

## ENR 1.13 UNLAWFUL INTERFERENCE

### 1. GENERAL

The general provisions comply with the requirements set out in ICAO SARPS.

### 2. PROCEDURES

An aircraft known or suspected to have been subjected to an act of unlawful interference shall receive the maximum attention and assistance from the ATS unit and shall be accorded priority over other aircraft, on the basis of specific circumstances.

The ATS unit, if necessary, uses all available means of communication, including redundant ones, to establish and maintain radio communication with the aircraft in an emergency situation.

In order for the ATS unit to give priority for the maintenance of air traffic, the flight crew that has been the object of unlawful interference shall attempt to notify the ATS unit of this fact, all relevant circumstances and any deviations from the current plan caused by these circumstances.

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

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 the, the pilot-in-command should, whenever possible:

1. 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;
2. proceed in accordance with applicable special procedures for in-flight contingencies and act in accordance with the established procedure for the actions of the crew of the aircraft in the circumstances.

For reports that the aircraft is in an emergency situation (if it is equipped with an SSR transponder) special codes are used in the "A" mode:

1. the code "7700" - indicates that the aircraft is subjected to serious and immediate danger and the crew is required immediate assistance;
2. the code "7600" – radio communication failure;
3. the code "7500" - indicates that the aircraft is the subject of unlawful interference.

In the event of an emergency, the pilot-in-command sets transponder "7700" code of the "A" mode, if previously the ATS unit did not instruct to use other specific code. In this case, the pilot-in-command uses this particular code until other instructions are received from the ATS unit. The PIC selects the "7700" code of Mode "A" in cases where there are reasons to believe that this is the best way to proceed.

If the aircraft in flight becomes the object of unlawful interference, the pilot-in-command shall make his/her best to set the transponder "7500" code Mode A to report the situation if circumstances do not allow the use of the code "7700".

If the crew chose code "7500" of mode "A" and subsequently the ATS unit instructs him/her to confirm this code, the crew, depending on the circumstances, either confirms the code or does not respond at all. Non-response from the aircraft crew means for ATS as confirmation that the use of the "7500" code is not accidental.

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