

GUERNSEY SAFETY INFORMATION BULLETINS (GSIBs)

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GSIB OPS-2022-1

**Interception
Procedures**

BAILIWICK OF GUERNSEY

Director of Civil Aviation

Guernsey Safety Information Bulletin

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Guernsey Safety Information Bulletins (GSIBs) are issued as an information tool that intends to alert, inform and draw the attention of the aviation community on safety issues. GSIBs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD).

GSIBs may be potentially used on any type of aviation safety related subject for which the Bailiwick of Guernsey DCA has received information and that it finds useful to share with the aviation community for the sake of safety promotion.

Non-exhaustive examples of cases where a GSIB can be issued include:

- information related to suspected unapproved parts
- information related to falsification of licenses
- design, production or maintenance related information and /or recommendations that do not meet the criteria for an AD
- flight operations related information and/or recommendations, including to address risks arising to civil aviation from conflict zones (RCZ)
- ATM/ANS related information and/or recommendations
- reacting to Safety Recommendations issued by Safety Investigation Authorities addressed to the Bailiwick of Guernsey DCA.

GSIBs are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Guernsey Aviation requirements, or provide practical guidance.

The definitive version of GSIBs is on the States of Guernsey website <http://www.cidca.aero/guernsey-aviation-requirements> which should be viewed to establish the latest issue.

Enquiries regarding the content of this publication should be addressed to the Director of Civil Aviation, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 ODS.

Processing of applications will be done by the Guernsey Aircraft Registry, which operates as '2-REG'. For further information consult <http://www.2-reg.com> or send a message to info@2-reg.com.

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Revisions

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1 - Purpose

This bulletin raises awareness of and practical guidance on the operational, safety and regulatory issues relevant to Interception Procedures, required by the Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations, 2017.

2 - Related laws and regulations

This GSIB relates to:

- ICAO Annex 2 (Rules of the Air)
- Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations, 2017

3 – Definitions

Definitions, in the context of this GSIB shall have the meanings listed in GAR Part 1 (Definitions, Abbreviations and Units of Measurement).

4 – Interception Procedures

Interception is a very unusual event to occur however it is a requirement for all aircraft flying internationally to carry the interception procedures specified in ICAO Annex 2 (Rules of the Air), SERA and moreover the Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations, 2017. The required interception procedures are reproduced in the following pages for guidance to the 2-REG community.

SERA.11015 Interception

> (a) Except for intercept and escort service provided on request to an aircraft, interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Member States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which ICAO Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft.

> (b) The pilot in command of a civil aircraft, when intercepted, shall:

> (1) immediately follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Tables S11-1 and S11-2;

- > (2) notify, if possible, the appropriate air traffic services unit;
- > (3) attempt to establish radiocommunication with the intercepting aircraft or with the appropriate intercept control unit, by 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 if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;
- > (4) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- > (5) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

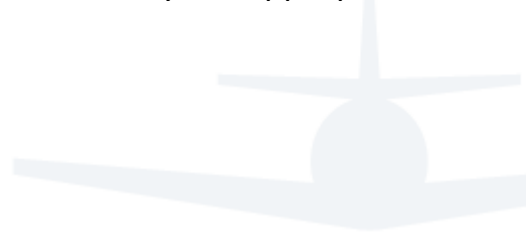


Table S11-1: Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT — 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 turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. Note 1 Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1. 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.	You have been intercepted. Follow me.	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply.
2	DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — 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.	DAY or NIGHT — 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, proceeding to land.	Understood, will comply.

Table S11-2: Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTED Aircraft Responds	Meaning	INTERCEPTING Aircraft Signals	Meaning
4	DAY or NIGHT — 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.	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 (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. 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 Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

- > **(c)** 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 while continuing to comply with the visual instructions given by the intercepting aircraft.
- > **(d)** If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

- > **(e)** If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table S11-3 and transmitting each phrase twice:

Table S11-3

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation ¹	Meaning	Phrase	Pronunciation ¹	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN (call sign) ²	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO	<u>VILL</u> -KO	Understood, will comply
DESCEND	DEE- <u>SEND</u>	Descend for landing			
			CAN NOT	<u>KANN</u> NOTT	Unable to comply
YOU LAND	<u>YOU</u> LAAND	Land at this aerodrome	REPEAT	REE- <u>PEET</u>	Repeat your instruction
			AM LOST	<u>AM</u> LOSST	Position unknown
PROCEED	PRO- <u>SEED</u>	You may proceed			
			MAYDAY	MAYDAY	I am in distress
			HIJACK ³	<u>HI</u> -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 emphasised are underlined.

2 The call sign required to be given is that used in radiotelephony 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'.

- > **(f)** As soon as an air traffic services unit learns that an aircraft is being intercepted in its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:
 - > **(1)** attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121,5 MHz, unless such communication already exists;
 - > **(2)** inform the pilot of the intercepted aircraft of the interception;
 - > **(3)** establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft;
 - > **(4)** relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft, as necessary;
 - > **(5)** in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft;

- > **(g)** As soon as an air traffic services unit learns that an aircraft is being intercepted outside its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:
 - > **(1)** inform the air traffic services unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take action in accordance with (f);
 - > **(2)** relay messages between the intercepted aircraft and the appropriate air traffic services unit, the intercept control unit or the intercepting aircraft.

END

