

ENR 1.13 Unlawful interference**ENR 1.13 Незаконско попречување**

- 1.13.1 An aircraft known or believed to be subject to unlawful interference, shall be given maximum consideration, assistance and priority over other aircraft.
- 1.13.2 Automatic distinct display of SSR Mode A Code 7500 is provided in the ACC.
- 1.13.3 An aircraft equipped with SSR transponder is expected to operate the transponder on Mode A Code 7500 to indicate specifically that it is the subject of unlawful interference.
- 1.13.4 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 minimize conflict with other aircraft.
- 1.13.5 An aircraft which is the subject of unlawful interference and it is unable to notify an ATS unit of this fact should comply with following procedures:
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 an ATS unit, or comes 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:
 - a. attempt to broadcast warnings on the VHF emergency frequency or any other available 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; and
 - b. having established unauthorized interference, aircraft shall proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300 m (1000ft) if above FL290 or by 150m (500ft) if below FL290.

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- 1.13.6 Whenever unlawful interference with an aircraft is known or suspected, the ATS unit will promptly attend to requests by, or to, anticipated needs of the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the route of flight, and at any aerodrome of intended landing, and will take such action as is necessary to expedite the conduct of all phases of the flight.
- 1.13.7 ATS units will also:
- a. transmit, and continue to transmit, information pertinent to the safe conduct of the flight, without an expected reply from the aircraft;
 - b. monitor and plot the progress of the flights with the means available, co-ordinate transfer of control with adjacent ATS units without requiring transmissions or other responses from the aircraft, unless communication with the aircraft remains normal;
 - c. inform and continue to keep informed, appropriate ATS units, in adjacent FIRs, which may be concerned with the progress of the flight.
- 1.13.8 ATS units will take into account all the factors which may affect the progress of the flight, including fuel endurance and the possibility of sudden changes in route and destination. The objective is to provide each ATS unit with appropriate information as to the expected or possible penetration of the aircraft into its area of responsibility.
- 1.13.9 ATS unit will notify:
- a. the operator or his designated representative.
 - b. the rescue co-ordination centre in accordance with alerting procedures.
 - c. the designated security authority.
- 1.13.10 Designated security authority and/or the operator will notify other parties concerned in accordance with established procedures.
- 1.13.11 ATS units will also relay appropriate messages, relating to the circumstances associated with the unlawful interference, between the aircraft and designated authorities.