

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

1.1 The following procedures and visual signals apply over the territory and territorial waters of Mauritius in the event of interception of an aircraft. 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 1 of ICAO Annex 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;

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice;

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign is (call sign)
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	MAYDAY	I am in distress
HIJACK ³	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE - SEND	I require descent

1. Syllables to be emphasized are printed in bold letters.
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 phrase “ HIJACK”.

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 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.

1.5 If 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.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE - SEND	Descent for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

1. Syllables to be emphasized are printed in bold letters.
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SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

<i>Series</i>	<i>INTERCEPTING Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTED Aircraft responds</i>	<i>Meaning</i>
1	<p>DAY - Rocking wings from a position in front and, normally to the left of intercepted aircraft and, after acknowledgment a slow level turn, normally to the left onto the desired heading.</p> <p>NIGHT - Same and, in addition, flashing navigation lights at irregular intervals.</p> <p><i>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.</i></p> <p><i>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 pattern and to rock its wings each time it passes the intercepted aircraft.</i></p>	<p>You have been intercepted. Follow me.</p>	<p><u>Aeroplanes</u> DAY - Rocking wings and following. NIGHT - Same and, in addition, flashing navigation lights at irregular intervals.</p> <p><u>Helicopter</u> DAY or NIGHT - Rocking aircraft, flashing navigation lights at irregular intervals and following.</p> <p><i>Note : Additional action are developed below..</i></p>	<p>Understood will comply.</p>
2	<p>DAY and NIGHT - An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of the intercepted aircraft.</p>	<p>You may proceed</p>	<p><u>Aeroplanes</u> DAY and NIGHT - Rocking wings</p> <p><u>Helicopters</u> DAY and NIGHT - Rocking aircraft</p>	<p>Understood will comply.</p>
3	<p>DAY - Circling aerodrome, lowering landing gear and overflying runway in direction of landing, or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.</p> <p>NIGHT - Same and, in addition, showing steady landing lights.</p>	<p>Land at this aerodrome.</p>	<p><u>Aeroplanes</u> DAY - Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</p> <p>NIGHT - same and, in addition, showing steady landing lights.</p> <p><u>Helicopters</u> DAY or Night - following the intercepting aircraft, and proceeding to land, showing a steady landing light (if carried).</p>	<p>Understood will comply</p>

Signals initiated by intercepted aircraft and responses by intercepting aircraft

<i>Series</i>	<i>INTERCEPTED Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTING Aircraft Responds</i>	<i>Meaning</i>
4	<p>Aeroplanes</p> <p>DAY - Raising landing gear when passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level and continuing to circle the aerodrome.</p> <p>NIGHT - Flashing landing lights while passing over landing runway at height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>	<p>Aerodrome you have designated is inadequate.</p>	<p>DAY and 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 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</p> <p>DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>	<p>Cannot comply.</p>	<p>DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.</p>	<p>Understood.</p>
6	<p>Aeroplanes and helicopters</p> <p>DAY or NIGHT - Irregular flashing of all available lights.</p>	<p>In distress.</p>	<p>DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft</p>	<p>Understood.</p>