

---

**ENR 1.13 UNLAWFUL INTERFERENCE**

**1. General**

- 1.1 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 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 notification to an ATS unit is possible.
- 2.2 When an aircraft is 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 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 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.

INTENTIONALLY LEFT BLANK