

PROCEDURES AND VISUAL SIGNALS INFORMATION FOR USE BY INTERCEPTING AND INTERCEPTED AIRCRAFT

If it is considered necessary to intervene in the navigation of the intercepted aircraft, the intercepting aircraft will normally take up a position on the left (port) side slightly above and ahead of the intercepted aircraft, to enable the pilot-in-command of the latter aircraft to observe the visual signals given. 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 further in this chapter.
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 making a general call on the emergency frequency 121.500 MHz, giving the identity of the aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243.000 MHz.
4. If equipped with SSR transponder, select Mode A code 7700, unless otherwise instructed by the appropriate air traffic services unit.
5. If equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

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.

4.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING aircraft signals	Means	INTERCEPTED aircraft responds	Meaning
1.	<p>DAY or NIGHT- 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 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> <p><i>Note: 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: 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>	You have been intercepted. Follow me	<p>DAY or NIGHT- Rocking aircraft flashing navigational lights at irregular intervals and following.</p> <p><i>Note: additional action required to be taken by intercepted aircraft is prescribed in paragraph 2.</i></p>	Understood, will comply.
2.	<p>DAY or NIGHT- 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.	DAY or NIGHT - Rocking the aircraft.	Understood, will comply.
3.	<p>DAY or NIGHT- Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use of, 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.</p>	Land at this aerodrome.	<p>DAY or NIGHT- 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.</p>	Understood, will comply.

4.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED aircraft signals	Meaning	INTERCEPTING aircraft responds	Meaning
4.	DAY or NIGHT- 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 (1000 ft) but not exceeding 600 m (2000 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- 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.	Understood, follow me.
			If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
5.	DAY or NIGHT- 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- Use series 2 signals prescribed for intercepting aircraft.	Understood.
6.	DAY or NIGHT- Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use series 2 signals prescribed for intercepting aircraft.	Understood.

General

Interception of civil aircraft will normally be limited to those instances where it is essential for the safe flight of the aircraft.

All possible efforts will be made to secure identification of an aircraft, which may be a civil aircraft, by means of effective co-ordination between the appropriate military units and the civil/military air traffic services units.

If, however, identification cannot be established by these means, interception procedures may be used as a last resort.

During interception manoeuvres, State aircraft take due account of the performance limitations of civil aircraft, the need to avoid flying in such proximity to the intercepted aircraft that a collision hazard may be created and the need to avoid crossing the aircraft's flight path in a manner that may create hazardous wake turbulence.

Reference: Regulation (EU) No 923/2012 (SERA)

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