

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

Except for intercept and escort service provided on request to an aircraft, interception of civil aircraft shall take place by the State in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which ICAO Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft.

1 GENERAL

- 1.1 The procedure to be followed by the pilot-in-command of an intercepted aircraft and visual signals for use by intercepting and intercepted aircraft listed below are hereby notified for the purposes QCAR Rules of the Air, RA.11015 Interception.
- 1.2 Under Article 9 of the Convention on International Civil Aviation, each contracting State reserves the right for reasons of military necessity or public safety, to restrict or prohibit the aircraft of other States from flying over certain areas of its territory.
- 1.3 All unidentified aircraft within the airspace over territory and territorial waters of the State of Qatar may be intercepted by air defense fighters.
- 1.4 To avoid the interception of civil aircraft, adherence to flight plans and ATC procedures and the maintenance of a listening watch on the appropriate ATC frequency, make the possibility of interception highly improbable. If the identity of an aircraft is in doubt, all possible efforts will be made to secure identification through the appropriate Air Traffic Service Units.
- 1.5 In order to reduce the possibility of interception, aircraft can assist the process of identification by:
 - a) maintaining listening watch on the appropriate ATC frequency and on 121.5 MHz
 - b) in the case of transponder equipped aircraft complying with the transponder operating procedures specified in ICAO Doc 8168 - OPS Vol 1, Part III, Chapter 1, Section 3. "Secondary surveillance radar (SSR) transponder operating procedures"
 - c) in the absence of any ATC instructions, operate the transponder on Mode A Code 2000

2 ACTION TO BE TAKEN BY INTERCEPTED AIRCRAFT

- 2.1 Immediately follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in "ENR 1.12" item 4;
- 2.2 Notify, if possible, the appropriate air traffic services unit;
- 2.3 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 243.0 MHz;
- 2.4 If equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- 2.5 If equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

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 phrases and pronunciations in Table below and transmitting each phrase twice:

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 (call sign) ²	KOL SA – IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO (Will comply)	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 (place name)	I request to land at (place name)
			DESCEND	DEE - SEND	I require descent

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¹ Syllables to be emphasized are printed in bold letters. ² The call sign required to be given is that used in radio telephony communications with air traffic services units and corresponding to the aircraft's identification in the flight plan. ³ Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK"					

3.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by 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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4 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

4.1 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 case of a helicopter) on the desired heading. <i>Note 1. - Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i> <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 patterns and to rock the aircraft each time it passes the intercepted aircraft.</i>	You have been intercepted. Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.	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 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

4.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

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 the 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. 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.

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