

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT**1. INTERCEPTION PROCEDURES**

The pilot-in-command of an intercepted aircraft shall:

- a. immediately follow the instructions given by the intercepting aircraft confirming the receipt of signals-commands by using appropriate signals-responses;
- b. notify the appropriate ATS unit;
- c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercepting control unit, by marking a general call on the 121.5 MHZ emergency frequency, and if no contact has been established, repeat its call on the 243 MHZ emergency frequency, giving its identity (call sign) and position and the nature of the flight;
- d. if an aircraft is equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate ATS unit.

If 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 instruction by using the following phrases:

Phrase	Pronunciation	Meaning
WILCO	VILL-KO	Understood, will comply
CAN NOT	KANN-NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM-LOSST	Position unknown
MAYDAY	MAY-DAY	I am in distress
LAND (place name)	LAAND (place name)	I require to land at (place name)
DESCEND	DEE-SEND	I require descent

During interception, the intercepting control unit and the intercepting aircraft shall attempt to establish two-way communication with the intercepted aircraft in a common language on the 121.5 MHZ emergency frequency.

If radio contact with the intercepted aircraft is established but communication in a common language is not possible, the intercepting aircraft shall use the following phrases:

Phrase	Pronunciation	Meaning
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU-LAAND	Land at this aerodrome
PROCEED	PRO-CEED	You may proceed

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

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals - command of intercepting aircraft and signals-responses by intercepted aircraft.

Series	Signals of intercepting aircraft		Responses by intercepted aircraft	
	Meaning	Actions by intercepting aircraft	Meaning	Actions by intercepted aircraft
1	You have been intercepted, follow me	AEROPLANES and HELICOPTERS:	Understood, will comply	AEROPLANES:
		DAY – Rocking winds (rocking aircraft) from a position slightly above and ahead of, and normally to the left of the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading		DAY – Rocking wings and following the intercepted aircraft NIGHT - Same actions as by day and, in addition, flashing navigational and landing (if carried) lights at irregular intervals
		NIGHT – Same actions as by day and, in addition, flashing navigational and landing (if carried) lights at irregular intervals		HELICOPTERS: DAY OR NIGHT - Rocking aircraft, flashing navigational and landing lights at irregular intervals and following the intercepted aircraft
		NOTES:		
		1 -Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of the intercepted aircraft and to make the subsequent turn to the right		
		2 -If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is excepted to fly a series of race-track patterns (two 180° turns) and to rock wings (aircraft) each time it passes by the intercepted aircraft		
2	You may proceed	AEROPLANES and HELICOPTERS:	Understood, will comply	AEROPLANES:
		DAY OR NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90° or more without crossing the line of flight of the intercepted aircraft		DAY OR NIGHT - Rocking wings HELICOPTERS: DAY OR NIGHT - Rocking aircraft.

Series	Signals of intercepting aircraft		Responses by intercepted aircraft	
	Meaning	Actions by intercepting aircraft	Meaning	Actions by intercepted aircraft
3	Land at this aerodrome	AEROPLANES and HELICOPTERS:	Understood, will comply	AEROPLANES:
		DAY - Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the aerodrome (the helicopter landing area)		DAY – lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land NIGHT - Same as in daytime and, in addition, showing steady landing lights
		NIGHT – Same as in daytime and, in addition, showing steady landing lights		HELICOPTERS: DAY OR NIGHT - Following the intercepting aircraft and proceeding to land, showing steady landing lights.

Signals of Intercepted Aircraft And Signals-Responses of Intercepting Aircraft.

Series	Signals of intercepted aircraft		Responses by intercepting aircraft	
	Meaning	Actions by intercepted aircraft	Meaning	Actions by intercepting aircraft
4	The aerodrome designated from you does not correspond to the type of an aircraft and is inadequate for landing.	AEROPLANES:	Understood, follow me	AEROPLANES:
		DAY – Retracting the under-carriage over the runway at a height exceeding 300m but not exceeding 600m above the aerodrome level, and continuing to circling the aerodrome. NIGHT – Flashing landing lights while passing over the runway at a height exceeding 300 m but not exceeding 600 m above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.		DAY OR NIGHT - If it is required that the intercepted aircraft should follow intercepting aircraft to an alternate aerodrome, the intercepting aircraft retracts the under-carriage and uses the Series 1 signals prescribed for intercepting aircraft.
		HELICOPTERS:		HELICOPTERS:

Series	Signals of intercepted aircraft		Responses by intercepting aircraft	
	Meaning	Actions by intercepted aircraft	Meaning	Actions by intercepting aircraft
		DAY - Passing over the aerodrome (helicopter landing area) at a height exceeding 50m but not exceeding 100m above the aerodrome (helicopter landing area) level and continuing to circling. NIGHT – Flashing landing and navigational lights while passing over the aerodrome (helicopter landing area) at a height exceeding 50m but not exceeding 100m above the aerodrome (helicopter landing area) level and continuing to circling.		DAY OR NIGHT - If it is required that the intercepted aircraft should follow intercepting aircraft to an alternate aerodrome, (helicopter landing area) the intercepting aircraft uses the Series 1 signals prescribed for intercepting aircraft.
			Understood, you may proceed	AEROPLANES AND HELICOPTERS: DAY OR NIGHT - If it is decided to let intercepted aircraft proceed, the intercepting aircraft uses the Series 2 signals for intercepting aircraft.
5	Cannot comply	AEROPLANES and HELICOPTERS:	Understood	AEROPLANES and HELICOPTERS:
		DAY OR NIGHT - Regular switching on and off of all running lights but in such a manner to be distinct from flashing lights.		DAY OR NIGHT - Use the Series 2 signals prescribed for intercepting aircraft.
6	In distress	AEROPLANES and HELICOPTERS:	Understood	AEROPLANES and HELICOPTERS:
		DAY OR NIGHT - Irregular flashing of all available lights.		DAY OR NIGHT - Use the Series 2 signals prescribed for intercepting aircraft