

**ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT****1. INTERCEPTION PROCEDURES**

The following procedures and visual signals apply over the territory of Hungary in the event of interception of an aircraft:

**1.1. The Hungarian airspace is unlawfully used by an aircraft if it does not possess a permit defined by law required for crossing the border and/or does not meet the requirements or conditions.**

An aircraft operating within Budapest FIR may be intercepted and instructed to land:

- a. in case it violates the Rules of the Air in a flagrant way, and thus endanger the safety of air navigation;
- b. in case the identity (registry State) of aircraft - not bearing the identification signs defined in para (1) point a) of 6.§ of Air Navigation Act - cannot be visually identified;
- c. in case an aircraft is recognisably used for unlawful purposes;
- d. in case, there is a high possibility, that the aircraft is used for illegal transportation of different materials (weapons, drugs etc.);
- e. in case a foreign State aircraft uses the Hungarian airspace in an unlawful way.

The interception of aircraft using the airspace unlawfully and the adoption of the measures admissible according to international law - as a last resort instructing the aircraft to land - are carried out by the designated organisation of the HDF, on the initiative of the civil Air Traffic Services unit defined by a special rule of law.

Remark: The work "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the Search and Rescue Manual (Doc 7333).

**1.2 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.
- b. notify if possible, the appropriate air traffic services unit on the frequency designated to maintain radio communication or on the emergency frequency 121,5 MHZ;
- c. attempt to establish radio communication with 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;
- d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

**1.3 Radio communication procedures**

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 table below and transmitting each phrase twice.

**Phrase for use by INTERCEPTING aircraft:**

Phrases	Pronunciation	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome

Phrases	Pronunciation	Meaning
PROCEED	PRO - <b>SEED</b>	You may proceed

Phrase for use by INTERCEPTED aircraft:

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

Note:

- i. Syllables to be emphasized are printed in bold letters.
- ii. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".
- iii. The call sign required to be given is that used in radiotelephony communications with air traffic services unites and corresponding to the aircraft identification in the flight plan.

**2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION****2.1 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 acknowledgment, 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 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>DAY or NIGHT - Rocking aircraft, 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, item 3.8.</p>	Understood, will comply.
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>	You may proceed.	DAY or NIGHT - Rocking the aircraft.	Understood, will comply.

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 overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

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

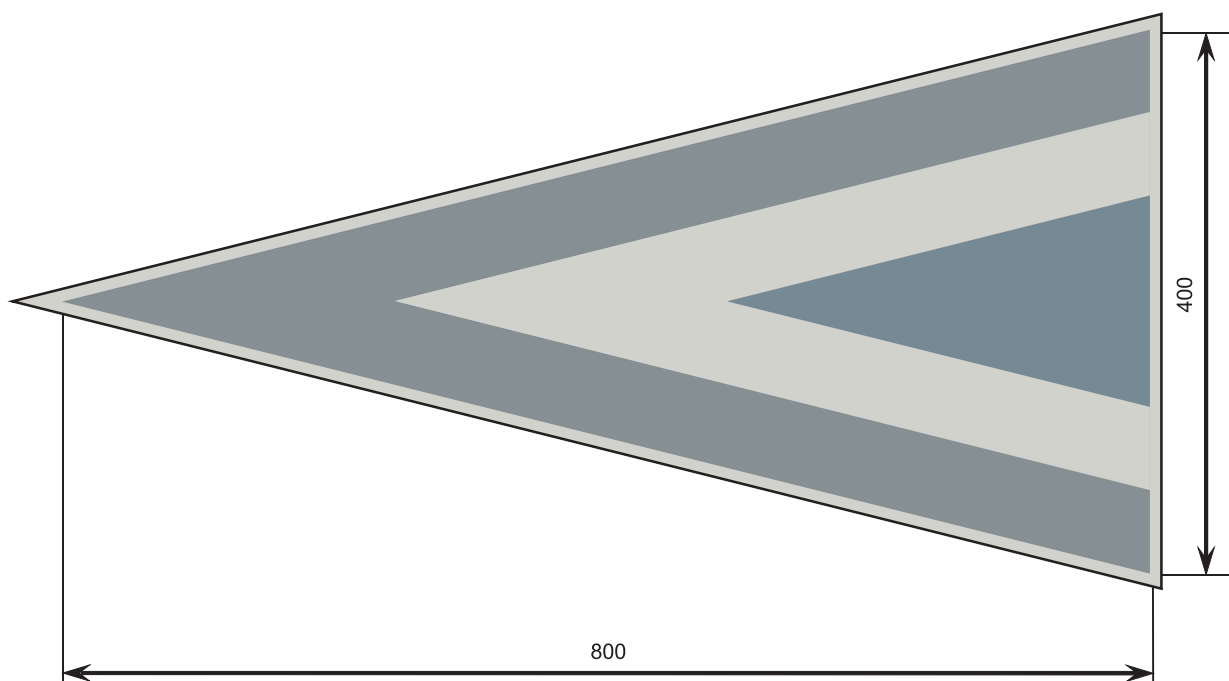
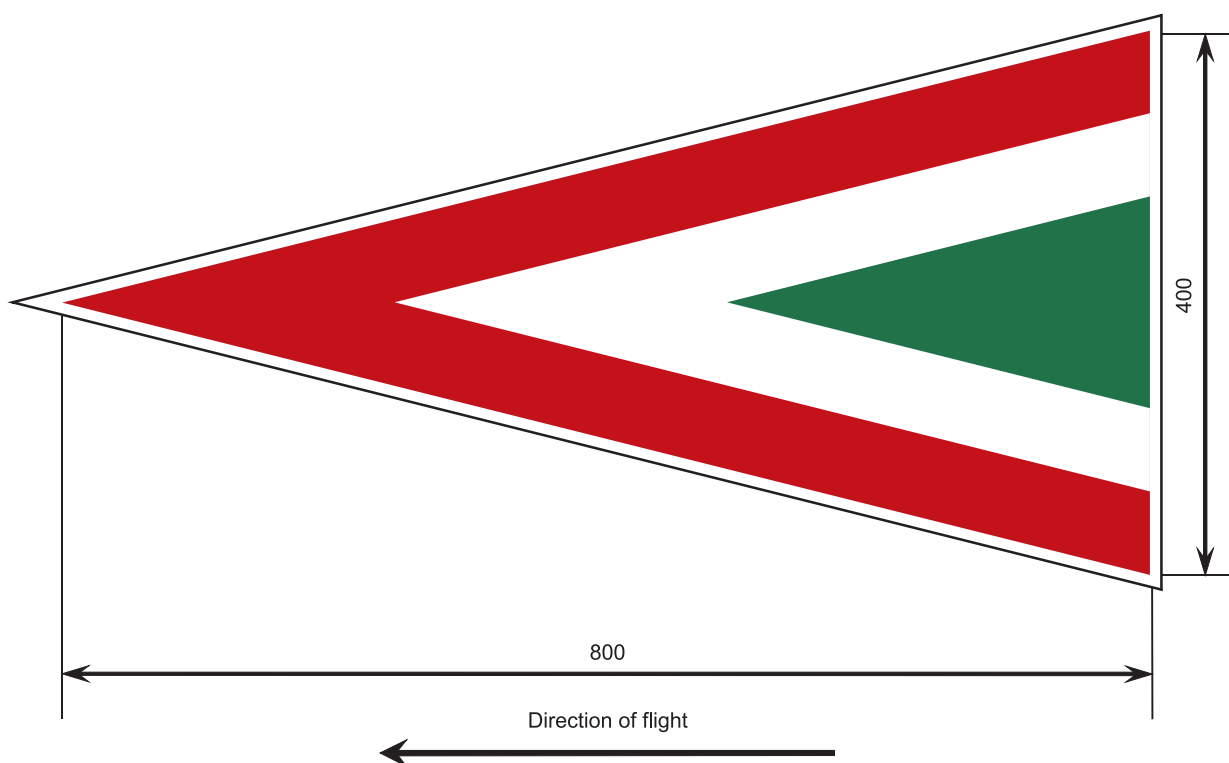
Series	INTERCEPTED aircraft responds	Meaning	INTERCEPTING aircraft signals	Meaning
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 1000 ft (300 m) but not exceeding 2000 ft (600 m) (in the case of a helicopter, at a height exceeding 170 ft (50 m) but not exceeding 330 ft (100 m)) above the aerodrome level, and continuing to circle 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. 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.

**3. MARKING APPLIED ON HUNGARIAN STATE AIRCRAFT**

3.1. The markings are of the Hungarian national colours (red, white, green) in a shape of an isosceles of a triangle where the height is twofold of the base, in a frame of 10 mm wide white strips.

In case of using low visible markings on an A/C the three basic colours of markings must be replaced with the shades of grey without changing its original base and size providing its visible conditions (see below).

3.2. The markings shall be applied on both wings (upper and lower surfaces) and as well as on the fin of an aeroplane, the vertex of the triangle pointing to the direction of flight.



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