

ENR 1.13 Unlawful Interference**1. General.**

1.1. An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

2. Procedures

2.1 The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2.2 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or within radar coverage.

2.3 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders and data links should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in the Regional Supplementary Procedures (Doc 7030); or

c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight by:

1) 150 m (500 ft) in an area where a vertical separation minimum of 300 m (1 000 ft) is applied; or

2) 300 m (1 000 ft) in an area where a vertical separation minimum of 600 m (2 000 ft) is applied.

2.4.1 Should an aircraft in flight be subjected to unlawful interference, the pilot-in-command shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation unless circumstances warrant the use of Code 7700.

2.4.2 A pilot, having selected Mode A Code 7500 and subsequently requested to confirm this code by ATC, shall, according to circumstances, either confirm this or not reply at all.

Note: The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.

2.5 ATS units shall promptly attend to requests by, or to anticipated needs of, the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the route of flight and at any aerodrome of intended landing, and shall take such action as is necessary to expedite the conduct of all phases of the flight.