

**ENR 1.12 Interception Of Civil Aircraft****1. Interception of Civil Aircraft**

1.1. An aircraft which is intercepted by another aircraft shall immediately:

- a) Follow the instruction given by the intercepting aircraft, interpreting and responding to visual signals in accordance with those listed at 2 below,
- b) Notify, if possible, the appropriate air traffic services unit,
- c) Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5MHz using the call sign "INTERCEPTED AIRCRAFT" and giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243MHz,
- d) If equipped with SSR transponder, select Mode A, code 7700 unless otherwise instructed by the appropriate air traffic services unit.

1.2. If the radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations and transmitting each phrase twice: -

| PHRASE    | PRONUNCIATION | MEANING                     | PHRASE            | PRONUNCIATION      | MEANING                           |
|-----------|---------------|-----------------------------|-------------------|--------------------|-----------------------------------|
| CALL-SIGN | KOLSA-IN      | My call sign is (call-sign) | MAYDAY            | MAYDAY             | I am in distress                  |
| WILCO     | VILL-CO       | Understood                  | HIJACK            | HIJACK             | I have been hijacked              |
| CAN NOT   | KANN-NOT      | Unable to comply            | LAND (name place) | LAAND (name place) | I request to land at (name place) |
| REPEAT    | REE-PEET      | Repeat your instruction     | DESCEND           | DEE SEND           | I require descent                 |
| AM LOST   | AM LOSST      | Position unknown            |                   |                    |                                   |

The following phrases are expected to be used by aircraft in the circumstances described above (ICAO Annex, 2, Attachment A refers):

| PHRASE    | PRONUNCIATION | MEANING                |
|-----------|---------------|------------------------|
| CALL-SIGN | KOLSA-IN      | What is your call sign |
| FOLLOW    | FOL-LO        | Follow me              |
| DESCEND   | DEE-SEND      | Descend for landing    |
| YOU LAND  | YOU LAAND     | Land at this aerodrome |
| PROCEED   | PRO-SEED      | You may proceed        |

*Note: UNDERLINED SYLLABLES SHOULD BE EMPHASISED*

1.3. If any instruction received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.4. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

NOTE: The word "interception" in this context does not include intercept and escort service provided

on request to an aircraft in distress, in accordance with search and rescue procedures.

## 2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

### 2.1. Signals Initiated By Intercepting Aircraft And Responses By Intercepted Aircraft.

| SERIES | INTERCEPTING AIRCRAFT SIGNALS  | MEANING  | INTERCEPTED AIRCRAFT RESPONDS   | MEANING                         |
|--------|--|--|---|---------------------------------|
| 1      | <p>DAY: Rocking wings from a position in front and, normally to the left of intercepted aircraft and after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT: Same and, in addition flashing navigational lights at irregular intervals.</p> <p>Note 1: Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right.</p> <p>Note 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p> | <p>You have been intercepted<br/>Follow me</p> | <p>AEROPLANES:<br/>DAY – Rocking wings and following.</p> <p>NIGHT- Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS DAY or NIGHT- Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p>Note- Additional action required to be taken by intercepted aircraft is prescribed in ENR 1-30.</p>                  | <p>Understood, will comply.</p> |
| 2      | <p>DAY or NIGHT- An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>  | <p>You may proceed</p>                         | <p>AEROPLANES: DAY or NIGHT- Rocking wings<br/>HELICOPTERS DAY or NIGHT- Rocking Aircraft.</p>  | <p>Understood, will comply.</p> |
| 3      | <p>DAY- Circling aerodrome, lowering landing gear and over-flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area</p> <p>NIGHT: Same and, in addition, showing steady landing lights.</p>  | <p>Land at this aerodrome</p>                  | <p>AEROPLANES DAY- Lowering landing gear, following the intercepting aircraft and, if after over flying the runway landing is considered safe, proceeding to land</p> <p>NIGHT- Same and, in addition showing steady landing lights (if carried).</p> <p>HELICOPTERS: DAY or NIGHT – Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p> | <p>Understood, will comply</p>  |

2.2. Signals Initiated By Intercepted Aircraft And Responses By Intercepting Aircraft.

| SERIES | INTERCEPTED AIRCRAFT SIGNALS   | MEANING                                      | INTERCEPTING AIRCRAFT RESPONDS   | MEANING   |
|--------|--|--|--|---|
| 4      | <p>AEROPLANES: DAY- Raising landing gear while passing over landing runway at a height exceeding 300m (1,000ft) but not exceeding 600m (2,000ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT – Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000ft) but not exceeding 600m (2,000ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p> | Aerodrome you have designated is inadequate. | <p>DAY or NIGHT- If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p> | <p>Understood, follow me.</p> <p>Understood, you may proceed.</p> |
| 5      | <p>AEROPLANES; DAY or NIGHT-</p> <p>Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>  | Cannot comply                                | DAY or NIGHT- Use Series 2 signals prescribed for intercepting aircraft.   | Understood.   |
| 6      | <p>AEROPLANES; DAY or NIGHT-</p> <p>Irregular flashing of all available lights.</p> <p>HELICOPTERS: DAY or NIGHT- Irregular flashing of all available lights.</p>  | In distress                                  | DAY or NIGHT; Use Series 2 signals prescribed for intercepting aircraft.   | Understood.   |

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