

**SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND
RESPONSES BY INTERCEPTED AIRCRAFT**

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
4	<p>DAY—Raising landing gear while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT—Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>	Aerodrome you have designated is inadequate.	<p>DAY OR NIGHT—If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>	<p>Understood, follow me</p> <p>Understood, you may proceed.</p>
5	AIRPLANES: 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 Series 2 signals prescribed for intercepting aircraft.	Understood.
6	AIRPLANES: DAY or NIGHT—Irregular flashing of all available lights.	In distress.	DAY or NIGHT—Use Series 2 signals prescribed for intercepting aircraft.	Understood.
	HELICOPTERS: Day or Night—Irregular flashing of all available lights.			

DISTRESS INTERCEPTION SIGNALS

SIGNAL BY INTERCEPTED AIRCRAFT	MEANING	RESPONSE BY INTERCEPTOR
<p>DAY—Porpoising</p> <p>NIGHT—Switching on landing lights and holding steady beam.</p>	In Distress	DAY OR NIGHT—Use appropriate interception signals as shown above.

NOTE TO INTERCEPTION SIGNALS
(See preceding page)

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress.

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 on preceding page;
- 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 243.0, MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight;
- d. if equipped with SSR transponder select Mode 3/A Code 7700, 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 visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

ATTENTION: ICAO Standard Interception Signals are applicable in all areas with exceptions as published below.

RUSSIA

1. The following rules are applicable to foreign aircraft operating within Russian airspace in accordance with previously issued clearances or existing overflight agreements. The Aeronautical Information Publication (AIP) as published by the Ministry of Civil Aviation, CIS, contains the Soviet Rules for Engagement. These rules are applicable to foreign aircraft operating with Russian airspace in accordance with previously issued clearances or existing overflight agreements. Foreign aircraft, flying in the air space of Russia, violating established flight procedures, or not complying with commands of the Air Traffic Control Service of the Ministry of Civil Aviation directing the flight of that aircraft, will be considered violators and alert aircraft of the Anti-Air Defense will compel them to land at the nearest airport.

NAVIGATION WARNING

U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid possibly dangerous consequences which could result from unauthorized overflight of Russian territory. Recognition that many flight tracks on this route provide minimum separation from Russian airspace further emphasizes the need for all pilots to use all existing navigational capability. It is therefore recommended that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Russian territory.

**INTERFERENCE WITH INTERNATIONAL SEARCH
AND RESCUE SATELLITE (SARSAT)**

Keying either 121.5 MHZ or 243.0 MHZ for 30 seconds or more will activate the SARSAT. Any activation initiates ground processing to locate the activating transmitter. Historically, inadvertent activations have been inordinately high and cause false alarms which seriously degrade the efficiency of the SAR System. Transmissions on 243.0 and 121.5 must not exceed a 15-second keying limit except in actual emergency or distress situations.