



SIERRA LEONE CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR

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EFFECTIVE DATE: 31st AUGUST 2021

Interception of Aircraft: Procedures, Phrases and Signals

A handwritten signature in blue ink, appearing to read 'M. O. A.', is positioned to the left of the official seal.



Director General

Sierra Leone Civil Aviation Authority

1. GENERAL

The Sierra Leone Civil Aviation Authority’s Advisory Circulars contains information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

An AMC is not intended to be the only means of compliance with a Regulation, and consideration will be given to other methods of compliance that may be presented to the Authority

Information considered directive in nature is described in this AC in terms such as “shall” and “must”, indicating the actions are mandatory. Guidance information is described in terms such as “should” and “may” indicating the actions are desirable or permissive, but not mandatory

1.1 Purpose

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

1.2 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.

1.3 Description of Changes

This is the first AC to be issued on this subject

1.4 References

SLCAR Part 2- Rules of the Air
PANS ATM 4444

1.5 Cancelled Documents

Not Applicable

2. BACKGROUND

Standardized procedures for interception of aircraft are required for international operations of aircraft. 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.

3. INTERCEPTION PROCEDURES, PHRASES & SIGNALS

3.1 Interception Procedures

3.1.1 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;

- (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—
 - (i) 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
 - (ii) 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.

3.1.2 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.

3.2 Interception Phrases for Radio Communication

Radio communication during interception—

- (a) If radio contact is established during interception but communication in a common language is not possible;
- (b) 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
- (c) Transmitting each phrase twice

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTING 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) ²	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO	VILL-KO	Understood Will comply
DESCEND	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 emphasized 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".				

3.3 INTERCEPTING AIRCRAFT SIGNALS & PROPER REPLIES

The following series of signals will be used by intercepting aircraft. It is critical that the intercepted aircraft are 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 turns, 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</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>	You have been Intercepted Follow me	<p>DAY or NIGHT</p> <ul style="list-style-type: none"> • Rocking aircraft. • Flashing navigational lights at irregular intervals and • Following the intercepting aircraft. 	Understood Will comply
2	DAY or NIGHT	You may	DAY or NIGHT	Understood

	<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 	proceed	<ul style="list-style-type: none"> Rocking the aircraft. 	Will comply
3	<p>DAY or NIGHT</p> <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	<p>DAY or NIGHT</p> <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 	Understood will comply

3.4 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	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
4	<p>DAY or NIGHT</p> <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	<p>DAY or NIGHT</p> <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 he Series 1 signals prescribed for intercepting aircraft. If it is decided to release the incepted aircraft. The intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. 	Understood Follow me

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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.• Irregular flashing of all available lights.	Cannot Comply In distress	DAY or NIGHT <ul style="list-style-type: none">• Use Series 2 signals prescribed for intercepting aircraft.• Use Series 2 signals prescribed for intercepting aircraft.	Understood You may proceed
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