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**AIC**  
Series A

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## **INTERCEPTION OF CIVIL AIRCRAFT**

### **GENERAL:**

This AIC is mandatory and constitutes procedures for compliance with the Belize Civil Aviation Regulations (BCAR) 02 as it pertains to the interception of civil aircraft.

### **1 Introduction**

In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis to the Convention on International Civil Aviation, the Contracting States have recognized that “every State must refrain from resorting to the use of weapons against civil aircraft in flight.” It also determines that every aircraft shall comply with an interception order given in conformity with Article 3 bis.

### **2 Action by intercepted aircraft**

#### **2.1 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 in accordance with the specifications in Appendix 1 to this Aeronautical Circular;
- 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 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the night; and 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;
- e) 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.

2.1.1 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.

2.1.2 If any instruction 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.

## **2.2 Air-to-air visual signals**

The visual signals to be used by intercepting and intercepted aircraft are those set forth in Appendix I to this Aeronautical Circular. It is essential that intercepting and intercepted aircraft adhere strictly to those signals and interpret correctly the signals given by the other aircraft, and that the intercepting aircraft pay particular attention to any signals given by the intercepted aircraft to indicate that it is in state of distress or urgency.

## **2.3. Radio-communication between intercept control unit or the intercepting aircraft and the intercepted aircraft**

2.3.1 When an interception is being made, the intercept control unit and the intercepting aircraft should:

- a) first attempt to establish two-way communications with the intercepted aircraft in a common language on the emergency frequency 121.5 MHz, using the call signs “INTERCEPT CONTROL”, “INTERCEPTOR (call sign)” and “INTERCEPTED AIRCRAFT” respectively; and
- b) failing this, attempt to establish two-way communication with the intercepted aircraft on such other frequency or frequencies as may have been prescribed by the appropriate ATS authority, or to establish contact through the appropriate ATS unit(s).

2.3.2 If radio contact is established during interception but communication in a common language is not possible, attempts must be made to convey instructions acknowledgement of instructions and essential information by using the phrases and pronunciations in Table A and transmitting each phrase twice.

TABLE A

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation <sup>1</sup>	Meaning	Phrase	Pronunciation <sup>1</sup>	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN (call sign) <sup>2</sup>	<u>KOL</u> SA-IN	My call sign is (call sign)
FOLLOW	<u>FOL</u> - LO	Follow me	WILCO Will comply	<u>VILL</u> -KO	Understood
DECEND	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
PROCEED	PRO- <u>SEED</u>	You may proceed	AM LOST	<u>AM</u> LOST	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK <sup>3</sup>	<u>HI-JACK</u>	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE- <u>SEND</u>	I require descent

<sup>1</sup> In the second column, syllables to be emphasized are underlined.

<sup>2</sup> 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.

<sup>3</sup> Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

Appendix 1

**SIGNALS FOR USE IN THE EVENT OF INTERCEPTION**

**Signals initiated by intercepting aircraft and responses by intercepted aircraft**

<i>Series</i>	<i>INTERCEPTING Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTED Aircraft Responds</i>	<i>Meaning</i>
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.	You have been intercepted. Follow me.	DAY or NIGHT – Rocking aircraft, flashing, navigational lights at irregular intervals and following. Note – Additional action required to be taken by intercepted aircraft is prescribed in Chapter 3, 3.8. of ICAO Annex 2.	Understood, will comply.
Note 1. – <i>Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i>				
Note 2. – <i>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>				
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.

### Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	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.