

**SUBJECT:**

**INTERCEPTION OF CIVIL AIRCRAFT**

**EFFECTIVE DATE:**

December 1 2008

**CANCELLATION:**

**Nil.**

**GENERAL:**

The Head of the State Secretariat of Civil Aviation of Cambodia, under Civil Aviation Regulation of Cambodia (CCARs) Part 8 .8.1.28, defines the procedures to be followed by the pilot-in-command of an aircraft registered in Cambodia or operated by an operator who its principal place of business or permanent residence in Cambodia, and by any pilot in command within the Cambodian airspace when intercepted by a Cambodian military or government aircraft,

**1 Introduction**

In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis to the Convention on International Civil Aviation, the Contracting States have recognized that "every State must refrain from resorting to the use of weapons against civil aircraft in flight." It also determines that every aircraft shall comply with an interception order given in conformity with Article 3 *bis*.

**2 Universal Aviation Signals**

- (a) *Distress signals.* The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

*Note: None of the provisions in this section shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.*

*Note: For full details of telecommunication transmission procedures for the distress and urgency signals, see ICAO Annex 10, Volume II, Chapter 5.*

*Note: For details of the search and rescue visual signals, see ICAO Annex 12.*

- (1) A signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (••• — — ••• in the Morse Code);
- (2) A signal sent by radiotelephony consisting of the spoken word MAYDAY;
- (3) Rockets or shells throwing red lights, fired one at a time at short intervals;
- (4) A parachute flare showing a red light.

*Note: Article 41 of the ITU Radio Regulations (Nos. 3268, 3270 and 3271 refer) provides information on the alarm signals for actuating radiotelegraph and radiotelephone auto-alarm systems: 3268 The radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended. 3270 The radiotelephone alarm signal consists of two*

substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2 200 Hz and the other a frequency of 1 300 Hz, the duration of each tone being 250 milliseconds. 3271 The radiotelephone alarm signal, when generated by automatic means, shall be sent continuously for a period of at least thirty seconds but not exceeding one minute; when generated by other means, the signal shall be sent as continuously as practicable over a period of approximately one minute.

- (b) The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:
- (1) The repeated switching on and off of the landing lights; or
  - (2) The repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.
- (c) The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:
- (1) A signal made by radiotelegraphy or by any other signalling method consisting of the group XXX.
  - (2) A signal sent by radiotelephony consisting of the spoken words PAN, PAN.
- (d) The following signals shall be used in the event of interception.

(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 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><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 intercepting aircraft is not able to keep pace with the intercepted 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>	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 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.	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.

(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 (1,000 ft) but not exceeding 600 m (2,000 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 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, follow me.  Understood, you may proceed.

				If it is decided to release the 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.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.		DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft. Understood

- (e) *Visual signals used to warn an unauthorised aircraft.* By day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited, or danger area, and that the aircraft is to take such remedial action as may be necessary.
- (f) *Signals for aerodrome traffic.* Aerodrome controllers shall use and pilots shall obey the following light and pyrotechnic signals:

Light		From Aerodrome Control to:	
		Aircraft in flight	Aircraft on the ground
Directed towards aircraft concerned (See Figure 1.1)	Steady green	• Cleared to land	Cleared for take-off
	Steady red	• Give way to other aircraft and continue circling	Cleared to taxi
	Series of green flashes	• Return for landing*	Taxi clear of landing area in use
	Series of red flashes	• Aerodrome unsafe, do not land	Return to starting point on the aerodrome
	Series of white flashes	• Land at this aerodrome and proceed to apron*	
	Red pyrotechnic	• Notwithstanding any previous instructions, do not land for the time being	

\* Clearances to land and to taxi will be given in due course.