



AIRCRAFT INTERCEPTION PROCEDURES, PHRASES & SIGNALS

SECTION 1 POLICY & GENERAL INFORMATION

1.1 PURPOSE

This advisory circular (AC) provides specific international procedures and signals to ensure that operators and pilots conform to the international procedures and signals when intercepted by a State or military aircraft

These procedures and signals should be immediately available to pilots during the operations of aircraft.

1.2 STATUS OF THIS AC

This AC is an original issuance.

1.3 BACKGROUND

- A. Standardized procedures for interception of aircraft are required for international operations of aircraft.
- B. The procedures included in this advisory circular are published by ICAO in Annex 2 and provided here for use by pilots and inclusion in the operators' manuals.

1.4 APPLICABILITY

The requirement for conformance to the international aircraft interception procedures, signals and communication as outlined in this advisory circular applies to all civil aircraft, pilots and operators.

1.5 RELATED REGULATIONS

The following Vietnam Aviation Regulations (VARs) requirements are applicable to the aircraft interception—

- Interception procedures and signals must be available on the aircraft: Part 10
- Pilots must comply with signals and communications when intercepted: Part 10
- Operators must include these interception procedures, signals and communications in their operations manual: Part 12

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material,
- ACs should always be read in conjunction with the referenced regulations.

1.6 RELATED PUBLICATIONS

These ICAO publications are source documents for this advisory circular—

- Annex 2; Rules of the Air.

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

SECTION 2 INTERCEPTION PROCEDURES, PHRASES & SIGNALS

2.1 INTERCEPTION PROCEDURES

- A. An aircraft which is intercepted by another aircraft shall immediately:—
- 1) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;
 - 2) Notify, if possible, the appropriate air traffic services unit;
 - 3) Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit. by—
 - (a) Making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and
 - (b) If no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;
 - 4) If equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.
- B. 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.



The first priority shall be to continue to comply with the visual instructions of the intercepting aircraft while clarifying communications.

2.2 INTERCEPTION PHRASES FOR RADIO COMMUNICATION

Radio communication during interception—

- 1) If radio contact is established during interception but communication in a common language is not possible;
- 2) Attempts shall be made to convey instructions, acknowledgement of instructions and essential ATC information by using the phrases and pronunciations in the following table; and
- 3) Transmitting each phrase twice.:

| Phrases for use by INTERCEPTING aircraft | | | Phrases for use by INTERCEPTED aircraft | | |
|--|----------------------------|-------------------------|---|----------------------------|-----------------------------|
| Phrase | Pronunciation ¹ | Meaning | Phrase | Pronunciation ¹ | Meaning |
| CALL SIGN | KOL SA-IN | What is your call sign? | CALL SIGN (call sign) ² | KOL SA-IN (call sign) | My call sign is (call sign) |
| FOLLOW | FOL-LO | Follow me | WILCO | VILL-KO | Understood Will comply |
| DESCEND | DEE-SEND | Descend for landing | CAN NOT | KANN NOTT | Unable to comply |
| YOU LAND | YOU LAAND | Land at this aerodrome | REPEAT | REE-PEET | Repeat your instruction |
| PROCEED | PRO-SEED | You may proceed | AM LOST | AM LOSST | Position unknown |

| | | | | | |
|---|--|--|----------------------|-----------------------|--------------------------------------|
| | | | MAYDAY | MAYDAY | I am in distress |
| | | | HIJACK ³ | HI-JACK | I have been hijacked |
| | | | LAND (place name) | LAAND (place name) | I request to land at (place name) |
| | | | DESCEND | DEE-SEND | I require descent |
| 1. In the second column, syllables to be emphasised are underlined. | | | | | |
| 2. The call sign required to be given is that used in radiotelephone, communications with air traffic services units and corresponding to the aircraft identification in the flight plan. | | | | | |
| 3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK". | | | | | |

2.3 INTERCEPTING AIRCRAFT SIGNALS & PROPER REPLIES

The following series of signals will be used by intercepting aircraft. It is critical that the intercepted aircraft use the proper signals in reply.

- Always comply with the intercepting aircraft's signals until communications are established and instructions from the aircraft correspond to those being provided by air traffic services..

| Series | INTERCEPTING Aircraft Signals | Meaning | INTERCEPTED Aircraft Responds | Meaning |
|--------|---|---|---|--|
| 1 | <p>DAY or NIGHT</p> <ul style="list-style-type: none"> ● Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) ● From a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, ● After acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. <p><i>Note 1. — Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i></p> <p><i>Note 2. — 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 the aircraft each time it passes the intercepted aircraft.</i></p> | <p>You have been intercepted</p> <p>Follow me</p> | <p>DAY or NIGHT</p> <ul style="list-style-type: none"> ● Rocking aircraft. ● Flashing navigational lights at irregular intervals and ● Following the intercepting aircraft. | <p>Understood</p> <p>Will comply</p> |
| 2 | <p>DAY or NIGHT</p> <ul style="list-style-type: none"> ● An abrupt break-away 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>You may proceed</p> | <p>DAY or NIGHT</p> <ul style="list-style-type: none"> ● Rocking the aircraft. | <p>Understood</p> <p>Will comply</p> |

| | | | | |
|----------|---|-------------------------------|---|---|
| 3 | DAY or NIGHT <ul style="list-style-type: none"> Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area. | Land at this aerodrome | DAY or NIGHT <ul style="list-style-type: none"> Lowering landing gear (if fitted), Showing steady landing lights and Following the intercepting aircraft and, If, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land. | Understood Will comply |
|----------|---|-------------------------------|---|---|

2.4 INTERCEPTED AIRCRAFT SIGNALS & POSSIBLE REPLIES

The following series of signals may be initiated by intercepted aircraft. The possible replies to these signals used by the intercepting aircraft.

| Series | INTERCEPTED Aircraft Signals | Meaning | INTERCEPTING Aircraft Responds | Meaning |
|----------|---|--|--|---|
| 4 | DAY or NIGHT <ul style="list-style-type: none"> Raising landing gear (if fitted) and Flashing landing lights while passing over runway in use or helicopter landing area At a height exceeding 300 m (1,000 ft) but not exceeding 600 m (2,000 ft) (in the case of a helicopter), At a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft) above the aerodrome level and Continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate | DAY or NIGHT <ul style="list-style-type: none"> If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood Follow me |
| 5 | DAY or NIGHT <ul style="list-style-type: none"> Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply | DAY or NIGHT <ul style="list-style-type: none"> Use Series 2 signals prescribed for intercepting aircraft. | Understood You may proceed |
| 6 | DAY or NIGHT <ul style="list-style-type: none"> Irregular flashing of all available lights. | In distress | DAY or NIGHT <ul style="list-style-type: none"> Use Series 2 signals prescribed for intercepting aircraft. | Understood |

End of Advisory Circular