

**ENR 1.12 Interception of Civil Aircraft**

**1. Interception Procedures**

*Note: The word interception does not include intercept and escort service provided, on request, to an aircraft in distress in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual (Doc 9731).*

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

An aircraft which is intercepted by another aircraft shall:

a) immediately follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Tables S11-1 and S11-2 below, having reference to Commission Regulation (EU) No 923/2012, point SE-RA.11015, Interception;

- 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 121.500 MHZ, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeat this call on the emergency frequency 243.000 MHZ;
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- e) 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.

**Table S 11-1 (SERA Regulation, pt. SERA.11015)**

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

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	<p>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 the right in the case of a helicopter) on the desired heading.</p> <p><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></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 patterns and to rock the aircraft each time it passes the intercepted aircraft.</i></p>	<p>You have been intercepted.</p> <p>Follow me.</p>	<p>DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	<p>Understood, will comply.</p>
2	<p>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 the intercepted aircraft.</p>	<p>You may proceed.</p>	<p>DAY or NIGHT - Rocking the aircraft.</p>	<p>Understood, will comply.</p>
3	<p>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/VTOL-capable aircraft, overflying the helicopter/VTOL-capable landing area. In the case of helicopters/VTOL-capable aircraft, the intercepting helicopter/VTOL-capable aircraft, makes a landing approach, coming to hover near to the landing area.</p>	<p>Land at this aerodrome.</p>	<p>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/VTOL-capable aircraft landing area, landing is considered safe, proceeding to land.</p>	<p>Understood, will comply.</p>

**Table S11-2 (SERA Regulation pt. SERA.11015)**

**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/VTOL-capable aircraft landing area at a height exceeding 300 M (1000 FT) but not exceeding 600 M (2000 FT) (in the case of a helicopter/VTOL-capable aircraft, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT)) above the aerodrome level, and continuing to circle runway in use or helicopter/VTOL-capable aircraft 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.

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.

1.4 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 S11-3, and transmitting each phrase twice.

Table S11-3 (SERA Regulation, pt. SERA.11015)

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation <sup>1</sup>	Meaning	Phrase	Pronunciation <sup>1</sup>	Meaning
CALL SIGN	<b>KOL</b> SA-IN	What is your call-sign?	CALL SIGN (call sign) <sup>2</sup>	<b>KOL</b> SA-IN (call sign)	My call sign is (call sign)
FOLLOW	<b>FOL</b> -LO	Follow me	WILCO	<b>VILL</b> -KO	Understood, will comply
DESCEND	DEE- <b>SEND</b>	Descend for landing	---		
			CAN NOT	<b>KANN</b> NOTT	Unable to comply
YOU LAND	<b>YOU</b> LAAND	Land at this aerodrome	REPEAT	REE- <b>PEET</b>	Repeat your instruction
			AM LOST	<b>AM</b> LOSST	Position unknown
PROCEED	PRO- <b>SEED</b>	You may proceed			
			MAYDAY	MAYDAY	I am in distress
			HIJACK <sup>3</sup>	<b>HI-JACK</b>	I have been hijacked
			LAND (Place name)	LAAND (Place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

<sup>1</sup> Syllables to be emphasized are printed in bold letters.

<sup>2</sup> 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.

<sup>3</sup> Circumstances may not always permit, nor make desirable, the use of the phrase 'HIJACK'.