

A E R O C L U B D E C A S T E L L Ó N
D T O - 0 1 2

TEXTRON/CESSNA **152 II**

QUICK
REFERENCE
HANDBOOK

SP-WBL



This Quick Reference Handbook is intended to be used only during flight training in Textron/Cessna 152 II with registration number SP-WBL and only when operated as DTO AERoclUB DE CASTELLÓN.

The following QRH was approved by the Head of Training of DTO Aeroclub de Castellón



25-03-2024

Date

HT Signature
Saúl Sellés López

NOTE

THIS DOCUMENT BELONGS TO THE EQUIPMENT OF THE AIRCRAFT IN WHICH IT IS CURRENTLY INCLUDED.

IT IS FORBIDDEN TO TAKE QRH OUTSIDE THE AIRPLANE.

IF IN DOUBT, REFER TO THE AFM (ON BOARD) OR SOP.



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1. GENERAL INFORMATION

PHONE NUMBERS	
ARO VALENCIA	961 598 539 / 961 598 538
AERODROMES	
LECH OPS	964 578 600
LEVC OPS	961 598 500
LECN	
TWR	964 282 314
ADMON	964 283 521
DTO	
HT	667 775 969
SAR / EMERGENCY	112



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2. SPEEDS FOR SAFE OPERATION

SPEED (KIAS)		DESCRIPTION
V _{NE}	149	Never Exceed Speed
V _A	104	Design Maneuvering Speed
V _{NO}	111	Normal Operating Speed
V _{FE}	85	Flaps Extended Speed (all settings)
-	143	Maximum Window Open Speed
V _Y	67	Best Rate of Climb Speed, clean configuration
V _X	61	Best Angle of Climb Speed, clean configuration
V _{X (FE)}	54	Best Angle of Climb Speed, take-off configuration
V _S	48	Stall Speed, clean configuration
V _{S0}	35	Stall Speed (Flaps extended)
V _{BG}	60	Best Glide Speed
V _{AT}	55-65	Touchdown Speed (Flaps 30°)
V _R	50	Rotation Speed (for TO flaps)

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3. PERFORMANCE PRESETTING TABLE

PHASE OF FLIGHT	CONFIG.	IAS kt	RPM
Take-off	Flaps 10°	50	max.
Climb at VY	Flaps UP	67	2400
Climb at VX	Flaps UP	61	2400
Cruise	CLEAN	POH	POH
Descent	CLEAN	as required	as required
Landing	Flaps 30°	55-60	as required

4. APPROACH SPEEDS

FLAPS	APPROACH SPEED	THRESHOLD SPEED	
30°	60	55	Standard short-field config.
20°	65	60	Standard landing config.
10°	70	65	Non-standard configuration.
0°	75	70	Clean configuration



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5. LIMITATIONS

ENGINE	
Maximum power	110 BHP
Maximum engine speed	2550 RPM

OIL	
Minimum pressure	25 psi
Maximum pressure	100 psi

ALLOWABLE TEMPERATURE RANGE	
OAT minimum	-25 °C
OAT maximum	+35 °C (*)

POWER PLANT			
ITEM	MIN	NORM	MAX
Tachometer	-	1900 - 2550 RPM	2550 RPM
Oil temp.	-	100-245 °F	245 °F
Oil pressure	25 PSI	60 - 90 PSI	100 PSI

WEIGHT LIMITS	
MTOW and MLW	757 kgs
Baggage Compartment Load	54 kgs (1**) / 18 kgs (2**)

* - operational limit set by Aeroclub de Castellón;

** - refers to baggage section number; refer to POH.

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WIND	
Max. crosswind component	12 kts
Max. tailwind component	10 kts

FUEL	
Type	AVGAS 100 LL, AVGAS 100, UL91, MOGAS (ASTM D910)
Number of tanks	2
Total capacity	98.4 L (26 US GAL)
Total capacity each tank	49.2 L (13 US GAL)
Total unusable fuel	5.7 L (1.5 US GAL)
Total usable fuel	92.7 L (24.5 US GAL)

OIL	
Type	AeroShell Oil W 15W-50
Minimum oil quantity	4 QT
Maximum oil quantity	6 QT

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6. TAKE-OFF PERFORMANCE

WEIGHT: 757 kg (MTOW)			SHORT FIELD TECHNIQUE			
Flaps 10°; Full THR prior to break release; Paved, lvl and dry rwy; Zero wind						
Press. alt. [ft]	Required distance	Temperature				
		0°C	10°C	20°C	30°C	40°C
S.L.	TOR	195 m	212 m	230 m	247 m	267 m
	TOD	363 m	393 m	423 m	456 m	489 m
1000	TOR	215 m	233 m	252 m	271 m	293 m
	TOD	399 m	433 m	466 m	501 m	539 m
2000	TOR	236 m	256 m	277 m	299 m	322 m
	TOD	440 m	477 m	515 m	555 m	597 m
3000	TOR	261 m	282 m	305 m	329 m	355 m
	TOD	488 m	527 m	570 m	616 m	666 m
4000	TOR	287 m	311 m	335 m	363 m	392 m
	TOD	541 m	585 m	634 m	686 m	744 m
5000	TOR	317 m	343 m	370 m	401 m	433 m
	TOD	600 m	652 m	701 m	770 m	838 m
6000	TOR	349 m	379 m	410 m	443 m	479 m
	TOD	671 m	730 m	796 m	870 m	953 m
7000	TOR	387 m	419 m	454 m	492 m	532 m
	TOD	753 m	824 m	902 m	992 m	1094 m
8000	TOR	428 m	465 m	504 m	547 m	591 m
	TOD	853 m	939 m	1035 m	1148 m	1279 m



7. LANDING PERFORMANCE

WEIGHT: 757 kg (MTOW)		SHORT FIELD TECHNIQUE				
Flaps 30°; Power off; Maximum brakes; Paved, lvl and dry rwy; Zero wind						
Press. alt. [ft]	Required distance	Temperature				
		0°C	10°C	20°C	30°C	40°C
S.L.	<i>LRR</i>	137 m	142 m	148 m	152 m	157 m
	<i>LDR</i>	354 m	361 m	370 m	378 m	386 m
1000	<i>LRR</i>	142 m	148 m	152 m	158 m	163 m
	<i>LDR</i>	361 m	370 m	378 m	387 m	395 m
2000	<i>LRR</i>	148 m	152 m	158 m	163 m	169 m
	<i>LDR</i>	370 m	378 m	387 m	396 m	405 m
3000	<i>LRR</i>	152 m	158 m	165 m	171 m	175 m
	<i>LDR</i>	378 m	389 m	398 m	407 m	415 m
4000	<i>LRR</i>	158 m	165 m	171 m	177 m	183 m
	<i>LDR</i>	389 m	398 m	407 m	418 m	427 m
5000	<i>LRR</i>	165 m	171 m	177 m	183 m	189 m
	<i>LDR</i>	398 m	407 m	418 m	427 m	437 m
6000	<i>LRR</i>	171 m	177 m	184 m	191 m	197 m
	<i>LDR</i>	408 m	418 m	430 m	439 m	450 m
7000	<i>LRR</i>	178 m	184 m	191 m	198 m	204 m
	<i>LDR</i>	419 m	430 m	439 m	451 m	462 m
8000	<i>LRR</i>	184 m	192 m	198 m	206 m	212 m
	<i>LDR</i>	430 m	442 m	451 m	463 m	474 m



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8. CRUISE PERFORMANCE

WEIGHT: 757 kg			STANDARD TEMP. (ISA)	
Pressure altitude [ft]	RPM	%BHP	TAS (kt)	* FF (LPH)
2000 ft	2400	77	100	23.9
	2300	69	95	21.6
	2200	62	90	19.3
	2100	55	85	17.8
	2000	48	79	16.3
4000 ft	2450	78	102	24.2
	2400	74	99	22.7
	2300	66	95	20.8
	2200	59	89	18.5
	2100	52	84	17.0
6000 ft	2500	78	104	24.2
	2400	70	99	22.0
	2300	63	94	19.7
	2200	56	88	17.8
	2100	49	82	16.7

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WEIGHT: 757 kg			STANDARD TEMP. (ISA)	
Pressure altitude [ft]	RPM	%BHP	TAS (kt)	* FF (LPH)
8000 ft	2550	78	106	24.2
	2500	74	103	23.1
	2400	67	98	20.9
	2300	60	93	18.9
	2200	53	87	17.4
10000 ft	2500	71	103	22.0
	2400	63	97	20.1
	2300	57	92	18.2
	2200	51	85	17.1
12000 ft	2450	64	99	20.1
	2400	60	96	18.9
	2300	54	90	17.4
	2200	48	82	16.7

* - For fuel planning purposes, always assume the fuel consumption of min. 26 LPH (refer to OM).



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9. PERFORMANCE CORRECTIONS

APPLY FOR TAKEOFF	
<i>Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static run-up.</i>	
RUNWAY	
Dry, grass runway	+15%
WIND CORRECTIONS	
Headwind	-10% per 9kt
Tailwind	+10% per 2kt (max. 10 kt)
APPLY FOR LANDING	
RUNWAY	
Dry, grass runway	+45% of LRR
CONFIGURATION	
Landing with flaps up	+35% of LRR and LDR
WIND CORRECTIONS	
Headwind	-10% per 9kt
Tailwind	+10% per 2kt (max. 10 kt)

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10. NORMAL PROCEDURES CHECKLISTS

PREFLIGHT CHECKLIST

COCKPIT

Documents (AFM, MS, CRS etc.)ON BOARD
Parking brakeSET
Ignition switch.....OFF
Master switchON



When turning on the master switch, using an external power source, or pulling the propeller through by hand, treat the propeller as if the ignition switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller, since a loose or broken wire, or a component malfunction, could cause the propeller to rotate.

Fuel quantity indicators.....CHECK QUANTITY
Master switchOFF
Fuel shutoff valveON

EMPENNAGE

Rudder gust lock.....REMOVE
Tail tie-down.....DISCONNECT
Control surfaces.....CHECK FREEDOM OF
MOVEMENT & SECURITY



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RIGHT WING

AileronCHECK FREEDOM OF MOVEMENT & SECURITY
Wing tie-downDISCONNECT
Main wheel tyreCHECK PROPER INFLATION
Fuel drainCHECK QUALITY
Fuel quantityCHECK VISUALLY
Fuel filler capSECURE



When draining fuel check for water, sediments and proper fuel quality as well as fuel grade. Draining is obligatory before first flight of a day and after each refueling. If water is observed, take further samples until there is no evidence of water contaminations.

Refer to the AIRCRAFT FLIGHT MANUAL and consult DTO's HT.

NOSE

Engine oil levelCHECK NOT LESS THAN 4 QT
Fuel stainerDRAINED and CHECK CLOSED
Propeller and spinnerCHECK FOR NICKS & SECURITY
Engine cooling air inlets and oil coolerCLEAR OF
OBSTRUCTIONS
Carburetor air filterCHECK FOR RESTRICTIONS
Landing lightCHECK CONDITION AND CLEANLINESS
Nose wheel strut & tyreCHECK PROPER INFLATION
Nose tie-downDISCONNECT
Static source openingCHECK FOR STOPPAGE



LEFT WING

- Main wheel tyreCHECK PROPER INFLATION
- Fuel drain.....CHECK QUALITY
- Fuel quantityCHECK VISUALLY
- Fuel filler capSECURE
- Pitot tube cover.....REMOVE & CHECK FOR STOPPAGE
- Stall warning opening.....CHECK
- Fuel tank vent openingCHECK FOR STOPPAGE
- Wing tie-down.....DISCONNECT
- AileronCHECK FREEDOM OF MOVEMENT & SECURITY

	<p><i>When you have any doubts during the pre-flight walk around or you found any faults, cracks, nicks, leakages or any other defects that in your opinion could adversely affect the safety of the flight, do not attempt to fly and refrain until your doubts are clarified.</i></p> <p>Contact with DTO's HT or ADMINISTRATION and report the failure.</p>
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BEFORE STARTING ENGINE

Pre-flight inspectionCOMPLETE
Flight authorization (OFP).....COMPLETED & SIGNED
Passenger briefing.....COMPLETE
ATC clearance & start-up (if required).....RECEIVED
Seats, seat belts, shoulder harnesses.....ADJUST and LOCK
BrakesTEST and SET
Circuit breakersCHECK IN
Radios and electrical equipmentOFF
Beacon & NAV lightsON
Fuel shutoff valveON

STARTING ENGINE

PrimeAS REQUIRED (3 for cold, 1 or none for hot)
Carburetor heatCOLD
ThrottleOPEN ½ INCH (CLOSED if engine is warm)
MixtureRICH
Propeller areaCLEAR
Master switchON
Ignition switchSTART (release when engine starts)
ThrottleADJUST for 1000 RPM
Oil pressureCHECK



FLOODED START

MixtureCUT OFF
Throttle.....FULL OPEN
StarterCRANK ENGINE THROUGH
SEVERAL REVOLUTIONS

	<i>Repeat starting procedure without any additional priming.</i>
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AFTER START

Avionic master.....ON
Radios and transponderON / SET / CHECKED
Flaps.....RETRACTED
MixtureRICH (lean at or above 3000')

TAXI

LDG lightON
BrakesCHECKED
Flight instruments.....CHECKED



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*Before takeoff checklist can be completed before taxi, but for engine run-up (**IN RED ÍTEMS**) ensure that **oil temperature** is in a green range.*

BEFORE TAKEOFF

- Parking brakeSET
Cabin doors.....CLOSED and LATCHED
Flight controlsFREE & CORRECT
Flight instruments.....CHECK and SET
Fuel shutoff valve.....CHECK ON
MixtureRICH (below 3000 feet)
Elevator trim.....SET FOR TAKEOFF
Throttle1700 RPM
MagnetosCHECK
RPM drop should not exceed 125 RPM on either magneto or 50 RPM differential between magnetos
Carburetor heat.....CHECK (for RPM drop)
Engine instruments and ammeter.....CHECK
ThrottleCHECK SLOW IDLE
ThrottleRESET 1000 RPM
Throttle friction lockADJUSTED
Radios, naiads and avionicsSET / CHECKED
Wing flapsSET FOR TAKEOFF A/R
Departure briefing.....COMPLETE
Takeoff safety briefing.....COMPLETE



LINE UP

Pitot heat.....A/R
Instruments.....CHECK ALIGNMENT
Lights (nav, beacon and ldg lght)ON
Transponder/trimALT/TAKEOFF
AltimeterWITHIN TOLERANCE



Select the take-off technique as required according to POH.

Normal takeoff:

Wing flaps0 or 10°
Rotation50 KIAS
Climb speed65-75 KIAS

Short-field takeoff:

Wing flaps10°
BrakesAPPLY
Throttle.....FULL OPEN
Brakes.....RELEASE
Climb speed54 KIAS
Flaps.....RETRACT after reaching 60 KIAS

ROLLING CHECKS

PowerSTATIC BETWEEN 2280-2380 RPM
EngineOIL TEMP and PRESSURE GREEN
AirspeedALIVE



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AFTER TAKEOFF

FlapsRETRACTED
Power.....SET
Temperature and pressureCHECKED
LDG light.....OFF
MixtureA/R

ENROUTE CLIMB

Airspeed70 - 80 KIAS
Throttle.....FULL OPEN
Mixture.....RICH below 3000 feet
LEAN above 3000 feet

CRUISE


Power1900 - 2550 RPM
Elevator trimADJUST
MixtureLEAN
Fuel quantity.....CHECK IN REGULAR INTERVALS

DESCENT

Carburetor heat FULL HEAT A/R
Power AS DESIRED
Mixture ADJUST
(full rich for idle power)

BEFORE LANDING

Seats, seat belts, shoulder harnesses ADJUST and LOCK
Mixture RICH
Carburetor heat ON
LDG light ON

	<p>Select the landing technique as required according to POH.</p> <p>Normal landing:</p> <p>Wing flaps AS DESIRED Approach speed 60-70 KIAS</p> <p>Short-field landing:</p> <p>Wing flaps 30° Approach speed 55 KIAS Brakes APPLY HEAVILY Wing flaps RETRACT</p>
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FINAL

Pitch & trimA/R
FlapsA/R
Carburetor heat.....COLD
Clearance (if controlled aerodrome)OBTAINED

BALKED LANDING

Throttle.....FULL OPEN
Carburetor heat.....COLD
Wing flaps.....RETRACT TO 20°
Airspeed55 KIAS
Wing flapsRETRACT (ONE STAGE AT A TIME)

AFTER LANDING

Carburetor heatCOLD
Wing flaps.....UP
Transponder.....STBY
Trim.....NEUTRAL



SECURING AIRPLANE

- Throttle1000 RPM
- Parking brakeSET
- LDG & NAV lightsOFF
- Radios and transponderOFF
- Avionics masterOFF
- Mixture.....IDLE CUT-OFF (pull full out)
- Ignition switchOFF ONCE ENGINE STOPPED
& KEYS REMOVED
- Master switchOFF
- Engine hoursNOTIFY
- Control lockINSTALL
- Pitot cover and wheel chocks.....INSTALL
- Tie down.....SECURE (if necessary)

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11. EMERGENCY PROCEDURES CHECKLISTS

11.1. AIRSPEEDS FOR EMERGENCY OPERATION

Engine failure after take off	60 KIAS
Manoeuvring speed at 1670 lbs (757 kgs)	104 KIAS
1500 lbs (680 kgs)	98 KIAS
1350 lbs (612 kgs)	93 KIAS
Maximum glide	60 KIAS
Precautionary landing with engine power	55 KIAS
Landing without engine power	65 KIAS (flaps up)
	60 KIAS (flaps down)

11.2. ENGINE FAILURES

ENGINE FAILURE DURING TAKE OFF ROLL

Throttle	IDLE
Brakes	APPLY
Wing flaps	RETRACT
Mixture	IDLE CUT-OFF
Ignition switch	OFF
Master switch	OFF



ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF

Airspeed	60 KIAS
Mixture	IDLE CUT-OFF
Fuel shutoff valve	OFF
Ignition switch	OFF
Wing flaps	A/R
Master switch.....	OFF

ENGINE FAILURE DURING FLIGHT (RESTART)

Airspeed	60 KIAS
Carburetor heat	ON
Primer	IN and LOCKED
Fuel shutoff valve	ON
Mixture	RICH
Ignition switch.....	BOTH (or start if propeller stopped)

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11.3. FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

Airspeed	65 KIAS (flaps UP)
	60 KIAS (flaps DOWN)
Mixture	IDLE CUT-OFF
Fuel shutoff valve	OFF
Ignition switch	OFF
Wing flaps	A/R (30° recommended)
Master switch	OFF
Doors	UNLATCH PRIOR TO TOUCHDOWN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

Airspeed	60 KIAS
Wing flaps	10°
Selected field	FLY OVER
<i>Note terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.</i>	
Radios and electrical switches	OFF
Wing flaps	30° (on final approach)
Airspeed	55 KIAS



11.4. FIRES

DURING START ON GROUND

Cranking.....CONTINUE

to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.

If engine starts:

Power1700 RPM for a few minutes

Engine.....SHUTDOWN and inspect for damage

If engine fails to start:

Throttle.....FULL OPEN

MixtureIDLE CUT OFF

Cranking.....CONTINUE in an effort to obtain a start

Fire extinguisher.....OBTAIN

Engine.....SECURE

Master switch.....OFF

Ignition switch.....OFF

Fuel shutoff valveOFF

Fire.....EXTINGUISH

using fire extinguishers, wool blanket, or dirt

Fire damage.....INSPECT

Repair damage or replace damaged components or wiring before conducting another flight.



ENGINE FIRE IN FLIGHT

- Mixture IDLE CUT-OFF
- Fuel shutoff valve OFF
- Master switch OFF
- Cabin heat and air OFF (except wing root vents)
- Airspeed 85 KIAS

If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.

- Forced landing EXECUTE
(as described in Emergency Landing Without Engine Power)

ELECTRICAL FIRE IN FLIGHT

- Master switch OFF
- All other switches OFF (except ignition switch)
- Vents / cabin air / heat CLOSED
- Fire extinguisher ACTIVATE

WARNING

After discharging an extinguisher within a closed cabin,
ventilate cabin.

If fire appears out and electrical power is necessary for continuation of a flight:

- Master switch ON
- Circuit breakers CHECK for faulty circuit, do not reset



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Radio / electrical switchesON one at a time
with delay after each until short circuit is localized
Vents / cabin air / heatOPEN
when it is ascertained that fire is completely extinguished

CABIN FIRE

Master switch.....OFF
Vents / cabin air / heatCLOSED (to avoid drafts)
Fire extinguisherACTIVATE

WARNING

After discharging an extinguisher within a closed cabin,
ventilate cabin.

Land the aeroplane as soon as possible to inspect for damage.

WING FIRE

Navigation light switchOFF
Pitot heat switchOFF

*Perform a side slip to keep the flames away from the fuel tank and
cabin, and land as soon as possible, with flaps retracted.*



12. ABNORMAL PROCEDURES CHECKLISTS

ICING

Pitot heat switchON

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

Cabin heat controlFULL OUT

ThrottleOPEN

Watch for signs of carburetor air filter ice and apply carburetor heat as required. Plan landing at nearest airport. With rapid ice built-up, select a suitable „off airport“ landing site.

MixtureLEAN FOR MAX RPM

Wing flapsRETRACTED

Left windowOPEN

and scrap ice from windshield if practical.

Land approach using forward slip for improved visibility. Approach at 65 to 75 KIAS depending on amount of ice accumulation. Perform a landing in level attitude.

LANDING WITH A FLAT MAIN TYRE

Wing flapsAS DESIRED

ApproachNORMAL

TouchdownGOOD TYRE FIRST

hold aeroplane off flat tyre as long as possible with aileron control.



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LANDING WITHOUT ELEVATOR CONTROL

Trim.....SET
Airspeed55 KIAS
Flaps20°
PowerADJUST
use to control glide angle, **do not change elevator trim control**

12.1. ROUGH ENGINE OPERATION OR LOSS OF POWER

CARBURETOR ICING

Throttle.....FULL
Carburetor heat knobPULL FULL OUT
MixtureLEAN for max RPM/as desired

NOTE

If conditions require the continued use of carburetor heat in cruise flight, use the minimum amount of heat necessary to prevent ice from forming.

SPARK PLUG FOULING

Ignition switchTURN from BOTH to L or R
MixtureLEAN FOR CRUISE
If the problem persists:
MixtureRICH



If this does not solve the problem, land at the nearest airport for repairs using the BOTH position of the ignition switch unless extreme roughness dictates the use of a single ignition position.

MAGNETO MULFUNCTION

Ignition switchTURN from BOTH to L or R

MixtureRICH

Land at nearest airport.

LOW OIL PRESSURE

Oil pressure gauge.....CHECK

If oil temperature rises, engine failure may be imminent.

PowerREDUCE

Land immediately.

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12.2. ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER EXCESSIVE RATE OF CHARGE

AlternatorOFF
Alternator circuit breakerPULL
Nonessential electrical equipment.....OFF
Flight TERMINATE as soon as practical

LOW-VOLTAGE LIGHT ILLUMINATES IN FLIGHT

Ammeter indicates discharge

RadiosOFF
Alternator circuit breakerCHECK IN
Master switch.....OFF (both sides)
Master switchON
Low-Voltage lightCHECK OFF
RadiosON

If low-voltage light illuminates again:

AlternatorOFF
Nonessential electrical equipment.....OFF
Flight TERMINATE as soon as practical

13. OPERATIONAL INFORMATION

13.1. LIGHT SIGNALS

SIGNAL	A/C in <u>FLIGHT</u>	A/C on <u>GROUND</u>
<p><u>Flashing</u> WHITE</p>	<p>Land at this airport and proceed to apron <i>(This is not a clearance to either land or taxi. Clearances to land and taxi will follow).</i></p>	<p>Return to starting point on airport</p>
<p><u>Steady</u> GREEN</p>	<p>Cleared to land</p>	<p>Cleared for takeoff</p>
<p><u>Flashing</u> GREEN</p>	<p>Return for landing</p>	<p>Cleared to taxi</p>
<p><u>Steady</u> RED</p>	<p>Give way to other aircraft and continue circling</p>	<p>STOP</p>
<p><u>Flashing</u> RED</p>	<p>Airport unsafe, do not land</p>	<p>Taxi clear of the runway</p>
<p><u>Alternating</u> RED&GREEN</p>	<p>Exercise extreme caution</p>	<p>Exercise extreme caution</p>



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13.2. INTERCEPTION PROCEDURES

INTERCEPTING AIRCRAFT SIGNALS			
Intercepting Aircraft Signal	Meaning	Intercepted Aircraft Response	Meaning
<p>Rocks wings; after acknowledgement initiates a slow level turn, typically to the left, into the desired heading.</p>	<p><i>You have been intercepted</i></p>	<p>Rocks wings, follows intercepting aircraft's lead.</p>	<p><i>I understand and will comply.</i></p>
<p>Night operations = flashing of navigation lights.</p>		<p>Night = flash navigation lights.</p>	
<p>Performs an abrupt breakaway maneuver with a climbing 90 degree turn without crossing the intercepted aircraft's flight path.</p>	<p><i>You may proceed</i></p>	<p>Rocks wings</p>	<p><i>I understand and will comply</i></p>
<p>Circles airport, lowers landing gear, and files over runway in the direction of landing.</p>	<p><i>Land at this airport</i></p>	<p>Lowers landing gear, follows intercepting aircraft and lands if runway is safe</p>	<p><i>I understand and will comply</i></p>
<p>Night = additionally turns on landing lights</p>		<p>Night = turn on landing light</p>	



INTERCEPTED AIRCRAFT SIGNALS			
Intercepted Aircraft Signal	Meaning	Intercepting Aircraft Response	Meaning
Raises landing gear while flying over runway between 1000' and 2000' and continues to circle airport.	<i>This airport is inadequate</i>	If the intercepted aircraft is required to go to an alternate airport, intercepting aircraft will raise landing gear and use intercept procedures.	<i>Understood, follow me.</i>
Night operations = intercepted aircraft will flash landing lights while passing over runway.		To release the intercepted aircraft, the intercepting aircraft will perform a breakaway maneuver.	<i>Understood, you may proceed.</i>
Pilot switches all available lights on and off at regular intervals.	<i>Cannot comply.</i>	Performs breakaway maneuver.	<i>Understood.</i>
Pilot switches all available lights on and off at irregular intervals.	<i>In distress.</i>	Performs breakaway maneuver.	<i>Understood.</i>



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