ENR 1.13 Unlawful interference

1 General

An aircraft which is being subjected to unlawful interference shall endeavor 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

When an aircraft is unable to notify an appropriate ATS unit about the unlawful interference:

1. 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 to an ATS unit or within radar coverage.
2. 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:
   - 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, data links, etc. should also be used when it is advantageous to do so and circumstances permit.

Note 1. — Action to be taken by an aircraft which is intercepted while being subject to an act of unlawful interference is prescribed in ENR 1.12.

Note 2. — SSR-equipped aircraft select Mode A, Code 7500 to notify an ATS units of this fact.

Note 3. — Responsibility of ATS units in situations of unlawful interference is contained in ATS Manual.

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