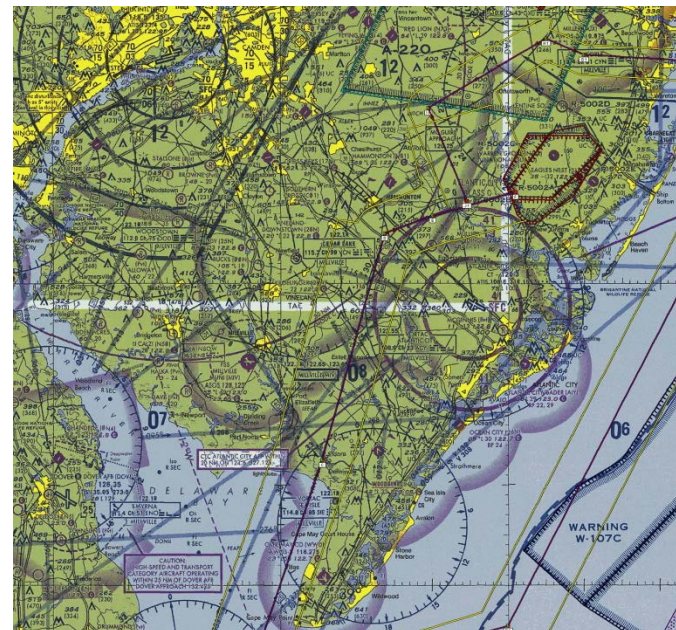




For more information visit:  
seeandavoid.org



# 177th Fighter Wing New Jersey Air National Guard Mid-Air Collision Avoidance Pamphlet



## Military Intercept procedures

**If intercepted by a U.S. Military or law enforcement aircraft, immediately:**

- Follow the instructions given by the intercepting aircraft.
- Notify ATC, if possible.
- Attempt to communicate with 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.
- 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.**

## Intercept Signals

- Intercepting aircraft rocks wings and begins a slow turn - You have been intercepted, follow me.
- Intercepting aircraft performs an abrupt maneuver away from intercepted aircraft - You are cleared to proceed.
- Intercepting aircraft circles an airport and lowers its gear and flies an approach to the runway - You are to land at this airport.
- **INTERCEPTED AIRCRAFT ALWAYS ACKNOWLEDGE WITH A WING ROCK AND FOLLOW THE INTERCEPTING AIRCRAFT OR CONTINUE AS APPROPRIATE.**

The 177th Fighter Wing flies the F-16C+ Fighting Falcon out of Atlantic City International Airport. The Wing's mission includes defending the Washington, New York and Philadelphia areas against airborne threats, and maintaining a combat capability to perform Air to Air and Air to Ground missions anywhere in the world. In addition to maintaining a 24 hour alert posture, the 177th Wing trains in and around the area for combat operations. This training includes simulated air to air combat, low level training and air to ground operations. Airspace utilized for this training includes Restricted Areas, Warning Areas, Military Training Routes and Military Operation Areas. Much of this Special Use Airspace is surrounded by airspace utilized by General Aviation aircraft and presents a risk to both the 177th and the GA community. This risk can only be mitigated by awareness in both the military and GA of the hazards and a conscious effort to avoid unnecessary conflicts.

This pamphlet is intended to increase the awareness of the GA community of the 177th operations and, in the event it is necessary, provide a refresher on what to do when confronted by an intercepting aircraft.



The Atlantic City Class C airspace is located in the heart of the "Northeast Corridor" between New York City and Washington DC arguably the most complex traffic area in the country. The different routes of IFR traffic coupled with the close proximity of Philadelphia Class B and Atlantic City's Class C airspace, along with the various Warning, Restricted and Prohibited Areas makes VFR flying challenging at best. Add TFR's and the 177th training in close proximity, it makes VFR navigation even more difficult. The GA community can make a great contribution to the safe operation of this airspace, not to mention avoiding potential violations, by staying abreast of the latest changes and established rules. Calling your local Flight Service Station can help you by letting you know about any MTR's or TFR's that are in effect. Emphasizing flight restrictions or avoiding known areas of military operations during your flight planning can go a long way to prevent a potential confrontation with a high speed military aircraft or, worse yet, an intercept and forced landing followed by a violation. The 177th Wing spends a significant amount of energy to minimize the impact of their training on the local community. MTR's and military ranges are scheduled in accordance with the established FAR's. The local FSS's are aware of any airspace that is being utilized by the 177th and will inform anyone who inquires about it.

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[illegible]

may contact VCU's Accessibility Services Office at 131 60 3

This is one of many typical low-level training routes. It is depicted by a gray line on VFR sectional charts (shown on this map in red). Contact the local FSS to determine if the route is active. Generally the routes are five miles wide and up to 1500' AGL. Be extremely cautious when crossing low level routes as fighters may be traveling at more than 500 knots. **Always** assume that R-5002 is active with hazardous activity. You may contact ACX approach on 134.60 or WBL approach on 134.60.