Why do we see US Military Notams?

Chris Shieff
29 April, 2024

Back in March, an OPSGROUP member reached out to us after the following Notam appeared in their flight plan briefing package.

```
EGKB: V0381/23 INSTRUMENT APPROACH PROCEDURE/NOT AVBL
QPIAU/ / /A/0/999  Valid: 05/12/2023 21:28 - 17/04/2024 23:59
( MILITARY NOTAM )
[US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE NOT
AUTHORIZED ILS/LOC/DME/VOR RWY 21
```

As **EGKB/Biggin Hill** (UK) was their filed alternate, the Notam was of some interest. A quick email to the airport authority confirmed that the ILS was fully serviceable and available.

The member contacted Jeppesen directly about the Notam, and here was their response:

"The Notam in question is actually a US DOD procedural Notam which only applies to US military pilots and those flying under contract/partnership with the DOD. So, while the tower may confirm that the approach is in-service, the US military is not authorized to fly it for reasons known only to them..."

The following questions remained:

- **Why are we seeing these Notams in the first place?**
- **What is the reason for the restriction on military aircraft?**

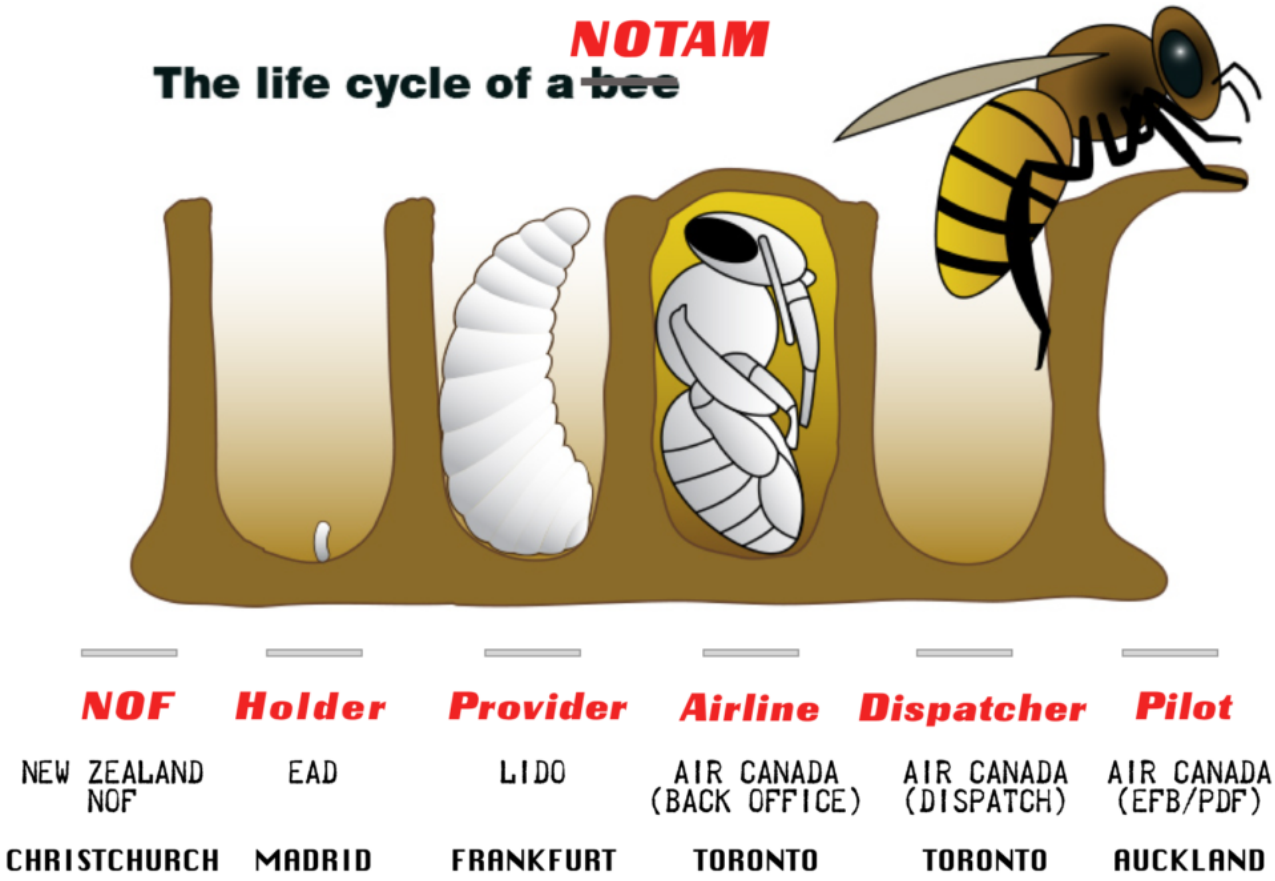
The short answer is that the response from Jeppesen was correct – but could use a little more explanation.

Where we get our Notams from.

There are **two primary "original" sources** for Notams around the world:

1. **The European AIS Database (EAD)** – run by Eurocontrol
2. **The US DoD (Department of Defense).** It supplies Notams to the FAA for their 'Notam Search' app, and their SWIM feeds – the FAA's information-sharing platform.

If your flight plan package is sourcing Notams from the US DoD (and not being filtered correctly), you will see military Notams included – like the one above. Think of them like company notams, for internal use. In this sense, they are not 'true' Notams and shoud be **completely disregarded by civilian operators.**



But why the UK?

To use the DoD Notam feed correctly, military Notams need to be filtered out. But there may be more to it than that.

You'll see the EGKB Notam above has a 'V' designator.

In the UK 'V' series Notams mean the following:

"Notification of Security Advice to UK Air Operators by Government to provide guidance/instructions on Airspace Security Risks. Volcanic Ash related information within En-Route Airspace London FIR/UIR, Scottish FIR/UIR, Shannon FIR/UIR and Shanwick Oceanic FIR…"

In the US, they mean something different:

"A NOTAM information pertaining to a location's published instrument procedures, i.e., Standard Instrument Approach Procedure (SIAPs), Standard Instrument Departure (SIDs), Departure Procedures (DPs). These NOTAMs shall be published under the direction of TERPS personnel…"

Which is why in this case (and many others) we may still see these Notams find their way into our briefing packs.

In a Notam-tale as old as time: **just because they're there, doesn't mean they're relevant.** The potential for confusion holds strong – especially if civilian operators misinterpret Notams never meant for them in the first place.

Why does the military have their own restrictions?

Because they do! In the same sense one airline can do something another does not allow.

Common sense indicates that the way military aircraft are operated differs substantially from civilian aircraft – and that the margins and procedures designed for us do not necessarily work in the same way for them.

Have more info?

If you have something you'd like to add to this article, **we'd love to hear from you**. You can reach us at team@ops.group.

Intercepted: What You Need To Know

Chris Shieff
29 April, 2024

There are several reports that amidst the events surrounding the forced diversion of Ryanair Flight 4978 to Belarus last month, at least one MiG-29 was scrambled to intercept and escort the 737 to Minsk airport.

While military interceptions of civilian airliners are very rare, they *can* happen and for serious reasons. Which poses an important question – **if a jet were to appear off your wing tip tomorrow, would you know what to do?**

Each interception is **potentially hazardous** which is why ICAO publish rules and procedures (Annex 2) that both military and civilian aircraft *should* be following to minimise the risk. Each state is responsible for its own airspace, but where possible they should be following ICAO's guidelines. For crew this includes knowing the actions to be taken and the visual signals to be used.

Here's a break-down of what you need to know.

Why do they happen?

ICAO are very specific – an interception should be avoided and **only used as a last resort**. ATC must try and establish communications with you first. The primary reason is that they **haven't been able to talk to you.**

There are lots of simple reasons why this can happen – usually a wrong frequency or perhaps they've forgotten to hand you over. In this instance they will try and contact you on 121.5 (which is one reason we monitor Guard), or via another aircraft. If that fails, ATC have a problem. You're flying through their airspace and you're not talking. It is not clear what is happening on board.

Incapacitation is a biggie, the crew may have fallen asleep or perhaps something more serious has happened as Helios 522 tragically reminds us. Or the aircraft may have been hijacked. Either way, they need to get someone up there to check things out.

What will they want us to do?

One of three things, depending on what the problem is. They'll either want to **identify** you, **communicate** with you or **re-direct** you. The latter may be because you have strayed off-course or busted some kind of restricted airspace. Far less often it is because authorities may believe you are involved with illegal activity (such as drug smuggling) or or you are for some reason hazardous to other aircraft.

The Interception Manoeuvre.

ICAO have a standard procedure for military aircraft to follow to minimise startle factor for you and decrease collision risk. A standard interception will take place in three phases, here's how it works.

Phase I.

Intercepting aircraft should approach you from **astern (behind)**. They will disable pressure reporting on their transponders – not to hide from you, but to avoid triggering a nuisance RA. They should still be visible on your TCAS but only as a TA. The lead aircraft will take up a position on the left, ahead and slightly above at a distance so as not to cause startle and to be clearly visible to the captain. It is likely there will be an accompanying aircraft which will remain behind you throughout. They will be **trying to contact you on guard frequency (121.5)** using the callsign 'INTERCEPTOR' or 'INTERCEPT CONTROL.'

Phase II.

The lead aircraft will close slowly with you but not closer than needed to establish communications. All other aircraft will remain well clear of you.

Phase III.

What happens next depends on the situation. If they have finished their interception (they have identified you, re-established your comms with ATC or understand your intentions) they will perform a break away procedure to clear you.

Or they may need to divert or re-route you. In which case they will remain in position and **clearly visible**

at all times.

What you need to do in the flight deck.

Stay calm. You'll likely be startled. Slow it down and remember the following:

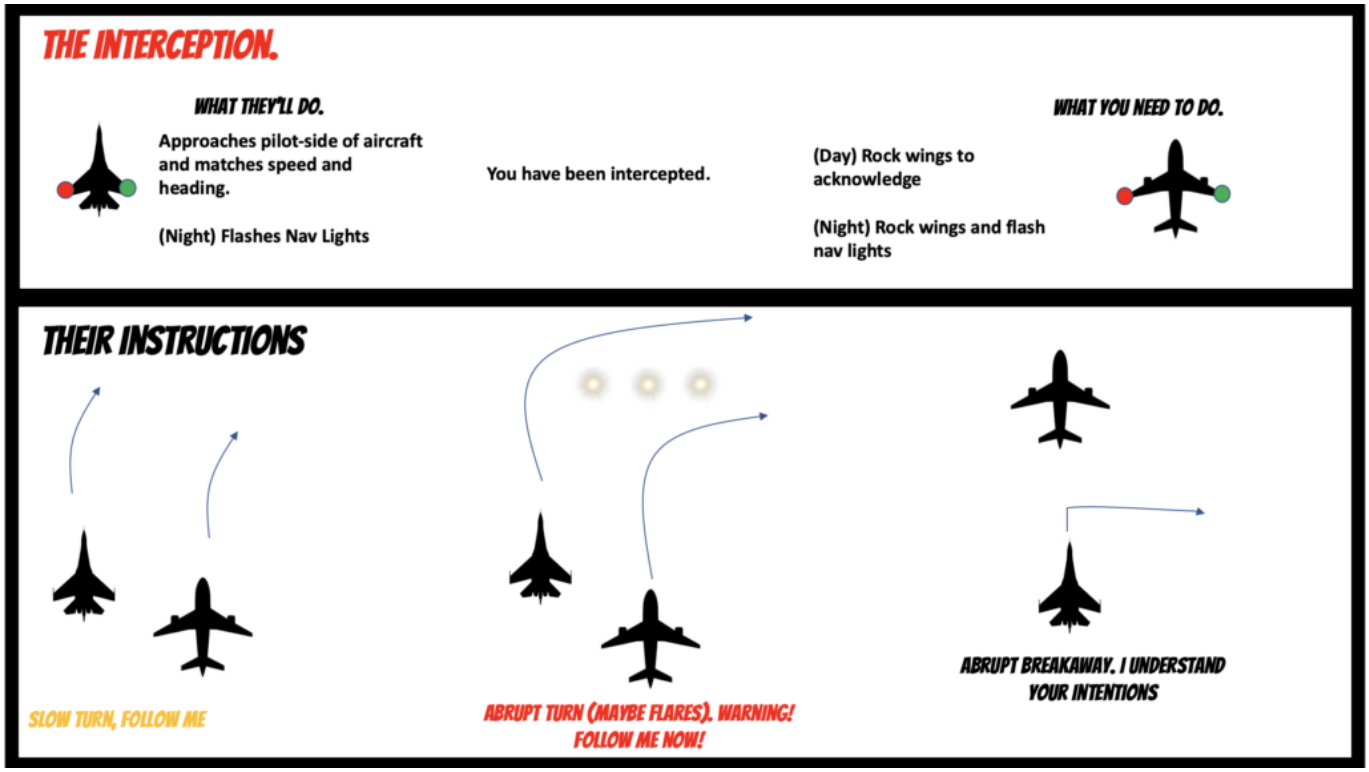
- **Notify ATC (if possible).** Make sure you have 121.5 active, the volume turned up and that your headset or speaker is working. Try and establish contact with them. Listen out for the callsigns above.
- **Select Mode A** on your transponder and **squawk 7700** (unless ATC tell you otherwise). If you have ADS-B or ADS-C onboard, select the appropriate emergency function.
- **Communicate** (more on that below).

How do we talk to them?

The primary way they will want to talk to you will be **in plain English on 121.5.**

If they can't raise you on that, they will use **visual signals** which is why they need to get so close to you.

There are ICAO standard signals used across most member states (including the US) that you need to know (or at least know how to find quickly). Here's how they work:



When they want you to land.

If they can't talk to you and want you back down on the ground they will direct you to an airport, turn on their landing lights, lower their gear and begin to circle.

If you intend to land you should lower your own gear and land. If the airport is inadequate, you should continue to circle 1000 – 2000ft, raise your gear and flash your landing lights until your escort re-directs you some place else.

What about if their instructions contradict someone else's?

According to ICAO, if you receive contradictory instructions from other sources you should **continue to comply with those from the intercepting aircraft.**

Their duty of care.

You have to do as you're told, but they should be looking after you. ICAO are very clear that nothing can be done during interceptions to unnecessarily put your aircraft or its passengers at undue risk. So, when they are requiring you to land, it is important to know they must take care to **ensure your safety.**

Firstly, they **should not divert you to an airfield which is unsafe for your aircraft type**. For civil aircraft this means the runway must be equivalent to at least 2,500m long at sea level, and have a bearing strength that is strong enough. The surrounding terrain must be suitable to allow for a safe approach and missed approach.

They must also take steps to ensure that you have **sufficient fuel** and if possible the airport they want you to land at is published in the relevant AIP.

Finally, they should give you **sufficient time** to prepare for the landing, including giving the crew a chance to check landing performance and brief.

Should I be worried about being shot at?

Seeing a fighter on your wing is an intimidating sight. **But** t**he use of weapons is very unlikely**, especially if you are complying with instructions or are obviously unable to respond. ICAO have asked all contracting states for a commitment that all measures will be taken to refrain from the use of weapons **(including to attract attention)** as they endanger the lives and safety of everyone on board. However, that's not to say they *can't* be used. So the best defence is always to follow instructions.

Military interception of a civil aircraft is extremely rare.

While the diversion and alleged interception of Ryanair last month raises valid concerns throughout the aviation community it is important to remember that ICAO's procedures have been designed to minimise risk across a broad range of scenarios. It's important that we stay aware of them and how to apply them.

Japan scrambles record number of jets as tensions rise with China

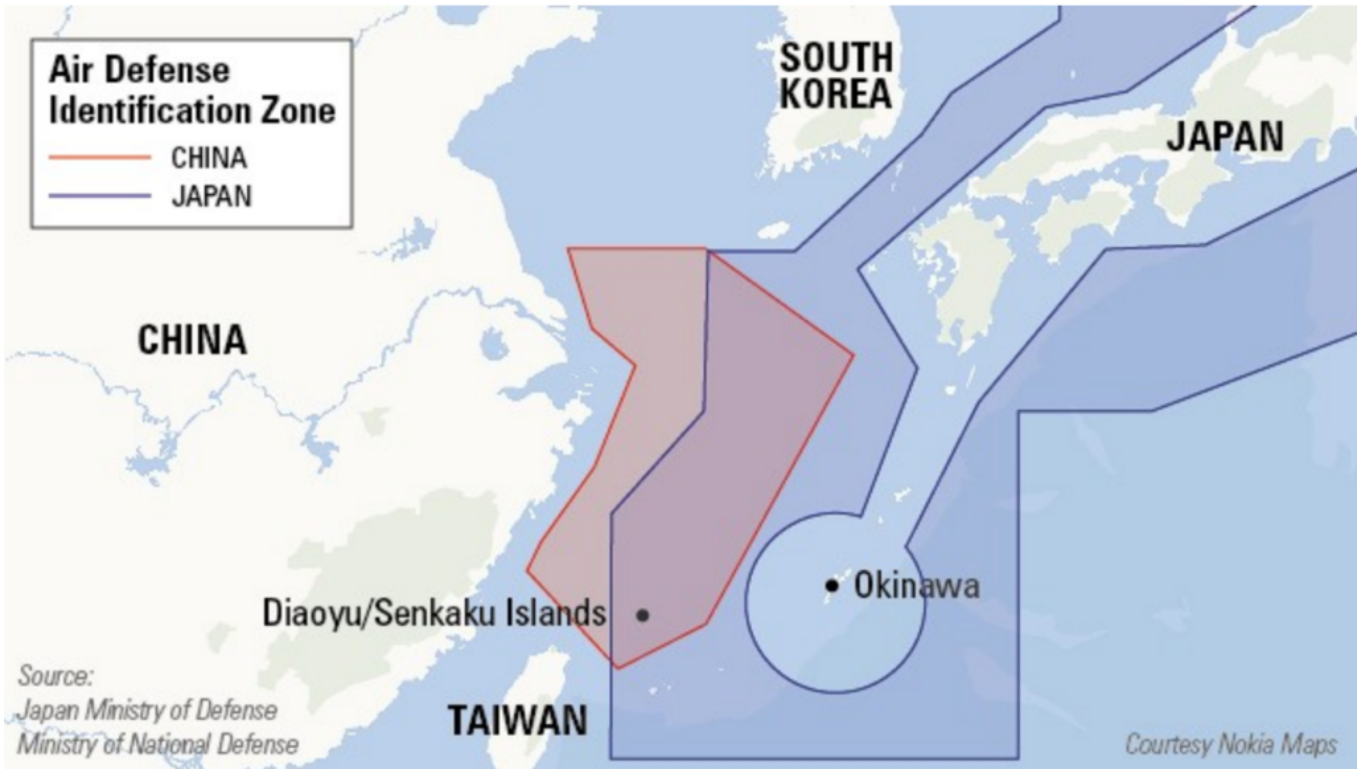
OPSGROUP Team
29 April, 2024

In Short: Japan scrambled a record number of fighter jets in the past year. The number rose to an all-time high of 1,168 in the year to March 2017, easily beating the previous record of 944 set at the height of the cold war in 1984. Chinese aircraft approaching Japanese airspace prompted 851 of the incidents, an increase of 280 over the previous year.

According to official figures released on Thursday, Japan's Air Self Defense Force is scrambling fighter jets in record numbers as Chinese military activity escalates. Interceptions of Chinese planes rose by half in the year to March 31, in response to increases in the communist country's activity in and around the East China Sea.

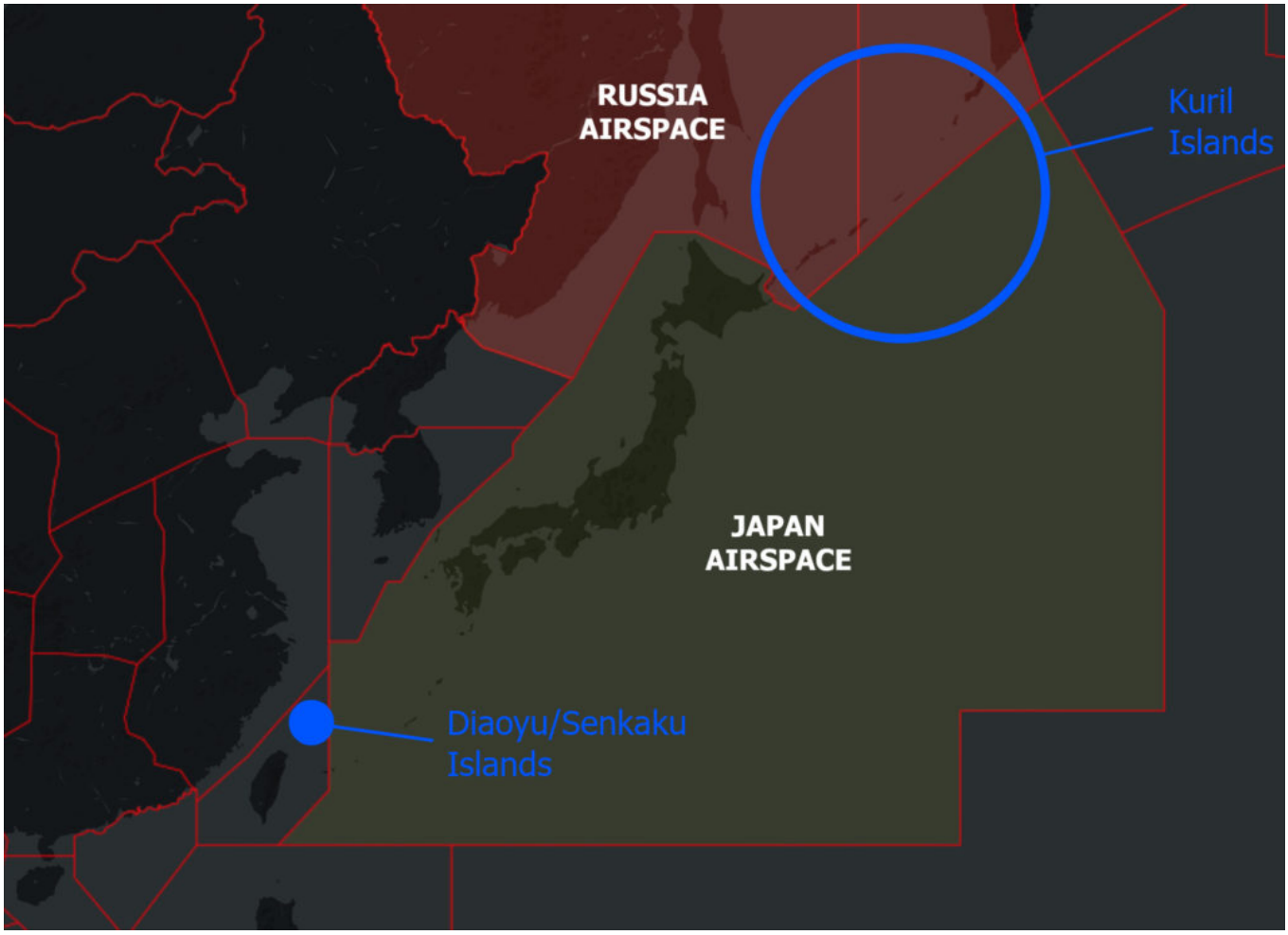
Japan worries that **China** is probing its air defences as part of a push to extend its military influence in the East China Sea and western Pacific, where Japan controls an island chain stretching 1,400 km (870 miles) south towards Taiwan. The figures highlight China's growing assertion of military power in East Asia as it expands and modernises its armed forces in line with rapid economic growth.

For the first time, Chinese jets recently began flying through the Tsushima Strait into the Sea of Japan, and through the Miyako Strait into the Pacific Ocean.



But it's not only China that Japan is worried about. Last week, Japanese Prime Minister Shinzo Abe warned **North Korea** may be capable of firing a missile loaded with sarin nerve gas towards Japan. "There is a possibility that North Korea already has a capability to deliver missiles with sarin as warheads," he told a parliamentary national security committee.

And then there's **Russia**. Scrambles by Japanese aircraft were high throughout the 1980s in response to flights by Soviet aircraft during the cold war. They fell back to 100-200 incidents a year during the 1990s and 2000s, but began to pick up again a decade ago as both China and Russia grew more assertive.



Mr Abe has been trying to negotiate with Russian president Vladimir Putin over the future of four disputed islands in the Kuril chain to Japan's north, but has made limited progress, with the jet scrambles showing Moscow's determination to make its presence felt on its eastern border. There were 301 scrambles to intercept Russian aircraft during the year, 13 more than the previous year, including incidents where Russian jets circumnavigated the Japanese Diaoyu/Senkaku Islands to the south.

Extra Reading:

- Why I'm Thankful for Japan and South Korea