

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 minimise conflict with other aircraft.

1.2 In any case, ATS units will endeavour to recognise any indication of such unlawful interference and will attend promptly to requests by the aircraft. Information pertinent to the safe conduct of the flight will continue to be transmitted and necessary action will be taken to expedite the conduct of all phases of the flight.

2. PROCEDURE INTENDED FOR USE BY AIRCRAFT WHEN UNLAWFUL INTERFERENCE OCCURS AND THE AIRCRAFT IS UNABLE TO NOTIFY AN ATS UNIT OF THIS FACT.

2.1 If an aircraft is subject to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the DGCA unless considerations aboard the aircraft dictate otherwise.

2.2 If the pilot-in-command cannot proceed to an aerodrome in accordance with the paragraph 2.1 above, he/she should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit is possible or the aircraft is within radar or ADS –B 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 radio-telephony 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 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. The transponders shall be set to code 7500 and,
- b). proceed at a level which differ from the cruising levels normally used for IFR flight in the area by 500ft.