

# AERONAUTICAL INFORMATION CIRCULAR Y 111/2023

## UNITED KINGDOM



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### Date Of Publication

21 Sep 2023

### Subject

Operational

### Cancellation

Y 100/2022



## 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 ENR 1.6 refers) known as Frequency Monitoring Codes (**FMCs**); (see table 1). A printable A5 card with the information is available on the Airspace and Safety Initiative website at <https://airspace-safety.com/listening-squawks/>.
- 1.2 This works by allowing the Air Traffic Service Units (ATSUs) to be aware of aircraft that are monitoring a certain 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 during its notified hours of watch as detailed in the UK AIP. Rather than squawking 7000 or 2000, 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 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 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 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.*
- De-select the FMC by squawking 7000 or 2000 BEFORE leaving the frequency.
- 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.

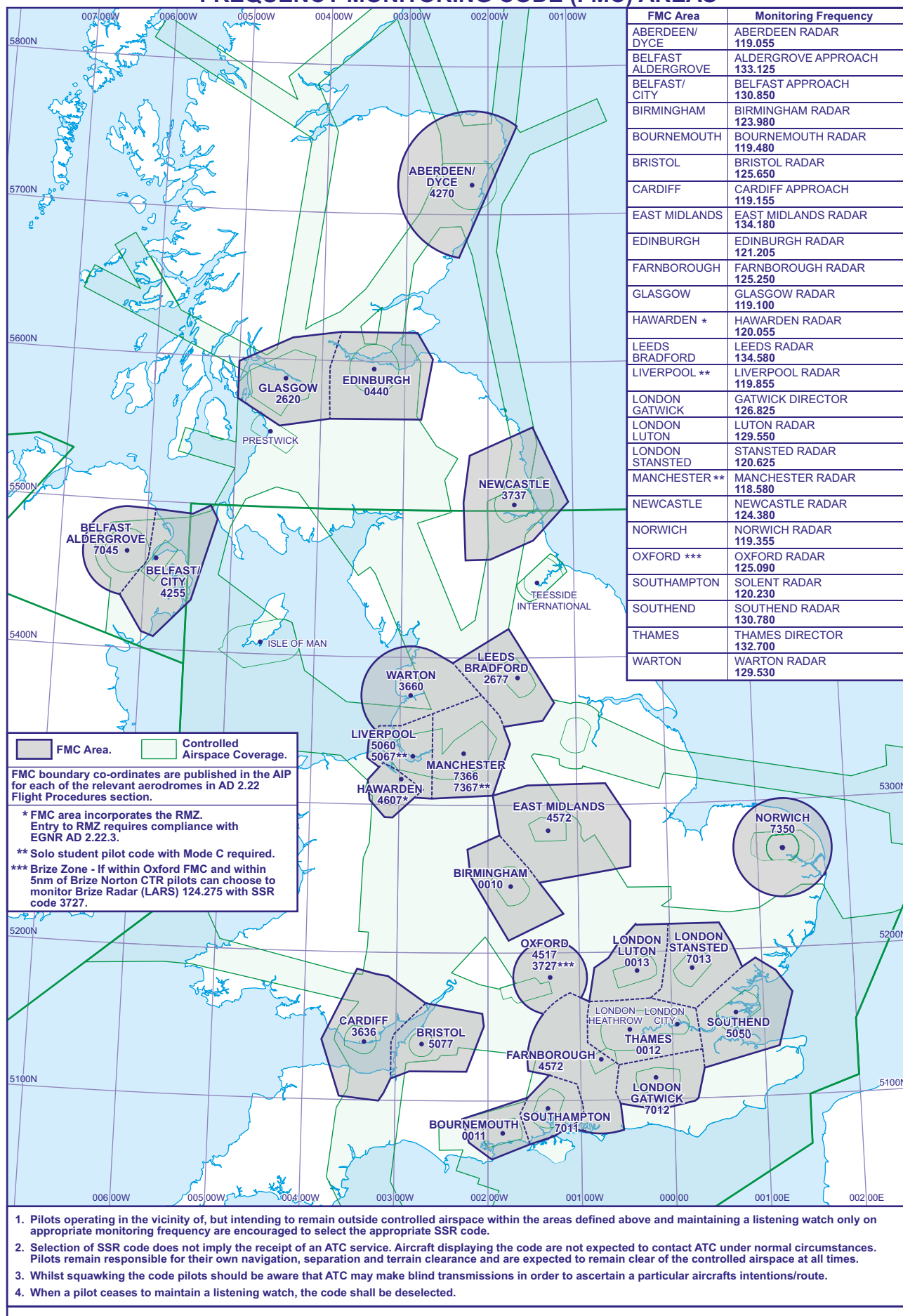
### 3 Use of SSR

- 3.1 SERA.13001 requires the pilot of an aircraft equipped with a serviceable SSR transponder to always operate the transponder 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 Airspace Infringement Team, Safety and Airspace Regulation Group, at the Civil Aviation Authority at LAIT@caa.co.uk.

Unit	FMC	Frequency
ABERDEEN	4270	ABERDEEN RADAR <b>119.055 MHz</b>
BELFAST ALDERGROVE	7045	ALDERGROVE APPROACH <b>133.125 MHz</b>
BELFAST/CITY	4255	BELFAST APPROACH <b>130.850 MHz</b>
BIRMINGHAM	0010	BIRMINGHAM RADAR <b>123.980 MHz</b>
BOURNEMOUTH	0011	BOURNEMOUTH RADAR <b>119.475 MHz</b>
BRISTOL	5077	BRISTOL RADAR <b>125.650 MHz</b>
BRIZE NORTON	3727	BRIZE RADAR <b>124.275 MHz</b>
CARDIFF	3636	CARDIFF APPROACH <b>119.155 MHz</b>
EAST MIDLANDS	4572	EAST MIDLANDS RADAR <b>134.180 MHz</b>
EDINBURGH	0440	EDINBURGH RADAR <b>121.205 MHz</b>
FARNBOROUGH	4572	FARNBOROUGH RADAR <b>125.250 MHz</b>
GLASGOW	2620	GLASGOW RADAR <b>119.100 MHz</b>
HAWARDEN	4607*	HAWARDEN RADAR <b>120.055 MHz</b>
LEEDS BRADFORD	2677	LEEDS RADAR <b>134.580 MHz</b>
LIVERPOOL	5060 5067**	LIVERPOOL RADAR <b>119.855 MHz</b>
LONDON GATWICK	7012	GATWICK DIRECTOR <b>126.825 MHz</b>
LONDON LUTON	0013	LUTON RADAR <b>129.550 MHz</b>
LONDON STANSTED	7013	STANSTED RADAR <b>120.625 MHz</b>
MANCHESTER	7366 7367**	MANCHESTER RADAR <b>118.580 MHz</b>
NEWCASTLE	3737	NEWCASTLE RADAR <b>124.380 MHz</b>
NORWICH	7350	NORWICH RADAR <b>119.355 MHz</b>
OXFORD	4517	OXFORD RADAR <b>125.090 MHz</b>
SOUTHAMPTON	7011	SOLENT RADAR <b>120.230 MHz</b>
SOUTHEND	5050	SOUTHEND RADAR <b>130.780 MHz</b>
THAMES	0012	THAMES DIRECTOR <b>132.700 MHz</b>
WARTON	3660	WARTON RADAR <b>129.530 MHz</b>

## FREQUENCY MONITORING CODE (FMC) AREAS



117\_CR-07581\_CHART DRAWN 25AUG23

ENR 6-80