

| INTERCEPTION PROCEDURES | | | |
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| | Phrase | Pronunciation | Meaning |
| 1. Follow the instructions given by the intercepting aircraft and respond to visual signals given. | WILCO | <u>VILL-KO</u> | Understood Will comply |
| 2. Notify the appropriate air traffic services unit. | CAN NOT | <u>KANN NOT</u> | Unable to comply |
| 3. Attempt to establish radiocommunication with the intercepting aircraft or with the appropriate intercept control unit on frequency 121.5 MHz. If no contact is established, repeat this call on frequency 243 MHz. | REPEAT | <u>REE-PEET</u> | Repeat your instruction |
| 4. If equipped with SSR transponder, select Mode A, Code 7700. | AM LOST | <u>AM LOSST</u> | Position unknown |
| 5. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempt to convey essential information and acknowledge instructions by using the following phrases and pronunciations: | MAYDAY | MAYDAY | I am in distress |
| | HIJACK | <u>HI-JACK</u> | I have been hijacked |
| | LAND (place name) | LAAND (place name) | I request to land at (place name) |
| | DESCEND | <u>DEE SEND</u> | I require descent |
| 6. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals or by radio, request immediate clarification while continuing to comply with the visual or radio instructions given by the intercepting aircraft. | | | |

| INTERCEPTION VISUAL SIGNALS | | | | |
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| No | INTERCEPTING aircraft signals | Meaning | INTERCEPTED aircraft responds | Meaning |
| 1 | DAY — Rocking wings from a position in front and normally to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. | You have been intercepted. Follow me. | DAY — Rocking wings and following. | Understood, will comply. |
| | NIGHT — Same and, in addition, flashing navigational lights at irregular intervals. | | NIGHT — Same and, in addition, flashing navigational lights at irregular intervals. | |
| 2 | DAY or NIGHT — An abrupt breakaway consisting of a climbing turn of 90 degrees or more. | You may proceed. | DAY or NIGHT — Rocking wings. | Understood, will comply. |
| 3 | DAY — Circling aerodrome, lowering landing gear and overflying runway in direction of landing. | Land at this aerodrome. | DAY — Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. | Understood, will comply. |
| | NIGHT — Same and, in addition, showing steady landing lights. | | NIGHT — Same and, in addition, showing steady landing lights (if carried). | |
| No | INTERCEPTED aircraft signals | Meaning | INTERCEPTING aircraft responds | Meaning |
| 4 | DAY — Raising landing gear while passing over landing runway at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) above the aerodrome level and continuing to circle the aerodrome. | Aerodrome you have designated is inadequate. | DAY or NIGHT — If it is desired that the intercepted aircraft follow to an alternate aerodrome, raise landing gear and use No. 1 signals prescribed for intercepting aircraft. | Understood, follow me. |
| | NIGHT — Flashing landing lights while passing over landing runway and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available. | | If it is decided to release the aircraft, use No. 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 No. 2 signals prescribed for intercepting aircraft. | Understood. |
| 6 | DAY or NIGHT — Irregular flashing of all available lights. | In distress. | DAY or NIGHT — Use No. 2 signals prescribed for intercepting aircraft. | Understood. |

| IN CASE OF INTERCEPTION BY AIRCRAFT | | |
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| 1. RESPOND TO VISUAL SIGNALS AND INSTRUCTIONS FROM INTERCEPTING AIRCRAFT. | | SEE OPPOSITE SIDE FOR EXPLANATION OF VISUAL SIGNALS |
| 2. NOTIFY AIR TRAFFIC SERVICES. | | |
| 3. ATTEMPT TO CONTACT INTERCEPTOR ON 121.5 or 243 MHz. | | |
| 4. SSR TRANSPONDER TO MODE A CODE 7700. | | |
| 5. IF INSTRUCTIONS BY RADIO FROM OTHER SOURCES CONFLICT WITH THOSE OF THE INTERCEPTING AIRCRAFT, COMPLY WITH THE AIRCRAFT AND REQUEST CLARIFICATION. | | |
| 6. IF THERE ARE LANGUAGE PROBLEMS IN COMMUNICATING BY RADIO, USE THE PHRASES BELOW: | | |
| Phrase | Pronunciation | Meaning |
| CALL SIGN (call sign) | <u>KOL SA-IN</u> | My call sign is (call sign) |
| WILCO | <u>VILL-KO</u> | Understood/Will comply |
| CAN NOT | <u>KANN NOT</u> | Unable to comply |
| REPEAT | <u>REE-PEET</u> | Repeat your instructions |
| AM LOST | <u>AM LOSST</u> | Position unknown |
| MAYDAY | MAYDAY | I am in distress |
| HIJACK | <u>HI-JACK</u> | I have been hijacked |
| LAND (place name) | LAAND | I request to land at (place name) |
| DESCEND | <u>DEE SEND</u> | I require descent |

| VISUAL SIGNALS | | | |
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| FROM intercepting aircraft | Meaning | YOUR response | Meaning |
| ROCKS WINGS and starts LEVEL TURN. | You have been intercepted. Follow me. | ROCK WINGS and FOLLOW. | Understood. Will comply. |
| NIGHT — Same, but flashes navigation light at irregular intervals. | | NIGHT — Same and flash YOUR navigational lights in similar response. | |
| BREAKS AWAY to CLIMBING TURN. | You may proceed. | ROCK WINGS. | Understood. Will comply. |
| CIRCLES aerodrome, LOWERS LANDING GEAR and OVERFLYS runway. | Land at this aerodrome. | FOLLOW interceptor, LOWER landing gear, INSPECT runway on overflight and LAND if runway appears safe. | Understood. Will comply. |
| NIGHT — Same, but shows steady landing lights. | | NIGHT — Same, also showing steady landing lights. | |
| FROM intercepted aircraft | Meaning | THEIR response | Meaning |
| RAISE landing gear during runway overflight at height between 300 m (1 000 ft) and 500 m (2 000 ft) and CIRCLE the aerodrome. | Aerodrome you have designated is inadequate. | RAISES gear, repeats INTERCEPT and FOLLOW ME signals | Understood. Follow me. |
| NIGHT — Same, but with flashing landing or other available lights. | | OR BREAKS AWAY to a climbing turn. | You are released. |
| DAY or NIGHT — Regular SWITCHING ON and OFF of all available lights. (Use different sequence than that of normal flashing lights.) | Cannot comply. | ROCKS wings. | Understood. |
| DAY or NIGHT — FLASH all available lights in an irregular sequence. | In distress. | ROCKS wings. | Understood. |