

## INTERCEPTION PROCEDURES & SIGNALS

### 1. INTERCEPTION SIGNALS - General.

- 1.1. An aircraft which is intercepted by another aircraft shall immediately:
- (a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals listed:
  - (b) notify, if possible, the appropriate air traffic services unit;
  - (c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243;
  - (d) If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.
- 1.2. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
- 1.3. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

### 1.4. Radio communications during interception

- 1.4.1. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations:

Phrases for use by **INTERCEPTING** aircraft

<b>Phrase</b>	<b>Pronunciation</b>	<b>Meaning</b>
CALLSIGN	<b>KOL</b> -SA-IN	What is your callsign
FOLLOW	<b>FOLL</b> -LO	Follow me
DESCEND	DEE- <b>SEND</b>	Descend for landing
YOU LAND	<b>YOU-LAND</b>	Land at this aerodrome
PROCEED	PRO- <b>SEED</b>	You may proceed

Phrases for use by **INTERCEPTED** aircraft

<b>Phrase</b>	<b>Pronunciation</b>	<b>Meaning</b>
CALLSIGN	<b>KOL</b> -SA-IN	My callsign is (callsign)
WILCO	<b>VILL</b> -KO	Understood will comply
CANNOT	<b>KANN</b> -NOTT	Unable to comply
REPEAT	REE- <b>PEET</b>	Repeat your instruction
AM LOST	<b>AM-LOSST</b>	Position Unknown
MAYDAY	<b>MAYDAY</b>	I am in distress
HIJACK	<b>HI-JACK</b>	I have been hijacked
LAND (place name)	<b>AAND</b> (place name)	I request to land at (place name)
DESCENT	DEE- <b>SEND</b>	I require descent

Note 1 – In the second column, syllables to be emphasized are in bold type.

Note 2 – Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

Note 3 – The callsign required to be given is that used in radiotelephony communication with air traffic services units and corresponding to the aircraft identification in the flight plan.

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### BASIC PROCEDURE

Applicable in most countries unless specific procedures are listed.

INTERCEPTION SIGNALS			
Signals initiated by intercepting aircraft and responses by intercepted aircraft			
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds
1	<p>DAY – Rocking wings from a position slightly above &amp; ahead of, and, normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT – Same and, in addition, flashing navigational lights at irregular intervals.</p> <p><b>Note 1</b> – Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above &amp; ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</p> <p><b>Note 2</b> – If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p>	<p>You have been intercepted.</p> <p>Follow me</p>	<p>AEROPLANES: DAY – Rocking wings and following. NIGHT – Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS: DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p><b>Note</b> – Additional action required to be taken by intercepted aircraft is prescribed in Chapter 1. Interception Signals – General.</p>
2	<p>DAY or NIGHT – An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>You may proceed</p>	<p>AEROPLANES: DAY or NIGHT – Rocking wings.</p> <p>HELICOPTERS: DAY or NIGHT – Rocking aircraft.</p>
3	<p>DAY – Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.</p> <p>NIGHT – Same and in addition, showing steady landing lights.</p>	<p>Land at this aerodrome.</p>	<p>AEROPLANES: DAY – Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. NIGHT – Same and, in addition, showing steady landing lights (if carried).</p> <p>HELICOPTERS: DAY or NIGHT – Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p>

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INTERCEPTION SIGNALS			
Signals initiated by intercepting aircraft and responses by intercepted aircraft			
Series	INTERCEPTED Aircraft Responds	Meaning	INTERCEPTING Aircraft Signals
4	<p><b>AEROPLANES:</b>                      DAY – Raising landing gear while passing over landing runway at a height exceeding 300m (1000ft) but not exceeding 600m (2000ft) above the aerodrome level, and continue to circle the aerodrome.                      NIGHT – Flashing landing lights while passing over landing runway at a height exceeding 300m (1000ft) but not exceeding 600m (2000ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>	Aerodrome you have designated is inadequate.	<p>DAY or NIGHT – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>
5	<p><b>AEROPLANES:</b>                      DAY or NIGHT – Regular switching on and off all available lights but in such a manner as to be distinct from flashing lights.</p>	Cannot comply	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.
6	<p><b>AEROPLANES:</b>                      DAY or NIGHT – Irregular flashing of all available lights.</p>	In Distress	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.
	<p><b>HELICOPTERS:</b>                      DAY or NIGHT – Irregular flashing of all available lights.</p>		

**Acknowledgement to Aerad / Thales Group for authorisation to publish this information on our website.**

**If more information is required please contact Aerad directly - Brian Bristow, Tel: 020 8971 5512**