

AERONAUTICAL INFORMATION CIRCULAR Y 089/2026

UNITED KINGDOM



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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:
- a) select the radar controller's radio channel/frequency BEFORE selecting the appropriate FMC;
 - b) select the FMC using ALT (Mode C) if the transponder is so equipped;
 - c) 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.*
- d) 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:
- a) 4572 (Farnborough);
 - b) 7012 (Gatwick);
 - c) 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	Channel/Frequency
ABERDEEN	4270	ABERDEEN RADAR 119.055
BELFAST ALDERGROVE	7045	ALDERGROVE APPROACH 133.130
BELFAST/CITY	4255	BELFAST APPROACH 130.855
BIRMINGHAM	0010	BIRMINGHAM RADAR 123.980
BOURNEMOUTH	0011	BOURNEMOUTH RADAR 119.480
BRISTOL	5077	BRISTOL RADAR 125.655
BRIZE NORTON	3727	BRIZE RADAR 124.280
CARDIFF	3636	CARDIFF APPROACH 119.155
EAST MIDLANDS	4572	EAST MIDLANDS RADAR 134.180
EDINBURGH	0440	EDINBURGH RADAR 121.205
FARNBOROUGH	4572	FARNBOROUGH RADAR 125.250 MHz
GLASGOW	2620	GLASGOW RADAR 119.105
HAWARDEN	4607*	HAWARDEN RADAR 120.055
LEEDS BRADFORD	2677	LEEDS RADAR 134.580
LIVERPOOL	5060 5067**	LIVERPOOL RADAR 119.855
LONDON GATWICK	7012	GATWICK DIRECTOR 126.825 MHz
LONDON LUTON	0013	LUTON RADAR 129.550 MHz
LONDON STANSTED	7013	STANSTED RADAR 120.625 MHz
MANCHESTER	7366 7367**	MANCHESTER RADAR 118.580
NEWCASTLE	3737	NEWCASTLE RADAR 124.380
NORWICH	7350	NORWICH RADAR 119.355
OXFORD	4517	OXFORD RADAR 125.090
SOUTHAMPTON	7011	SOLENT RADAR 120.230
SOUTHEND	5050	SOUTHEND RADAR 130.780
TEESSIDE	7047	TEESSIDE RADAR 118.855
THAMES	0012	THAMES DIRECTOR 132.700 MHz
WARTON	3660	WARTON RADAR 129.530

FREQUENCY MONITORING CODE (FMC) AREAS

