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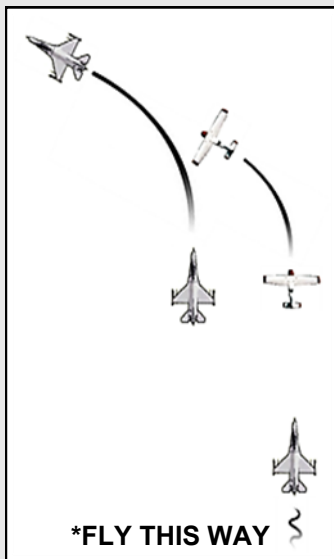
REASON GA AIRCRAFT ARE INTERCEPTED:

Entering restricted airspace and not talking to ATC

NORAD / FAA INTERCEPT PROCEDURES

Intercept Procedures

- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation



Your Actions

- Remain predictable – Altitude, heading, airspeed, don't descend
- Acknowledge fighter with wing rock
- Talk to ATC
- Talk to fighter on 121.5

Post Intercept

- Comply with instructions
- Land where directed

DAY INTERCEPT SIGNALS

| Interceptor Signals | Meaning |
|--|--|
| Fighter slow turn to desired heading | *FLY THIS WAY |
| Fighter abrupt turn across nose to desired heading and may dispense flares | <u>WARNING: TURN NOW</u> (DIRECTION OF FIGHTER) |
| Fighter circles airport, lowers landing gear, overflies runway in direction of landing | LAND HERE |

NIGHT INTERCEPT SIGNALS

| Interceptor Signals | Meaning | Your Signal | Meaning |
|-------------------------|---------------------------|----------------------------|--------------------|
| Flash navigation lights | You have been intercepted | Flash navigation lights | I will comply |
| Turn on landing lights | Land here | Turn on landing light | I will land |
| | | Flash landing light | Airport inadequate |
| | | Flash all lights regular | Can not comply |
| | | Flash all lights irregular | Distress |

For more intercept information, reference the Aeronautical Information Manual 5-6-2: www.faa.gov/air_traffic/publications/atpubs/aim/publication0506.html%20aim0506.html.2