

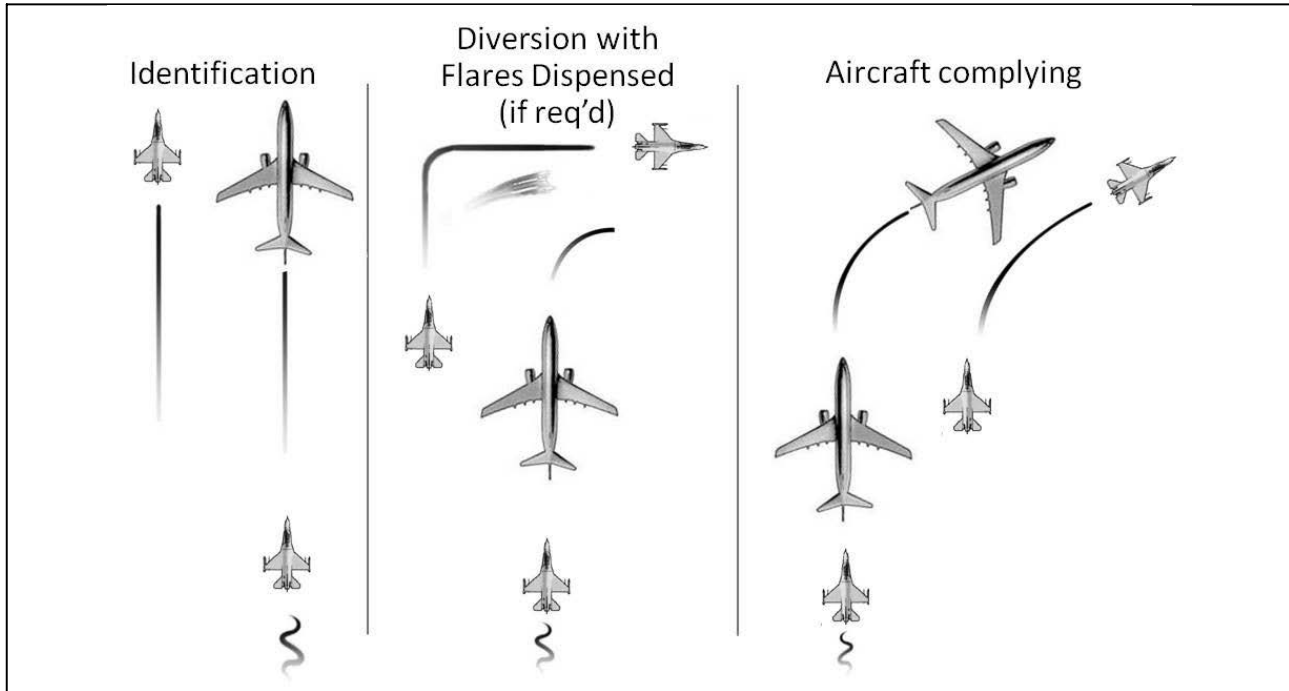
NOTE-

1. NORAD interceptors will take every precaution to preclude the possibility of the intercepted aircraft experiencing jet wash/wake turbulence; however, there is

a potential that this condition could be encountered.

2. During Night/IMC, the intercept will be from below flight path.

FIG 5-6-1
Intercept Procedures



c. Helicopter Intercept phases (See FIG 5-6-2)

1. Approach Phase.

Aircraft intercepted by helicopter may be approached from any direction, although the helicopter should close for identification and signaling from behind. Generally, the helicopter will approach off the left side of the intercepted aircraft. Safe separation between the helicopter and the unidentified aircraft will be maintained at all times.

2. Identification Phase.

The helicopter will initiate a controlled closure toward the aircraft of interest, holding at a distance no closer than deemed necessary to establish positive identification and gather the necessary information. The intercepted pilot should expect the interceptor helicopter to take a position off his left wing slightly forward of abeam.

3. Post Intercept Phase.

Visual signaling devices may be used in an attempt to communicate with the intercepted aircraft. Visual signaling devices may include, but are not limited to, LED scrolling signboards or blue flashing lights. If compliance is not attained through the use of radios or signaling devices, standard ICAO intercept signals (Table 5-6-1) may be employed. In order to maintain safe aircraft separation, it is incumbent upon the pilot of the intercepted aircraft not to fall into a trail position (directly behind the helicopter) if instructed to follow the helicopter. This is because the helicopter pilot may lose visual contact with the intercepted aircraft.

NOTE-

Intercepted aircraft must not follow directly behind the helicopter thereby allowing the helicopter pilot to maintain visual contact with the intercepted aircraft and ensuring safe separation is maintained.