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1 INTRODUCTION

a. In order to comply with ICAO standards, the Air Navigation Order includes an item in Schedule 11 – ‘Documents to be carried by aircraft registered in the UK’. This requires that on **INTERNATIONAL** flights **ALL** aircraft must carry a copy of ‘Signals for Use in the Event of Interception’. These are detailed in the UK AIP ENR 1– 12. **This leaflet is intended to expand on the AIP and may be carried by pilots whose international flights require details of the Signals and Procedures.**

b. Under Article 9 of the Convention on International Civil Aviation, each contracting state reserves the right, for reasons of military necessity or public safety, to restrict or prohibit the aircraft from other states from flying over certain areas of its territory.

c. The regulations of a state may prescribe the need to investigate the identity of aircraft. Accordingly, it may be necessary to lead an aircraft, of its own or another nation, which has been intercepted, away from a particular area

(such as a prohibited area) or the aircraft may for security reasons be required to land at a particular aerodrome.

d. In order to reduce the possibility of interception, pilots should **adhere to flight plans and ATC procedures**, as well as maintaining a listening watch on the appropriate ATC frequency. If details of your flight are in doubt, all possible efforts will be made to identify it through the appropriate Air Traffic Services Units.

e. As interception of civil aircraft can be potentially hazardous, interception procedures will only be used as a last resort. If you are fired upon, there is little advice that can be offered!

f. The word ‘interception’ does **not** include the intercept and escort service provided on request to an aircraft in distress in accordance with Search and Rescue procedures. However, the signals used by an assisting military aircraft are likely to be the same.

g. Remember, the intercepting aircraft may not be able to fly as slowly as a low speed general aviation aircraft.

2 PROCEDURES

If you are intercepted by another aircraft you must immediately:

- a. follow the instruction given by the intercepting aircraft, interpreting and responding to visual signals in accordance with paragraph 3,
- 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 121.50 MHz, giving your identity and the nature of the flight. If no contact has been established and if UHF is fitted, repeat the call on the emergency frequency 243 MHz,
- d. select mode A, code 7700 and Mode C if equipped with a transponder, unless otherwise instructed by the appropriate Air Traffic Services Unit.



Your response to show you have understood and will comply:

Aeroplanes:

Day - rock your wings and follow him.

Night - same and in addition flash navigation lights at irregular intervals.

3 INTERCEPTING AIRCRAFT SIGNALS AND YOUR RESPONSES

a. 'You have been intercepted, follow me'

Day - the intercepting aircraft rocks its wings from a position slightly above and ahead of, and normally to the left of your aircraft and, after acknowledgement, makes a slow level turn, normally to the left, onto the desired heading.

Night - same, also flashes navigation lights at irregular intervals

Note 1 – Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of your aircraft and to make the subsequent turn to the right.

Note 2 – If your aircraft can't keep pace with the intercepting aircraft, he is expected to fly a series of racetrack patterns and to rock his wings each time he passes your aircraft.

Helicopters:

Day or Night - rock your helicopter, flash navigation (or landing lights) at irregular intervals and follow.

Note: You must also try to communicate as in Paragraph 5 overleaf.

b **'You may proceed'**

Intercepting aircraft signals by day or night with an abrupt break away manoeuvre away from your aircraft consisting of a climbing turn of 90° or more without crossing the line of flight of your aircraft.



Your response to show you have understood and will comply:

Aeroplanes:

Day or Night - **rock your wings.**

Helicopters:

Day or Night - **rock your helicopter.**

c 'Land at this aerodrome'

Day - the intercepting aircraft signals by circling the aerodrome, lowering his landing gear and over flying runway in direction of landing, or if your aircraft is a helicopter he signals by over flying the helicopter landing area.

Night - same and, in addition, shows steady landing lights.



Your response to show you have understood and will comply:

Aeroplanes:

Day - lower landing gear (if possible), following the intercepting aircraft and, if after over flying the runway you consider landing is safe, proceed to land.

Night - same and, in addition, show steady landing lights (if fitted).

Helicopters:

Day or Night - following the intercepting aircraft and proceeding to land showing a steady landing light (if fitted).

4 SIGNALS INITIATED BY YOUR AIRCRAFT AND RESPONSES

a. 'Aerodrome designated is inadequate for my aeroplane'

Day - raise landing gear (if possible), while passing over landing runway at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) above the aerodrome level, and continue to circle the aerodrome.

Night - in addition, flash landing lights while passing over landing runway as above. If unable to flash landing lights, flash any other available lights.

The intercepting aircraft responds to show he has understood.

–If it is desired that you follow him to an alternate aerodrome, he will raise his landing gear and use the signals prescribed for intercepting aircraft in paragraph 3a. However, if he has understood and decides you may proceed, he will use the manoeuvre prescribed in paragraph 3b.

b 'I cannot comply'

Day or Night - switch all available lights on and off at regular intervals but in such a manner as to be distinct from flashing lights.

The intercepting aircraft responds to show he has understood by using the manoeuvre at paragraph 3b.

c 'I am in distress'

Day or Night - flash all available lights at irregular intervals.

The intercepting aircraft responds to show he has understood by using the manoeuvre described in paragraph 3b.

5 COMMUNICATION

a. If radio contact with the intercepting aircraft is established, but communication in a common language is not possible, you should attempt to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations (ICAO Annex 2, Appendix 2 and Attachment A refer):

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA- IN	My call sign is (call sign)
WILCO	VILL- CO	Understood Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE- PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK	HI-JACK	I have been hi-jacked
LAND	LAAND	I request to land at
(place name)	(place name)	(place name)
DESCEND	DEE- SEND	I require descent

b. The following phrases should to be used by the intercepting aircraft in the circumstances prescribed above:

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA- IN	What is your call sign?
FOLLOW	FOL- LO	Follow me
DESCEND	DEE- SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO- SEED	You may proceed

c. If any instructions received by radio from other sources conflict with those given by the intercepting aircraft's visual signals or radio instructions, you must request immediate clarification while **continuing to comply with the visual instructions**.

d. Beware of making hand gestures, these could be misinterpreted!

6 AFTER FLIGHT

As interceptions are very rare, others may learn from your experience. Please tell the CAA's Safety Investigation and Data Department.