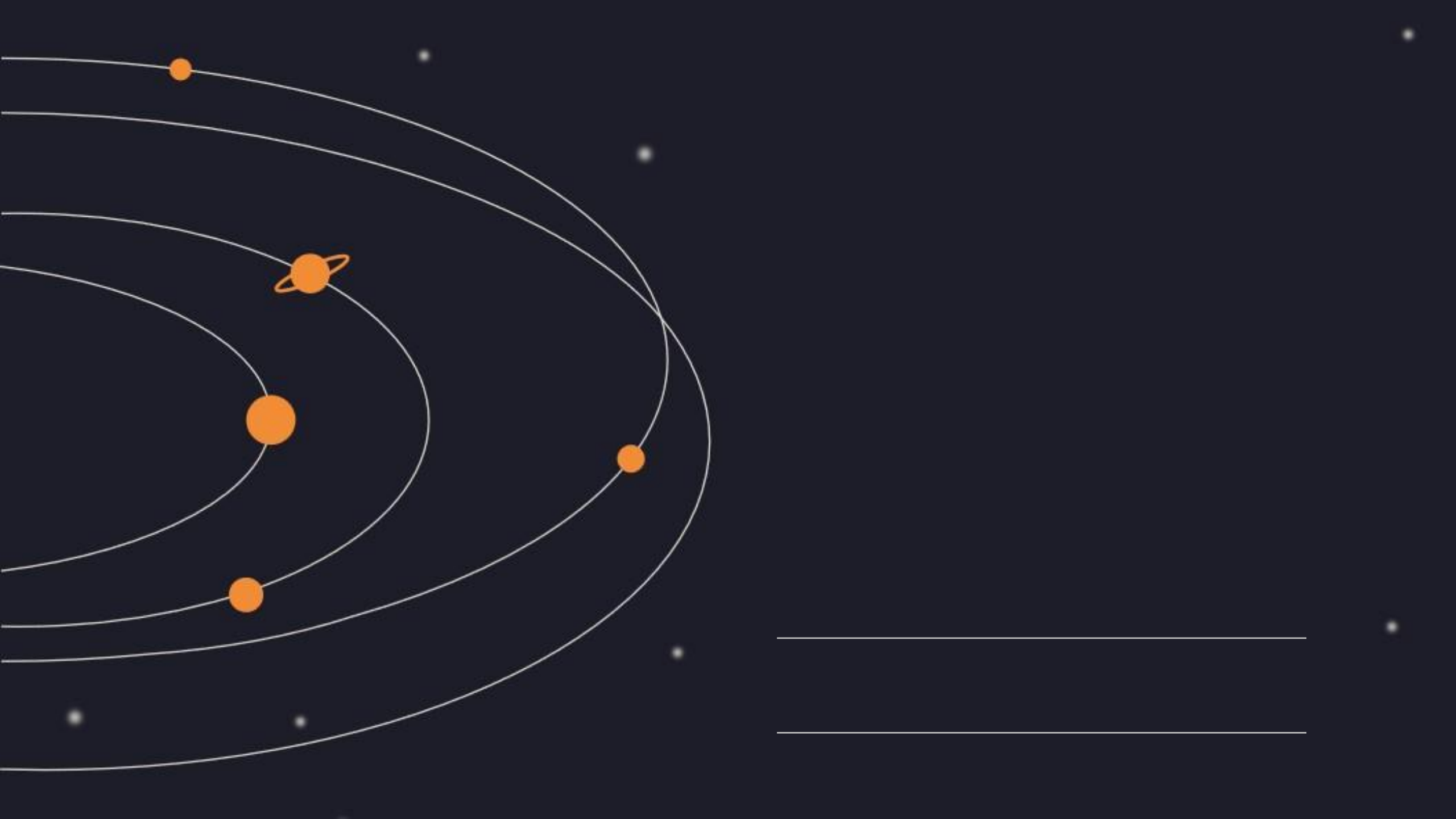


AIR SPACE CHECK IN - OUT

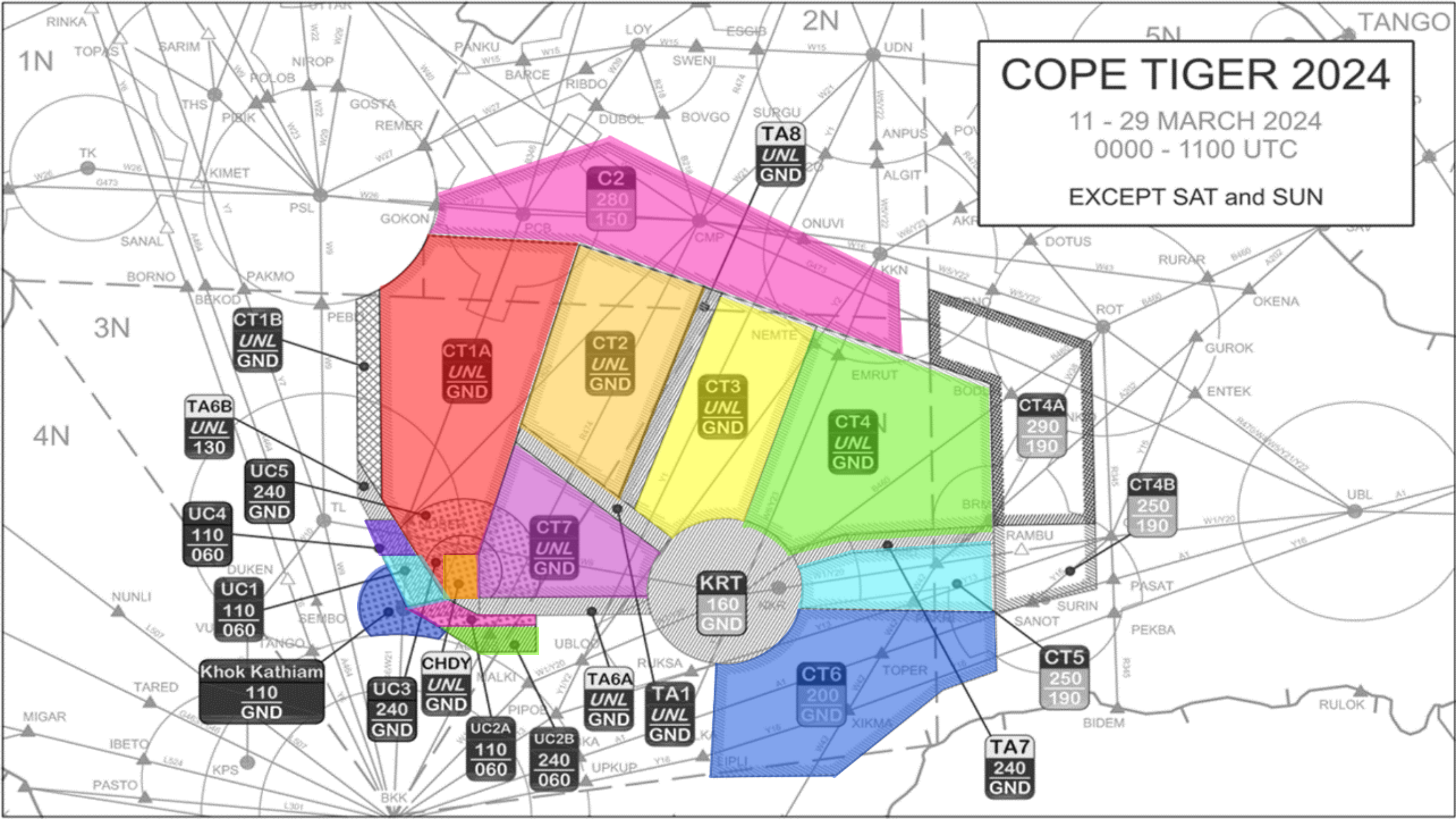




COPE TIGER 2024

11 - 29 MARCH 2024
0000 - 1100 UTC

EXCEPT SAT and SUN



General

- ❖ Effective dates and times are 11 - 29 March 2024, between 0000-1100 UTC. (Except Saturday and Sunday).
- ❖ WAGON is the primary control agency.
- ❖ During WUT, Flights must contact WAGON Check-In controller on Cope Tiger Common 331.3 / 355.2 prior to entering the Charlie Airspace Sector and request a change to tactical frequency when established in their area.

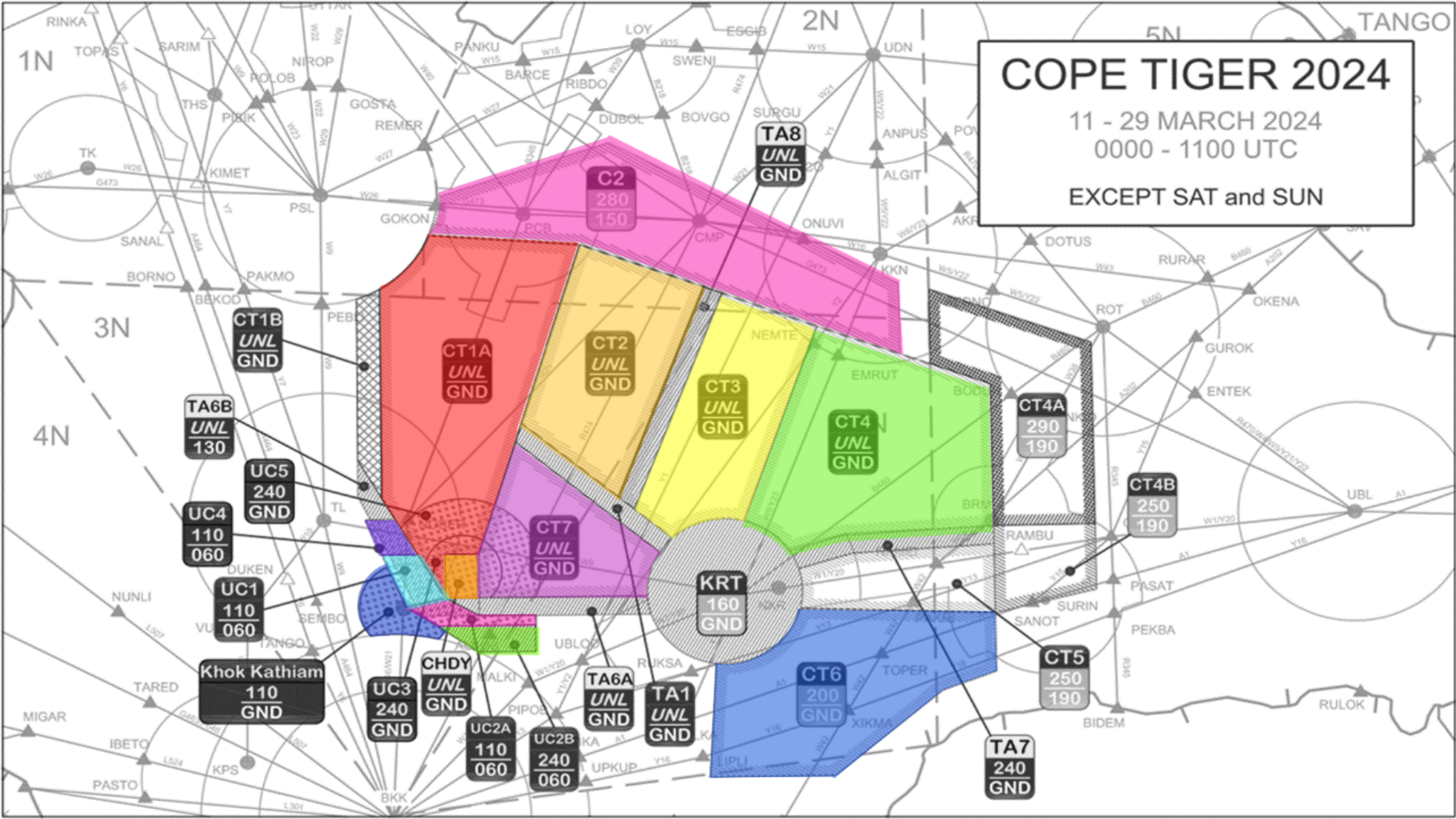
General

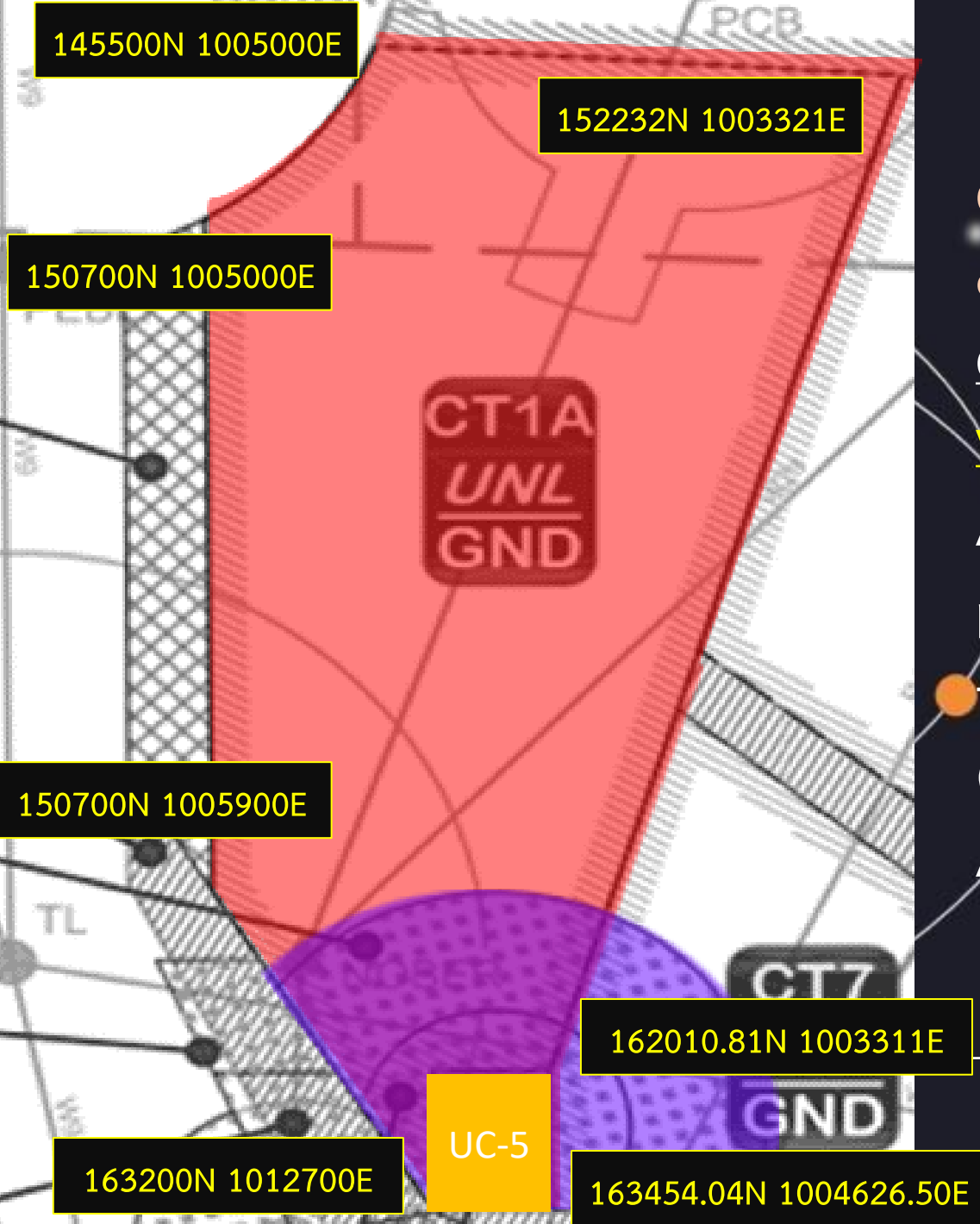
- ❖ During LFE, flights must contact assigned controlling agency (TITAN/ WAGON) as per Flying Schedule only.
- ❖ Aircraft operating in the Charlie Airspace Sector that need to contact Bangkok Control should attempt contact Bangkok control frequencies according to sectorization (see 4.5). Priority should be given to using VHF frequencies when contacting Bangkok Control

COPE TIGER 2024

11 - 29 MARCH 2024
0000 - 1100 UTC

EXCEPT SAT and SUN





Charlie 1 (CT-1): CT-1A and CT-1B will be used as one continuous block of airspace for CT-1

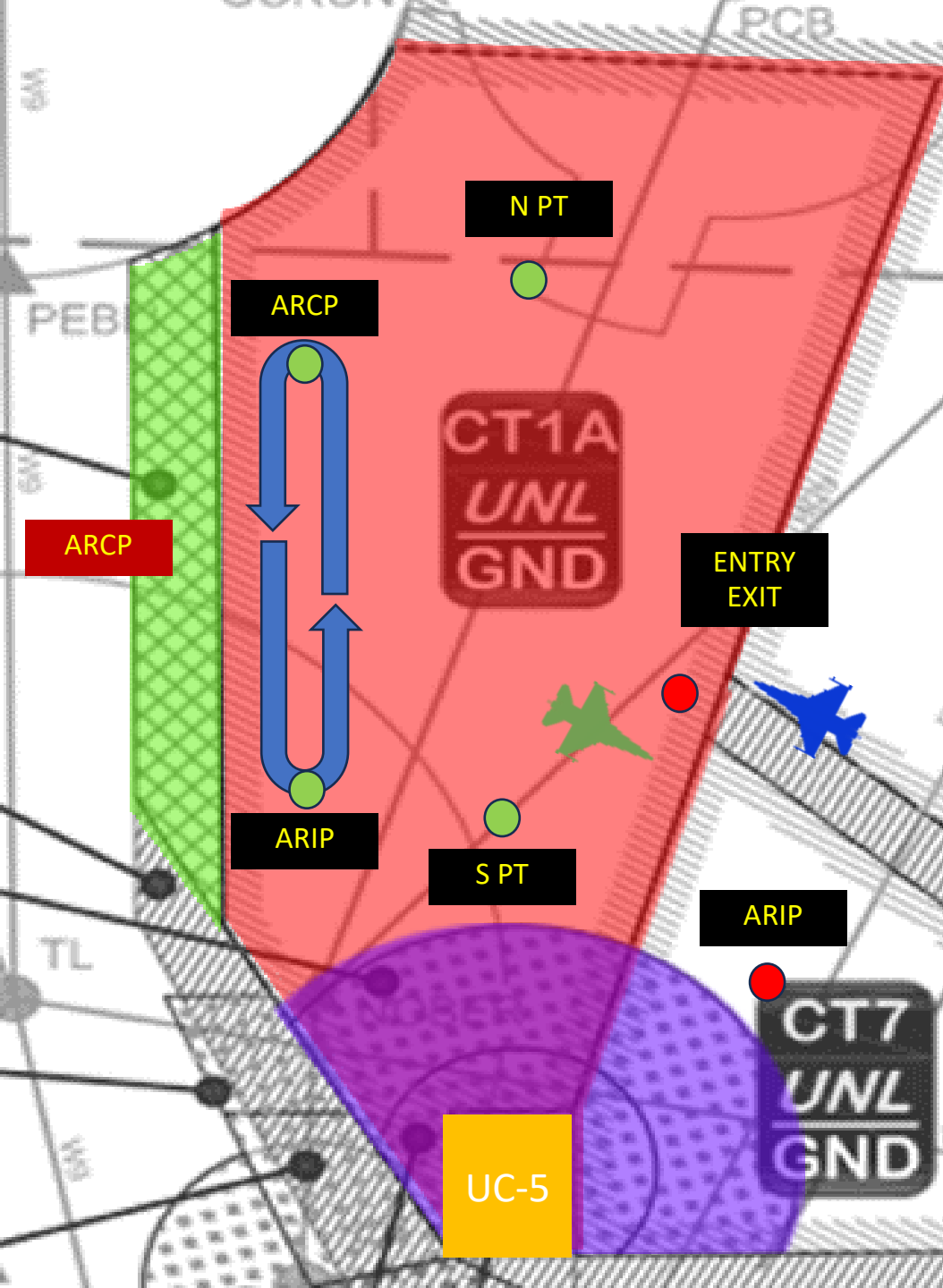
Charlie 1A (CT-1A).

Vertical limits : GND to Unlimited

An area bounded by a line joining the following points: then along a 30 NM arc counter clockwise

from the Phitsanulok (PSL) DVOR/DME (164613.34N 1001728.70E)

And then back to the point of origin. Exclude UC-5.

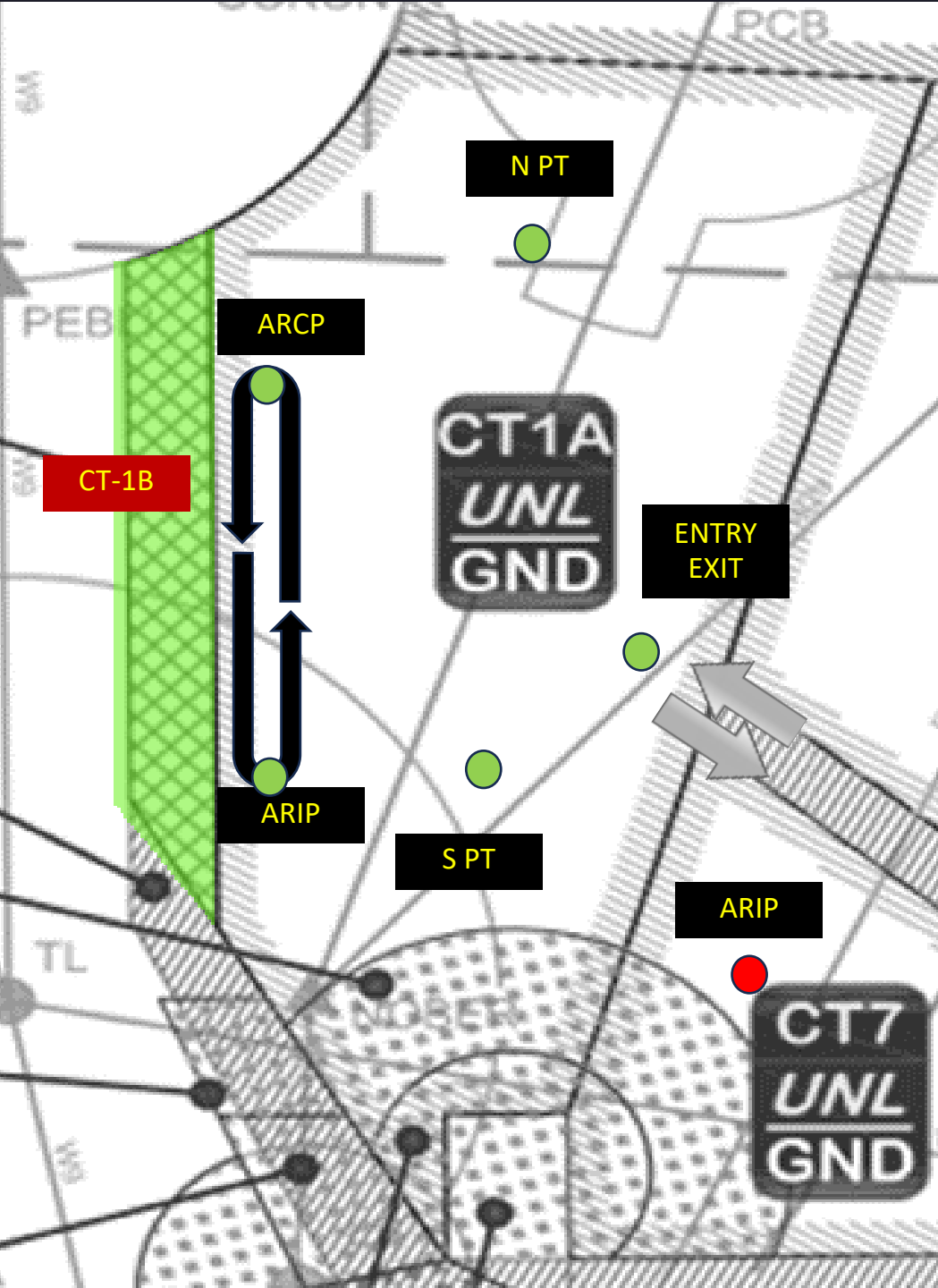


Charlie 1 (CT-1): CT-1A and CT-1B will be used as one continuous block of airspace for CT-1

Charlie 1A (CT-1A). Vertical limits: GND to Unlimited

An area bounded by a line joining the following points: then along a 30 NM arc counter clockwise from the Phitsanulok (PSL) DVOR/DME (164613.34N 1001728.70E)

And then back to the point of origin. Exclude UC-5.

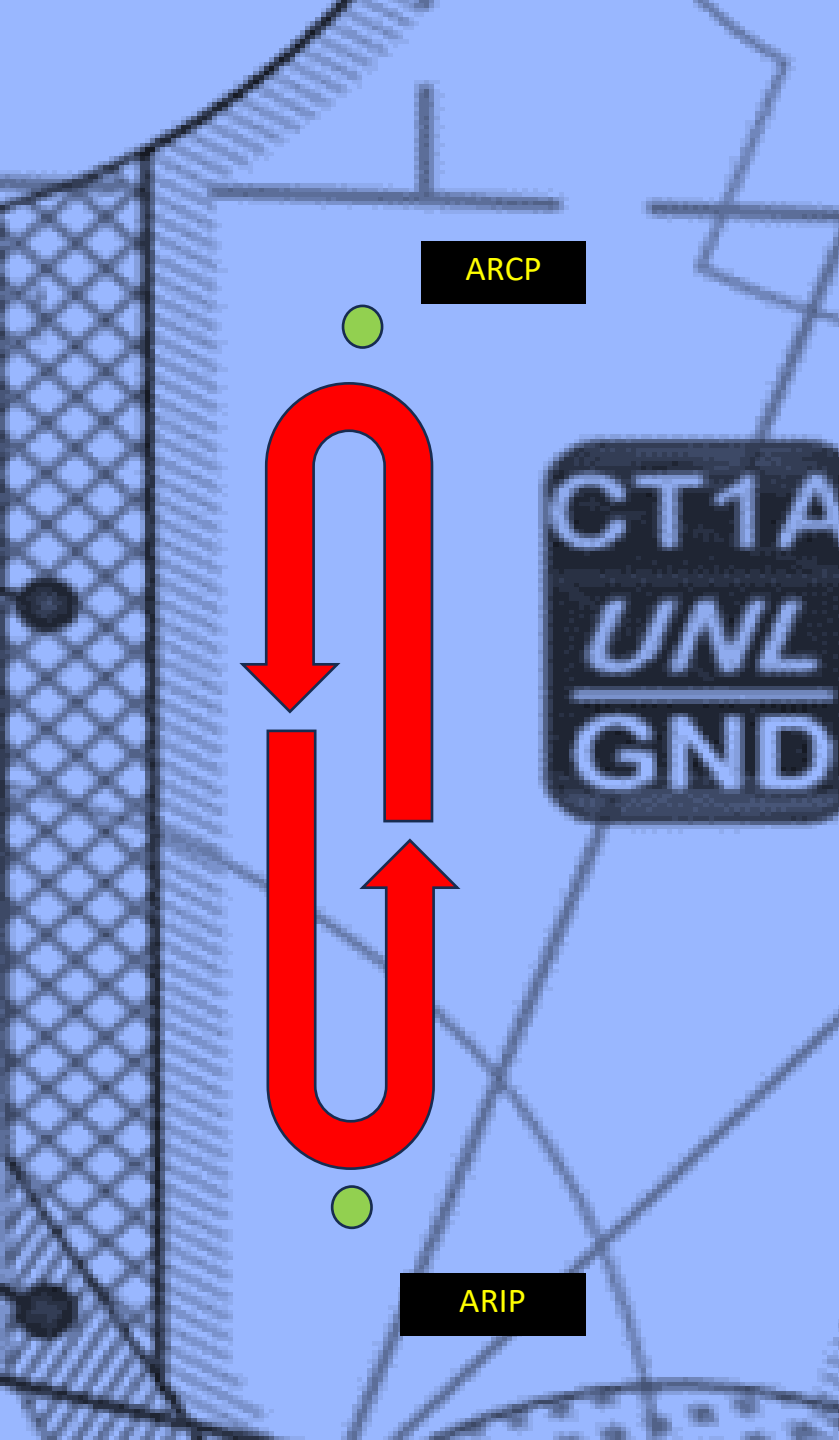


Charlie 1 (CT-1): CT-1A and CT-1B will be used as one continuous block of airspace for CT-1

Charlie 1B (CT-1B).

Vertical limits: GND to Unlimited

An area bounded by a line joining the following points: 152232N 1003321E, 153300N 1002700E, 161731.73N 1002700E then along a 30 NM arc counter clockwise from the Phitsanulok (PSL) DVOR/DME (164613.34N 1001728.70E) to 162010.81N 1003311E then back to the point of origin



AAR Maroon Tracks:

ARIP is 1535N 10042E ARCP is 1600N 10042E, using left turns.

Maroon refuelling altitudes are FL120 - FL240.

Receivers will rendezvous 1,000 feet below the tanker altitude specified for that day. Receivers will exit the track 1,000 feet above tanker altitude. **Contact WAGON Control on Cope Tiger (331.3) to transit from air refuelling to working airspace.**

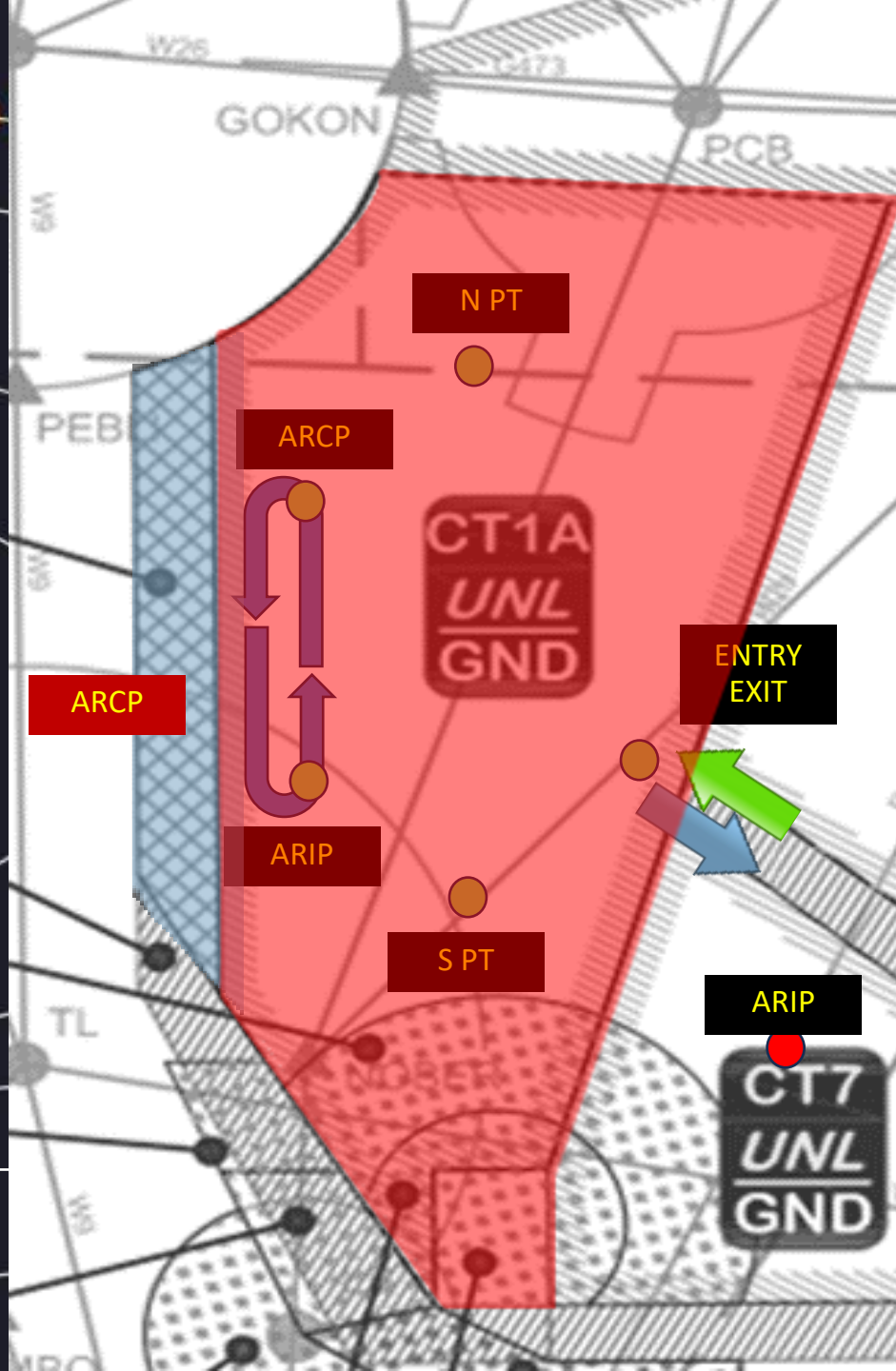
Helicopter AR will be conducted below 5,000' MSL and above 1,000' AGL.

AAR Maroon Tracks:

- ❖ Low (FL120-140),
- ❖ Med (FL160-180),
- ❖ High (FL200-240)

AAR MAROON POINT

ARIP	1535N	10042E
ARCP	1600N	10042E
ALT	FREQ	
LOW	FL120-FL140	235.8
MED	FL160-FL180	250.6
HIGH	FL200-FL240	311.5



CT-1 (1A +1B)

POINT

ENTRY/EXIT	1540N	10107E
ENTRY	FL200 OR ABOVE	
EXIT	FL190 OR BELOW	
N PT	1615N	10055E
S PT	1530N	10050E

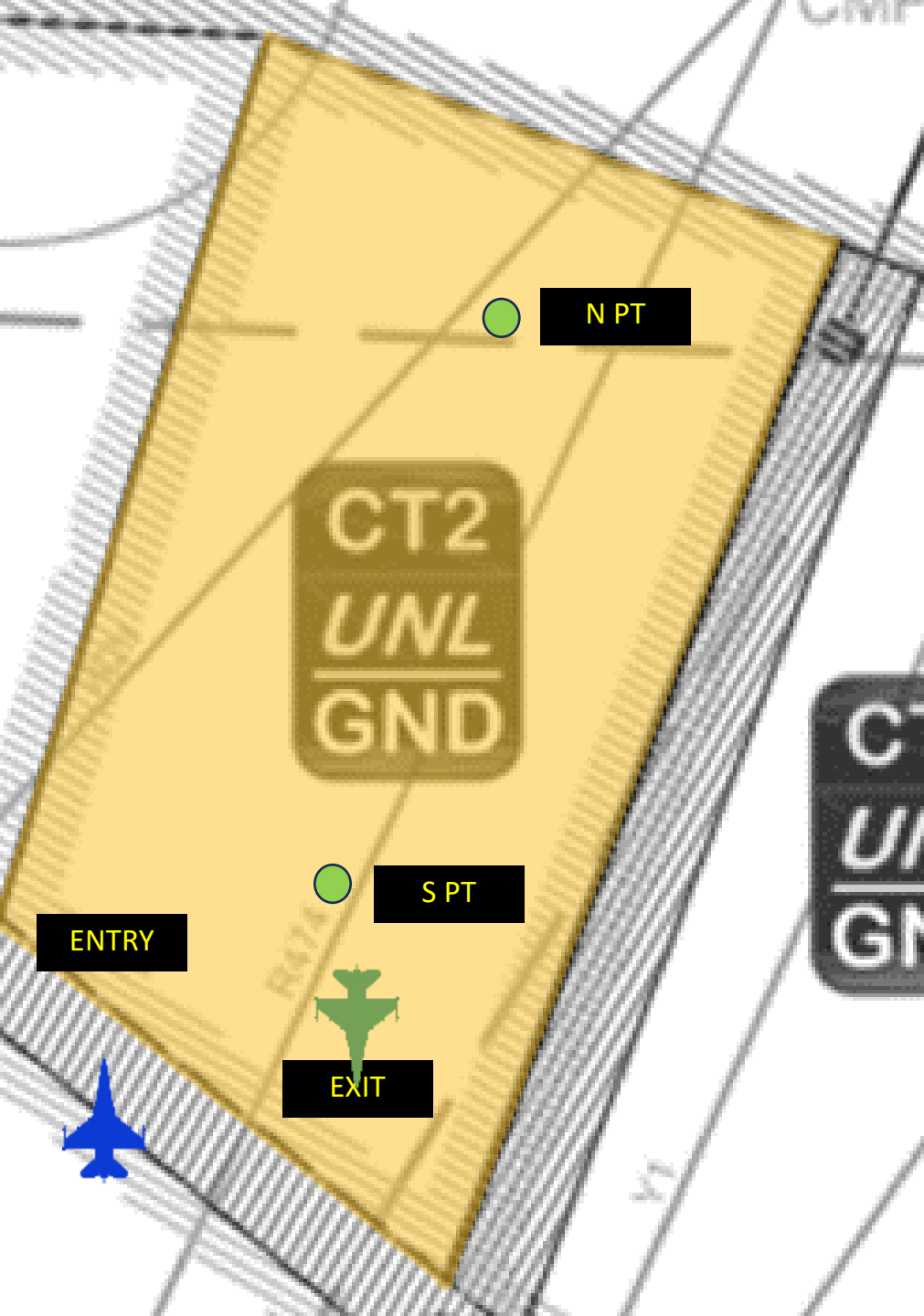
FREQ.	PRI	SEC
BLUE	235.1	282.1
RED	254.5	261.5

AAR MAROON

POINT

ARIP	1535N	10042E
ARCP	1600N	10042E

ALT	FREQ	
LOW	FL120-FL140	235.8
MED	FL160-FL180	250.6
HIGH	FL200-FL240	311.5



Charlie 2 (CT-2). Vertical limits: GND to Unlimited.

An area bounded by a line joining the following points:

163200N 1012700E, 162000N 1020000E,

152220N 1013630E, 154255.80N 1011046.48E

then back to the point of origin.

CT-2 POINT

ENTRY

1537N 10122E

@FL200

EXIT

1530N 10131E

FL140 OR BELOW

N PT

1610N 10140E

S PT

1545N 10130E

FREQ.

PRI

SEC

BLUE

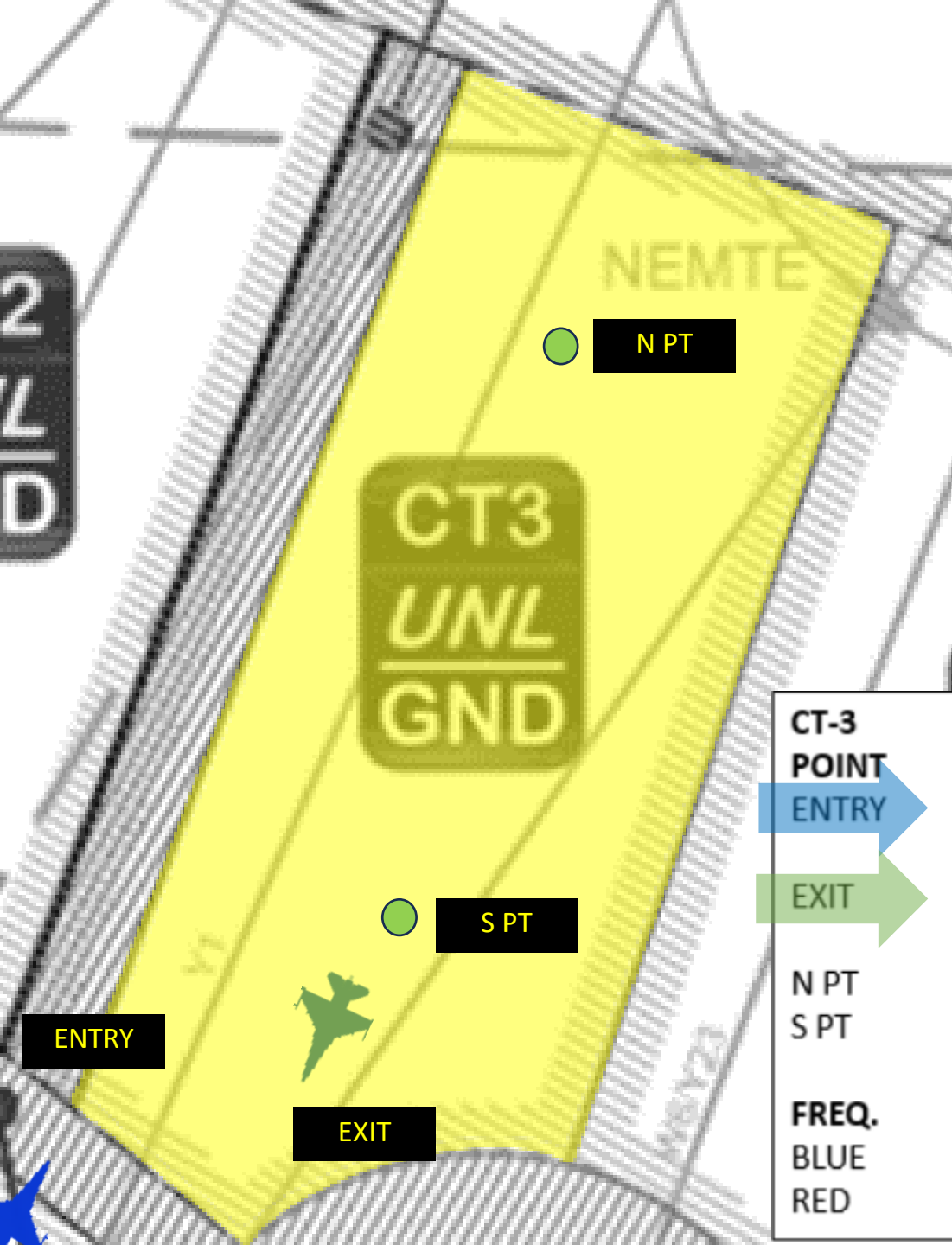
287.5

270.5

RED

256.5

283.4



CT-3		
POINT		
ENTRY	1520N 10144E	
	@FL150	
EXIT	1515N 10150E	
	9K' OR BELOW	
N PT	1600N 10210E	
S PT	1530N 10157E	
FREQ.	PRI	SEC
BLUE	264.5	269.4
RED	290.6	267.5

Charlie 3 (CT-3).

Vertical limits: GND to Unlimited.

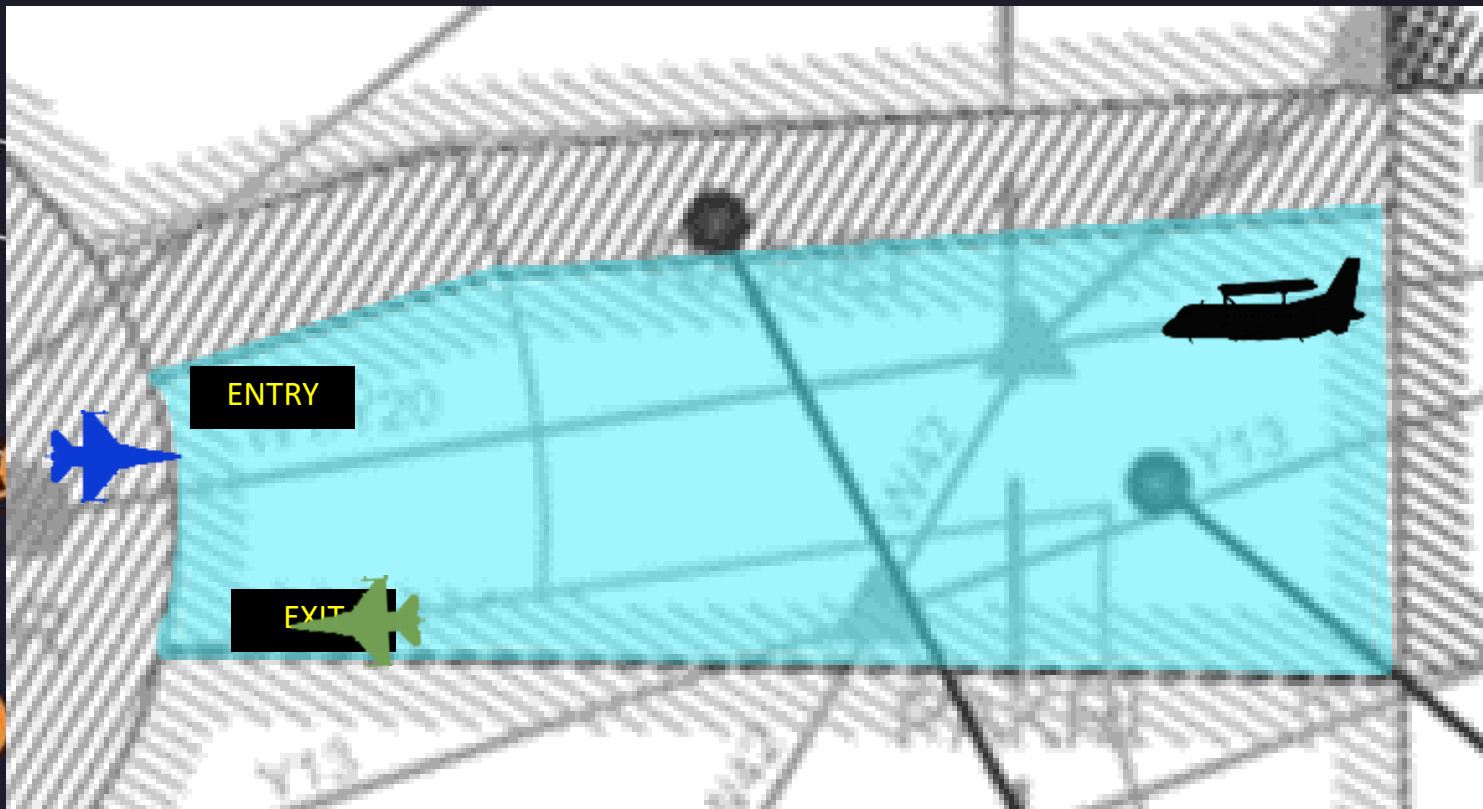
An area bounded by a line joining the following points: 162000N 1020000E, 160840N 1023000E, 151528.40N 1020944.39E then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to 151100.86N 1015032.74E, 152220N 1013630E then back to the point of origin.

Charlie 4 (CT-4). Vertical limits: GND to Unlimited.

An area bounded by a line joining the following points: 160840N 1023000E, 155200N 1031600E, 151300N 1031600E, 151100N 1023600E, 150656.82N 1022143.81E, then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to 151528.40N 1020944.39E then back to the point of origin, excluding the Buri Ram Terminal Control Area (TMA) and A202. Approach on 125.55



CT-4 ENTRY	1513N	10231E
	@ 10K'-FL140	
CT-4 EXIT	1517N	10219E
	9K' OR BELOW	
N PT	1540N	10305E
S PT	1525N	10230E

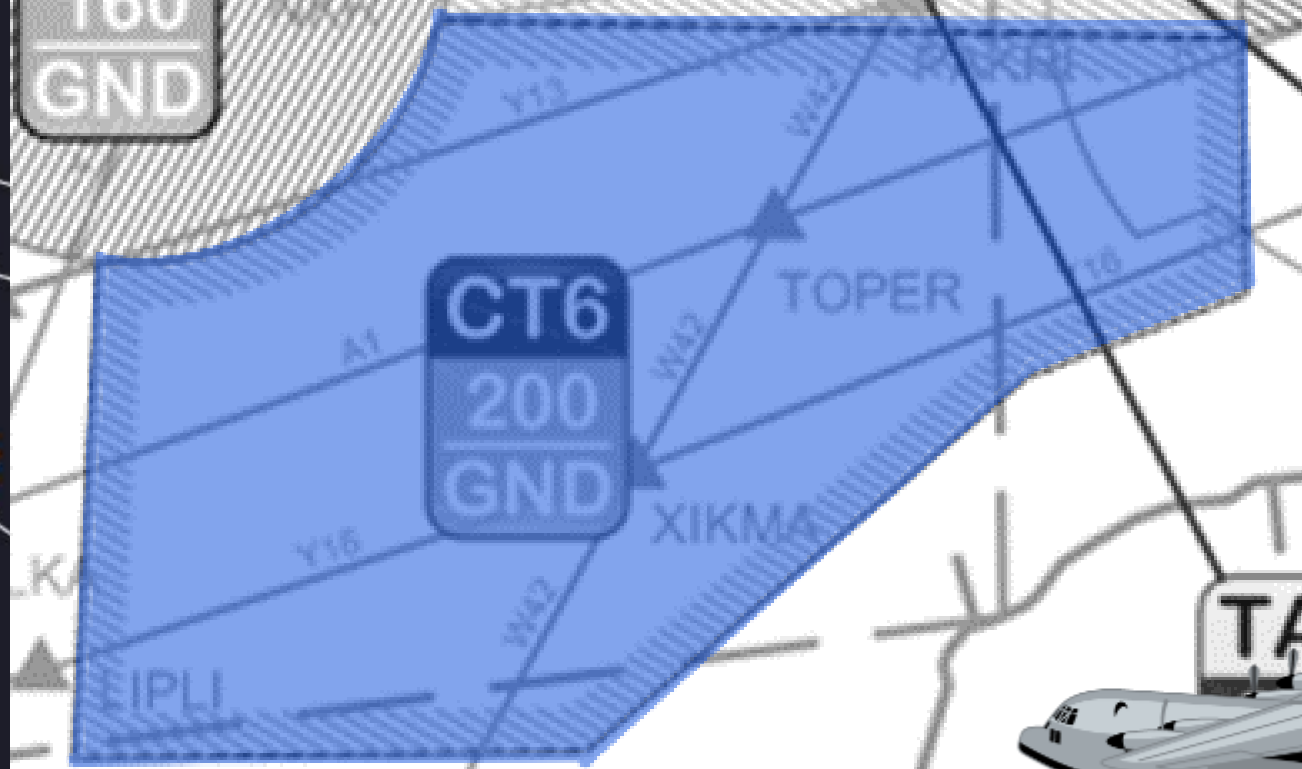


Charlie 5 (CT-5). Vertical limits: FL190 - FL250

An area bounded by a line joining the following points:

150201.53N 1022404.93E, 150604.64N 1023820.82E, 150757.65N 1031600E, 144900N 1031600E, 145100.40N 1022419.09E then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to the point of origin.

Note: G550 AEW may be use of CT-5 as their holding area.



Charlie 6 (CT-6). Vertical limits: GND - FL200. According to Flying Schedule when not required exercises the area will be released to Bangkok area control center.

An area bounded by a line joining the following points:

143609.97N 1020159.36E then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to 145100.40N 1022419.09E, 144900N 1031600E, 143300N 1031600E, 142800N 1030145E, 140500N 1023300E, 140500N 1020000E then back to the point of origin. **CT-6 contains air refuelling (AR) tracks Bronze Low and Bronze**

CT-6 ENTRY

1440N 10222E

@ 100-FL140

KRT 134/23.37

AR BRONZE

ARIP 1445N 10300E

CT-6 Frequencies

Pri	Sec
294.5	299.5

CT-6 EXIT

1433N 10208E

@ 090 or below

KRT 172/23.3

CT-6 EAST PT

1440N 10305E

CT-6

Bronze AAR Frequencies

	Pri	Sec
Low:	294.5	-
Med:	231.5	-

AR Bronze

Alt: 8,000' - FL120 (Bronze Low)
FL120 - FL140 (Bronze Med)

ARIP: 1445N 10300E

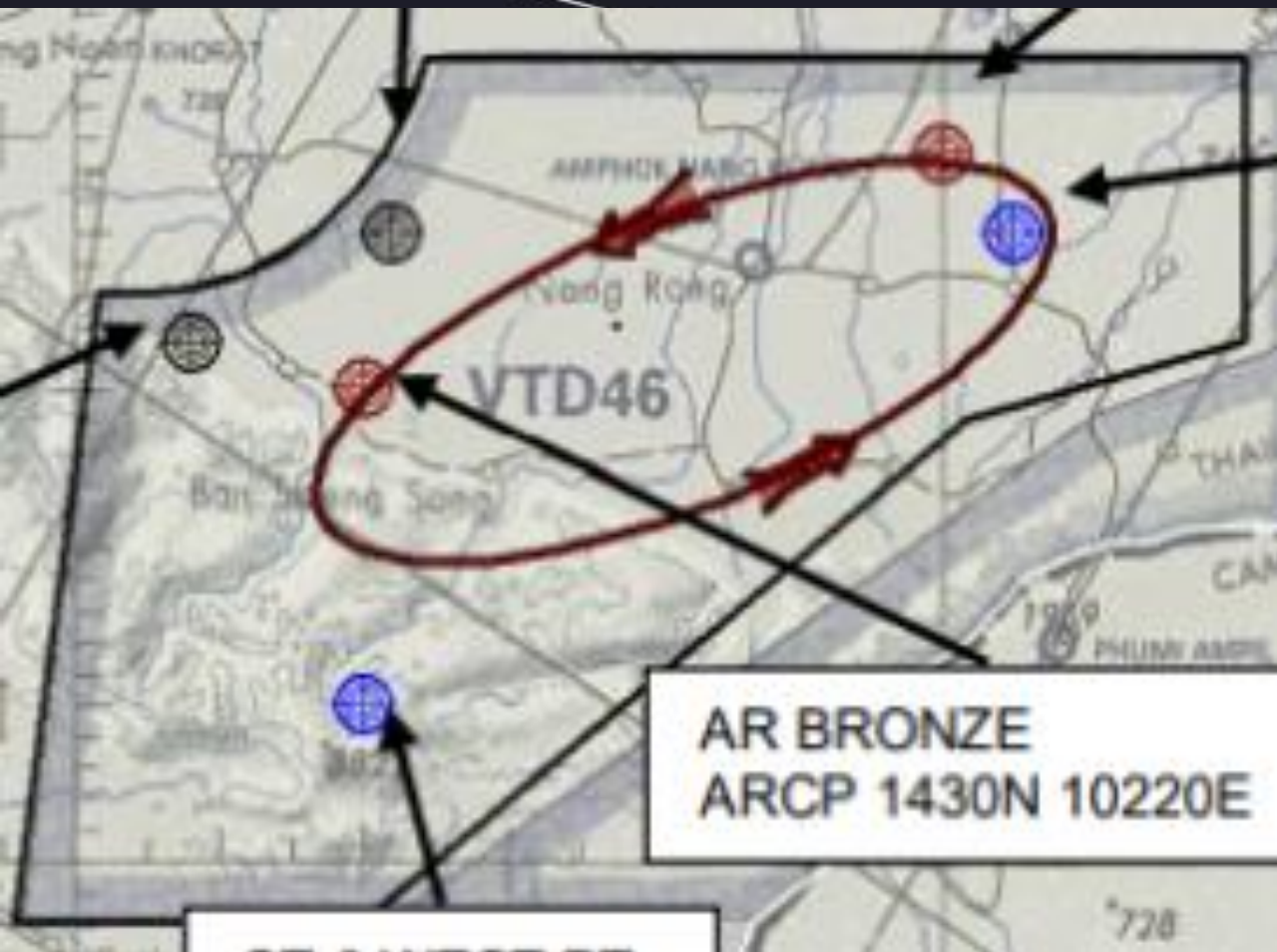
ARCP: 1430N 10220E

AR BRONZE

ARCP 1430N 10220E

CT-6 WEST PT

1410N 10220E



AAR Bronze Tracks: ARCP is 1430N 10220E and the ARIP is 1445N 10300E, using left turns. **Bronze refuelling altitudes are 8,000' MSL to FL140.** Receivers will rendezvous 1,000 feet below the tanker altitude specified for that day. Receivers will exit the track 1,000 feet above tanker altitude. **Contact WAGON Control on Cope Tiger Common 331.3** to transit from air refuelling to working airspace. Helicopter AR will be conducted **below 5,000' MSL and above 1,000' AGL.**

AAR Bronze Tracks: Low (8K'-10K' MSL) and Med (FL120 - FL140)

AR Bronze

Alt: 8,000' - FL120 (Bronze Low)
FL120 - FL140 (Bronze Med)

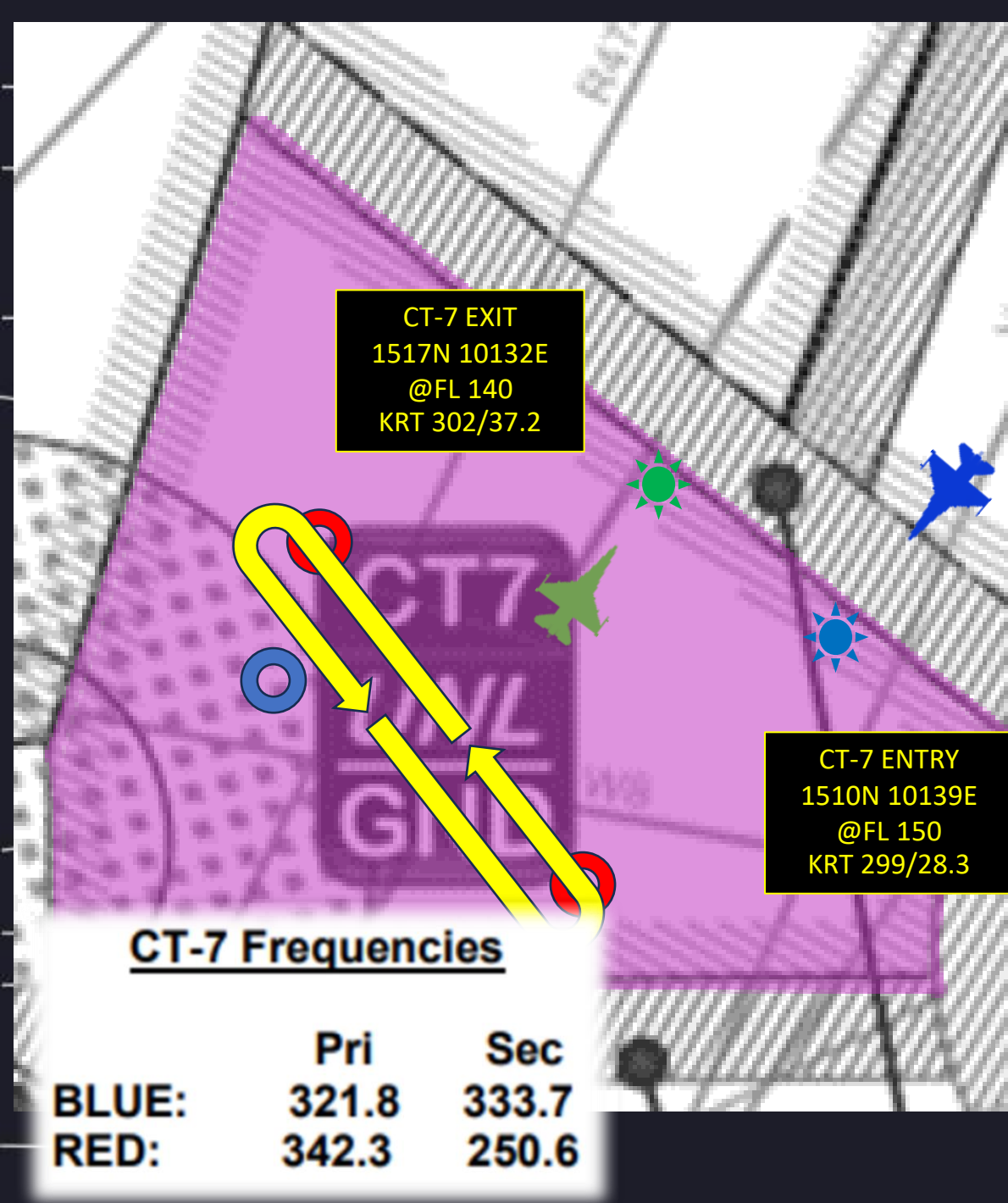
ARIP: 1445N 10300E
ARCP: 1430N 10220E

Bronze AAR Frequencies

	Pri	Sec
Low:	294.5	-
Med:	231.5	-

LAT (Low Altitude Training): route within CT-6 will be available upon request.

Prior coordination with GCI on primary check-in frequency is necessary before entering the airspace. Radio contact must be established with other aircraft operating in the area. Aircraft will conduct LAT during day only, down to a minimum altitude of 500 ft. AGL.



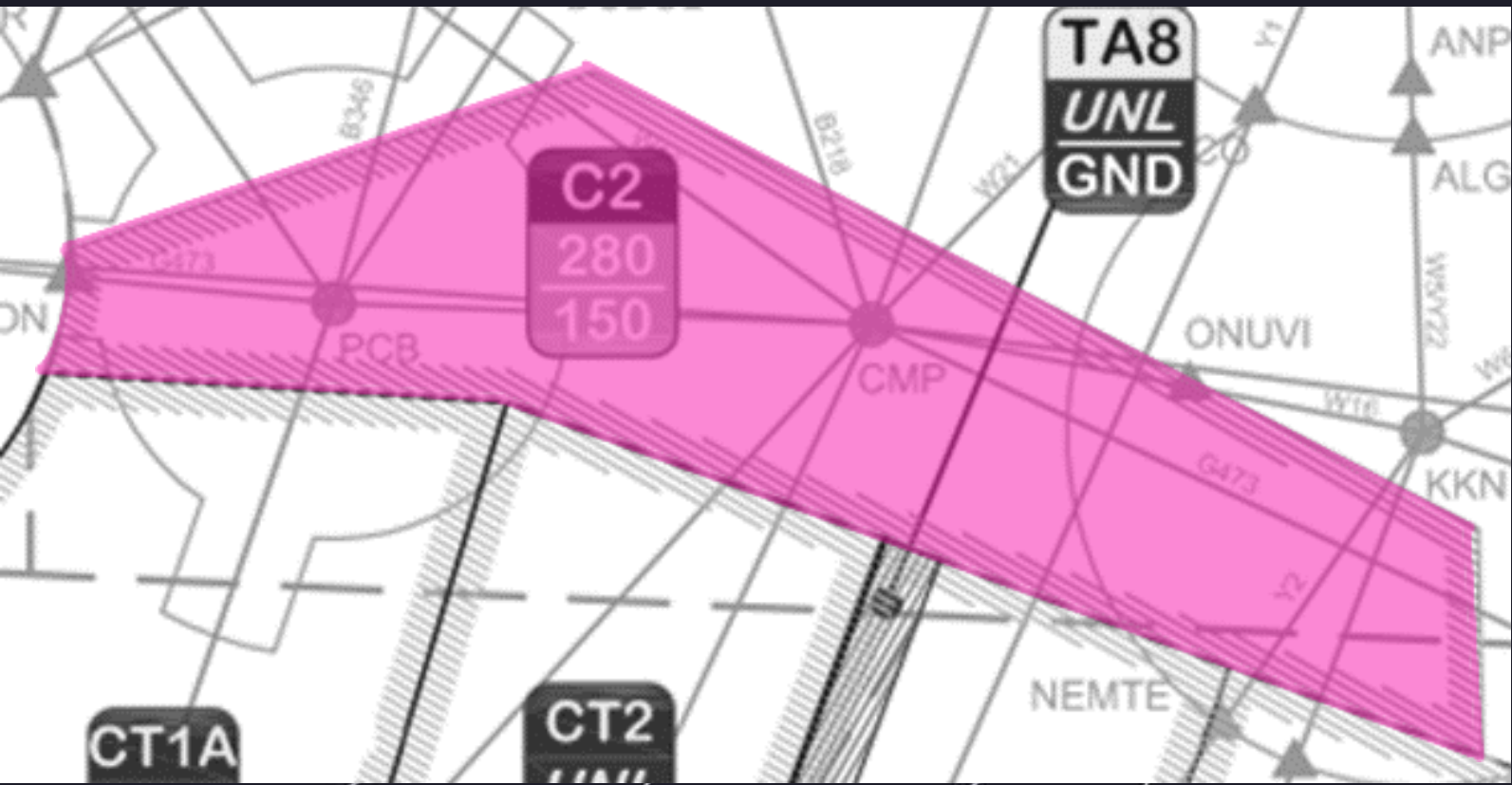
Charlie 7 (CT-7). Vertical limits: GND to Unlimited.

An area bounded by a line joining the following points: 153747.85N 1010905.24E, 150707.08N 1014706.27E then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to 145500.02N 1014345.26E, 145500N 1005900E, 150700N 1005900E then back to the point of origin excluding UC-5.

CT-7 contains air refuelling (AR) tracks Silver High, Silver Med and Silver Low.

- AAR Silver Tracks: ARCP is 1525N 10115E and the ARIP is 1505N 10135E, using left turns. **Silver refuelling altitudes are 8,000 ft. MSL to FL240.** Receivers will rendezvous 1,000 feet below the tanker altitude specified for that day. Receivers will exit the track 1,000 feet above tanker altitude. Contact WAGON Control on Cope Tiger Common 331.3 to transit from air refuelling to working **airspace**. **Helicopter AR will be conducted below 5,000' MSL and above 1,000' AGL.** AAR Silver Tracks: Low (8,000' MSL - FL120), Med (FL140-180) And High (FL200-240)

<u>AR Silver</u>	
Alt:	8,000' - FL120 (Silver Low)
	FL140 - FL180 (Silver Med)
	FL200 - FL240 (Silver High)
ARIP: 1505N 10135E	
ARCP: 1525N 10115E	



C2 AREA		
FREQ.	PRI	SEC
C2	267.5	256.0

Command and Control Area (C2 Area). Vertical limits: FL150- FL280.

An area bounded by a line joining the following points: 170000N 1013500E, 162000N 1025200E, 160043.20N 1025200E, 160840N 1023000E, 162000N 1020000E, 163200N 1012700E, 163454N 1004627E then along a 30 NM arc counter clockwise from the Phitsanulok (PSL) DVOR/DME (164613.34N 1001728.70E) to 164524N 1004847E then back to the point of origin.

AAR White Tracks: ARIP is 162000N 1024000E

— ARCP is 165000N 1012700E,

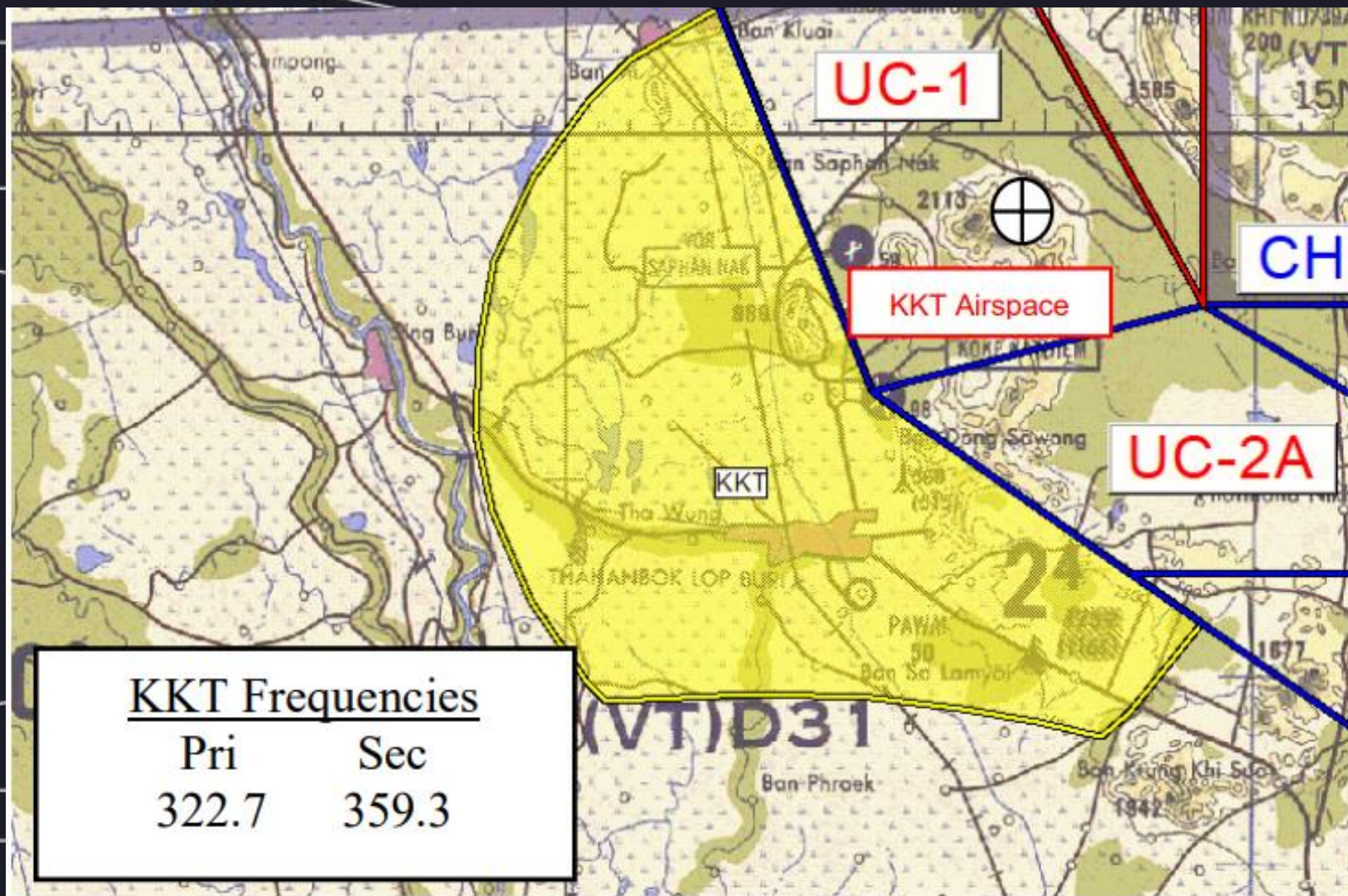
— using left turns. **White refuelling altitudes are FL160 - FL240.** Receivers will rendezvous 1,000 feet below the tanker altitude specified for that day. Receivers will exit the track 1,000 feet above tanker altitude. **Contact WAGON Control**

— **on Cope Tiger (331.3) to transit from air refuelling to working airspace.** AAR White

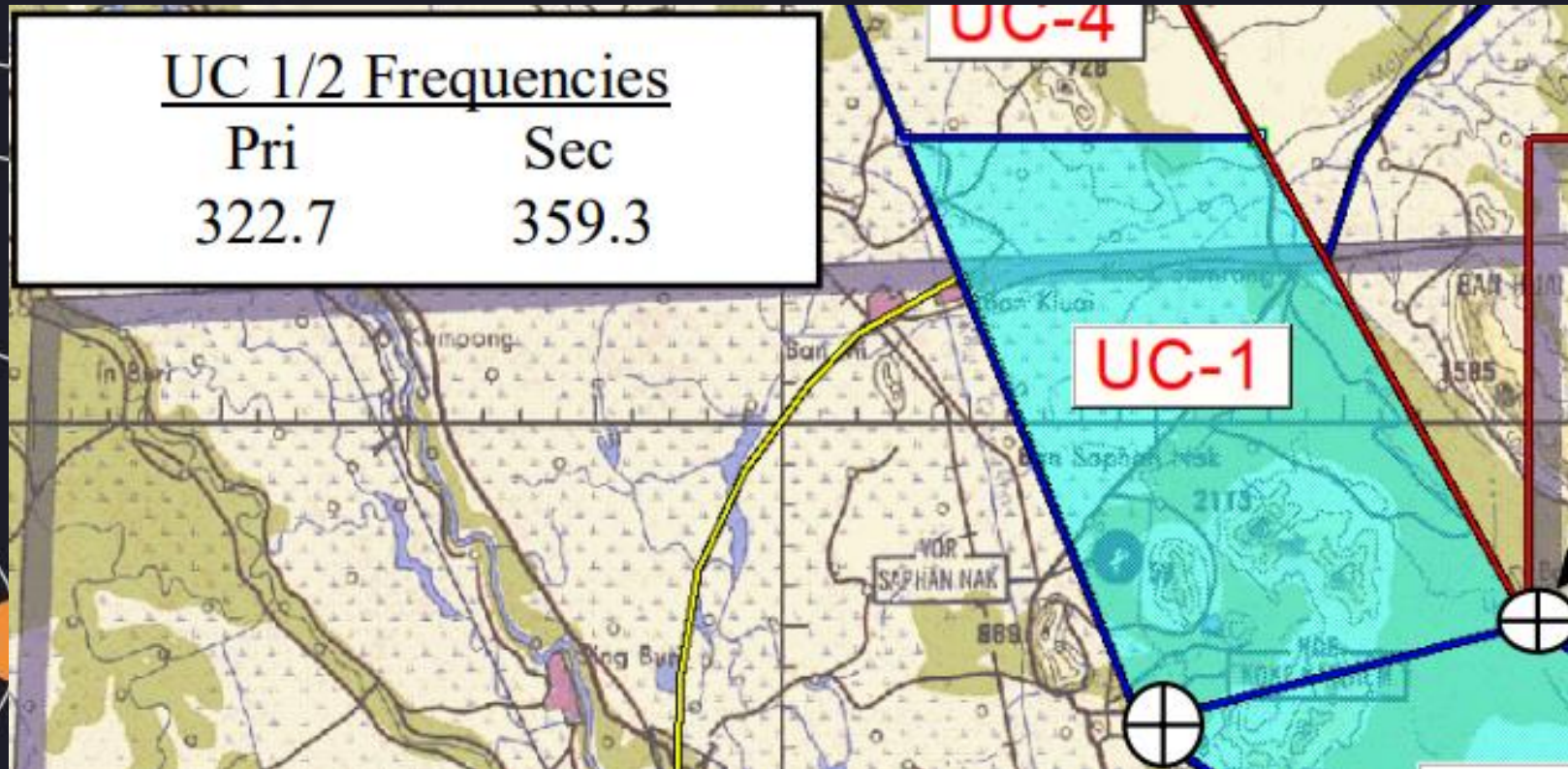
— Tracks: Med (FL160-180) and High (FL200-240)

AAR WHITE POINT

ARIP	1620N	10240E
ARCP	1650N	10127E
ALT		FREQ
LOW	-	-
MED	FL160-FL180	296.0
HIGH	FL200-FL240	238.5



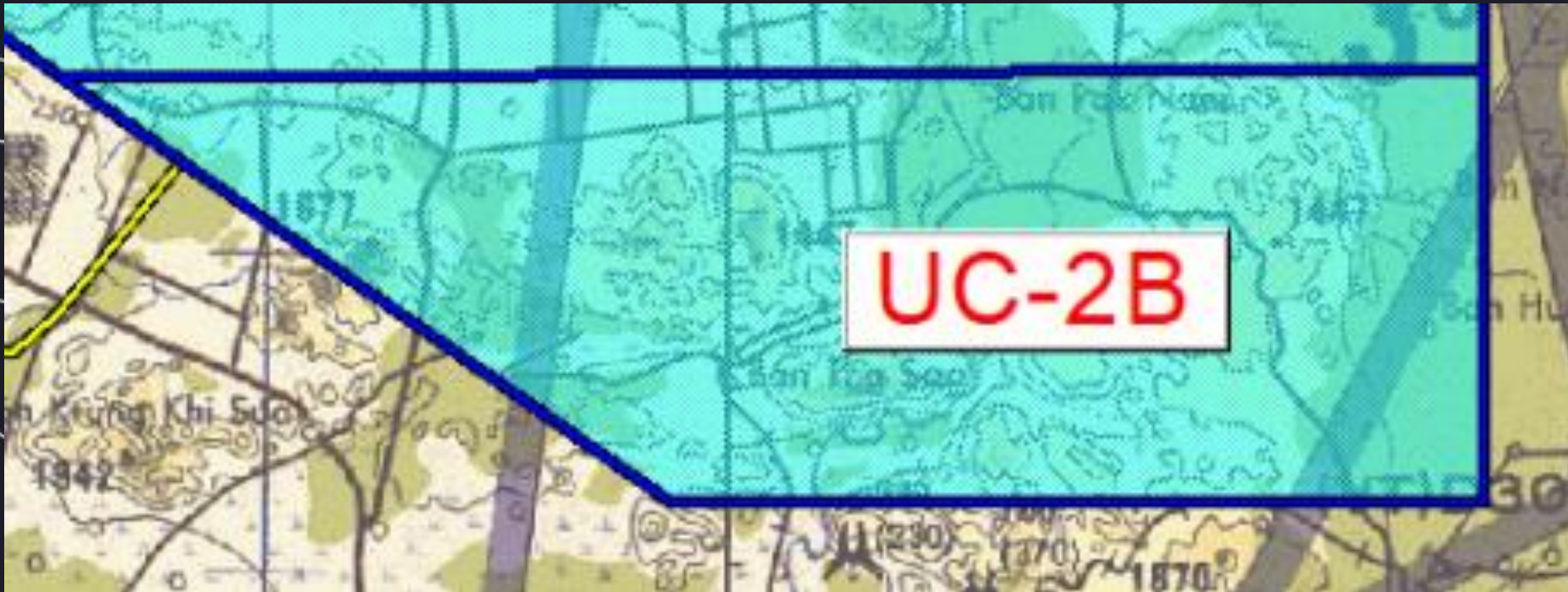
Khok Kathiem area. Vertical limits: GND - 11000 ft. An area circle by 12 NM radius from Lopburi TACAN (145234.33N 1003935.49E) excluding Bangkok TMA, UC-1 and UC-2



UAV Corridor 1 (UC-1): An area bounded by a line joining points:
145234N 1003935E, 150700N 1003319E, 150700N 1004245.16E, 145500N
1005000E then back to the point of origin. **Vertical limits/UAV operation
limits: Alt 6,000 ft. - 11,000 ft.** (For FCF flights which are require altitudes
of up to FL210, airspace will be booked prior with LFC.)



UAV Corridor 2A (UC-2A): An area bounded by a line joining points:, 145500N 1005000E, 145000N 1005900E, 145000N 1011400E, 144724N 1011400E, 144724N 1004743E, 145234N 1003935E then back to the point of origin. **Vertical limits: Alt 6,000 ft. - 11,000 ft.** (For FCF flights which are require altitudes of up to FL210, airspace will be booked prior with LFC.)

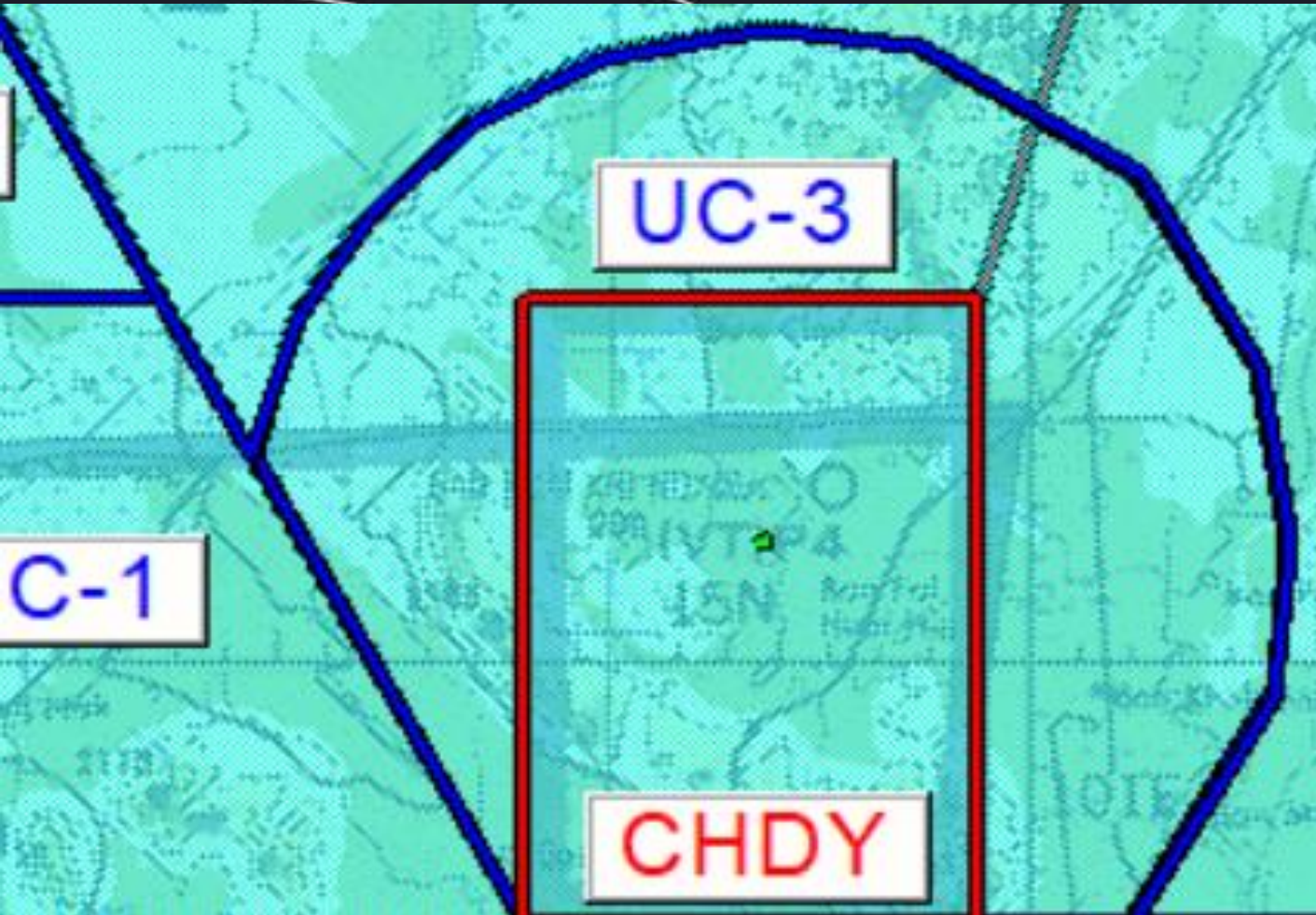


UAV Corridor 2B (UC-2B): An area bounded by a line joining points:

144714N 1004743E, 144724N 1011400E, 144000N 1011400E, 144000N 1005900E,
then back to the point of origin.

Vertical limits: Alt 6,000 ft. - FL240

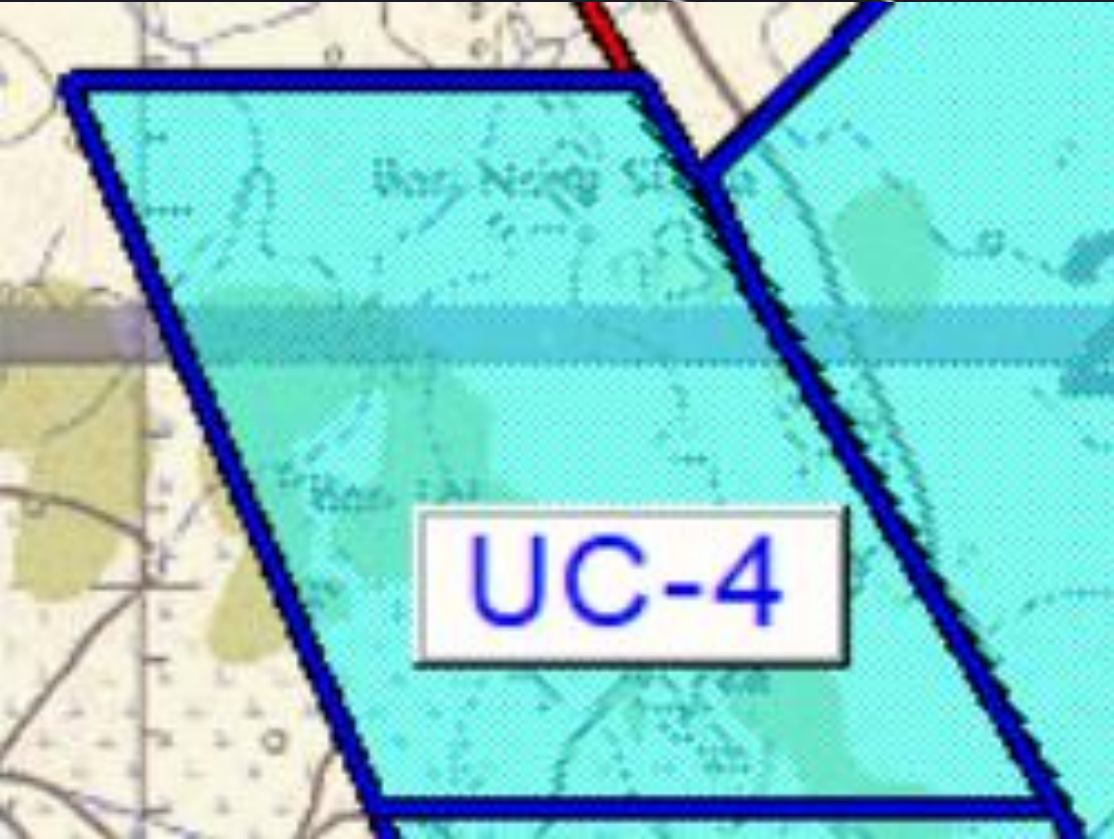
(For FCF flights which are require altitudes of up to FL210, airspace
will be booked prior with LFC.)



UAV Corridor 3 (UC-3): An area bounded by a line joining the following points: 145500N 1005000E, 145500.28N 1010200.50E then along a 10 NM arc counter clockwise from the Chandy Tower (150209.77N 1005445.88E) to 150357N 1004435.77E then back to the point of origin.

Vertical limits: GND - FL240

**UAV Operating limits: 6,000 ft. - 11,000 ft.
or FL160 - FL240 (outside of LFE window)**



UAV Corridor 4 (UC-4): An area bounded by a line joining points:

150700N 1003319E, 151640N 1002900E, 151640N 1003658.16E, 150700N 1004245E, then back to the point of origin.

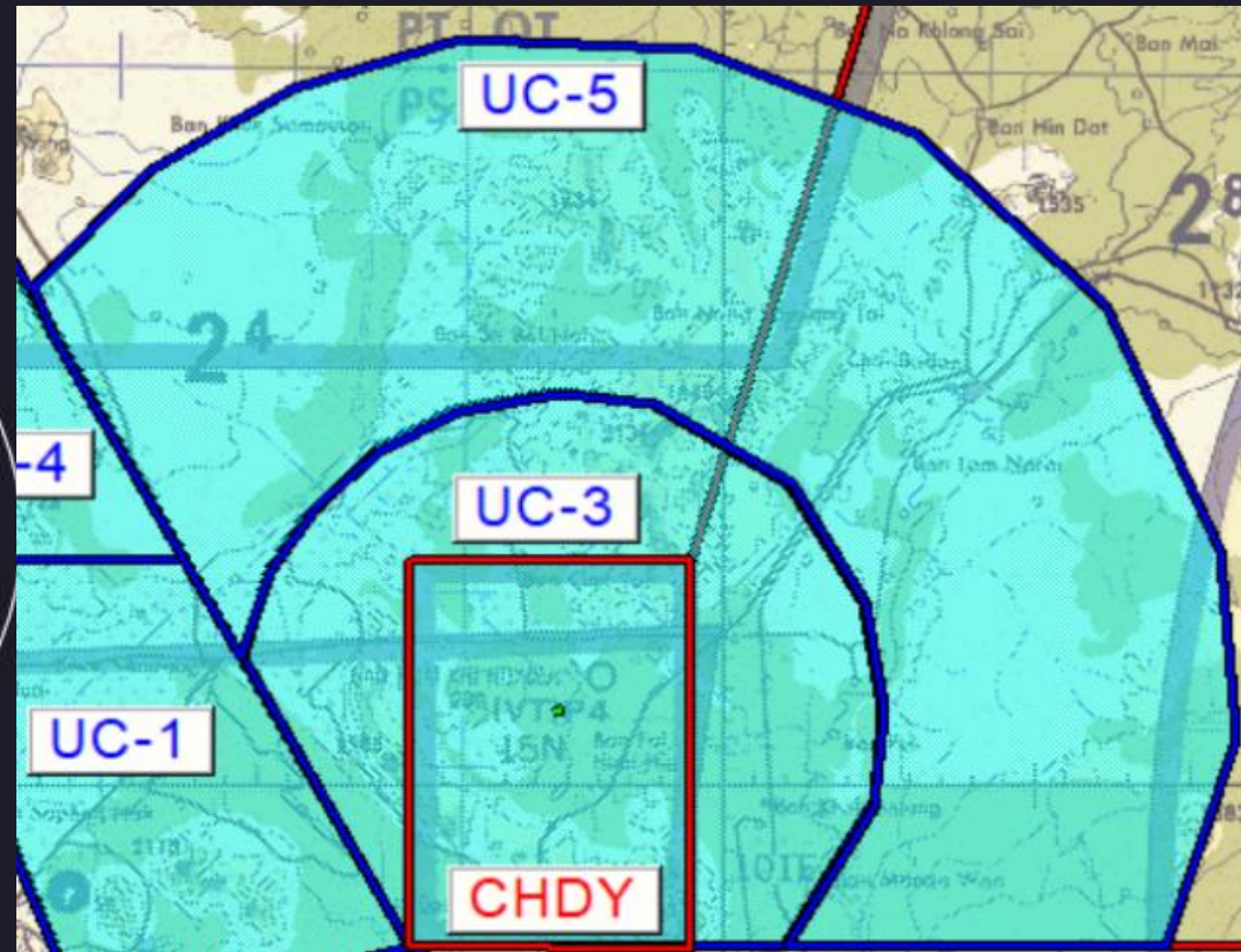
Vertical limits: Alt 6000 ft. - 11000 ft.

(For FCF flights which are require altitudes of up to FL210, airspace will be booked prior with LFC.)

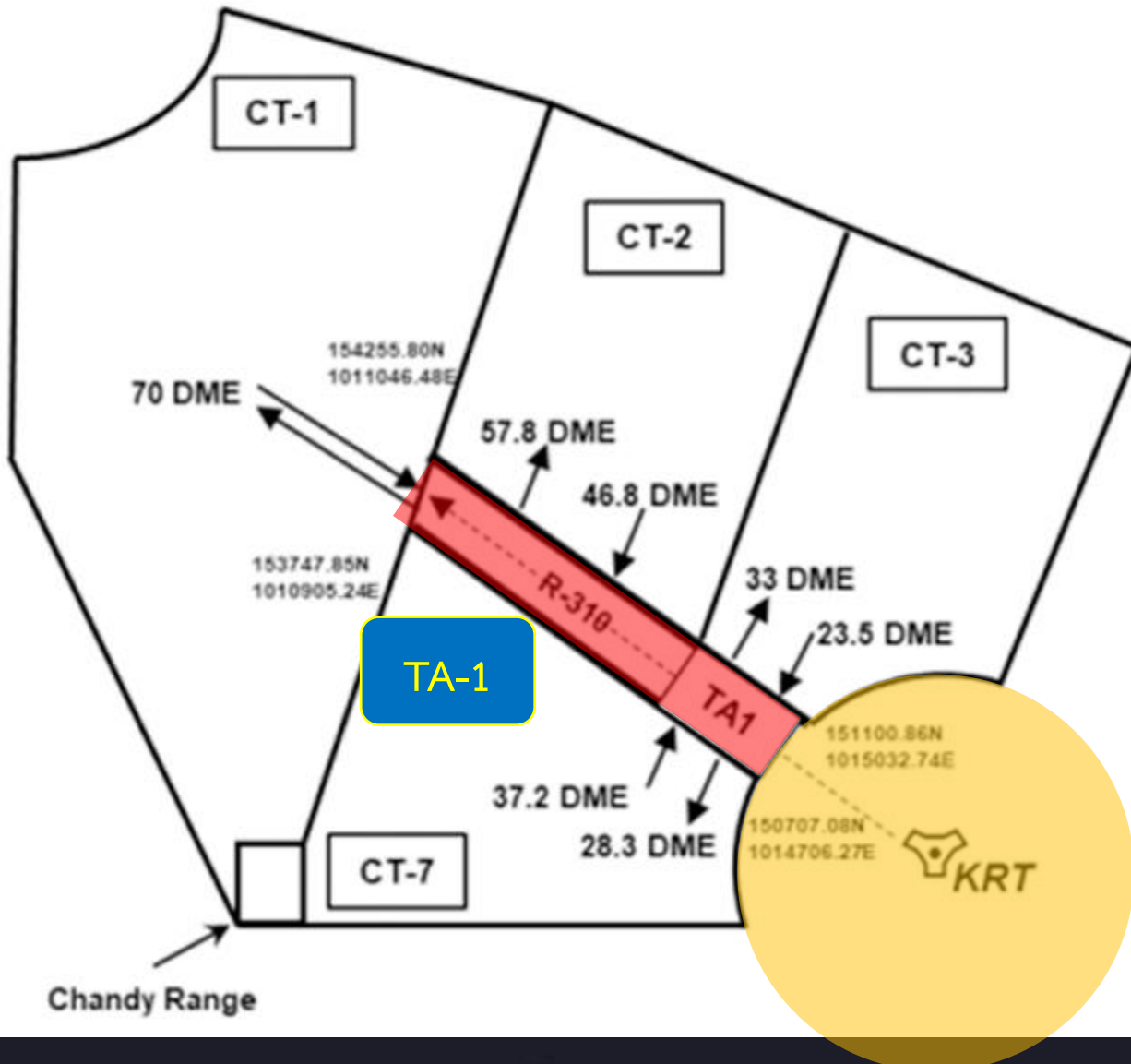
UAV Corridor 5 (UC-5): An area bounded by a line joining the following points: 150357N 1004435E, 151351N 1003836E then along a 20 NM. Arc clockwise from the Chandy Tower (150209.77N 1005445.88E) to 145500N 1011414E, 145500.28N 1010200.50E then along a 10 NM arc counter clockwise from Chandy Tower (150209.77N 1005445.88E), then back to the point of origin.

Vertical limits: GND - FL240

UAV Operating limits: Alt 6,000 ft. - 11,000 ft. or FL210 - FL220



CT-1,2,3 AND 7 Recovery Corridor Entry and Exit Diagram

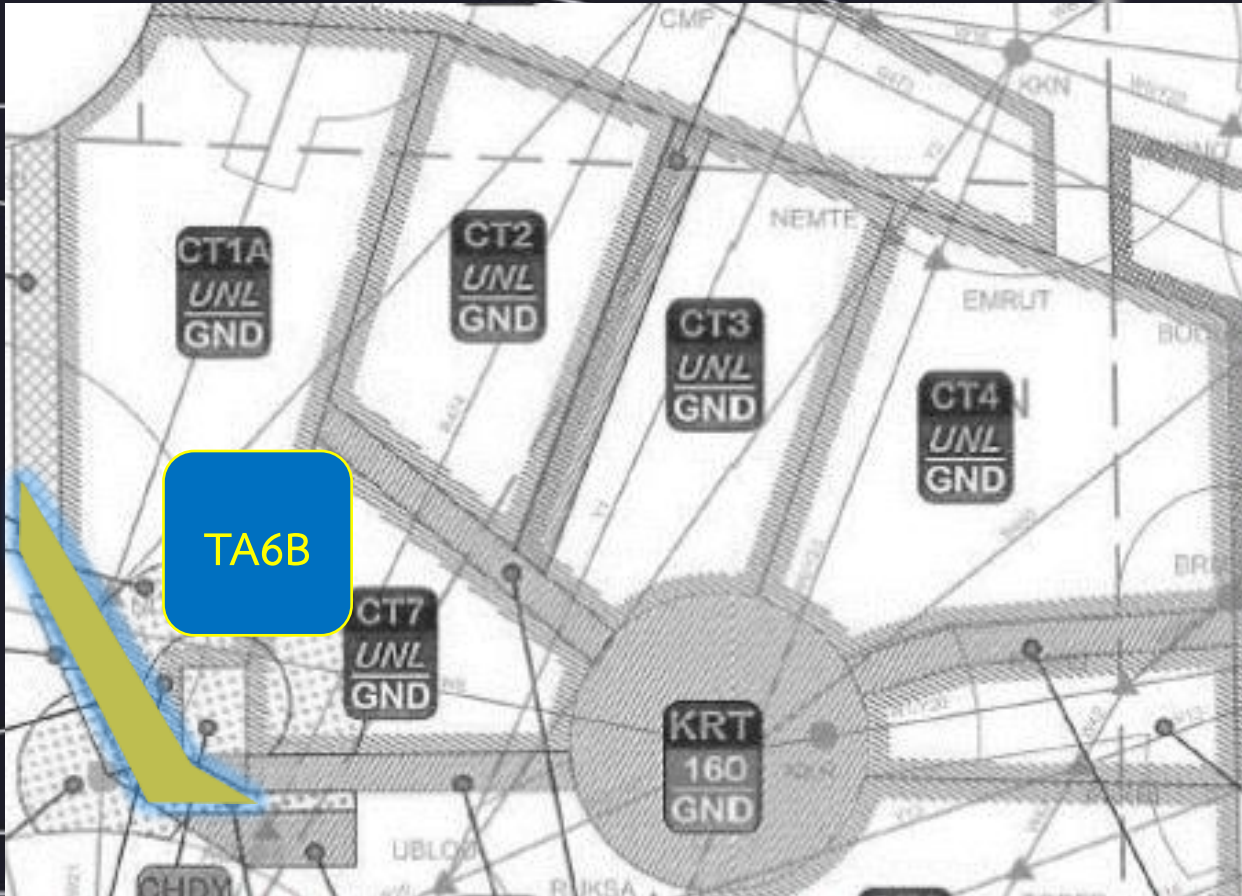


KORAT RECOVERY/DEPARTURE CORRIDOR

TA: A circle of 20 NM radius centred on Korat (KRT) TACAN (145606.0N 1020421.8E).

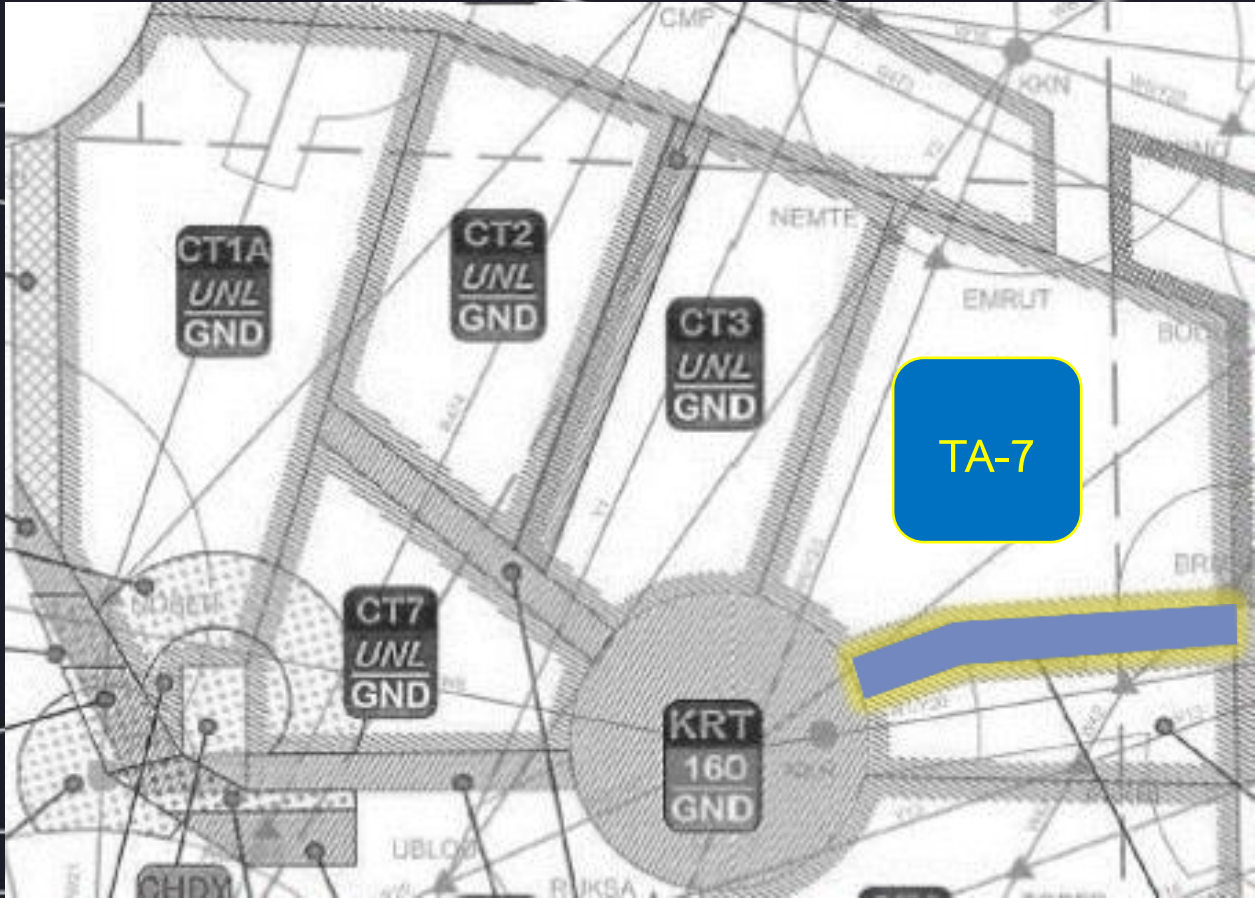
Vertical Limits: GND - FL160

TA-1: A 5 NM wide corridor bounded by a line joining points 150707.08N 1014706.27E then along a 20 NM arc clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) to 151100.86N 1015032.74E, 154255.80N 1011046.48E, 153747.85N 1010905.24E then back to the point of origin. The primary purpose of the recovery corridor is to provide a safe departure/recovery route for aircraft transiting to and from areas CT-1, CT-2, CT-3, and CT-7. When packages are assigned CT-1, 2, 3 and 7 simultaneously the airspace includes the recovery corridor. **Vertical limits:** GND to Unlimited.



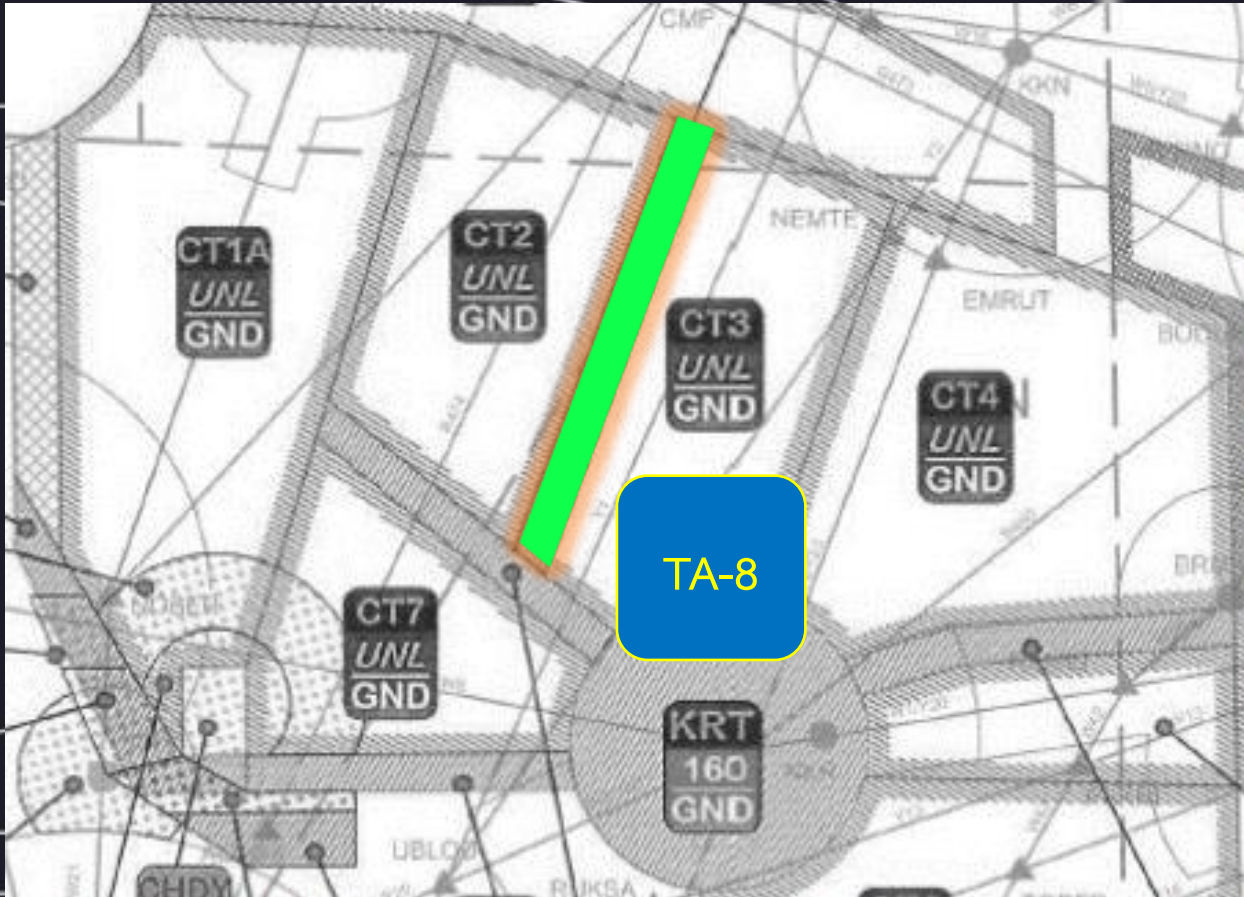
TA-6B: A 5 Nm wide corridor bounded by a line joining the following points: 145000N 1005900E, 145000N 1004333.39E, 152313N 1002656E, 153300N 1002700E, 145500N 1005000E, 145500N 1005900E then back to point of origin.

- ❖ Vertical limit: FL130 - FL250/**UNL**.
- ❖ Departure: Above FL160.
- ❖ Recovery: FL130-FL150 and below 6000 ft. (due to UAV area)



TA-7: A 5 NM wide corridor bounded by a line joining the following points: 150656.82N 1022143.81E, 151100N 1023600E, 151300N 1031600E, 150757.65N 1031600E, 150604.64N 1023820.82E, 150201.53N 1022404.93E then along a 20 NM arc counter clockwise from the Korat (KRT) TACAN (145606.0N 1020421.8E) back to the point of origin **excluding the Buri Ram Terminal Control Area (TMA).**

- ❖ Vertical limit: GND to FL 240
- ❖ Departure: 10,000 ft. - FL150
- ❖ Recovery: 5,000 ft. - 9,000 ft. MSL



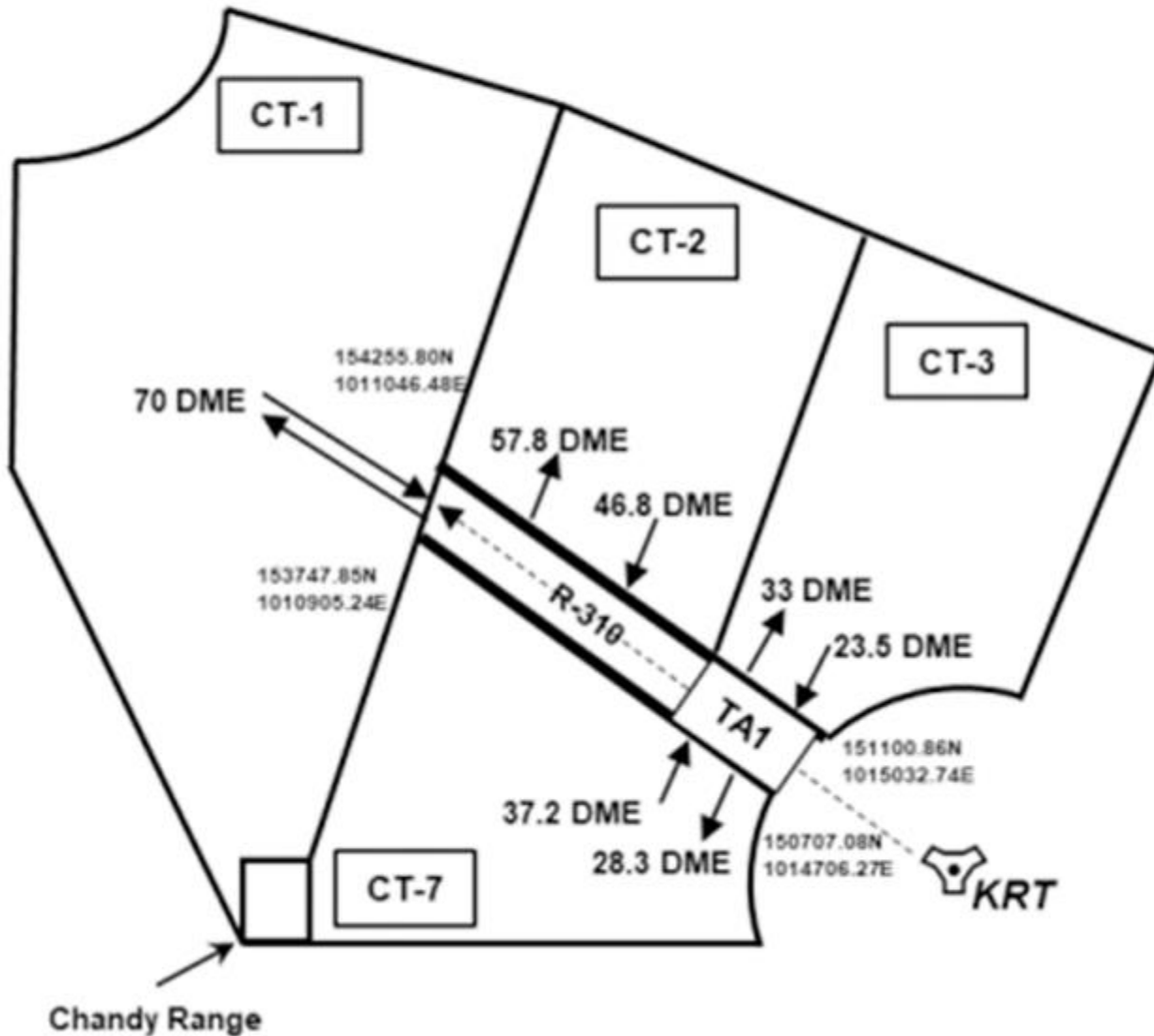
TA-8: **A5 NM wide corridor** bounded by a line joining the following points: 152220N1013630E, 162000N1020000E, 161810.65N, 1020450.37E, 151857.02N1014041.16E then back to the point of origin.

Departure: To be assigned by WAGON

Recovery: To be assigned by WAGON

N:ote **This Corridor will only be activated when aircraft request to enter/exit C2 Area while CT-3 is being used**

CT-1,2,3 AND 7 Recovery Corridor Entry and Exit Diagram



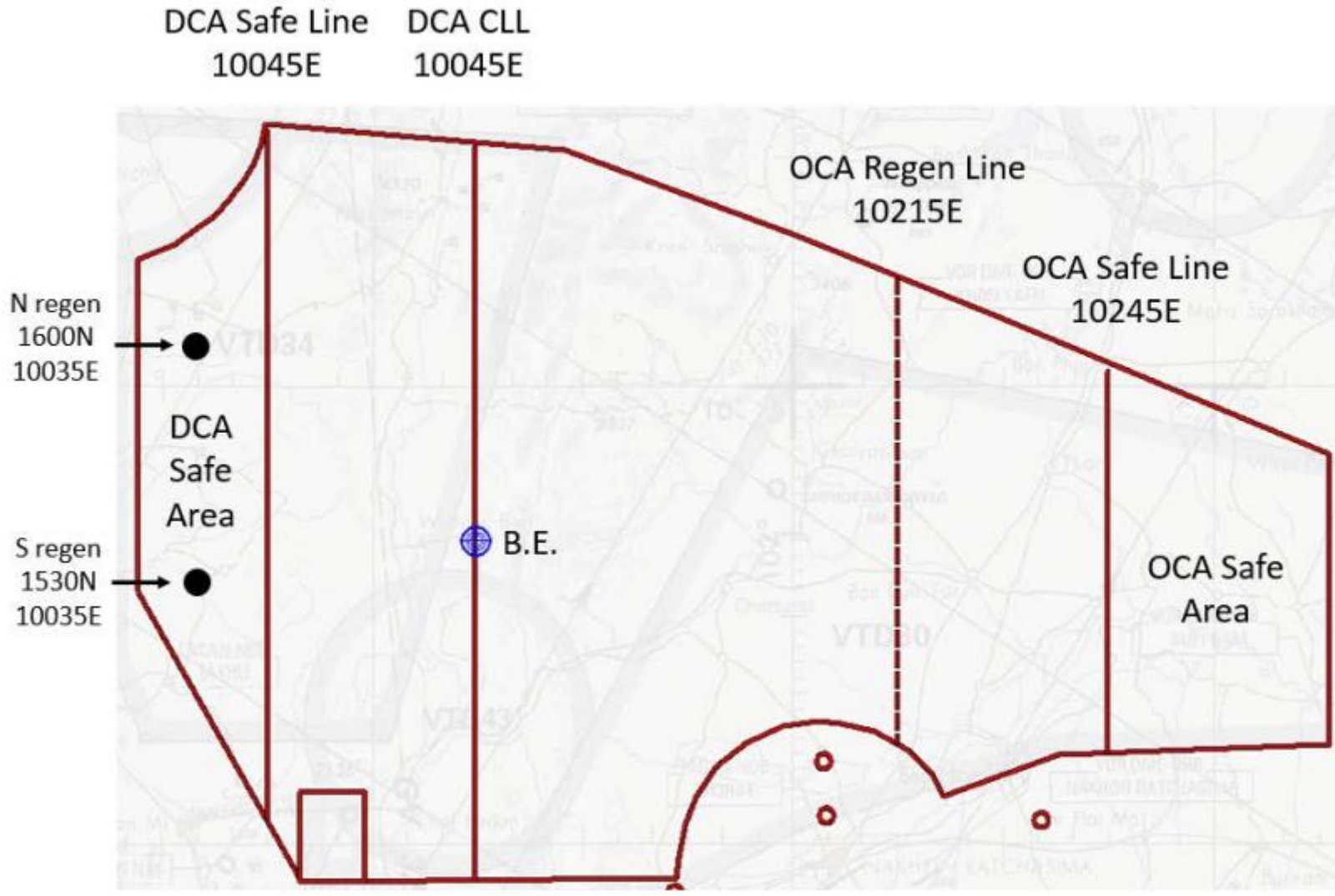
Chandy Range: Chandy Range is located on KRT R-274/68 DME. Exact coordinates are as follows: 1507N10059E, 1507N10050E, 1455N10050E, 1455N 10059E to point of origin. Vertical limits are GND to Unlimited (14 - 29 Mar 2024, between 0700-2100 Local Time, after 1700L vertical limits is restricted to GNDFL100 only). The northern section of Chandy is the conventional range for practice ordnance delivery and the southern section is the tactical range for live ordnance delivery (During CT 24, No practice or live ordnance will be delivered on both ranges). Fighter aircraft enter Chandy airspace must be under control by respective control agency as per daily Flying Schedule or contact Chandy tower on 285.4/134.75.

Victor Blue / Aggressor Area: A restricted area has been established to facilitate flying operations for the Royal Thai King. The VICTOR BLUE airspace lies between the Bangkok (BKK) VOR/DME (135336.8N 1003546.3E) 005° and 050° radials from 40NM to 80NM arc. Vertical limits are surface to unlimited. Air operations in the vicinity of Victor Blue are prohibited when active (Chandy Range, CT-7, and CT-1 South of 1520N)

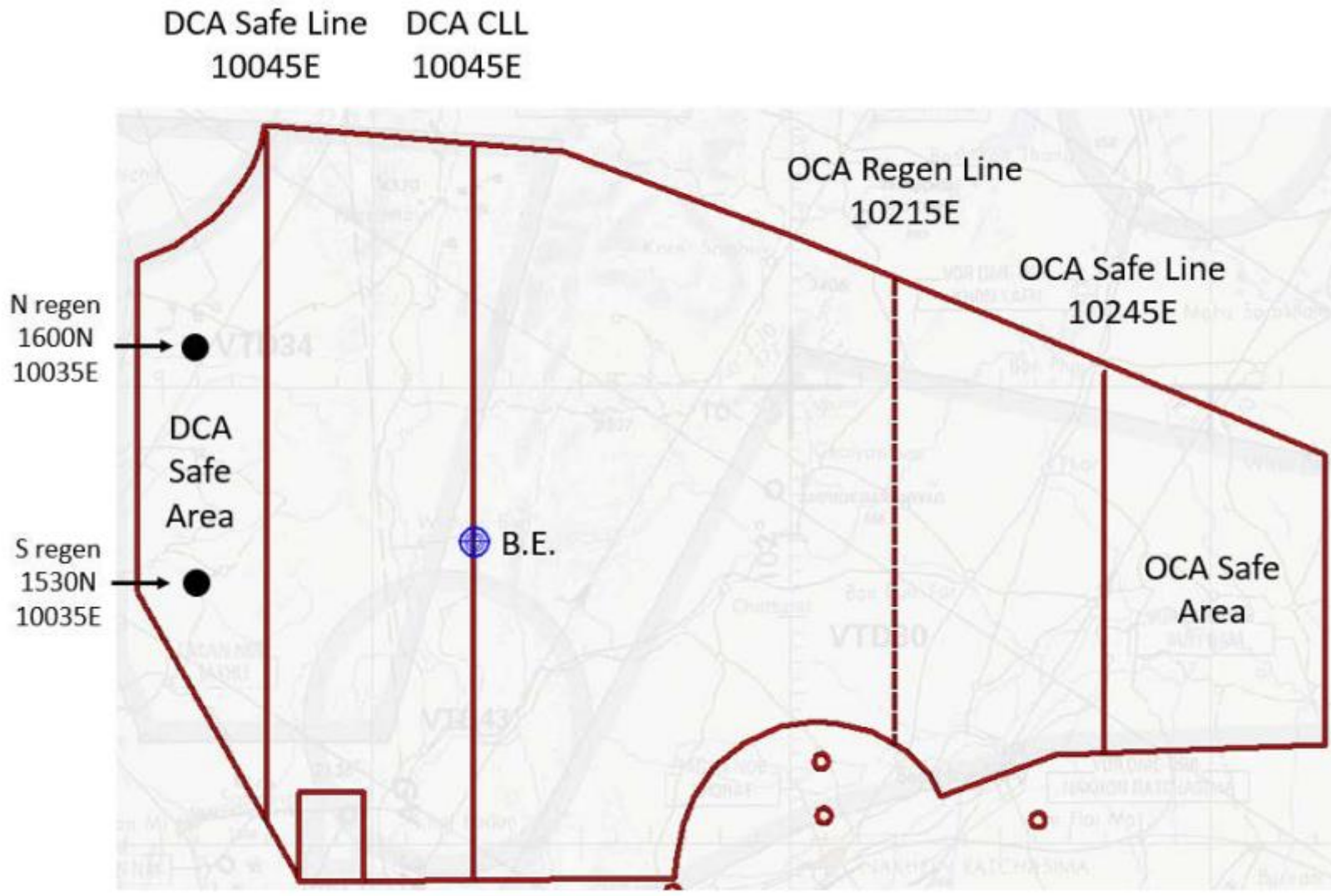


Buri Ram TMA :An area bounded by a line joining the following points: 152840N 1033030E clockwise along a 20 NM arc from Buri Ram (BRM) DVOR/DME (151422.43N 1031531.59E) to 1501N 10330E, 1453N 10240E then along a 35NM arc counter clockwise around the Korat (KRT) TACAN (145606.0N 1020421.8E) to 151130N 10237E, 151224N 1030024E then along a 15NM arc clockwise around the BRM DVOR/DME to 152918N 1031751E, 154407N 1032620E, then along a 30NM arc counter clockwise around the Roi Et (ROT) DVOR/DME (160700.59N 1034619.45E) to 153849N1033630E, then back to point of origin. **Vertical limits are 2,000' MSL to FL110**





LFE AIRSPACE PROCEDURES Assigned Airspace: During the LFE phase, CT-1, 2, 3, 4, 4A, 5, 6, 7 and C2 Area the Northwest Departure corridor, and Chandy Range will be used as one continuous block of airspace for ACBT. Note that the Northwest Departure corridor is eliminated for LFE departure and recovery procedures. C2 Area, CT-4A and CT-4B will be used for G550 AEW and SAAB-340 AEW orbits in respectively. CT-6 will be used for in-flight refuelling or other mission as scheduled.

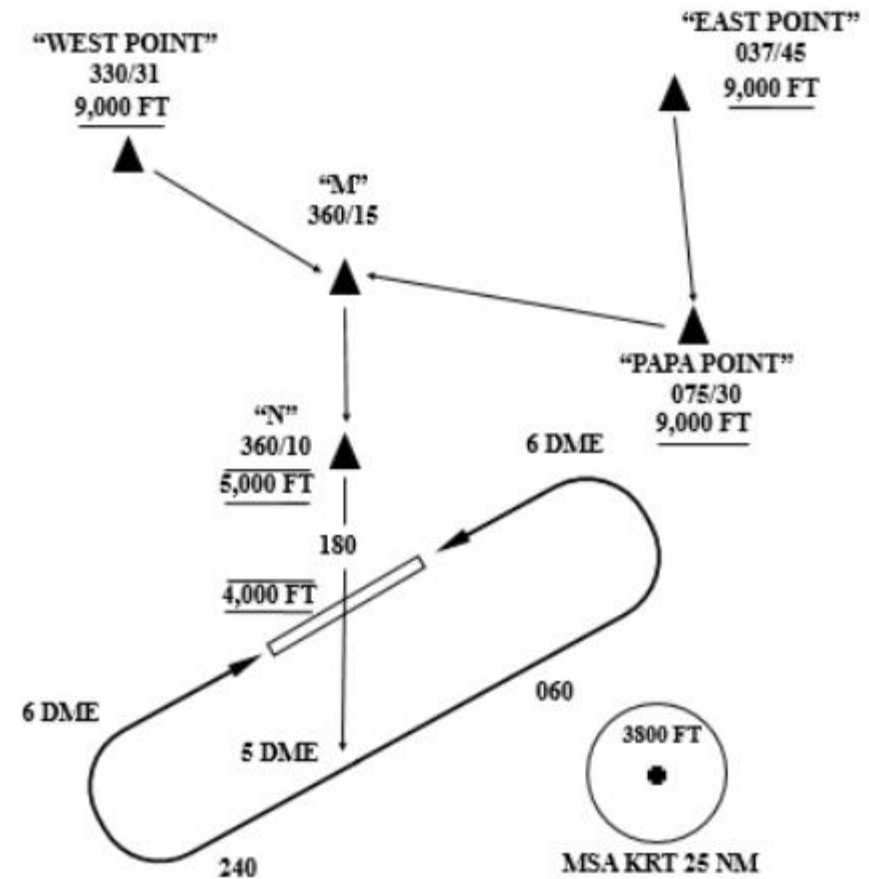


Common Bullseye: In order to facilitate GCI operations and maximize benefit from GCI calls, a common bullseye will be used for all players. The standard bullseye for all operations during exercise will be located at **latitude/longitude 1540N 10115E**

LFE Recovery Procedures:

Aircraft recovering to Korat AB following an LFE will utilize the following recovery procedures

LFE recovery procedure

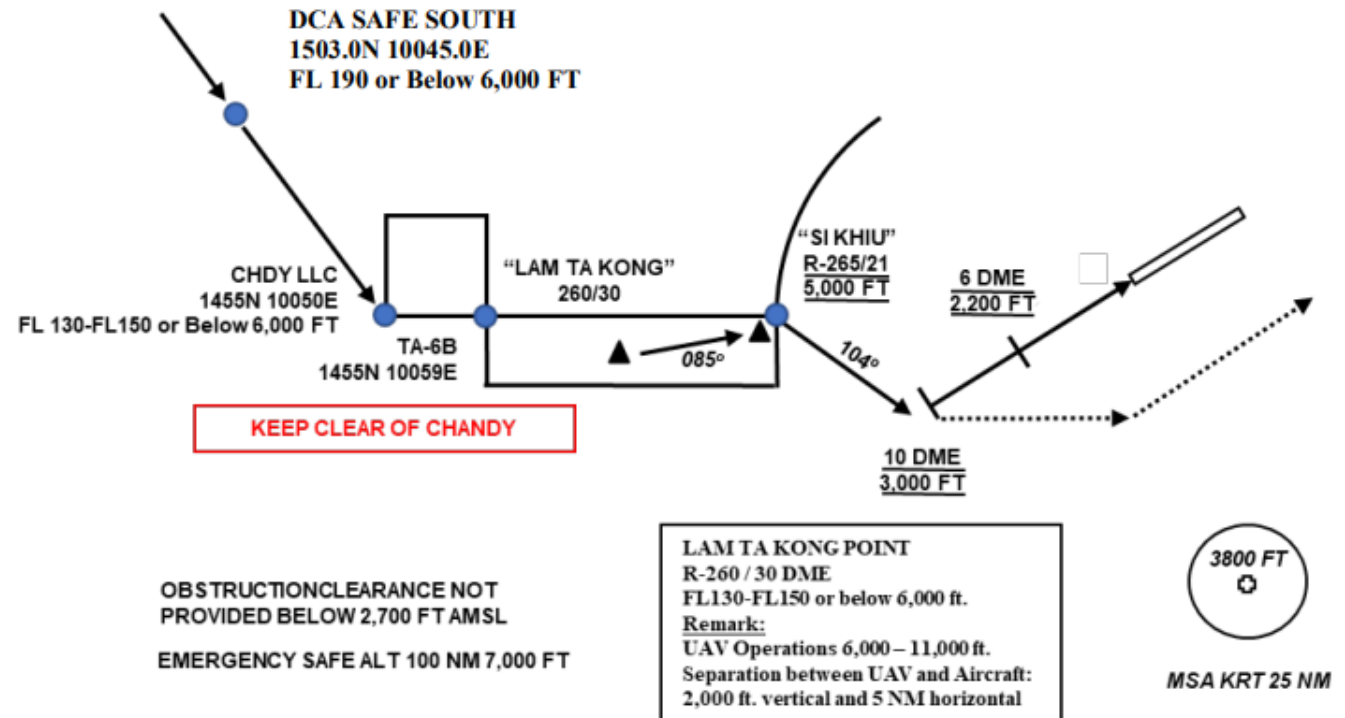


LFE Recovery Procedures:

Aircraft recovering to Korat AB following an LFE will utilize the following recovery procedures

LFE Recovery Procedures (Continued):

LFE Lamtakong recovery procedure





CHECK IN

Cope Tiger Common:

Entry Procedures: During the WUT phase, all flights must check-in with WAGON on 331.3

(Cope Tiger Common Frequency) before switching to controlling agency

(WAGON or TITAN). Aircrew will check in as follows with callsign, posit, and status, for example “WAGON, Eagle 11, Korat 070 for 20, as frag. (With alibis)”. WAGON will confirm “Contact” or “Negative Radar Contact” as appropriate, will pass words and altimeter, then push the asset to the designated control agency with frequency. For example, “Eagle 11, WAGON, contact, airspace altimeter 29.92, push to WAGON or TITAN on 270.5.”.

For LFE phase all flights will check-in with assigned controlling agency (WAGON or TITAN) as per ATO only.



Exit Time: COPE TIGER airspace is tightly scheduled. There is little or no time scheduled between different flights. Flights need to ensure they are ready to exit the airspace by the end of their area time. Use the designated exit points and expect to be contacted by the inbound flight on the area common frequency.



Exit Procedures: During the WUT and LFE, all flights must check-out with their controlling agency then contact WAGON on 331.3 for traffic deconfliction before handed-off to Korat Approach. Check-out comm will include posit, fuel state, and any words. Remain in the exercise area until hand off to appropriate control facility is complete. Include in request; flight call sign, number of aircraft (if more than one in flight), type, requested altitude, destination, and type of approach, if known.

CHECK IN (WORK UP TARIING)

AFTER DEPARTER

WAGON U.COM 331.3

- RADAR CONTACT or NEGATIVE
- QNH _____
- CLEARS CLIMB _____
- CLEARS DCT ENTRY POINT

OVER ENTRY PONT

Airspace Frequencies		
CT- 1 Primary	Blue / Red	235.1 / 254.5
CT- 1 Secondary	Blue / Red	282.1 / 261.5
CT- 2 Primary	Blue / Red	287.5 / 256.5
CT- 2 Secondary	Blue / Red	270.5 / 283.4
CT- 3 Primary	Blue / Red	264.5 / 290.6
CT- 3 Secondary	Blue / Red	269.4 / 267.5
CT- 4 Primary	Blue / Red	277.5 / 271.5
CT- 4 Secondary	Blue / Red	355.8 / 261.0
CT- 4A Primary/Secondary		296.0 / 256.0
CT- 4B Primary/ Secondary		330.2 / 274.8
CT- 5 Primary		278.4
CT- 5 Secondary		226.5
CT- 6 Primary		294.5
CT- 6 Secondary		299.5
CT- 7 Primary	Blue / Red	321.8 / 342.3
CT- 7 Secondary	Blue / Red	333.7 / 250.6
C2 Area Primary		267.5
C2 Area Secondary		256.0

CHECK OUT (WORK UP TARINING)

TRAINING COMPLETE

WAGON U.COM 331.3

- CLEARS DESEND _____
- VECTOR TO KRT
- TRAFFIC INFORMATION

KRT ARR.

CHECK IN (LFE)

AFTER DEPARTER

WAGON U.COM 331.3

- RADAR CONTACT or NEGATIVE
- QNH _____
- CLEARS CLIMB _____
- CLEARS DCT MLL or CLL

ENTRY AREA

LFE/Mini-LFE Frequencies		
OCA Air-to-Air Prime	Black 1	264.5
OCA Air-to-Air B/U	Black 2	270.5
OCA General	Green 1	269.4
OCA Strike Prime	Orange 1	235.1
OCA Strike B/U	Orange 2	287.5
DCA Prime	Silver 1	299.5
DCA B/U	Silver 2 / Silver 3	256.5 / 355.8
DT	Grey 1 / Grey 2	231.5 / 283.4

CHECK OUT (LEF)

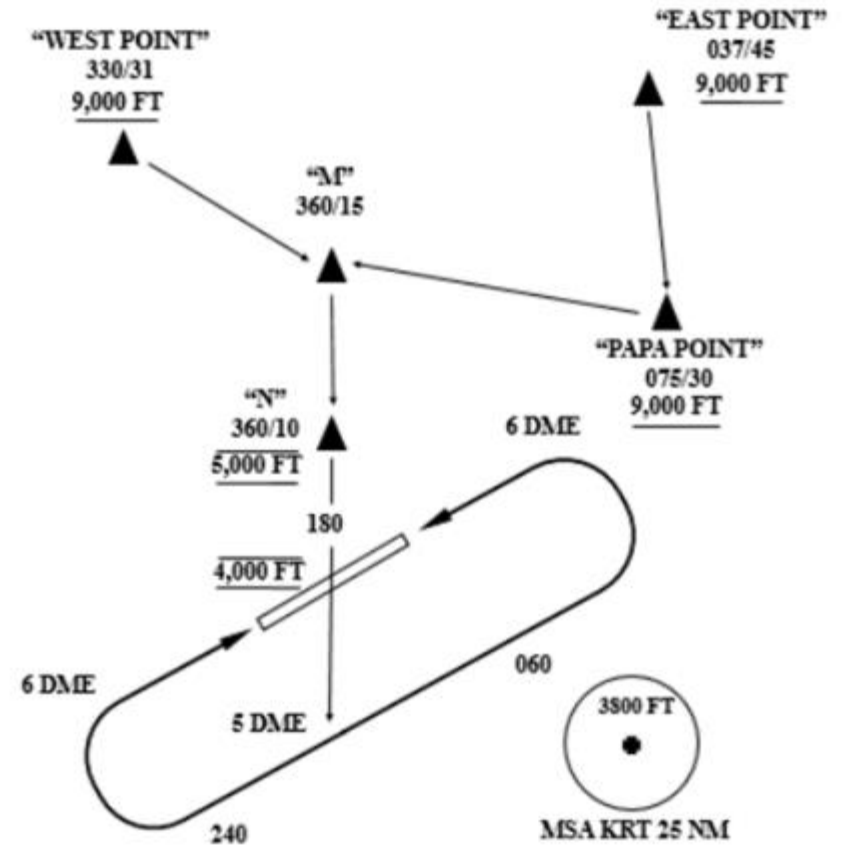
LEF TERMINATE

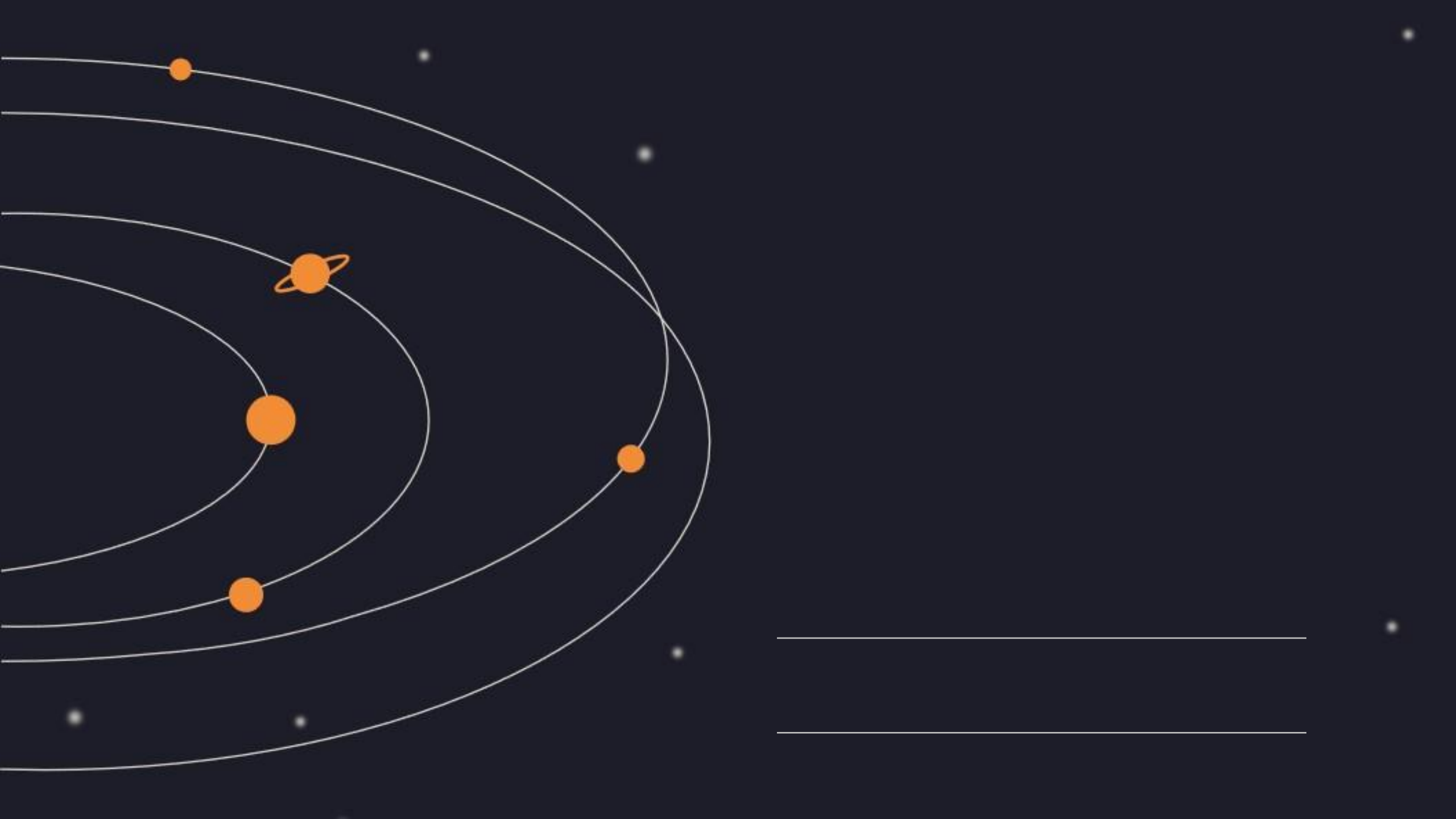
WAGON U.COM 331.3

- CLEARS DESEND _____
- VECTOR TO WEST POINT , EAST POINT or M OPINT
- TRAFFIC INFORMATION

KRT ARR.

LFE recovery procedure

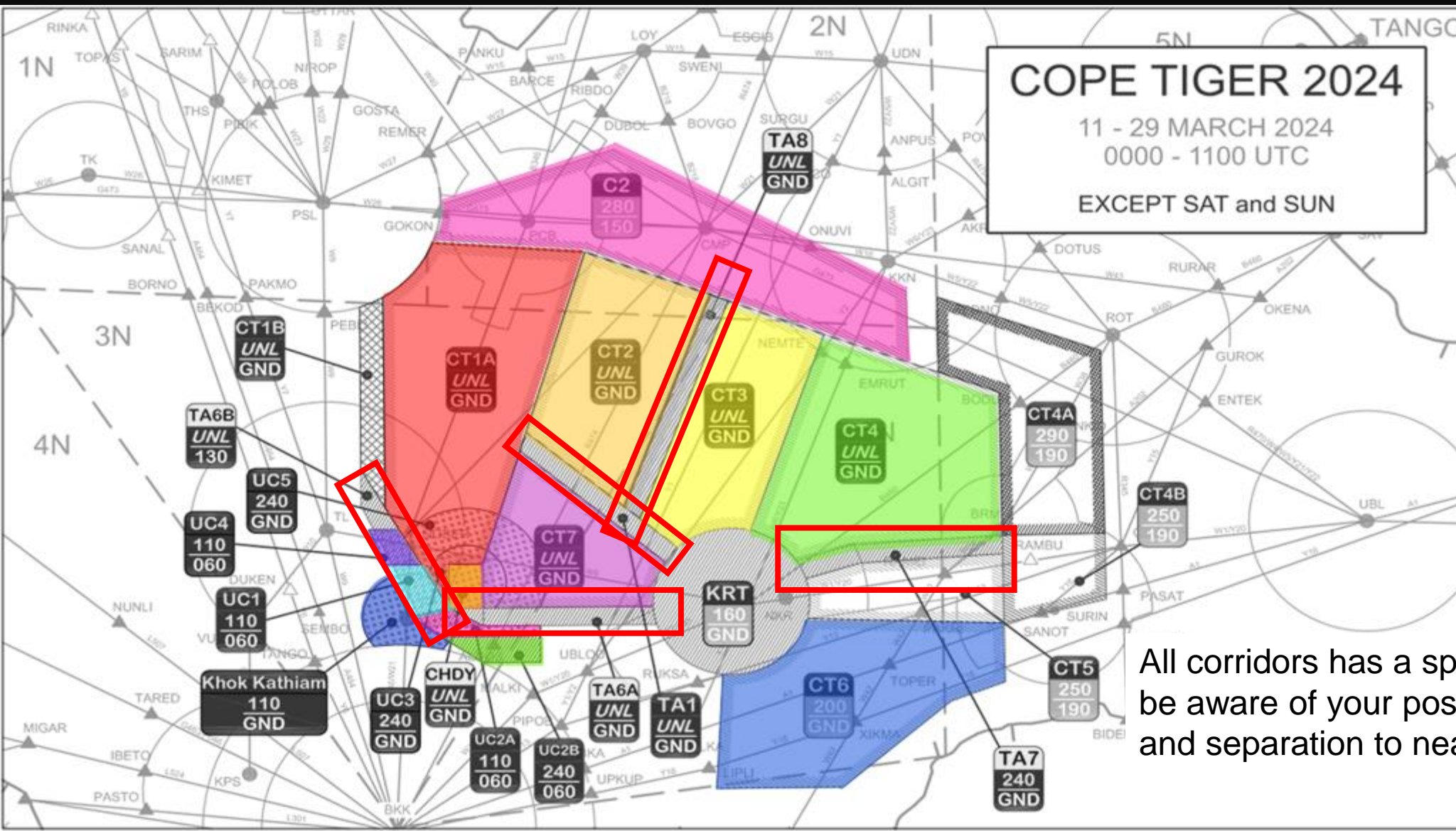




AIR SPACE CHECK IN - OUT

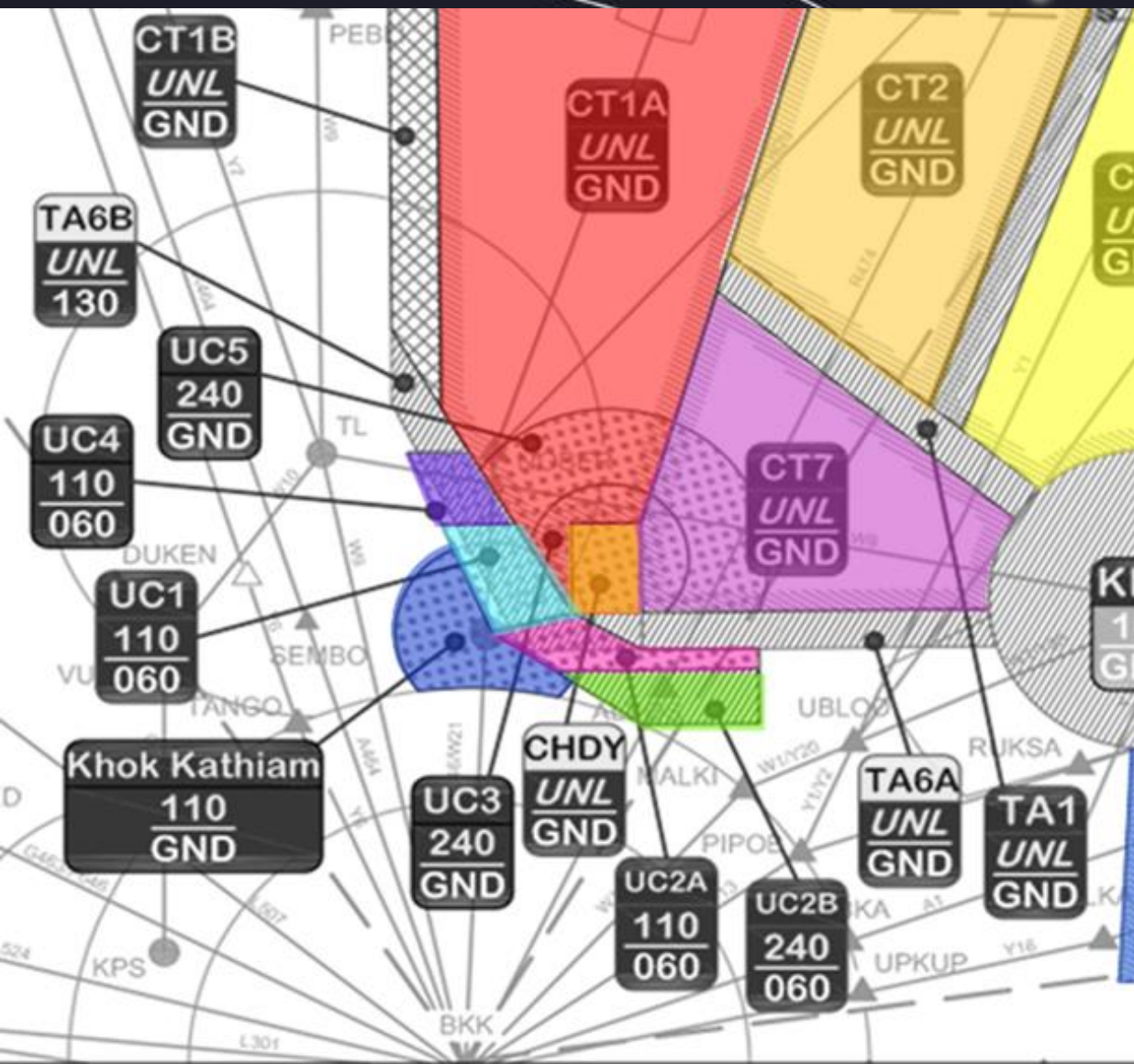


Special Attention !!!



All corridors has a specific restriction, be aware of your position, altitude, and separation to nearby flights

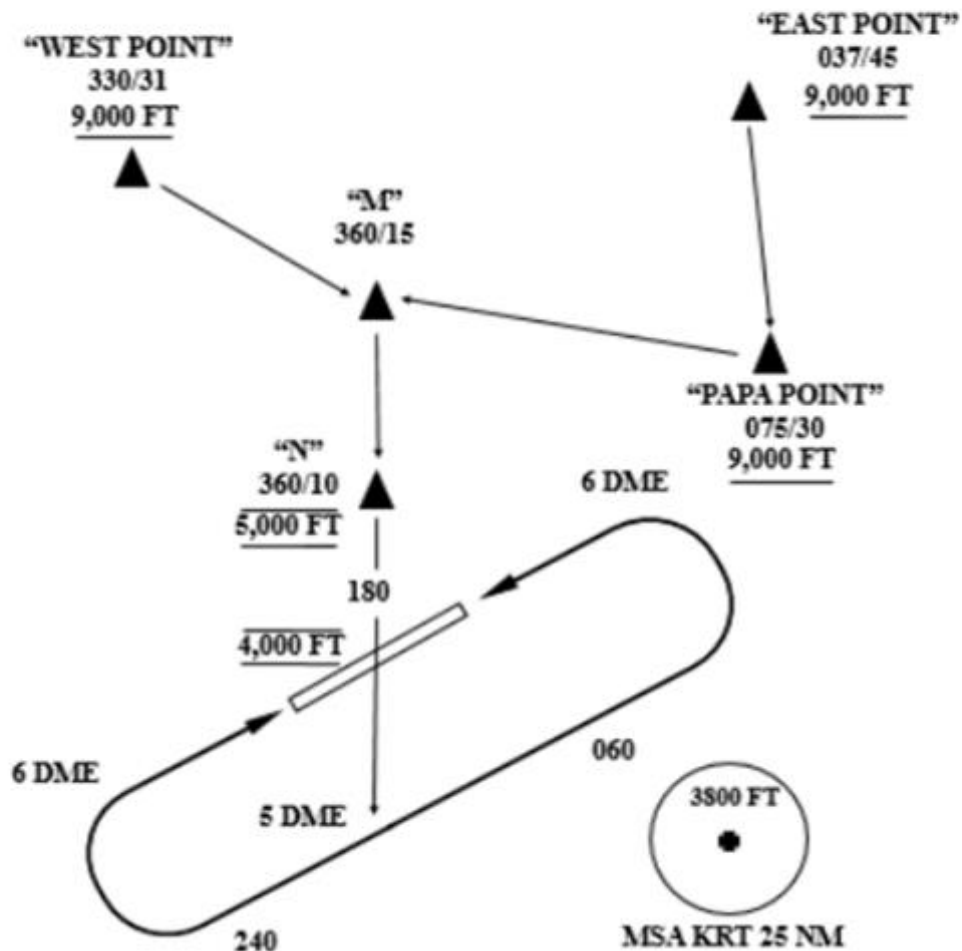
Special Attention !!!



Airspaces around CHDY are tightly space between each others with multiple restrictions, plan your mission accordingly

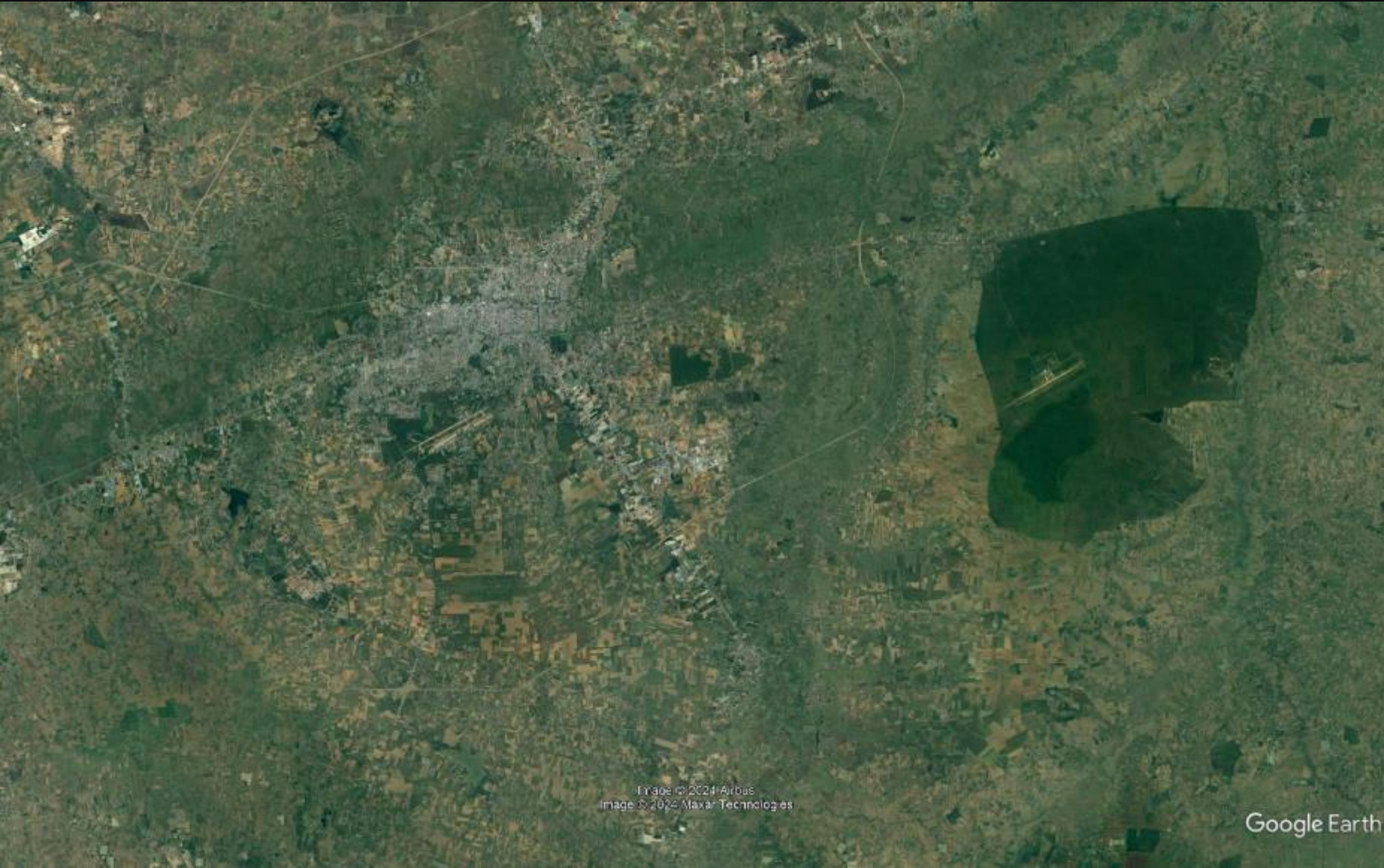
Special Attention !!!

LFE recovery procedure



- Due to high volume of traffic recovery to a single runway at KRT, recovery pattern might not look like this.
- Follow ATC instruction, minimize comm.
- They are not forgetting about you.

Special Attention !!!



Nearby airstrip !!!

Special Attention !!!

L.2 SCHEDULING AUTHORITY

The Exercise Director possesses the authority to add or delete sorties on a day-to-day basis, as required, and designates the LFC as his agent for making these changes.

All FTX flight operations within exercise airspace will be pre-coordinated and reflected on the COPE TIGER Daily Flying Schedule produced by the LFC to ensure airspace deconfliction and safe operations while providing for maximum unit training.

Units MUST NOT fly in COPE TIGER airspace unless it is included on the Daily Flying Schedule.

L.3 SCHEDULING CYCLE

The LFC will compile all flying activities into one daily flying schedule similar to that shown in Annex B. To the greatest extent possible the entire FTX flying schedule will be planned in detail, agreed to by all parties and disseminated prior to the start of the FTX. During the FTX the final daily flying schedule will be released NLT 1400 the day prior. During the FTX, should weather or maintenance problems require substantial changes in the overall flying program; the LFC will re-work and release the flying program for subsequent days as required. Final schedules will have the date/time and signatures from the LFC directors indicated. Units may make change requests, using the format identified in Annex B, until 0800 the day prior to execution. The daily flying schedule will be printed and disseminated by 1400 daily.

Functional Check Flights (FCF)

Units will advise the LFC as soon as possible to obtain airspace to fly FCF sortie. If required, FCF sortie will be scheduled outside WUT and LFE windows.

Question ?

