

AERONAUTICAL INFORMATION CIRCULAR Y 077/2020

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Room 3115
Sopwith Way
Southampton SO31 7AY
aissupervisor@nats.co.uk
http://www.ais.org.uk
07917-614249 (Content - SARG/Airspace Regulation)

Date Of Publication

22 Oct 2020

Subject

Operational

Cancellation

Y006/2020



THE USE OF FREQUENCY MONITORING CODES IN THE UNITED KINGDOM FLIGHT INFORMATION REGIONS

1 Introduction

- 1.1 As a measure to reduce the number and impact of airspace infringements, the United Kingdom (UK) has introduced a series of 27 Secondary Surveillance Radar (SSR) codes (United Kingdom Aeronautical Information Publication ENR1.6 refers) known as Frequency Monitoring Codes (**FMCs**); these are also known as Listening Squawks (see table 1). A printable A5 card with the information is available on the Airspace and Safety Initiative website at <https://airspacesafety.com/listening-squawks/>.
- 1.2 This works by allowing the Air Traffic Service Unit (ATSU) to be aware of aircraft that are on their frequency and enables them to quickly contact the pilot of any aircraft that may be infringing (or are likely to infringe if capacity permits) controlled airspace thereby allowing Air Traffic Control (ATC) to rapidly resolve an actual or potential infringement efficiently and before it becomes a more serious incident. Subject to workload, ATC will often endeavour to provide a timely warning if an aircraft looks like it will infringe but there can be no guarantee that pilots will always be warned if controlling capacity does not permit.

2 Methodology

- 2.1 Pilots operating close to controlled airspace and not requiring an Air Traffic Service (ATS) in accordance with CAP 774 (UK Flight Information Services) are always encouraged to monitor the relevant ATC frequency. Rather than squawking 7000, pilots are encouraged to select the most relevant FMC (see chart 1) of the nearest appropriate ATSU to indicate that they are monitoring that unit's frequency.
- 2.2 Whilst pilots will not be in receipt of any service under UK FIS, the use of an FMC helps in preventing and mitigating the consequences of airspace infringements for both the pilot and ATC. This works by allowing the ATSU to be aware of aircraft that are on their frequency and enables it to quickly contact the pilot of any aircraft that may be infringing (or are likely to infringe if capacity permits) controlled airspace thereby allowing an actual or potential infringement efficiently to be resolved quickly and before it becomes a more serious incident. Subject to workload, ATC will often endeavour to provide a timely warning if an aircraft looks like it will infringe but there can be no guarantee that pilots will always be warned if controlling capacity does not permit. Pilots remain responsible for their own navigation and in particular for obtaining permission to enter controlled airspace.
- 2.3 Pilots intending to employ FMCs should:
- select the radar controller's radio frequency BEFORE selecting the appropriate FMC;
 - select the FMC using ALT (Mode C) if the transponder is so equipped;
 - listen out for any transmissions with the aircraft's callsign^{*)} or position;
- Note: If both the aircraft and ATSU are equipped with MODE S, the pilot will be issued a warning based on the aircraft's registration/callsign. If either/both of the ATSU and the aircraft is/are not equipped with MODE S, the pilot will be issued with a warning based on the aircraft's position.*
- 2.4 **Farnborough Class E Airspace Arrangements.** Pilots operating in the Farnborough Control Areas (CTA) designated as CTA-8 and CTA-9 (which is Class E airspace additionally notified as a Transponder Mandatory Zone) are to ensure that when employing the following FMC they only operate under VFR:
- 4572 (Farnborough);
 - 7012 (Gatwick);
 - 7011 (Solent).
- 2.5 In the event that a pilot inadvertently enters IMC and is not qualified to operate under IMC, he/she should, whilst maintaining control of the aircraft, initiate a course of action to vacate IMC and when safe to do so, squawk 7700 and/or declare an emergency on 121.500 MHz, or, if partaking in the FMC system, inform the relevant ATSU at the earliest opportunity.
- 2.6 Pilots qualified to operate IFR must obtain an IFR clearance from the appropriate ATS authority prior to conducting an IFR flight within Class E airspace.

2.7 **Pilots of non-transponder equipped aircraft** are also encouraged to monitor the relevant ATSU frequency. If a non-squawking aircraft is infringing or about to infringe, ATC will attempt to resolve the situation by making a 'blind transmission' with the aim of establishing two-way contact with the pilot.

3 Use of SSR

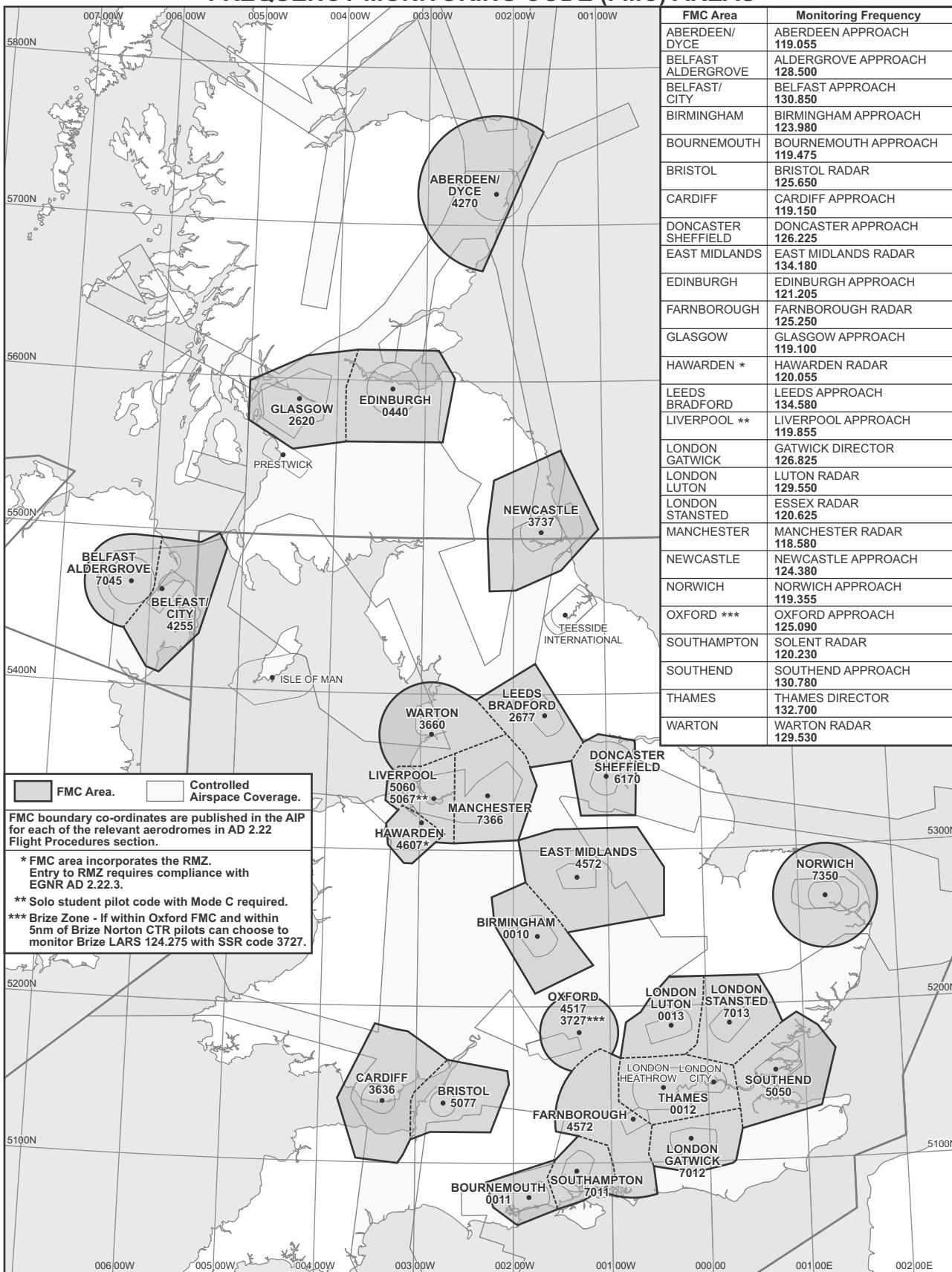
3.1 SERA.13001 requires the pilot of an aircraft equipped with a serviceable SSR transponder to operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

4 Further enquiries can be made to Mr R E J Gratton, Airspace Infringement Lead, Safety and Airspace Regulation Group, at the Civil Aviation Authority at rob.gratton@caa.co.uk.

TABLE 1

| Unit | FMC | Frequency |
|---------------------|------------|--|
| ABERDEEN | 4270 | ABERDEEN APPROACH 119.055 MHz |
| BELFAST/ALDERGROVE | 7045 | ALDERGROVE APPROACH 128.500 MHz |
| BELFAST/CITY | 4255 | BELFAST APPROACH 130.850 MHz |
| BIRMINGHAM | 0010 | BIRMINGHAM APPROACH 123.980 MHz |
| BOURNEMOUTH | 0011 | BOURNEMOUTH APPROACH 119.475 MHz |
| BRISTOL | 5077 | BRISTOL RADAR 125.650 MHz |
| BRIZE NORTON | 3727 | BRIZE RADAR 124.275 MHz |
| CARDIFF | 3636 | CARDIFF APPROACH 119.150 MHz |
| DONCASTER SHEFFIELD | 6170 | DONCASTER APPROACH 126.225 MHz |
| EAST MIDLANDS | 4572 | EAST MIDLANDS RADAR 134.180 MHz |
| EDINBURGH | 0440 | EDINBURGH APPROACH 121.205 MHz |
| FARNBOROUGH | 4572 | FARNBOROUGH RADAR 125.250 MHz |
| GLASGOW | 2620 | GLASGOW APPROACH 119.100 MHz |
| HAWARDEN | 4607 | HAWARDEN RADAR 120.055 MHz |
| LEEDS BRADFORD | 2677 | LEEDS APPROACH 134.580 MHz |
| LIVERPOOL | 5060 | LIVERPOOL APPROACH 119.855 MHz |
| LONDON GATWICK | 7012 | GATWICK DIRECTOR 126.825 MHz |
| LONDON LUTON | 0013 | LUTON RADAR 129.550 MHz |
| LONDON STANSTED | 7013 | ESSEX RADAR 120.625 MHz |
| MANCHESTER | 7366 | MANCHESTER RADAR 118.580 MHz |
| NEWCASTLE | 3737 | NEWCASTLE APPROACH 124.380 MHz |
| NORWICH | 7350 | NORWICH APPROACH 119.335 MHz |
| OXFORD | 4517 | OXFORD APPROACH 125.090 MHz |
| SOUTHAMPTON | 7011 | SOLENT RADAR 120.230 MHz |
| SOUTHEND | 5050 | SOUTHEND APPROACH 130.780 MHz |
| THAMES | 0012 | THAMES DIRECTOR 132.700 MHz |
| WARTON | 3660 | WARTON RADAR 129.530 MHz |

FREQUENCY MONITORING CODE (FMC) AREAS



FMC Area.
 Controlled Airspace Coverage.

FMC boundary co-ordinates are published in the AIP for each of the relevant aerodromes in AD 2.22 Flight Procedures section.

* FMC area incorporates the RMZ. Entry to RMZ requires compliance with EGNR AD 2.22.3.

** Solo student pilot code with Mode C required.

*** Brize Zone - If within Oxford FMC and within 5nm of Brize Norton CTR pilots can choose to monitor Brize LARS 124.275 with SSR code 3727.

1. Pilots operating in the vicinity of, but intending to remain outside controlled airspace within the areas defined above and maintaining a listening watch only on appropriate monitoring frequency are encouraged to select the appropriate SSR code.
2. Selection of SSR code does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances. Pilots remain responsible for their own navigation, separation and terrain clearance and are expected to remain clear of the controlled airspace at all times.
3. Whilst squawking the code pilots should be aware that ATC may make blind transmissions in order to ascertain a particular aircrafts intentions/route.
4. When a pilot ceases to maintain a listening watch, the code shall be deselected.