use)



These slogans capture the group's bravery and dedication in its mission to fight wildfires and support search and rescue missions.



### 3. Activities and calendar.



Board 1 Route Overview

Day	Stage	Description	Distance (NM)
24/06/2025	0	Concentration Apto Reus	-
25/06/2025	1	Apto Reus – AD de Robledillos	201
26/06/2025	2	AD Robledillo – Apto Burgos	96
27/06/2025	3	Apto Burgos – Apto Santiago	243
28/06/2025	4	Apto Santiago – Apto Cuatro Vientos	273
29/06/2025		Dispersion	-

#### 3.1. Aircraft Reception at Reus Airport. 24/06/2025

For those crews/organization that need it, an arrival time will be opened the day before (23-06-2025) that will be notified later, with the aircraft being parked in the designated place. Meals, transfers from the airport to the hotel, and accommodation for this extra night will be at the expense of the participants.

Due to the limitations in the amount of traffic to be managed and the space of the Reus platform, those aircraft whose technical characteristics allow them to operate in the Vallmoll field will be concentrated in it.

The race begins with the concentration of the participants at the Reus/Vallmoll airport, hosted by the Reus Aeroclub.





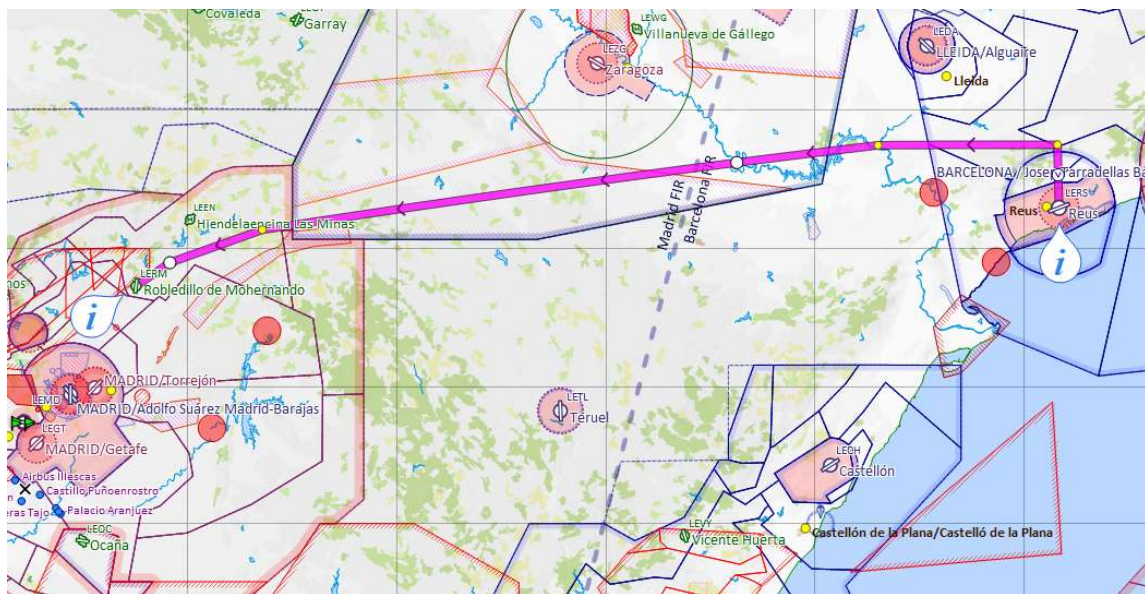
As on the previous day, an arrivals window will open whose time is specified in the timetable table.

It should be noted that Reus airport is a seasonal airport that manages many flights at this time of year in which the Vuelta is going to be held, which forces us to adjust as much as possible to the agreements that are adopted, as well as respect the necessary procedures and communications so that our presence does not interfere with commercial operations.

### 3.2. First Stage Reus – Robledillo de Mohernando. 25/06/2025

Throughout the route, and especially in mountainous areas, we will be extremely vigilant ("permanently looking outside") to prevent collision with birds.

Day	Stage	Description	Distance (NM)
25/06/2025	1	Apto Reus – AD de Robledillos	201



This first stage will begin at Reus airport, where the initial briefing will take place and all flight procedures will be verified. Pilots must be attentive to weather conditions and air traffic control instructions to ensure an orderly exit from the airport. The route to Robledillo de Mohernando will cover a distance of 201 nautical miles, offering crews the opportunity to fine-tune their navigation skills in different flight environments.

After the relevant authorisation, the participants will take off in the established order and head to the N (Alcover) CTR/TMA notification point in Reus, following the instructions of the control at all times.

Once we reach the east, we will continue north towards the town of Montblanc (Old point N of Reus) leaving the Prades mountains on our left.

From Montblanc the expedition will turn west directly to Mequinenza, a town where the Ebro, the Segre and the Cinca converge, keeping us at all times below the TMA of Barcelona which on the route traced has its base at 4500 ft.

From Mequinenza, following the Ebro, we will enter the TMA of Zaragoza, on our course to Sigüenza.



Once we reach this we will turn a little south to face the Robledillo aerodrome, staying at all times outside the TMA of Madrid, whose base, on the route traced, is at 6500 ft.

We must pay special attention, due to the proximity of the route, not to enter the prohibited area that protects the Ascó nuclear power plant. The P136 with SFC-4000 vertical boundaries.

Likewise, and as the Robledillo de Mohernando aerodrome is an uncontrolled aerodrome, we will remain attentive to the communications of other pilots, being exquisite when communicating our position on the circuit, respecting the procedures published by the aerodrome and being extremely vigilant in ground movements.

Once on land, the crews that require it will carry out refuelling tasks, remaining at the facilities for lunch.

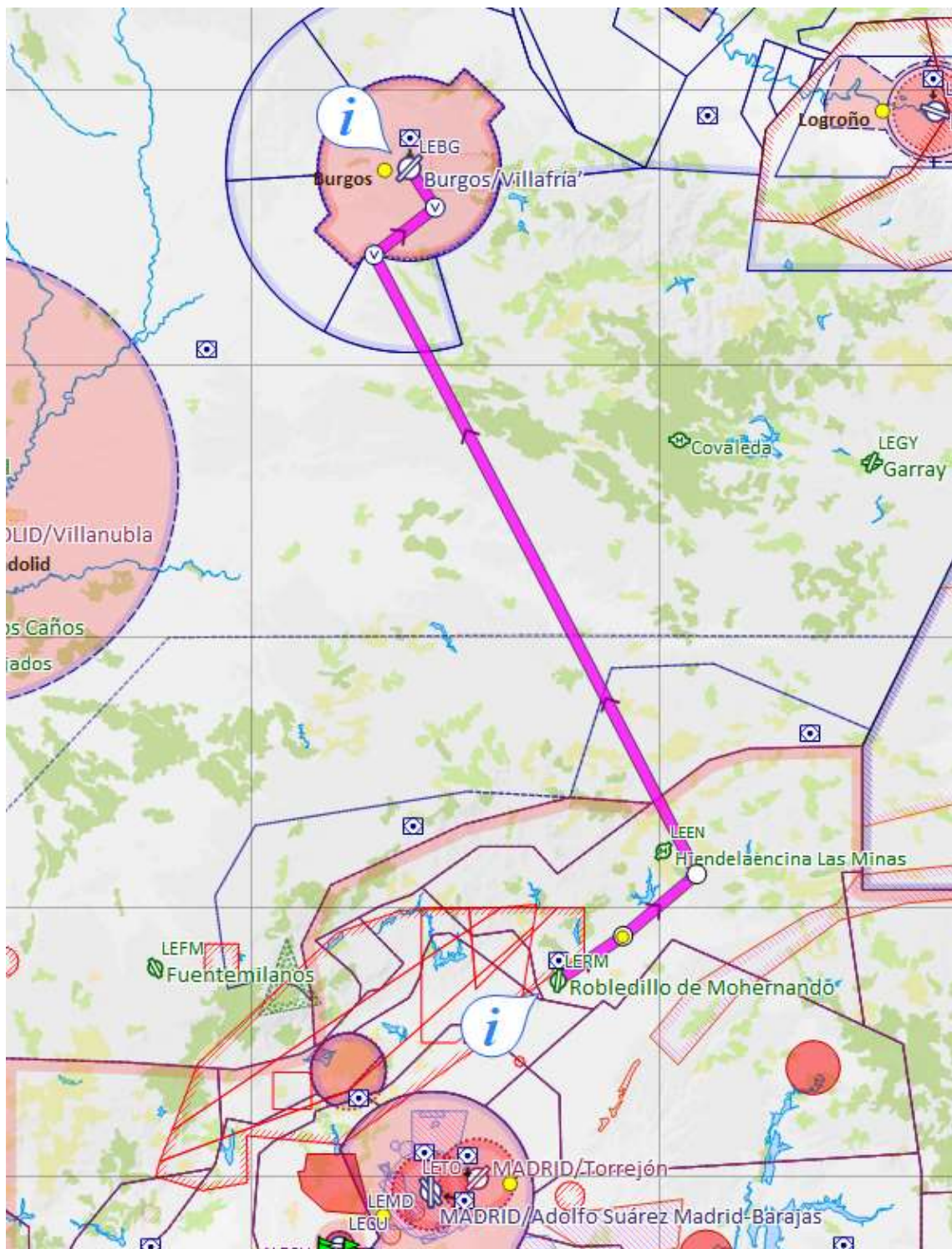
### 3.3 Stage 2: Robledillo Aerodrome – Burgos Airport. 25/06/2025

Throughout the route, and especially in mountainous areas, we will be extremely vigilant ("permanently looking outside") to prevent collision with birds.

Day	Stage	Description	Distance (NM)
25/06/2025	2	AD Robledillo – Apto Burgos	96







Second day of the Rally, for the participants. It is the shortest stage in terms of flight with the intention of conserving strength. Like all of them, this route remains faithful to the principles of maximum safety combined with a route for the crews to enjoy the views that the flight offers.

After the stage briefing, and in the order stipulated and coordinated by the organization, the aircraft will begin to start their engines. With the OK of the crews, the sequence of taxiing towards the head of the runway in service for take-off will begin.

Special attention will be paid to the possible presence of people before the start of the engines. In ground movements, taxis from the parking lot to the head of the runway in service, prudent separation will be maintained with the rest of the traffic that performs maneuvers on land following at all times the indications of the field personnel and the organization.



As on our arrival, remember that the aerodrome of Robledillo de Mohernando is an uncontrolled aerodrome, so we will remain attentive to the communications of other pilots, being exquisite when communicating our position on the circuit respecting the procedures edited by the aerodrome and extreme vigilance in ground movements.

Once in the air, the aircraft will head northeast, following the Cogolludo route, Pálmaces reservoir, where we will turn northwest directly to the Sierra notification point of Burgos airport, keeping at all times outside the TMA of Madrid (Espacio Alfa) whose base is at 6500ft

The requested route is 10 nautical miles wide, 5 miles on either side of the route presented, so each crew will have multiple options to set up passage control points. It is suggested to go to the town of Lerma to have a point prior to the sector of the CTA of Vitoria through which we are going to enter, on which we will adjust to the maximum altitude of said sector 3000 ft AGL. We also have the A-1 as a guide to the Sierra point.

Once we have reached the S notification point, we will follow the visual approach procedure published in the AIP for this airport.

It should be noted that Burgos airport is an airport where traffic information service is provided, so we must be attentive to the information and indications provided by the service, if it is active.

After landing, the crews will proceed to refuel the aircraft that require it, being parked in the places indicated by the organization, being ready for the next day's stage

With the aircraft on the ground, the expedition will move to the designated place for lunch, where the crews will be able to strengthen ties and share experiences among the members of the expedition themselves and with the members of the local aeroclub.

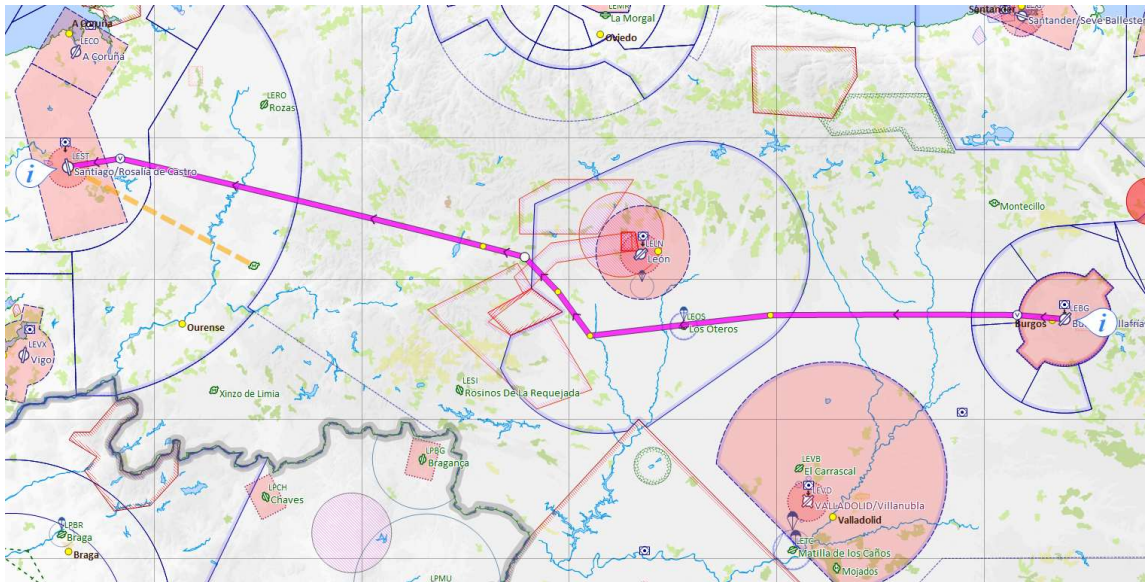
After lunch, the crews will be transferred to the hotel where they will have time to tour the monuments that the city of Burgos has to offer. During dinner, plaques of recognition for the support received will be awarded.

### 3.4. Stage 3. Burgos Airport – Santiago Airport. 26/06/2025

Throughout the route, and especially in mountainous areas, we will be extremely vigilant ("permanently looking outside") to prevent collision with birds.

Day	Stage	Description	Distance (NM)
26/06/2025	3	Burgos Airport – Santiago Airport	243





Third day of the Rally. This stage tries to follow in the footsteps of the pilgrims on their way to the tomb of the Aposto Santiago and for which this Aerial Tour is called the Jacobean route.

Once the mandatory briefing has been completed, the crews will proceed according to the established order to start up their engines and following the instructions of the organization, or the AFIS, if it is in service, they will taxi with their aircraft to the waiting point of the runway in service. As this aerodrome is uncontrolled, communications and separation between aircraft is once again the responsibility of the pilots in command.

After take-off, the aircraft will head to Point W where they will leave the aerodrome's traffic circuit, but not before having magnificent views of the Castilian capital.

We will stay below 2000 ft AGL until the vicinity of Villasandino so as not to enter the CTA of Vitoria, having the A231 as a guide.

From Villa Sandino you will follow a direct route to Sahagún, entering the CTA of León whose base is 1000 ft above the ground. Subsequent editions will specify the procedures for flying in this airspace.

Over Sahagún we will turn slightly south, heading towards Bañeza, where we will turn north towards Bembibre, following the A6.

From Membibre we will head directly to the Eco2 notification point (Arzúa) adjusting our altitudes in Triacastela (4500 ft) and Melide (1000ft) so as not to enter the TMA of Santiago.

Near the notification point, and following the procedures stipulated in the AIP for this airport, we will contact Torre to receive circuit instructions, and authorizations to land and roll into parking

After landing, the aircraft that require it will be refueled.

With all the aircraft refueled, the expedition will enjoy a lunch offered at the facilities of the Real Aeroclub de Santiago.

During the Day, the participants will enjoy a visit to the home of the 43rd Group of the Air Force, the famous Corsairs of the 43rd, knowing the details of the facilities, their units and their means.

In this visit organized and directed by the base's personnel, the participants, among many other things, will be able to learn the history and feats of the unit, and of course, that of its pilots.





We will also have access to the details of its flying material: The Canadair/Bombardier CL-215T and CL415.

Guided by the professionals of the base we will learn details and anecdotes of both its piloting and its maintenance. And hopefully, we'll witness a workout.

During the day, the Real Aeroclub de Santiago will offer a lunch to those present.

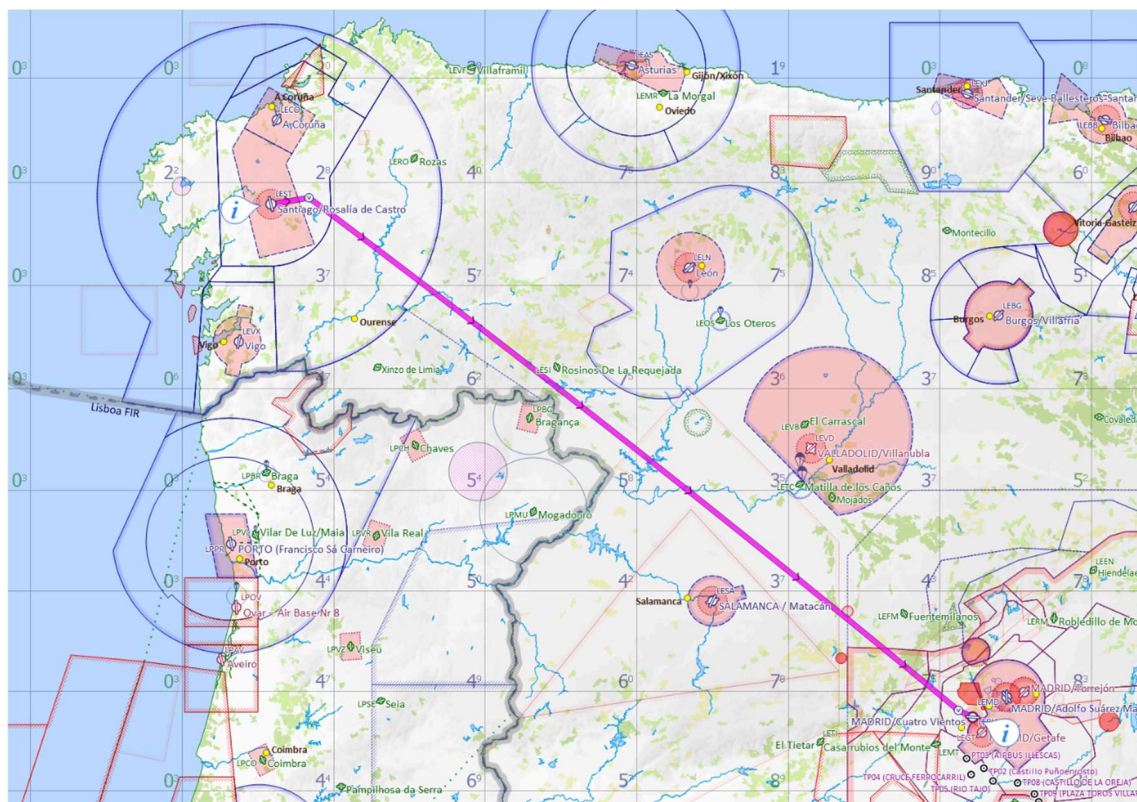
After the visit, the participants will be transferred to the Hotel in buses provided by the Real Aero Club de Santiago, where they will be accommodated, having free time to enjoy the attractions that the city offers.

The final dinner of the stage will take place at 9:00 p.m. at the facilities that the Real Aeroclub de Santiago has in the center, to which each participant will arrive by their own means, and where we will enjoy an evening in the company of local authorities and pilots, and in which we will deliver the awards.

### 3.5. Stage 4. Santiago Airport – Madrid Cuatro Vientos Aerodrome. 28/06/2025

Throughout the route, and especially in mountainous areas, we will be extremely vigilant ("permanently looking outside") to prevent collision with birds.

Day	Stage	Description	Distance (NM)
28/06/2025	4	Santiago Airport – Madrid Aerodrome/ Cuatro Vientos	273



Third day of rally and competition. This is a longer stage and involves flying again, in the demanding and congested environment of the TMA in Madrid, demanding from the crews knowledge of the different sectors of the same and the management of their altitudes in such a



way that they avoid entering them at all times, since they are airspaces classified as ALFA. (Prohibited to VFR flight)

It is a route designed specifically to practice VOR navigation. The VOR of Zamora will be the point of passage.

Routines are repeated. After the mandatory briefing, the crews will proceed according to the established order to start up their engines, contacting Torre to receive taxiing and subsequent take-off instructions.

After take-off, the aircraft will go to the notification point Point W (Arzúa) of the Santiago airport, from where they will be able to head to Monforte de Lemos, keeping us, unless expressly indicated by the control, outside the TMA in its two sectors. From there and with no more altitude restriction than the 10500 feet requested, we will turn to the VOR of ZAMORA, (ZMR), taking care to enter Portuguese airspace. The A52, at the height of Puebla de Sabría and the Cernadilla reservoir, are magnificent visual references to take as limits, always leaving them on the right.

In the vicinity of Mediana de Voltoya/Embalse de Serones, the TMA of Madrid begins, so in this first sector we will adjust the altitude to a maximum of 6500 ft.

On Navas del Marqués, we will head directly to the N notification point of entry into the traffic circuit of Cuatro Vientos airport, from where we will follow the indications of the tower controllers until the landing and subsequent parking in the RACE area, where the aircraft that require it will be refueled.

As the refuelling work is completed, the crews will go to the headquarters of the Royal Aeroclub of Spain, where we will celebrate the final lunch and where, in addition, the crews will be able to enjoy a relaxing time in the pool after three intense days of aerial activities.

At the stipulated time, the members of this edition of the Air Tour of Spain will be taken in buses provided by the organization, to the hotel, where they will stay, having time to rest until dinner time, when they will be picked up again by the buses provided by the RACE, which will take them back to the Cuatro Vientos aerodrome. where the Headquarters of the Royal Aeroclub of Spain is located.

As a culmination of this great event and thanks to the centenary institution, the crews together with a representation of collaborators and institutions related to the world of general and sports aviation will attend the Gala dinner in which the XXXII Trophy of H.M. the King – XLI Air Tour of Spain will be presented. with an express invitation to H.M. King Felipe VI.

At the end of the event, the buses provided by the RACE will return the crews to the hotel, for a well-deserved rest

### 3.6. Dispersion 29/06/2025

The crews, depending on their destinations, will choose their departure time throughout the day, moving by their own means to the Cuatro Vientos airport.

For operational reasons, these schedules may be subject to change.

ESTIMATED GENERAL SCHEDULES	H. HOME	H.FIN
<b>MONDAY 23/06/2026</b>		
AIRCRAFT ARRIVALS ORGANIZATION AND OTHERS TO LERS	TBD	



<b><u>TUESDAY 24/06/2025</u></b>		
<b>REUS</b>		
LEERS ARRIVALS	16:00	21:00
VALLMOLL ARRIVALS	TBD	
DESPLAZAMIENTO VALLMOLL - AEROCLUB REUS	19:00	
OPENING DINNER VAE2025 AEROCLUB REUS FACILITIES	21:00	
BUS AEROCLUB-HOTEL NH CITY OF REUS	23:30	
<b><u>WEDNESDAY 25/06/2025</u></b>		
<b>REUS</b>		
BREAKFAST	08:00	08:45
OPERATIONAL COORDINATION MEETING	08:30	8:45
BUS HOTEL REUS/VALLMOLL AIRPORT	09:00	
SECURITY CHECK AND TRANSFER TO AEROCLUB	09:30	
BRIFING FIRST STAGE	10:00	10:15
START OF TAKE-OFFS REUS	10:30	
<b>GUADALAJARA</b>		
ARRIVAL OF LERM AIRCRAFT	13:00	15:00
AEROCLUB LUNCH	16:00	
AEROCLUB BUS - HOTEL GUADALAJARA CONFERENCE CENTER	18:00	
GUADALAJARA CONFERENCE CENTER HOTEL DINNER	21:00	
<b><u>THURSDAY 26/06/2025</u></b>		
<b>GUADALAJARA</b>		
BREAKFAST	8:30	9:15
OPERATIONAL COORDINATION MEETING	9:00	9:15
HOTEL BUS – LERM AERODROME	9:30	10:15
SECOND STAGE BRIEFING	10:30	10:45
COMPETITION BRIEFING	10:45	11:15
LERM TAKE-OFF START	10:45	12:45
<b>BURGOS</b>		
LEBG ARRIVALS	11:45	13:45
AEROCLUB BURGOS LUNCH	14:30	
BUS AEROCLUB BURGOS HOTEL NH PALACIO DE BURGOS	16:30	
CHECK IN HOTEL	17:00	
BURGOS VIEW COCTAIL	20:00	
EVO SPACE DINNER	21:00	
<b><u>FRIDAY 27/06/2025</u></b>		
<b>BURGOS</b>		





BREAKFAST	8:00	8:45
OPERATIONAL COORDINATION MEETING	8:30	8:45
BUS HOTEL - BURGOS AIRPORT	9:00	9:30
SECURITY CHECKPOINTS	9:30	10:00
THIRD STAGE BRIEFING	10:15	10:30
BRIEFING AND COMPETITION PREPARATION	10:30	11:00
START OF TAKEOFFS LEBG	10:30	12:00
<b>SANTIAGO DE COMPOSTELA</b>		
ARRIVALS SANTIAGO LEST	12:10	14:30
AEROCLUB SANTIAGO LUNCH	15:00	16:00
AEROCLUB SANTIAGO BUS – EUROSTAR GRAN HOTEL HOTEL	17:30	
CHECKING HOTEL	18:00	
SANTIAGO AEROCLUB DINNER (DOWNTOWN VENUE)	21:00	
<b>SATURDAY 28/06/2025</b>		
<b>SANTIAGO DE COMPOSTELA</b>		
BREAKFAST	7:00	7:45
OPERATIONAL COORDINATION MEETING	7:30	7:45
HOTEL BUS – SANTIAGO AIRPORT	8:00	8:30
THIRD STAGE BRIEFING	8:45	9:00
BRIEFING AND COMPETITION PREPARATION	9:00	9:30
LESB TAKE-OFF START	9:45	
<b>MADIRD CUATROVIENTOS</b>		
LECU ARRIVALS	13:00	14:40
RACE LUNCH	15:00	16:30
POOL RACE LEISURE TIME	16:30	17:30
BUS RACE- HOTEL EXE GETAFE	18:00	
BUS HOTEL EXE GETAFE - RACE	20:30	21:00
RECEPTION OF RACE PARTICIPANTS	21:00	22:00
TROPHY AND RECOGNITION AWARDS	22:00	22:30
RACE PRICE	22:30	
BUS RACE- HOTEL EXE GETAFE	1:30	
<b>SUNDAY 29/06/20256</b>		
<b>FOUR WINDS</b>		
BREAKFAST		10:00
TRANSFER HOTEL – CUATRO VIENTOS AIRPORT	FREE	



## 4. Organization

The event will be organized by the Royal Aeroclub of Seville at the request of the Royal Aeroclub of Spain, the Royal Spanish Aeronautical Federation and the Air Force. For coordination between the different bodies, as many working groups and coordination meetings may be established as deemed necessary.

### 4. Missions and responsibilities

#### 4.1.1. Real Aeroclub de España/Real Aeroclub de Sevilla

- Drafting of the project L Vuelta Aérea a España.
- Outreach to aeroclubs and other civilian/military participants.
- Management of civilian participants to the event.
- Coordination of the air activity of the Raid.
- Coordination, transfers, accommodation and meals where specified.
- Coordination with the Royal Spanish Aeronautical Federation for the competition and Trophies.
- Management of the request for support to the Armed Forces

Limitation of the organization's responsibilities:

- Neither the Royal Aeroclub of Spain, nor any of its members, nor the Royal Spanish Aeronautical Federation, assumes any responsibility for the lack of suitability, airworthiness and maintenance of the aircraft used in the Air Tour and in the competition, as well as their accessories and equipment, or for a use contrary to the limitations and restrictions that their documentation may contain, the air traffic regulations and regulations or the provisions regarding the maximum weight of the aircraft.
- The participant is responsible for the existence and maintenance in force of the mandatory documentation and certificates of the aircraft, as well as the licenses required for its navigation, in accordance with current legislation. In addition to having the necessary equipment and accessories for the navigation that is going to be carried out.
- The participant must strictly follow the instructions of the organizing staff and abide by all the rules relating to the operation, maneuvers and uses of the competition, being exclusively responsible for the damages that their failure to comply may cause to the club, the organizer, other participants or third parties.
- Each participant is responsible for the appropriate equipment and material that allows the aircraft to be parked outdoors in safe conditions, as well as that it contains sufficient fuel reserves.
- Neither the Real Aeroclub de España nor any of its members will be liable for any damage arising from the public or private transport used by the participant in the transport to and from the facilities of the Vuelta Aérea and the competition, nor for circumstances of force majeure or fortuitous event, or sudden change in the weather conditions of the event.
- Each participant must prove, by means of the appropriate certificate in force, that the aircraft has insurance that covers damage to third parties and includes express coverage for rallies and competitions
- The information detailed herein may be subject to change due to availability and other reasons of force majeure.

#### 4.1.2. Air and Space Force.

- Coordinate the different supports requested by the Royal Aeroclub of Spain.



- Coordinate authorizations for the use of the Santiago Air Base.
- Authorise the participation of air resources of the Air Armed Forces in the 2025 air tour of Spain
- Coordinate the meetings that it deems necessary between the different air traffic control units

#### 4.1.3. Enaire, Aena and AESA

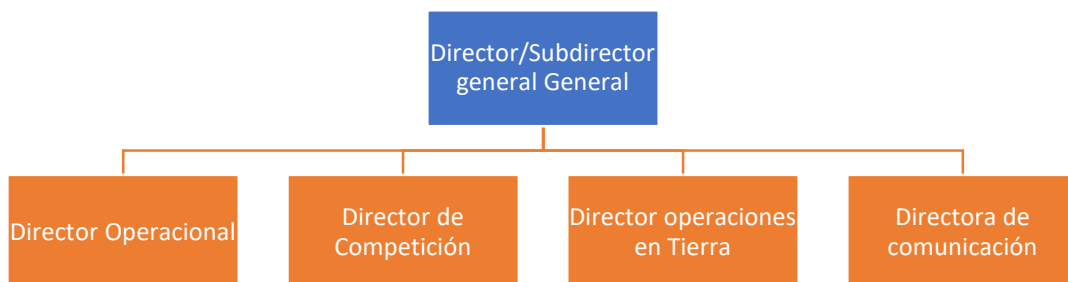
- Coordinate the different supports requested by the Royal Aeroclub of Spain.
- To issue the corresponding authorizations requested.
- Coordinate the meetings it deems necessary between the different air traffic control units.

## 4.2. Coordination during the Raid.

### 4.2.1. Organizational chart

In accordance with the above responsibilities and in order to allow a better transmission of information and operations of the activity, the following positions will be appointed by the organization:

- **Director/Deputy Director General:** Their function will be to direct the correct development of the Air Tour, coordinating all the air and land elements necessary for the correct achievement of the event. It will be supported by the Operational Director, the Director of Competition and the Director of Ground Support, and the Director of Communication, as well as the people it deems necessary to achieve the objective. He will lead the General Meeting of Participants and General Coordination.
- **Operational Director:** He will support the general director in the coordination of the air operational plan of the rally in terms of support to aircraft, crews and aerial elements. He will lead the Operational Coordination meeting, as well as the stage briefing.
- **Director of Ground Operations:** They will support the General Manager and Operational Director in the coordination of the crews in their movements on the ground and in all those elements independent of the air operation such as transfers, accommodation, maintenance, etc.
- **Competition Director:** Will coordinate with the Operational Director the necessary aspects for the development of the competition within the criteria of the Rally. It will be present at briefings, as well as at Operational Coordination meetings.



Indicate that these positions are unpaid and voluntary, and may be modified by the organization depending on the circumstances





### 4.3. Coordination meetings during the Air Tour.

The coordination meetings will have the function of managing information efficiently between the actors involved during the operation. Meetings will be set up for them at different levels:

- **General Meeting Participants**
  - Objective: To inform the participants of the operational plan, with special emphasis on the safety section.
  - Composition: general manager, operational director, ground support director, competition director, members appointed by the organization, as well as the people and/or bodies relevant to the achievement of the objective and participants of the Raid.
  - Frequency: Before the start of the Raid.
- **Operational Coordination Meeting**
  - Objective: to coordinate the air operation and safety measures, meteorological review and aeronautical elements.
  - Composition: Operational Director, Competition Director and members designated by the organization, as well as the people and/or levels relevant to the achievement of the objective.
  - Frequency: During the raid minimum 1 before each stage prior to the pre-flight meeting.
- **Pre-flight meeting:**
  - Objective: transmission of pre-flight information to the crews, as well as safety measures.
  - Composition: operational director, competition director, members designated by the organization and flight crews on a mandatory basis (minimum 1 per aircraft in case of several).
  - Frequency: Before each flight.

### 4.4. Invitations

In order to publicize as widely as possible and given the importance of the event, invitations will be extended to authorities and representatives of the general aviation sectors, both civil and military.

An express invitation will be sent to H.M. King Felipe VI to the closing ceremony of the RACE.

### 4.5. Registration deadlines and fees

The registration deadlines in which participants who wish to join this adventure are as follows:

**General Registration: March 1 to April 15.**

**Last Call Registration: April 16 to May 1**

- General registration fee for the Rally in a double room **2100 euros**
- General registration fee for the Rally in a single room **1400 euros**
- General registration fee "Last Call" in a double room: **2415 euros**
- General registration fee "Last Call" in a single room: **1610 euros**

The list of aircraft will be closed once the established deadlines have been reached. The crew registers after the deadline must pay a penalty of 15% more than the registration price, in order to be able to face the extra costs generated by having to incorporate them



outside the conditions stipulated in signed contracts. Logically there are no guarantees that you can stay in the same hotels as the rest of the expedition since they would be full.

If the maximum number of aircraft is reached, registration will be closed. The acceptance criterion will be the date of the effective payment of the registration. Those crews who, having done so, are left out, will be refunded the registration fee, if they have already done so, remaining on the waiting list in case there is any last-minute withdrawal.

## 4.6. Acts

The activities that will be carried out at the Santiago Air Base will be carried out by the staff of the facility with the collaboration of the members of the Real Aeroclub de Santiago and the organization.

The organization of the different acts and events will be developed by the organizers with the support of local support such as the Real Aeroclub de Reus, Real Aeroclub de Guadalajara, Real Aeroclub de Burgos, the Real Aeroclub de Santiago and the Real Aeroclub de España.

The objective of the Vuelta Aérea a España is to serve as an ambassador between the participants and the members of the local aeroclubs, so the latter are encouraged to join and participate in the events organized.

### 4.6.1. Aeroclub Reus Lunch

The lunch on the 24th will be informal between the participants who arrive before 2:00 p.m., the locals and the organization. will be held at the facilities of the Real Aeroclub de Reus has at the Airport.

### 4.6.2. Welcome Dinner Reus

The welcome ceremony on Tuesday 24 will be held at the facilities of the Real Aeroclub de Reus at the Airport in the format of a welcome dinner.

The proposed schedule is:

21.00LT. Reception of guests and authorities.

21.30 LT. Dinner.

23.30 LT. Delivery of thanks and end of the act.

During the reception, participants will be given the crew member's kit.

### 4.6.3. Lunch in Guadalajara

The lunch on the 25th will be in BBQ format among the participants, once they have completed all the refueling tasks, the premises and the organization. it will be held at the facilities that the Aeroclub de Guadalajara has at the Aerodrome.

### 4.6.4. Dinner in Guadalajara

The dinner on Wednesday 25 will be coordinated by the Organization with the support of the Guadalajara aeroclub. They will be carried out in TBN.

The proposed schedule is:



21.00LT. Reception of guests and authorities.

21.30 LT. Dinner.

23.30 T. Delivery of acknowledgements and end of the act.

#### 4.6.5. Lunch in Burgos

The lunch on the 26th will be catering among the participants, once they have completed all the refueling tasks, the premises and the organization. it will be held in the hangar of the Real Aeroclub de Burgos.

#### 4.6.6. Dinner in Burgos

The dinner on Thursday 26 will be coordinated by the Organization with the support of the Burgos aeroclub. They will be carried out in TBN.

The proposed schedule is:

21:00 LT. Reception of guests and authorities.

21:30 LT. Dinner.

23:30 LT Delivery of thanks and end of the event.

#### 4.6.7. Lunch in Santiago

The lunch on Friday 27 will be catering for the participants, once they have completed all the refueling tasks, the base staff, the premises and the organization. will be held at the facilities of the Real Aeroclub de Santiago.

#### 4.6.8. Santiago Dinner

The dinner on Friday 27 will be coordinated by the Organization with the support of the Santiago aeroclub in the facilities that it has in the center of the city.

The proposed schedule is:

21:00 LT. Reception of guests and authorities.

21:30 LT. Dinner.

23:30 LT Delivery of thanks and end of the event.

#### 4.6.9. Madrid Cuatrovientos Lunch

The lunch on Friday 27 will be held at the facilities that the RACE has in Madrid-Cuatro-vientos once all the refueling tasks, the premises and the organization have been completed.

#### 4.6.10. Closing dinner of the Royal Aeroclub of Spain.

Closing ceremony at the RACE and among the XXXIII HM el Rey Trophy – L Vuelta Aérea a España.

The closing ceremony will be organized by the Royal Aeroclub of Spain at its facilities in Cuatro Vientos. During the event, the awards, recognitions and diplomas of participation corresponding to the XXXIII Trophy of HM the King – 50 Air Tour of Spain will be held.

The proposed schedule is:

21.00 Reception for participants and guests.





22:00 Awards and recognitions ceremony.

22:30 Closing Dinner.

## 5. Web page

In order to improve both the dissemination of the event and the internal organization of the Raid, a website called <https://vuelta.aeroclubrace.com> will be created from which all participants will be informed of the latest news, the registration processes will be processed and the day-to-day relationship between organizers and participants will be managed, as well as with the rest of the general public.

## 6. Competition. Royal Aeroclub of Spain and Royal Spanish Aeronautical Federation

For greater significance, value and prestige, the event has been included in the official calendar of competitions of the Royal Aeroclub of Spain and the Royal Spanish Aeronautical Federation with the XXXIII Trophy of HM the King that will provide the necessary motivation to the participants to compete through scoring tests that will be defined along the route of the Raid. The rules of the competition will be developed in a specific annex. A committee of judges and a director of Competition are available in order to coordinate all activities.

## 7. Assistance with aircraft, food, accommodation and transport.

This section develops the resources necessary for the correct achievement of the Air Tour in accordance with the initial project proposed, in order to identify the items and finally establish the possible means of financing.

### 7.1. Aircraft and crew assistance resources.

Resources related to the assistance needs of aircraft and crews, generated by the event; as they could be additional parking places, the security controls will be coordinated between those responsible for the Organization and those responsible for the airport facilities and aeroclubs where this Fifty-first Air Tour has a stage.

### 7.2. Feeding

The feeding of the crews will be organised as follows:

- Breakfast: It will be made directly at the expedition's lodging hotels.
- Lunches: They will be held in the specified places or similar.

Reus: Facilities in the Aeroclub area

Guadalajara: Aerodrome Restoration Facilities

Burgos: Catering in the hangar of the Aeroclub.



Santiago: Catering at the Aeroclub facilities at the airport

Madrid, Cuatro Vientos: El Mirador de Cuatro Vientos

- **Dinners:** They will be organized in the corresponding cities:

Reus: Facilities in the Aeroclub area

Guadalajara: TBN

Burgos: TBN

Santiago: Facilities of the Aeroclub downtown Santiago

Madrid: The Cuatro Viento Viewpoint

### 7.3. Accommodation

It has been provided for single and double rooms in the following 4-star hotels, or similar on a bed and breakfast basis.

Reus: NH Ciutat de Reus

Guadalajara: Hotel Guadalajara and conference center

Burgos: NH Palacio de Burgos

Santiago: Eurostar Gran Hotel Santiago

Madrid: Exe Getafe

In the process of selecting the best offer, the criteria of penalty for cancellation and modification have been taken into account, always looking for the most competitive price.

### 7.4. Transportation

Transportation between airport facilities, catering and accommodation venues will be coordinated by the organization according to the following detail:

- **Reus:** Coordinated by the organization the following routes:
  - Tuesday 24 June: Vallmoll Reus Airport (Aeroclub).
  - Tuesday, June 24: Reus Airport Hotel NH Ciutat de Reus
  - Wednesday 25 June: Hotel Ciutat de Reus – Reus Airport - Vallmoll.
- **Guadalajara:** Coordinated by the organization of the following routes:
  - Wednesday, June 25: Aeródromo de robledillo Hotel Guadalajara and conference center
  - Thursday, June 26. Hotel - AD de Robledillo
- **Burgos:** Coordinated by the organization the following routes:
  - Thursday, June 26: Burgos Airport – NH Palacio de Burgos Hotel.
  - Friday, June 27: Hotel NH Palacio de Burgos – Burgos Airport.



**Santiago de Compostela:** Coordinated by the Real Aeroclub de Santiago the following routes.

Friday, June 27: Santiago Airport - Eurostar Gran Hotel Santiago Hotel.

Saturday, June 28: Hotel Eurostar Gran Hotel Santiago – Santiago Airport

**Madrid:** Coordinated by the organization. The following routes:

Saturday 28th June: RACE – Hotel Exe Getafe

**Madrid:** Coordinated by the organization and the RACE.

Sábado 28 de junio: Hotel Exe Getafe – RACE – Hotel Exe Getafe

- The trip on Sunday, June 29, from the hotel to Madrid Cuatro Vientos airport, will be on behalf of the different crews

## 8. Acknowledgments and Merchandising.

## 9. Air support of the Armed Forces

In order to adjust much better to the operation of the participating aircraft, the JEMAD has been asked to participate in a helicopter to operate from the places where this edition of the Air Tour of Spain operates and to accompany the crews in the stipulated operation slots, so that, in the unlikely event of needing it, to provide rescue service to the crews in the shortest possible time. Final considerations. Expenses

Likewise, he has been asked to provide what is necessary to operate from the Armilla Air Base on the stipulated days, to attend a training of the Aspa Patrol and a place where to hold a fraternization lunch between crews.

## 10. Final considerations

For the calculation of the estimated budget, only the contributions of the registration of the participants have been taken into account, who share the expenses generated in the organization in an aliquot way. There are the collaborations of local aeroclubs, as well as the Royal Aeroclub of Spain. The hypotheses considered have been the following:

- Route as specified in point 3.
- Max of 40 aircraft.
- Max of 100 crew members.
- 6 days and 5 nights, in the specified hotels or equivalent
- 5 dinners, 5 lunches.
- Specified transfers

Landing, parking and fuel fees will be covered individually by each crew. Except at the Madrid Cuatro Vientos airport, whose fees will be paid as part of the sponsorship of the Royal Aeroclub of Spain.





## 11. Funding and Sponsorships.

The event does not have any type of financial sponsorship as of the date of the launch of registrations. The expenses generated by the event will be covered by the contributions of the participants through proration of the expenses to be covered, resulting in the following registration fees.

- General registration fee for the Rally in a double room **2100 euros**
- General registration fee for the Rally in a single room **1400 euros**
- General registration fee "Last Call" in a double room: **2415 euros**
- General registration fee "Last Call" in a single room: **1610 euros**

These costs are adjusted as much as possible according to the best offers contracted, prioritizing maintaining a quality of service without overloading the amount that the participants have to face.

There is no possibility of reimbursement of registrations in case of cancellation, total or partial, outside the stipulated deadlines.

## 12. Security

Being one of the main elements in any aeronautical activity, safety and security will be communicated as they are created and added to this document as annexes.

### 12.1. Aeronautical requirements:

Those established by current legislation regarding crews, aircraft and airspace planning.

### 12.2. Shore requirements:

As in flight, on the ground the requirements established to ensure the prevention of personal accidents, as well as damage to aeronautical material, will be met.

### 12.3. Risk Analysis

As on previous occasions, a risk analysis has been carried out, based on which the appropriate mitigation measures have been established in order to maintain the highest levels of safety.

## 13. Dissemination and media

One of the main objectives of the Raid is the dissemination of aeronautical history and its values. To this end, there is a person in charge who will be in charge of attending to the demands for information from the media, as well as publishing on social networks and sending the information required to the media in order to make the dissemination as effective as possible. The following events and/or communications to the media are currently planned:



Website and social networks of the Royal Aeroclub of Spain.

Website and social networks of the Royal Spanish Aeronautical Federation

Website and social networks of the Real Aeroclub de Sevilla

Website and social networks of collaborating aeroclubs

Local Press

Specialized media in the aviation sector.

## 14. Aircraft List

Once the registrations have been received, an annex will be generated where the registrations, models, among other specifications, of all those aircraft participating in the Raid will be specified.

## 15. Contact Persons

FUNCTION	NAME AND SURNAME	PHONE.
Director Rally	Javier Bozzino	667 91 81 87
Subdirector Rally	Alberto Beaterio	671 52 73 47
Operational Director	Rubén Chamón	647 082 130
Competition Director	Jesus Mas	600 49 10 25
Director Ops on Land	Santiago Blázquez	607 67 60 24
Director of Communication	Nothing has been beaten	685 26 69 55
Information	RACE. Jorge Rodriguez/Matilde	91 508 58 01
	Salgado	91 508 81 83

