

### Introduction

The pilot-in-command of a civil aircraft, when intercepted, shall comply with the **Actions By Intercepted Aircraft** (below) and Radio Communication During Interception (below), interpreting and responding to visual signals as specified in the tables below.

### Action By Intercepted Aircraft

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 in accordance with the **'Signals For Use In The Event Of Interception'** table' overleaf;
- 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 MHz, 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 MHz;
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- e) 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 radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

### Radio Communication During Interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table A2-1 and transmitting each phrase twice:

**Table A2-1**

<i>Phrases for use by INTERCEPTING aircraft</i>			<i>Phrases for use by INTERCEPTED aircraft</i>		
<i>Phrase</i>	<i>Pronunciation<sup>1</sup></i>	<i>Meaning</i>	<i>Phrase</i>	<i>Pronunciation<sup>1</sup></i>	<i>Meaning</i>
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN (call sign) <sup>2</sup>	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO Will comply	<u>VILL</u> -KO	Understood
DESCEND	DEE- <u>SEND</u>	Descend for landing	CAN NOT	<u>KANN</u> NOTT	Unable to comply
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome	REPEAT	REE- <u>PEET</u>	Repeat your instruction
PROCEED	PRO- <u>SEED</u>	You may proceed	AM LOST	<u>AM LOSST</u>	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK <sup>3</sup>	<u>HI-JACK</u>	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE- <u>SEND</u>	I require descent
1.	In the second column, syllables to be emphasized are underlined.				
2.	The call sign required to be given is that used in radiotelephony 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"				

## Signals For Use In The Event Of Interception

Series	<b><i>INTERCEPTING Aircraft Signals</i></b>	<b><i>Meaning</i></b>	<b><i>INTERCEPTED aircraft Responds</i></b>	<b><i>Meaning</i></b>
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, 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> <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 racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.</i></p>	You have been intercepted. Follow me.	DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.	<i>Understood, will comply.</i>
2	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.	You may proceed.	<i>DAY or NIGHT – Rocking the aircraft.</i>	<i>Understood, will comply.</i>
3	DAY or NIGHT – Lowering landing gear (if fitted), showing steady landing lights and overfly 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.	<i>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.</i>	<i>Understood, will comply.</i>