

**ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT****1.12.1 Taiwan Air Defense Identification Procedures**

1. The boundary of Taiwan Air Defense Identification Zone:  
2100N 11730E – 2100N 12130E –  
2230N 12300E – 2900N 12300E –  
2900N 11730E – 2100N 11730E
2. All non-tactical aircraft flying over the high seas are required to maintain an altitude not lower than 4000FT, to fly within the designated airway(s) and, except when being vectored, to make instant position report when passing over the designated position reporting points.
3. All non-tactical aircraft flying inbound to the Taipei FIR are required to establish radio communication with the Taipei Area Control Center or Taipei Communication Center when entering the Taipei FIR boundary.
4. All non-tactical training or test-flight aircraft are required to maneuver within the designated training or test-flight airspace. In either case, the appropriate ATC permission shall be obtained prior to leaving the designated airspace.
5. Any non-tactical aircraft chartered for a special seaward mission is allowed to call "STAR GAZER" for Control Report Center directly on 121.5 MHz for position when deemed necessary.
6. Aircraft will be intercepted by the Republic of China Air Force (ROCAF) interceptors, if
  - a. Aircraft do not adhere to the Air Defense Identification Procedures or to the Air Traffic Control regulation and procedures.
  - b. Aircraft deviate from the current flight plan – fail to pass over a compulsory reporting point within 5 minutes of the estimated time over that point; deviate 20 NM from the centerline of the airway; or 2000FT difference from the assigned altitude; or any other deviations.
7. Following actions shall be taken when being intercepted by the ROCAF interceptors:
  - a. Follow the instruction given by the intercepting aircraft, interpreting and responding to visual signals. Do not perform any maneuver which may be construed as hostile; fly straight and level.
  - b. Notify, if possible, the appropriate air traffic services unit.
  - c. Tune radio receiver to the international emergency frequency immediately  
VHF: 121.5 MHz  
UHF: 243.0 MHz  
Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercepting control unit, by making a general call on the emergency frequency, giving the identity of the intercepted aircraft and the nature of the flight.
  - d. If direct radio communication can not be established with the ROCAF interceptors, comply strictly with the following visual signals given by the interceptors:
  - e. Unless otherwise instructed by the appropriate air traffic service unit, set transponder code on 7700.
8. The safety of aircraft under interception will be in jeopardy if they fail to obey the instruction given by the interceptor.
9. The Authority of the Republic of China will not be responsible for any damage to aircraft caused by the interceptor or from any other devices due to non-compliance with the Air Defense Identification Procedures, or the Air Traffic Control Regulation and Procedures.
10. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals or by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

11. Signals for Use In the Event of Interception

a. 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 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 racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.</p>	<p>You have been intercepted. Follow me.</p>	<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 article 52</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</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, 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.</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 landing area, landing is considered safe, proceeding to land.</p>	<p>Understood, will comply.</p>

## b. 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 300M (1000FT) but not exceeding 600M (2000FT) (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 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.	Understood, will comply.
			If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	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.

**1.12.2 Procedures For Aircraft In Flight When Taiwan Is Under Air Raid**

- After the air raid information has been received, Taipei Area Control Center will immediately broadcast through A/G frequencies, and notify Taipei Communication Center and all the first-class units of air traffic control and engineering branches of ANWS. The first-class units of ANWS will then notify all units under their jurisdiction. Broadcasts will be made through A/G frequencies by Taipei Communication Center and all the air traffic control units. Taipei Area Control Center and Taipei Communication Center will notify the adjacent Area Control Centers through point-to-point circuits in order to prohibit aircraft from entering the Taipei FIR as well as to control the Taiwan-bound aircraft. Aircraft that have already entered the Taipei FIR will be notified by Taipei Area Control Center to reverse course or divert away from the Taipei FIR, or otherwise land immediately at the aerodrome designated by ROCAF Air Control Center.
- Unless authorized by ROCAF Air Control Center, air traffic control units will refuse to issue departure and arrival clearance to aircraft.
- For aircraft that have changed their flight plan from IFR to VFR, the air traffic control unit will immediately notify the responsible civil air navigation facility to turn the appropriate radio navigational aid on or off according to the instruction from ROCAF Air Control Center.
- Taipei Area Control Center will notify ROCAF Air Control Center of the activities of all aircraft in flight and conditions of the navigation aids, or pass the requests made by international or local civil aircraft for approval.
- Taipei Area Control Center will notify aircraft flying away from the Taipei FIR the air raid information.
- Taipei Area Control Center will notify ROCAF Air Control Center flight plans of aircraft that could not divert because of special situations. Notify the above mentioned aircraft to set their frequencies to 121.5MHz or 234.0MHz and listen to ROCAF Air Control Center for further information.
- Aircraft that land at an aerodrome other than its destination because of the air raid must file a new flight plan after the air raid has ended.

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