

# ***GENERAL AVIATION GUIDE TO FLIGHT RESTRICTIONS***

*or... How to Avoid an Armed Escort*

- **CHECKING FOR  
TEMPORARY  
FLIGHT  
RESTRICTIONS**
- **FLIGHT BEHAVIOR**
- **INTERCEPTION  
PROCEDURES**



# ***CHECKING FOR FLIGHT RESTRICTIONS***

***FLIGHT SERVICE (1-800-WXBRIEF)***

***ASK FOR ALL NOTAMS AFFECTING ROUTE***

***CHECK NOTAMS VIA WEB PAGE***

<https://www.notams.faa.gov>

[www.aopa.org](http://www.aopa.org)

<https://www.notams.faa.gov>

# ***FLIGHT BEHAVIOR***

## ***HAVE PLAN AND STAY WITH IT***

- *Venturing into unknown airspace could lead to unwelcome visitors*

## ***ATC***

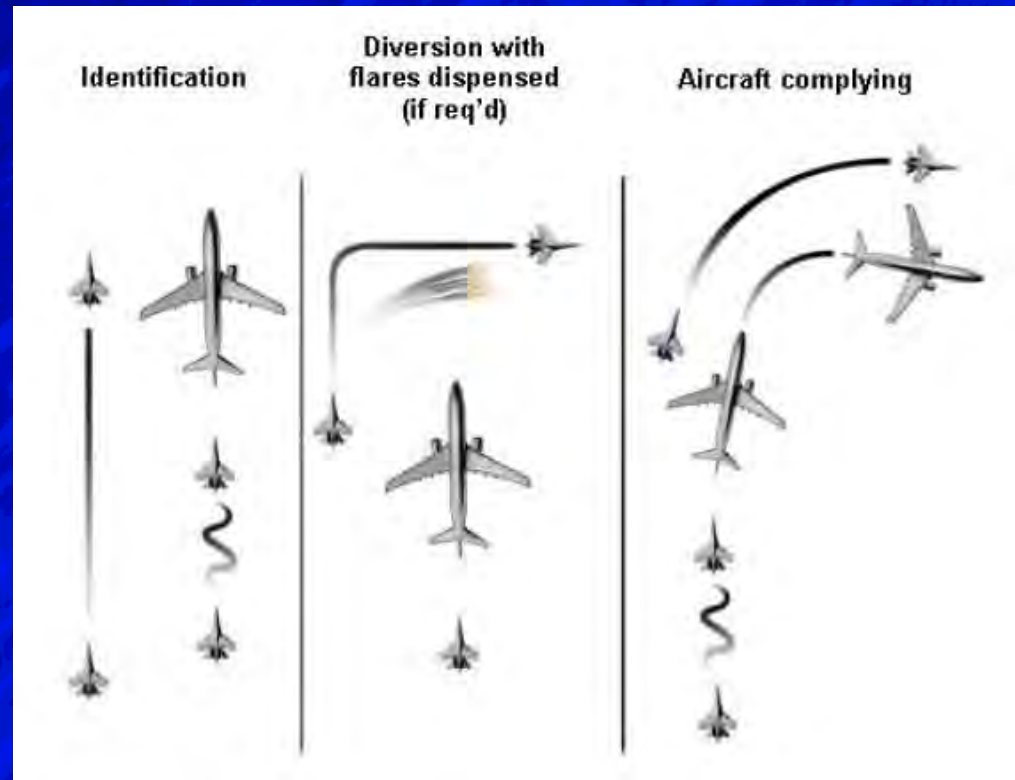
- If in doubt, ask for help
- Monitor ATC Frequencies (and 121.5) so ATC can reach you
- Follow ATC's instructions
- Be ready to squawk 7700 to identify yourself to ATC as a cooperator

# ***INTERCEPTION PROCEDURES***

***If you're intercepted, expect that we'll normally approach you on your left side.***

***We'll then identify you to ATC.***

***If you are directed to turn to a new heading, we'll attempt to contact you on the VHF radio. If you don't reply, we may fly across your nose to get your attention and roll out on the heading you're directed to fly.***





# ***INTERCEPTION PROCEDURES***

***This guy is looking at you...what do you do now?***

***Comply! Turn in the direction of the fighters and start talking in the radio.***

***Follow ATC's directions once you're back in radio contact with them.***

***Squawk 7700 to show ATC that you are complying.***



# ***INTERCEPTION PROCEDURES***

***If we just can't get your attention, we might be directed to dispense flares. This is what flares look like.***





# INTERCEPTION PROCEDURES

*The ICAO standard intercept procedures are found in the Airman's Information Manual.*

*The version posted here is courtesy of AOPA's website.*

## IN-FLIGHT INTERCEPT PROCEDURES

	INTERCEPTING Aircraft Signal	Meaning	INTERCEPTED Aircraft Response	Meaning
<p><b>If you are intercepted by a U.S. Military or law enforcement aircraft, immediately:</b></p> <ol style="list-style-type: none"> <li>1. Follow the instructions given by the intercepting aircraft. (See chart at right.)</li> <li>2. Notify ATC, if possible.</li> <li>3. Attempt to contact the intercepting aircraft and/or ATC on the emergency frequency 121.5 MHz, giving the identity and position of your aircraft and the nature of the flight.</li> <li>4. If equipped with a transponder, squawk 7700, unless otherwise instructed by ATC. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, request clarification while continuing to comply with the instructions given by the intercepting aircraft.</li> </ol>	<p>Rocks wings. After acknowledgement initiates a slow level turn, normally to the left, into the desired heading. (Also, at night flashes navigational lights.)</p>	<p>You have been intercepted.</p>	<p>Rocks wings and follow. (Also, at night flash navigational lights)</p>	<p>I understand and will comply.</p>
	<p>Performs an abrupt breakaway maneuver consisting of a climbing 90 degree turn, or more, without crossing the intercepted aircraft's flight path.</p>	<p>You may proceed.</p>	<p>Rocks wings.</p>	<p>I understand and will comply.</p>
	<p>Circles airport, lowers landing gear, and overflies runway in the direction of landing. (Also, at night turns landing lights on.)</p>	<p>Land at this airport.</p>	<p>Lower landing gear, follow the intercepting aircraft and land if the runway is considered safe. (Also, at night turn the landing lights on.)</p>	<p>I understand and will comply.</p>

# ***INTERCEPTION PROCEDURES***

***What you can expect when we're all done:***

- ***You can expect to be told to call the FAA after you land***
- ***If it were a POTUS TFR you violated, you may even be greeted by local law enforcement once you land***
- ***Be SAFE! This might make you nervous, so first things first...***
  - ***Aviate***
  - ***Navigate***
  - ***Communicate***
- ***Stay calm until you and our aircraft are safely secured on the ground***



# ***CONCLUSION***

- ***Check for TFRs***
- ***Be familiar with the Flight Restrictions***
- ***Be familiar with the Intercept Procedures and what you're supposed to do***
- ***Monitor VHF 121.5 if so equipped***
- ***Be calm, and keep flying the airplane***