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## **UNLAWFUL INTERFERENCE WITH AN AIRCRAFT**

### **General**

The following procedures are extracted from Attachment B to Annex 2 – Rules of the Air – to the Chicago Convention and are intended as guidance for use by an aircraft flight crew when unlawful interference occurs and the aircraft is unable to notify an Air Traffic Services unit of this fact. Rule 33 (4) of the Irish Aviation Authority (Rules of the Air) Order S.I.No. 72 of 2004 also refers.

### **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 notifying ATS unit or 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 the crew being able to make radio contact with ATS, the pilot-in-command should whenever possible :
  - attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment on board the aircraft such as transponders, data links etc., should also be used when it is advantageous to do so and circumstances permit;
  - proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in ICAO Regional Supplementary Procedures (Doc 7030)
  - if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 150 m (500 ft), or 300 m (1000 ft) if above FL 290 in airspace where a vertical separation minimum of 600 m (2000 ft) is applied.

Note: Action to be taken by an aircraft which is intercepted is prescribed in the Air Navigation (Interception of Aircraft ) Order, 1990 (S.I. No. 12 of 1990).

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