

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT**1.12.1 Interception Procedures**

Interception of civil aircraft in Republic of Zambia is governed by the Aviation Act No 5 of 2016 and the Convention on International Civil Aviation, Chapter 3, 3.8 of the Annex 2 and Attachment A of that Annex.

1.12.1.1. The following procedures and visual signals apply over the land and territorial waters of Zambia. In the event of an aircraft being intercepted by another aircraft it shall immediately:

- a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in 3.3.15.2 of ZCARs Part 13 and Appendix1 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 121.5Mhz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat 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.

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

| Phrase | Pronunciation ¹ | Meaning |
|---------------------------------------|----------------------------|--------------------------------------|
| CALL SIGN (call sign) ² | KOL SA-IN (Call sign) | My call sign is (call sign) |
| WILCO | WIL-KO | Understood. Will comply |
| CANNOT | 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 the phrase "HIJACK".

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with ZCARs Part 12 Vol.2 Section 2 and Search and Rescue Manual (Doc 7333)

1.12.1.3. 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.

1.12.1.4. 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.

1.12.1.5. 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.

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

| Phrase | Pronunciation ¹ | Meaning |
|-----------|----------------------------|-------------------------|
| CALL SIGN | KOL SA-IN | What is your call sign? |
| FOLLOW | FOL -LO | Follow |
| DESCEND | DEE- SEND | Descend 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.**

1.12.2 Signals for use in the event of interception

Signals initiated by intercepting aircraft and responses by intercepted aircraftSeries

| Series | INTERCEPTING aircraft signals | Meaning | INTERCEPTED aircraft responds | Meaning |
|--------|--|---|---|---------------------------------|
| 1 | <p>DAY or NIGHT- Rocking aircraft wings 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.</p> <p>Note 1.-Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in series 1.</p> <p>Note 2.-If the intercepted aircraft is not able keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft wings each time it passes the intercepted aircraft.</p> | <p>You have been intercepted.</p> <p>Follow me.</p> | <p>DAY or NIGHT - Rocking aircraft wings, flashing navigational lights at irregular intervals and following.</p> <p>Note. - Additional action required to be taken by intercepted aircraft is prescribed in Annex 2,chapter 3, 3.8.</p> | <p>Understood, will comply.</p> |
| 2 | <p>DAY or NIGHT - 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> | <p>You may proceed.</p> | <p>DAY or NIGHT - Rocking the aircraft wings</p> | <p>Understood, will comply.</p> |

| Series | INTERCEPTING aircraft signals | Meaning | INTERCEPTED aircraft responds | Meaning |
|--------|---|--|---|---|
| 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 overfly the runway in use or helicopter landing area, landing is considered safe, proceeding to land. | Understood, will comply. |
| 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 300M (1000ft) but not exceeding 600M (2 000ft) (in the case of a helicopter, at a height exceeding 50M (170ft) but not exceeding 100M (330ft) above the aerodrome level, and continuing to circle runway in use or helicopter 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. 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 | 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. |