

## ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

### 1. GENERAL

1.1 The following procedures and visual signals apply over the territory and territorial waters of Malaysia in the event of interception of an aircraft.

### 2. ACTION BY INTERCEPTED AIRCRAFT

2.1 An aircraft which is intercepted by another aircraft shall immediately:

- a) Follow the instruction given by the intercepting aircraft, interpreting and responding to the visual signals listed on page ENR 1.12 - 3
- 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 ATS unit.

2.2 If any instruction received by radio from any source 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.

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### 3. RADIO COMMUNICATION DURING INTERCEPTION

3.1 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 following phrases and pronunciations and transmitting each phrase twice:

Phrases for use by INTERCEPTING aircraft		
Phrase	Pronunciation 1	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?
FOLLOW	<u>FOL</u> -LO	Follow me
DESCEND	DEE- <u>SEND</u>	Descend for landing
YOU LAND	<u>YOU</u> <u>LAAND</u>	Land at this aerodrome
PROCEED	PRO- <u>SEED</u>	You may proceed

Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation *	Meaning
CALL SIGN (call sign) **	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
WILCO	<u>VILL</u> -KO	Understood. Will comply
CAN NOT	<u>KANN</u> NOTT	Unable to comply
REPEAT	REE- <u>PEET</u>	Repeat your instruction
AM LOST	<u>AM LOSST</u>	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK ***	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE- <u>SEND</u>	I require descent

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

\*\* The call sign required to be given is that used in radio telephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

\*\*\* Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

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

4.1 The visual signals are detailed in the table below.

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

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responses	Meaning
1.	<p><b>DAY OR NIGHT</b> - rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of helicopter) from a position slightly above and ahead of, and normally to the left of, the intercept aircraft (or to the right if the intercept aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of helicopter) on the desired heading.</p> <p><b>Note.</b> 1: Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction or turn given above in series 1.</p> <p><b>Note.</b> 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 the aircraft each time it passes the intercepted aircraft.</p>	You have been intercepted. Follow me	<p><b>DAY OR NIGHT</b> - rocking aircraft and flashing navigational lights at irregular intervals and following.</p> <p><b>Note.</b> Additional action required to be taken by intercepted aircraft is prescribed in Annex 2 - Rules of the Air, Chapter 3, para 3.8.</p>	Understood, will comply.
2.	<p><b>DAY or NIGHT:</b> An abrupt break-away 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>	You may proceed.	<b>DAY OR NIGHT</b> - Rocking the aircraft	Understood, will comply.
3.	<p><b>DAY OR NIGHT</b> - 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 helicopter, the intercepted helicopter makes a landing approach, coming to hover near to the landing area.</p>	Land at this aerodrome	<b>DAY OR NIGHT</b> - Lowering landing gear (if fitted), showing steady landing lights and following the intercepted aircraft and if, after overflying the runway in use or the helicopter landing area, landing is considered safe, proceed to land.	Understood, will comply.

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

<b>Series</b>	<b>Intercepted Aircraft Signals</b>	<b>Meaning</b>	<b>Intercepting Aircraft Responses</b>	<b>Meaning</b>
4.	<b>DAY OR NIGHT</b> - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 1,000 FT but not exceeding 2,000 FT (in the case of a helicopter, at a height exceeding 170 FT but not exceeding 330 FT) above the aerodrome level, and continued to circle runway in use or helicopter landing area. If unable to flash landing light, flashing any other lights available.	Aerodrome you have designated is inadequate	<b>DAY OR NIGHT</b> - 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 described for intercepting aircraft.  If it is decided to release the intercepted aircraft, the intercepting aircraft uses the series 2 signals prescribed for intercepting aircraft.	Understood, follow me.  Understood, you may proceed
5.	<b>DAY or NIGHT:</b> Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply	<b>DAY OR NIGHT</b> - use series 2 signals prescribed for intercepting aircraft.	Understood.
6.	<b>DAY OR NIGHT</b> - irregular flashing of all available lights.	In distress	<b>DAY OR NIGHT</b> - use series 2 signals prescribed for intercepting aircraft.	Understood.