



Republic of the Philippines
Department of Transportation and Communications
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
Office of the Director General

MEMORANDUM CIRCULAR NO. 24-12

TO : ALL CONCERNED

**FROM : THE DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

**SUBJECT : TYPOGRAPHICAL ERROR CORRECTION ON PHILIPPINE
CIVIL AVIATION REGULATION PART 8, IS 8.8.1.28
(INTERCEPTION OF CIVIL AIRCRAFT)**

Reference/s:

1. Philippine Civil Aviation Regulation PART 8, IS 8.8.1.28.
2. Board Resolution #: 2012-054 dated 28 September 2012

Pursuant to the powers vested in me under Republic Act 9497, otherwise known as the Civil Aviation Authority Act of 2008 and in accordance with the Board Resolution No. 2012-054 dated 28th of September 2012, I hereby approve the typographical error correction on Part 8, IS8.8.1.28.

Original Form:

PCAR PART 8, IS 8.8.1.28 (b) (1)

(1) In the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note: in the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of **Article 83-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."

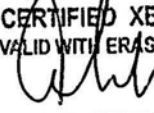
Note: *Typographical error - Article 83-Bis to be corrected as Article 3-Bis.*

Corrected Form:

PCAR PART 8, IS 8.8.1.28 (b) (1)

(1) In the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

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AIDA S. ROMULO
Chief, Central Records
and Archives Division

"Reving Up. Soaring High"

Note: 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."

EFFECTIVITY:

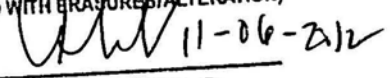
This correction shall take effect immediately after compliance with the requisite single publication and a copy filed with the U.P. Law Center - Office of the National Administrative Register.

So Ordered. Signed this 25th day of October 2012, CAAP, Pasay City.



LT GEN WILLIAM K HOTHCKISS III AFP (RET)
Director General

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AIDA S. ROMULO
Chief, Central Records
and Archives Division

- (1) In the case where an intercepted civil aircraft is required to land in the territory over-flown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note: In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3-Bis (As Corrected By Memorandum Circular No. 24-12 Series of 2012 dated 25th October 2012) 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."

- (c) All concerned in Republic of the Philippines shall ensure that:
- (1) A standard method has been established and made available to the public for the maneuvering of aircraft intercepting a civil aircraft that is designed to avoid any hazard for the intercepted aircraft.
 - (2) Provision is made for the use of secondary surveillance radar, where available, to identify civil aircraft in areas where they may be subject to interception.
- (d) The PIC of an aircraft that is intercepted by another aircraft shall immediately:
- (1) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in item (e) below.
 - (2) Notify, if possible, the appropriate air traffic services unit.
 - (3) 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.
 - (4) If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.
- (e) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the PIC of the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
- (f) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the PIC of the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.
- (g) Radio communication during interception. If radio contact is established during interception but communication in a common language is not possible, the PIC of each involved aircraft shall attempt to convey instructions, acknowledgement of instructions and essential at information by using the phrases and pronunciations in the table below and transmitting each phrase twice:
- (h) Radio communication during interception
- (1) 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 at information by using the

Issue 1
Certified Original:

LT GEN William K Hotchkiss III AFP (Ret)
Director General

29 October 2012

Attested by:
Atty. Abdiel Dan Fajardo
Corporate Board Secretary