

APPENDIX 3. INTERCEPTION OF CIVIL AIRCRAFT

1. Action by intercepted aircraft

1.1. 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 Appendix 2;
- 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 121.5 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.

1.2. 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.

1.3. 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.

2. Radiocommunication during interception

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 Table 2.1 and transmitting each phrase twice:

3. Interception manoeuvres

Pilots of intercepting aircraft equipped with a secondary surveillance radar (SSR) transponder shall suppress the transmission of pressure-altitude information within a range of at least 20NM of aircraft being intercepted. This prevents the ACAS in the intercepted aircraft from using resolution advisories in respect of the interceptor, while the ACAS traffic advisory information will remain available.

Table 2.1

<i>Phrases for use by INTERCEPTING aircraft</i>			<i>Phrases for use by INTERCEPTED aircraft</i>		
<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>	<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN	<u>KOL</u> SA-IN	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	(call sign) ²	(call sign)	
DESCEND	DEE- <u>SEND</u>	Descend for landing	WILCO	<u>VILL</u> -KO	Understood
YOU LAND	<u>YOU</u> <u>LAAND</u>	Land at this aerodrome	Will comply		
PROCEED	PRO- <u>SEED</u>	You may proceed	CAN NOT	<u>KANN</u> NOTT	Unable to comply
			REPEAT	REE- <u>PEET</u>	Repeat your instruction
			AM LOST	<u>AM</u> <u>LOSST</u>	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK ³	<u>HI</u> - <u>JACK</u>	I have been hijacked
			LAND	LAAND	I request to land at
			(place name)	(place name)	(place name)
			DESCEND	DEE- <u>SEND</u>	I require descent

1. In the second column, syllables to be emphasized are underlined.

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 not always permit, nor make desirable, the use of the phrase "HIJACK".