AEROPLANES · DAY OR NIGHT

Intercepted? Card 1 of 2

FIRST ACTIONS

1. **Follow** the interceptor's instructions at once. Read its visual signals and answer them.
2. **Tell ATS**: notify the appropriate ATS unit, if possible.
3. **Call on 121.5 MHz**: general call to the interceptor or intercept control unit, with your identity and the nature of your flight. No contact and practicable: repeat on 243 MHz.
4. **Squawk 7700** (Mode A), unless ATS instructs otherwise.
5. **ADS-B / ADS-C**: select the emergency function if available, unless ATS instructs otherwise.
6. **Conflicting instructions?** Ask for immediate clarification and keep following the interceptor.

NO COMMON LANGUAGE: SAY EACH PHRASE TWICE

Interceptor says	
CALL SIGN	What is your call sign?
FOLLOW	Follow me
DESCEND	Descend for landing
YOU LAND	Land at this aerodrome
PROCEED	You may proceed

You say	
CALL SIGN ***(call sign)***	My call sign is ...
WILCO	Understood, will comply
CAN NOT	Unable to comply
REPEAT	Repeat your instruction
AM LOST	Position unknown
MAYDAY	I am in distress
HIJACK	I have been hijacked
LAND ***(place)***	I request to land at (place)
DESCEND	I require descent

Your call sign is the one you use with ATS (as in the flight plan). DESCEND means "descend for landing" from the interceptor but "I require descent" from you.

Learning aid from SERA.11015 (EASA Easy Access Rules, Aug 2025). Not an official document; check the current rules and AIP. Aircraft equipment (243 MHz, ADS-B) varies: see your POH/AFM.

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Visual signals. Card 2 of 2

THE INTERCEPTOR SIGNALS FIRST

1	**Interceptor:** rocks wings, flashes navigation lights irregularly, slightly above and ahead, normally on your left; then a slow level turn, normally left. *"Intercepted. Follow me."*	**You:** rock wings, flash navigation lights irregularly, follow. *"Understood, will comply."*
2	**Interceptor:** abrupt breakaway, climbing turn of 90° or more without crossing your line of flight. *"You may proceed."*	**You:** rock wings. *"Understood, will comply."*
3	**Interceptor:** lowers gear (if fitted), steady landing lights, overflies the runway in use. *"Land at this aerodrome."*	**You:** lower gear (if fitted), steady landing lights, follow; land if safe after the overflight. *"Understood, will comply."*

YOU SIGNAL FIRST

4	**You:** raise gear (if fitted), flash landing lights (or any lights) passing over the runway in use at more than 300 m (1 000 ft) but not more than 600 m (2 000 ft) above aerodrome level; keep circling. *"Aerodrome you have designated is inadequate."*	**Interceptor:** raises gear (if fitted) and uses Series 1 to lead you to an alternate, or Series 2 to release you. *"Understood, follow me." / "Understood, you may proceed."*
5	**You:** switch all available lights on and off regularly, distinct from flashing. *"Cannot comply."*	**Interceptor:** Series 2. *"Understood."*
6	**You:** flash all available lights irregularly. *"In distress."*	**Interceptor:** Series 2. *"Understood."*

Lights: regular on/off = cannot comply · irregular = distress · irregular navigation lights with wing rocks = will comply. Weather or terrain may put the interceptor on your right, turning the other way. If you cannot keep pace, it flies race-track patterns and rocks its wings each time it passes.

Learning aid from SERA.11015, Tables S11-1 and S11-2 (EASA Easy Access Rules, Aug 2025). Not an official document.
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