



EXERCISE COPE TIGER 2024

Contingency Planning & Emergency Considerations



SCOPE

- OBJECTIVES
- REFERENCES
- PROCEDURE
- SCENARIO 1
- SCENARIO 2



OBJECTIVES

- To understand the importance of adhering to published procedures and contracts for Safe mission execution.
- To establish the roles and responsibilities of each executing element during the mass launch and recovery phases.
- To comply with the Standard Operating Procedures (SOPs) found in Chap 4 to 8 of the Ex COPE TIGER 2024 Combined Exercise Guide (CEG).



CEG REFERENCES

- Chapter 4 Normal Operating Procedures
- Chapter 5 Emergency Procedures
- Chapter 6 Airspace Control Plan
- Chapter 7 Exercise Airspace Operations
- Chapter 8 LFE Instructions



NORMAL OPERATING PROCEDURES

- Administrative instructions for planning & briefings
- Planning norms & considerations
- Primary A/F operations & divert contingencies
- Safety Considerations & operating limits
- Flight restrictions & qualifications

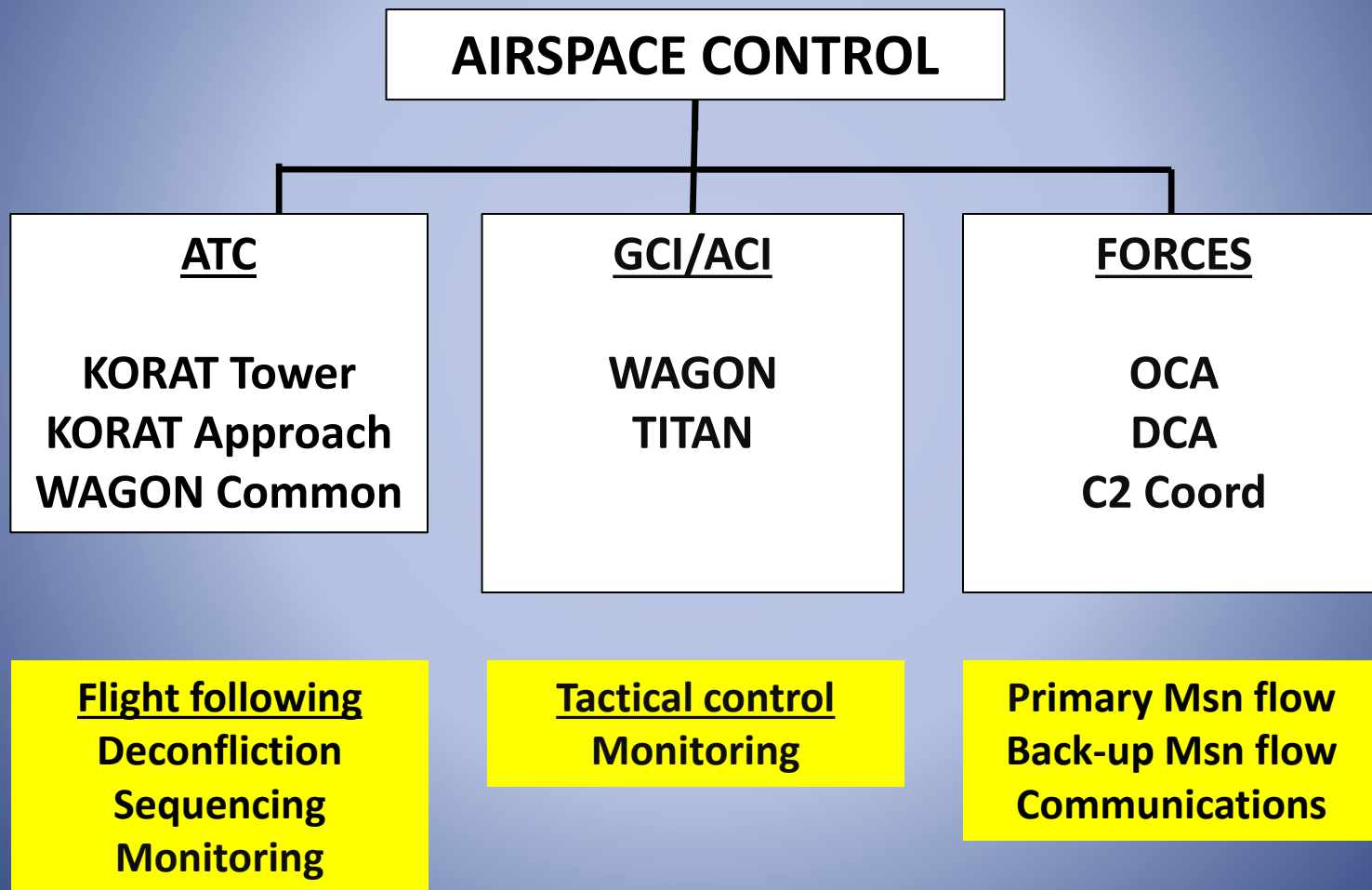


EMERGENCY PROCEDURES

- Executive & Supervisory duties
- Management of In-flight emergencies (Air/Gnd)
- Identify response teams & form-up positions
- Fuel contingencies, Pri divert plans & declarations
- A/C crash & SAR activation processes



ROLE AND RESPONSIBILITIES





EX AIRSPACE PROCEDURE

- Follow assigned IFF codes & squawks for Blue/Red/White forces
- Brief clearly on Comm plan & Options
 - No GCI/ACI support limits fight to max of 4v4 on common frequency within assigned airspace e.g CT1/2/3/4/7
- EW rules & restrictions apply
- Assigned blocks for OCA/DCA/Kill box (DT)



LFE INSTRUCTIONS

- C2 Options
 - Plan & Brief clearly on various options 1-6
 - Cater to Alternate mission if necessary
- War Options
 - MC to take into consideration weather contingencies
 - Decide War option at least 5 mins prior to start of VUL
 - WAGON/TITAN to ensure all formations receive War option call (especially late joins)
 - C2 to also provide amplifying remarks if necessary
 - Fallout plan if required to Force Reduce LFE

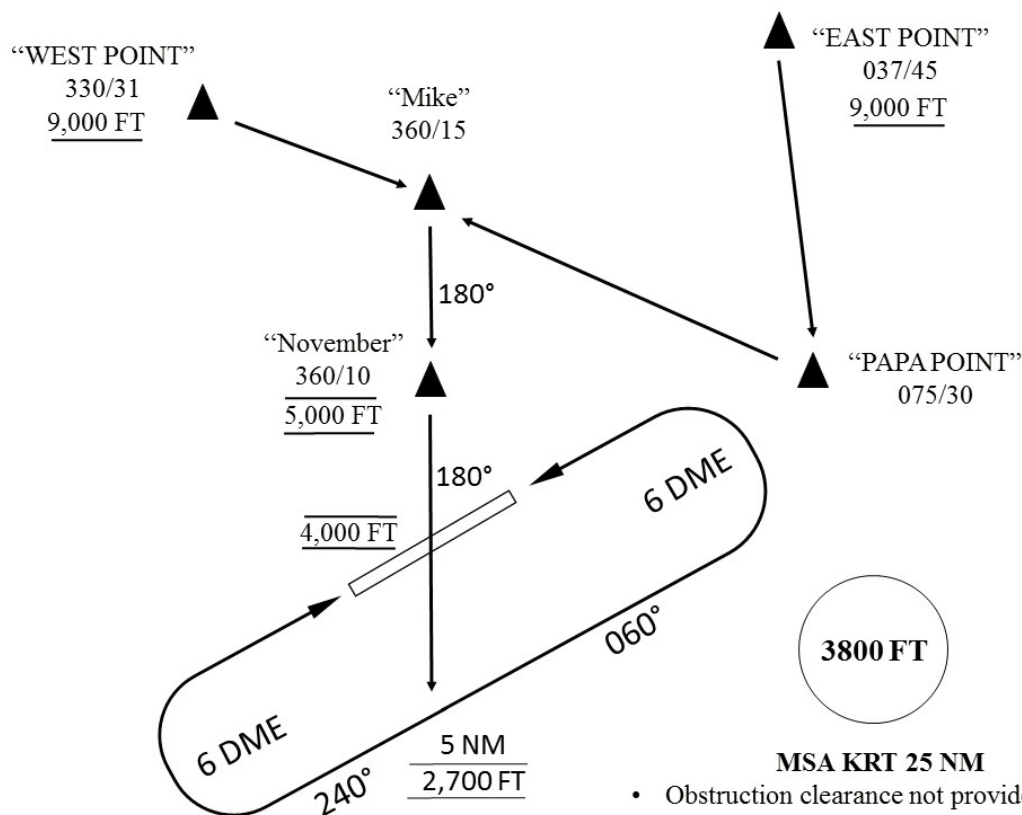


LFE RECOVERY PROCEDURES

KORAT LFE RECOVERY PROCEDURE

REF: KRT TACAN 125X
N 14 56.099 E 102 04.368

GND	121.75, 257.8
TWR	122.2, 240.5
ASR/DEP	134.1, 285.0
ASR/APP	129.75, 349.0



MSA KRT 25 NM

- Obstruction clearance not provided below 2,700 ft. MSL
- Emergency safe altitude 100 NM 7,000 ft.

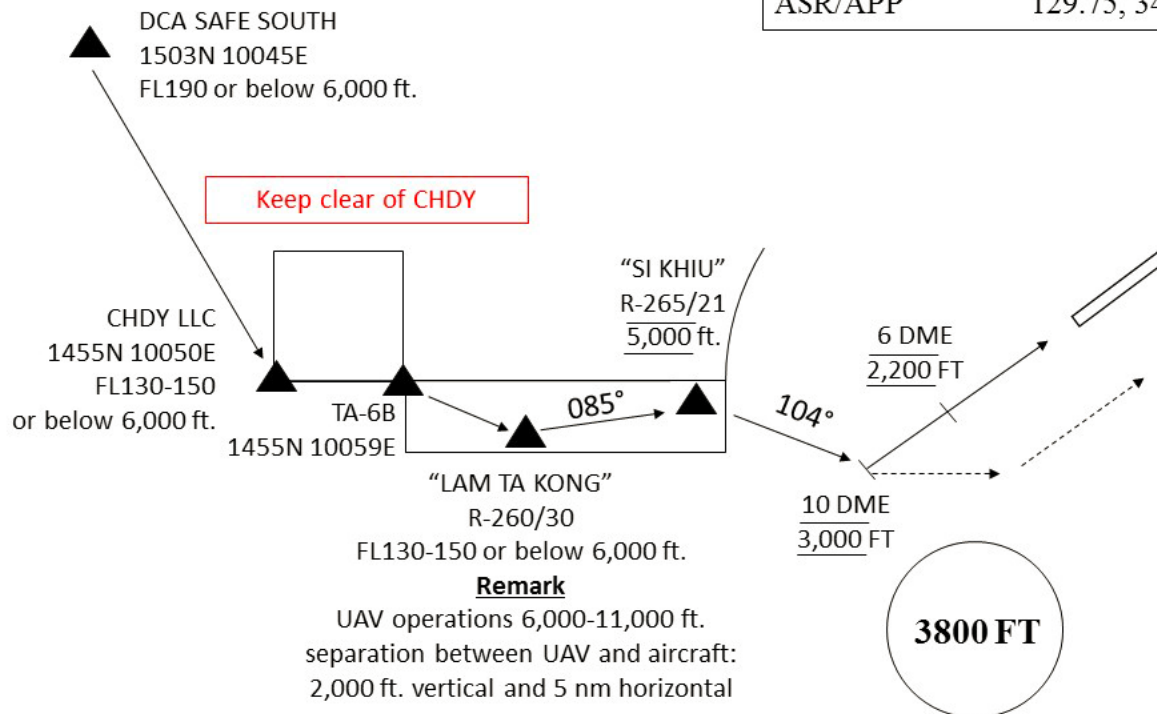


LFE RECOVERY PROCEDURES

LAMTAKONG RECOVERY PROCEDURE

REF: KRT TACAN 125X
N 14 56.099 E 102 04.368

GND	121.75, 257.8
TWR	122.2, 240.5
ASR/DEP	134.1, 285.0
ASR/APP	129.75, 349.0



MSA KRT 25 NM

- Obstruction clearance not provided below 2,700 ft. MSL
- Emergency safe altitude 100 NM 7,000 ft.



LFE RECOVERY PROCEDURES

- From DCA Safe Area.
 - Exit DCA Safe Area.
 - Squawk Deadman.
 - Fly to CHDY LLC then join LTK Recovery.
- From CT-7 or CHDY Range.
 - Squawk Deadman.
 - Proceed to LTK and SI KHIU.
- Follow ATC Instructions directed by WAGON
Common/KRT APP/TWR.



TTX SCENARIO 1

- AM LFE 1
 - KRT MET office reports Haze conditions from SFC-8000ft and Visibility of 2nm.
 - CT airspace same conditions with additional Broken cloud layer from 8000ft-FL130.
 - UDON AB reports TSRA for next 2 hours.
- What are the considerations for launch (MC/MD)?





SCENARIO 1

- After 30 mins into VUL time, KRT MET office reports rapid TSRA build-up over KRT airfield.
- Expect onset of heavy rain in next 20-25 mins and will last for 1 hour approximately.
- 2xGrip, 4xF15, 4xTF16, 4xSF16, 4xUF16, 2xUF35, G550 and KC135 airborne.
- What are the considerations for recovery (MD)?



SCENARIO 1

- During landing, last SF16 burst tyre and engaged dep-end hookwire.
- Remaining fighters airborne are SF15 & UF35.
- KRT runway closed for approximately 20 mins due to emergency aircraft.
- What are the considerations for recovery (Flt Lead/MD)?



SCENARIO 2

- PM LFE 6
 - 10 mins before VUL, TITAN detect unknown low-level traffic at 3000ft moving slowly from MK towards Tepsatit.
- What are the considerations for LFE (TITAN/MC)?



SCENARIO 2

- SF15 in OCA marshal declares emergency for Fuel leak during AAR.
- 5 mins later, TF16 after takeoff declare emergency for dual electrical generator failure. EPU activated.
- What are the considerations for LFE (pilot/MD)?



SCENARIO 2

- 20 mins after VUL, TITAN reports radar failure. Require 20 mins to reset radar operations.
- At the same time, QUICKDRAW activated by DT MD.
- What are the considerations for LFE (TITAN/MC)?



SCENARIO 2

- 45 mins after VUL, TF16 declares minimum fuel in Chandy.
- All strikers on RTB from LTK and West Pt.
- What are the considerations for LFE (WAGON/MD)?



SCENARIO 2

- 60 mins after VUL, KRT Approach radar failure, unable to sequence recovery traffic.
- Still have 20 fighter a/c, TC130, TSAAB, KC135 and G550 airborne.
- What are the considerations for recovery (ATC/MD)?



SCENARIO 2

- 69 mins after VUL, 2xF16s report mid-air collision.
 - Both a/c damaged but still can maintain control. However, one has Sys-B hydraulic failure.
 - Both a/c have about 20 mins to BINGO fuel.
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- What are the considerations for recovery (pilot/WAGON/MD)?



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END OF TTX

CONCLUSION