# ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

## 1. Principle

An ACFT equipped with ACAS which is being intercepted, may perceive the interceptor as a collision threat and thus initiate an avoidance manoeuvre in response to an ACAS resolution advisory. Such a manoeuvre might be a potential danger to other civil ACFT and/or misinterpreted by the interceptor as an indication of unfriendly intentions. It is important, therefore, that the crew of intercepting ACFT equipped with a SSR transponder, suppress the transmission of pressure-altitude information within a range of at least 20 NM of the ACFT intercepted.
The following procedures and visual SGL apply over the territory of Switzerland in the event of the interception of an ACFT.

## 2. Interception procedures

An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to **visual signals** in accordance with the specifications in the table A1 REF: 3. and in the table A2 REF: 4.;

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 **121.500 MHz**, 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 **243 MHz**;

d. if equipped with SSR transponder, select mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the table B1 REF: 4., transmitting each phrase twice.

If any instructions **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.

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.

The visual signals for use in the event of interception are detailed in the table A1 REF: 3. and in the table A2 REF: 4..

## 3. Signals for use in the event of interception

**Table A1**
**Signals initiated by intercepting aircraft and responses by intercepted aircraft**

| Series | INTERCEPTING aircraft signals | Meaning | INTERCEPTED aircraft responds | Meaning |
|---|---|---|---|---|
| 1 | DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.<br>*Note 1. - Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.*<br>*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 racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.* | You have been intercepted. Follow me. | DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.<br>*Note. - Additional action required to be taken by intercepted aircraft is prescribed* in 2. *b) c), d).* | Understood, will comply. |

| | | | | |
|---|---|---|---|---|
| 2 | 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. | You may proceed. | DAY or NIGHT - Rocking the aircraft | Understood, will comply |
| 3 | DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area. | Land at this aerodrome. | DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land. | Understood, will comply and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceed to land. |
| 4 | DAY or NIGHT - Discharge of flares (pyrotechnic device producing a bright white light and smoke visible from distance). | You did not comply with previous instructions. This is a warning shot. Comply with instructions or you might be shot down. | DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals; or signals as described in Table A2. | Understood, will comply; or meaning according to signals in Table A2. |

## 4. Signals initiated by intercepted aircraft and responses by intercepting aircraft

**Table A2**

| Series | INTERCEPTED aircraft signals | Meaning | INTERCEPTING aircraft responds | Meaning |
|---|---|---|---|---|
| 4 | DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate. | 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 (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.<br><br>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood, follow me.<br><br>Understood, you may proceed. |
| 5 | DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply. | DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
| 6 | DAY or NIGHT - Irregular flashing of all available lights. | In distress. | DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft. | Understood. |

**Table B1** (REF 2.):

| Phrases for use by INTERCEPTING aircraft | | | Phrases for use by INTERCEPTED aircraft | | |
|---|---|---|---|---|---|
| Phrase | Pronunciation 1. | Meaning | Phrase | Pronunciation 1. | Meaning |
| CALL SIGN | **KOL** SA-IN | What is your call sign? | CALL SIGN | **KOL** SA-IN | My call sign is 2. |
| FOLLOW | **FOL**-LO | Follow me | WILCO | **VILL**-KO | Understood. Will comply |
| DESCEND | DEE-**SEND** | Descend for landing | CAN NOT | **KANN** NOTT | Unable to comply |
| YOU LAND | **YOU LAAND** | Land at this aerodrome | REPEAT | REE-**PEET** | Repeat your instruction |
| PROCEED | PRO-**SEED** | You may proceed | AM LOST | **AM LOSST** | Position unknown |
| | | | MAYDAY | MAYDAY | I am in distress |
| | | | HIJACK 3. | **HI-JACK** | I have been hijacked |
| | | | LAND (place name) | LAAND | I request to land at (place name) |
| | | | DESCEND | DEE-**SEND** | I require descent |

1. Syllables to be emphasized are printed in bold.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3. Circumstances may nor always permit, nor make desirable, the use of the phrase “HIJACK“.

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