



Brunei Department of Civil Aviation
FLIGHT OPERATIONS DIRECTIVE
Number: FOD-2026/006
Issued: 10 September 2026

BRUNEI DCA DIRECTIVE OF THE REQUIREMENTS FOR AIR OPERATORS TO COMPLY WITH INTERCEPTION ORDERS FROM OTHER STATES

1. Introduction

- 1.1. This Flight Operations Directive (FOD) details the Brunei DCA requirements for any civil aircraft under its registry or operated by its air operators to comply with interception orders from other states.
- 1.2. This directive is issued in the interest of making provision for aircraft interception to ensure compliance to ICAO Annex 2.

2. Aircraft interception measures

- 2.1. The pilot-in-command of a civil aircraft, when intercepted, 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;
 - 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 121,5 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 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 S11-1 Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INERCEPTING 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 the case of a helicopter) on the desired heading. <i>Note 1</i> <i>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</i> <i>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	You may proceed.	DAY or NIGHT – Rocking the aircraft.	Understood, will comply.

	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.			
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.

Table S11-2 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	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	Understood, follow me. Understood, you may proceed.

	continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.		intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	
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.

- 2.2. 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.
- 2.3. 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.
- 2.4. 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

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation (1)	Meaning	Phrase	Pronunciation (1)	Meaning
			AM LOST	<u>AM LOSST</u>	Position Unknown
PROCEED	PRO- <u>SEED</u>	You may proceed			
			MAYDAY	MAYDAY	I am in distress
			HJACK (3)	<u>HI-JACK</u>	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

(1) In the second column, the syllables to be emphasized are underlined.

(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'.

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN (call sign) (2)	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO	<u>VILL</u> -KO	Understood
DESCEND	DEE- <u>SEND</u>	Descend for landing	Will comply		
			CAN NOT	<u>KANN</u> NOTT	Unable to comply
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome	REPEAT	REE- <u>PEET</u>	Repeat your instruction

3. Queries

- 3.1. Any queries or further guidance required as a result of this directive should be addressed to flightops.regulatory@dca.gov.bn, Tel: +6732330142, Fax: +6732345345.

4. Amendment, revocation and suspension

- 4.1. This Directive FOD-2026/004 will remain in force effective 10 September 2026 unless revoked or suspended by the Director of Civil Aviation, Negara Brunei Darussalam.
- 4.2. This Directive, FOD-2026/006, shall supersede and replace Directive FOD-2026/004 dated 17 August 2026 in its entirety. Accordingly, Directive FOD-2026/004 is hereby repealed and shall cease to have any force or effect from the effective date of this Directive.

Signature:

MOHAMAD AZLAN MOHAMMAD JUNAIDI

Acting Director of Civil Aviation



Official Stamp