

INTERCEPTION OF CIVIL AIRCRAFT

According to article 9 of the ICAO Convention, each contracting State, for reasons of military necessity or public safety, reserves the right to restrict or prohibit the aircraft of other states from flying over certain areas of its territory.

Furthermore for reasons of identification of unknown aircraft which fly within a designated area without proper notification to the appropriate ATS Authority, an interception may take place bearing in mind that interceptions in all cases are potentially hazardous especially to civil aircraft and consequently should be undertaken only as a last resort.

To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft, the following should be taken under consideration:

- a. Interception of civil aircraft will be undertaken only as a last resort.
- b. If interception is unavoidable this will be limited to determining the identity of the aircraft unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited restricted or danger area or instruct it to effect a landing at a designated aerodrome.
- c. Practice interception of civil aircraft will not be undertaken.
- d. Navigational guidance and related information will be given to an intercepted aircraft by radiotelephony whenever radio contact can be established, and
- e. In the case where an intercepted civil aircraft is required to land in the territory overflow, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

To eliminate or reduce the need for interception of civil aircraft, it is important that:

- a. All possible efforts be made by intercept units to secure identification of any aircraft which may be a civil and to issue any necessary instructions or advice to such aircraft, through the appropriate Air Traffic Services (ATS) unit.
- b. Areas prohibited to civil flights and areas in which civil flight is not permitted without special authorization by the state, be clearly promulgated in Aeronautical Information Publication (AIP) in accordance with the provisions of Annex 15, together with the risk, if any, of interception in the event of penetration of such areas. To eliminate or reduce the hazards inherent in interceptions undertaken as a last resort, all possible efforts should be made to ensure co-ordinated actions by the pilots and ground units concerned. To this end, it is essential that contracting states take steps to ensure that:
 - a. All pilots of civil aircraft be made fully aware of actions to be taken by them and the visual signals to be used.
 - b. Operations of pilots -in- command of civil aircraft implement the provisions regarding the capability of aircraft to communicate on 121,5 MHZ and the availability of interception procedures and visual signals on board aircraft
 - c. All air Traffic Services personnel be made fully aware of the actions to be taken by them.

Interception Procedures

1. The following procedures and visual signals apply within the Athinai FIR in the event of interception of an aircraft which shall immediately:
 - a. Follow the instructions given by the intercepting aircraft, intercepting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2.
 - b. Notify, if possible, the appropriate intercept ATS unit.
 - c. Attempt to establish radiocommunication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the VHF emergency frequency 121.5 MHZ, giving the identity of the intercepted aircraft and the nature of the flight. If no contact has been established and if practicable, repeat this call on UHF emergency frequency 243.0 MHZ.
 - d. If equipped with SSR transponder, select Mode A, code 7700, unless otherwise instructed by the appropriate ATS unit.

2. If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions and essential information by using the phrases and pronunciations in the following table and transmitting each phrase twice:

Phrases	Pronunciation	Meaning
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign
WILCO	VILL-KO	Understood. Will comply
CAN NOT	KANN-NOT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM-LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK ³	HIJACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE-SEND	I require descent

1. Syllables to be emphasized are printed in bold letters.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services unit and corresponding to the aircraft identification in the flight plan.
3. Circumstances may not always permit, not make desirable, the use of the phrase "HIJACK".

Air to Air Visual Signals

For the safety of flight, it is essential that any visual signals employed in the event of an interception (which should be undertaken only as a last resort) be correctly employed and understood by civil and military aircraft throughout the world.

Furthermore, the Council of the International Civil Aviation Organization when adopting the visual signals, urged Contracting States to ensure that they be strictly adhered to by their State aircraft.

Signals initiated by intercepting aircraft and responses by intercepted aircraft:

Series	INTERCEPTING aircraft signals	Meaning	INTERCEPTING aircraft responds	Meaning
i	<p>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 acknowledgment, a slow level turn, normally to the left of, (or to the right in the case of a helicopter) on the desired heading.</p> <p>Note: 1.- Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in series 1.</p> <p>Note: 2.- If the intercepted aircraft is not able to keep pace with 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.</p>	You have been Intercepted	<p>DAY or NIGHT- Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p>Note: Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter, 3, 3.8</p>	Understood will comply
2	<p>DAY or NIGHT -An abrupt break- away 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.</p>	You may proceed	DAY or NIGHT -Rocking the aircraft	Understood will comply
3	<p>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 the landing area.</p>	Land at this aerodrome	<p>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.</p>	Understood will comply

Series	INTERCEPTING aircraft signals	Meaning	INTERCEPTING aircraft responds	Meaning
4	DAY or NIGHT -Raising landing gear (is fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) (in case of a helicopter, at a height exceeding 50m (170 ft) but not exceeding 100m (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 raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is desired 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 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

REPORTING OF AIR TRAFFIC INCIDENTS

1. General

- 1.1 The efforts of the CAA Greece on the continuous improvement of the safety of air traffic are greatly supported by pilot reports on irregularities or deficiencies in particular, however, by reporting air traffic incidents.
- 1.2 The reports of air traffic incidents enable the CAA to reduce such incidents by continuous improvement of existing air traffic control systems and procedures as well as by the initiation of appropriate remedial measures.
- 1.3 In order to ensure a high degree of uniformity in such reports, the procedures for reporting of air traffic incidents by pilots and handling of reports by ATS, contained in ICAO PANS RAC DOC 4444. Attachment "J", are applied.

2. Air Traffic – Incident

- 2.1 "Air traffic incident" is used to mean a serious occurrence involving air traffic, such as:
- a) near collision,
 - b) serious difficulty caused by:
 - i) faulty procedures or lack of compliance with applicable procedures, or
 - ii) failure of ground facilities.
- 2.2 Air traffic incidents are designated and identified in reports as follows:

TYPE	DESIGNATION
Air traffic incident	INCIDENT
As (a) above	-//- : NEAR COLLISION
As (b) (i) above	-//- : PROCEDURAL
As (b) (ii) above	-//- : FACILITY

3. Use of the "Air Traffic Incident Report Form"

- 3.1 An example of Form ENT .176 is given in page RAC 8-2-4
- 3.2 The "Air Traffic Incident Report Form" is intended for use:
- 3.2.1 By a pilot for filing a report on an air traffic incident after arrival or to confirm a report made initially by radio during flight;
 Note: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.
- 3.2.2 By an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.
 Note: The form may be used as format for the text of a message to be transmitted over the AFTN network.

4. Initial Reports

- 4.1 A pilot should proceed as follows regarding an incident in which he is, or, has been involved, during his flight within Athinai FIR/UIR:
- 4.1.1 During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately.
- 4.1.2 The AFTN may be used to make the initial report from places abroad when the incident could not be reported on radio at the time. The AFTN message should be sent as soon as possible after the first landing abroad. The above message may be sent to either the CAA INVESTIGATION SECTION (see address in GEN 1-1) or the office of the pilot's operating company in Greece. If the latter, the company should, without delay, telephone or use the AFTN to make the initial report to CAA INVESTIGATION SECTION.
- 4.1.3 As promptly as possible, after landing, submit a completed "Air Traffic Incident Report Form"
- 1) for confirming a report of an incident made initially as in 4.1.1. above
 - 2) for making the initial report on such an incident if it had not been possible to report it by radio.
 - 3) For reporting an incident which did not require immediate notification at the time of occurrence.
- 4.1.4 An initial report made by radio should contain the following information:
- A - Type of incident, e.g. near collision.
 - F - Radio call sign of aircraft making report.
 - J - Position, heading or route, true airspeed.
 - K - FL, altitude or height, and aircraft attitude.
 - L - IMC or VMC.
 - M - Time of incident, in GMT.
 - N - Description of other aircraft, if relevant.
 - O - Brief details of incident, including when appropriate sighting distance and miss distance.

5. Confirmation Report

- 5.1 The confirmation report on an incident of major significance suitably reported by radio, must be confirmed in writing on the "Air Traffic Incident Report Form" ENT 176 and submitted to the ATS/AIS unit or COM center of the aerodrome of first landing. The pilot should complete Sections 1 and 2 supplementing the details of the initial report as necessary.

Note: If the flight is not terminated within Athinai FIR, the pilot should send the confirmation report as indicated in the following para 5.2.

- 5.2 The confirmation report on an incident of major significance initially reported by AFTN, as in 4.1.2. above, must be confirmed the soonest possible in writing on an "Air Traffic Incident Report Form" to CAA Investigation Section (see address in GEN 1-1) or to the office of the pilots operating company.

5.3 The confirmation reports must be signed by either the pilot or a responsible official of his company.

6. Investigation of the incident

6.1 Provided that the above initial and confirmation report's procedure has been followed, Air Traffic Incident Reports will receive an immediate and thorough investigation.

6.2 The originator of the report or, where appropriate, the operator of the aircraft will be advised by the CAA Investigation Section that the report has been received or that the investigation is under way.

6.3 When the investigation is complete the pilot and, where appropriate the operating company of the aircraft concerned in the incident will be advised officially of the findings and of any remedial action that it has been possible to take.

CIVIL AVIATION AUTHORITY-GREECE		AIR TRAFFIC INCIDENT REPORT FORM	
For use when submitting and receiving a report on an air traffic incident and when preparing for transmission a message on such incidents. Shaded boxes contain items to be included in an initial report by radio			
Section 1.-GENERAL INFORMATION			
Type of incident	A	INCIDENT: NEAR COLLISION / PROCEDURAL/FACILITY*	
Name of pilot - in - command	B		
Operator	C		
Identification markings of aircraft	D		
Aircraft type	E		
Radio call sign - In communication with - Frequency at time of incident	F		
Aerodrome of departure	G		
Aerodrome of first intended landing and destination, if different	H		
Type of flight plan	I	IFR/VFR/NONE*	
Position at time of incident - Heading or route - True airspeed	J		
FL, altitude or height - Altimeter setting - Attitude	K	Level flight/climbing / descending / turning*	
Flight weather conditions at time of incident	L	IMC / VMCabove/below cloud/fog/hazehorizontally from cloud Between cloud layers In cloud/rain/snow/sleet/fog/haze Flying into/out of sunflight visibility	
Date and time of incident in GMT	M	Reported by radio to.....AFIS/TWR/APP/ACC/FIC*AT.....(date / time)	
Section 2 -DETAILED INFORMATION			
Description of other aircraft, if relevant: Type, high/low wing, number of engines..... Radio call sign, registration..... Markings, colour, lighting..... Other available details.....		N	
Description of incident If desired add comment or suggestion, including your opinion on the probable cause of the incident. (In case of near-collision give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either aircraft.)		O	
		(Continue overleaf if necessary)	
Date.....Time..... Place..... Of completion of form	Function and signature of person submitting report.....		Function and signature of person receiving report.....
Section 3- SUPPLEMENTARY INFORMATION by ATS unit concerned			
How report received	P	Radio/telephone/teleprinter* at ARO/AFIS/TWR/APP/ACC/FIC*.....	
Details of ATS action: clearance, incident observed on radar, warning given, result of local enquiry etc.	Q		
		(Continue overleaf if necessary)	
*Delete as appropriate ENT. 176		Signature of ATS Officer..... Date / time: GMT.....	

MISCELLANEOUS REPORTS**1. OIL POLLUTION**

- 1.1 In view of the campaign against sea pollution, pilots sighting substantial patches of oil are requested to report to Athinai ACC, COM Center or ATS Unit with which they are in contact, in order that such information may be passed without delay to those responsible for dealing with the problem of oil spillage and contamination of beaches.
- 1.2 Reports on RTF should be prefixed "Oil Pollution Report" and contain the following basic information:
- a) The time pollution was observed.
 - b) Position and extent of the oil slick.
 - c) Name and nationality, or description, including any distinctive markings, of any vessel seen discharging oil.
- 1.3 Information on the following may also be included:
- a) Assessment of the course and speed of any vessel seen discharging oil.
 - b) Whether any oil was observed ahead of the discharging ship and the estimated length of the slick in the wake.
 - c) The direction in which the oil was drifting
 - d) Identity of any other vessel in the immediate vicinity.
- 1.4 Whenever an oil pollution report was not made on RTF, pilots are requested to make such a report by telephone or in writing to the ATS Reporting Office or COM center at the aerodrome of landing.

2. FOREST FIRES

- 2.1 The Ministry of Agriculture has requested the cooperation of all persons, especially those connected with aviation, in the prevention, detection and suppression of fires and thus avoid the enormous losses which Greece sustains every year through forest fire. ←
- 2.2 If an indication of fire is seen in any wooded area of Greece, the Athinai ACC, COM center or ATS Unit (with which the aircraft is in contact) should be notified at once).

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