

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

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

2. Procedures

2.1 If the pilot-in-command cannot proceed to an aerodrome, 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 ATS surveillance system coverage.

2.2 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:

- a) attempt to broadcast warnings on the VHF channel in use or the VHF emergency

frequency, and other appropriate channels, 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; and

- b) proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 1 000 FT if above FL 410 or by 500 FT if below FL 410.

3. SSR Transponder operation procedure

3.1 Should an aircraft in flight be subject 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.