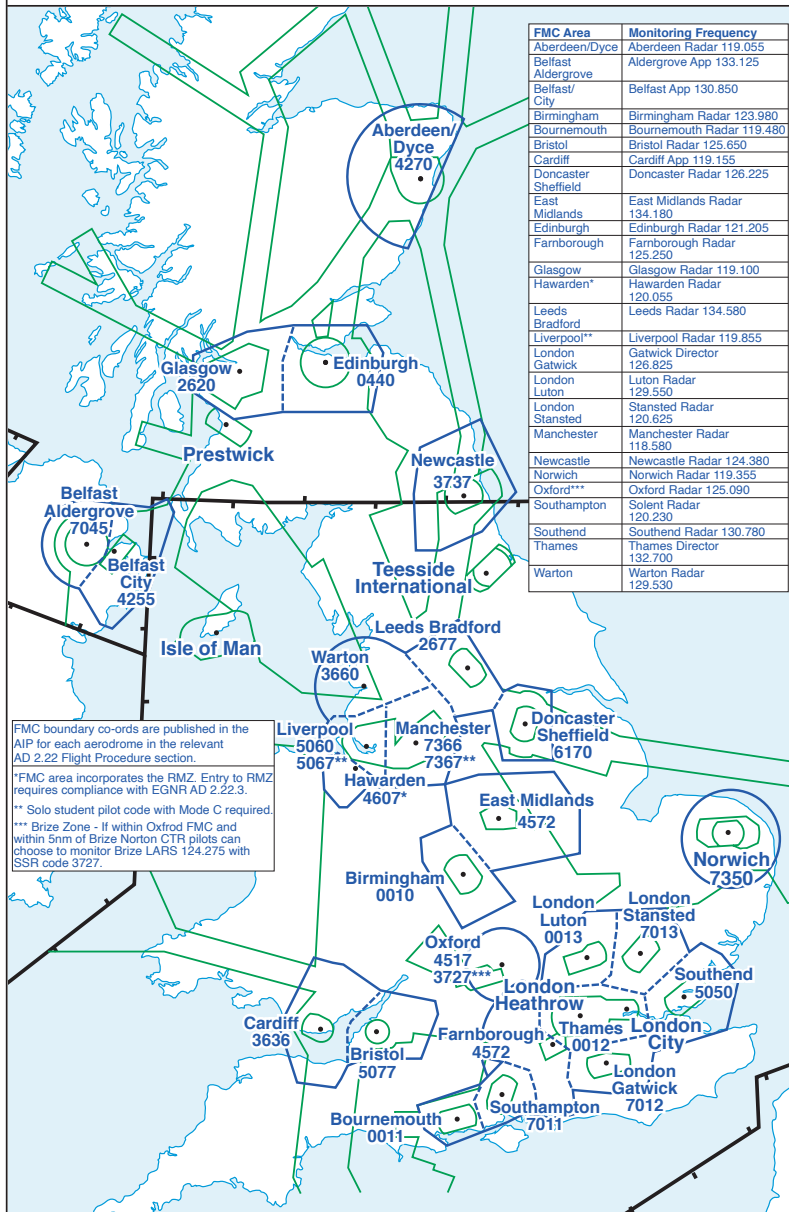


# FREQUENCY MONITORING CODE AREAS



## FREQUENCY MONITORING CODES

1. To both prevent and mitigate the consequences of airspace infringements, pilots operating close to the peripheries of certain controlled airspace and monitoring the relevant frequency (but not requiring an Air Traffic Service) should select a local SSR conspicuity code and the Mode C pressure-altitude mode (if available) as specified to indicate they are monitoring the promulgated ATC frequency. This facility exists for aircraft routing close to certain airfields outside controlled airspace to advise ATC that pilots are monitoring their frequency.
2. This will allow the appropriate Air Traffic Control Unit to attempt to establish contact with an aircraft which is displaying such a code and which is considered to be infringing, or is likely to infringe, controlled airspace in order to resolve an actual or potential infringement quickly and efficiently. Selection of such codes does not imply the provision of any form of Air Traffic Service and the use of such codes does not prevent a pilot from requesting an Air Traffic Service at any time should they subsequently decide they require one.
3. In such circumstances, blind transmissions will be made by Air Traffic Control on the appropriate frequency including the code, position, level (if appropriate) and direction of flight of the observed contact. A pilot monitoring the frequency who suspects, on the basis of the information provided, that theirs is the aircraft being referred to should contact Air Traffic Control accordingly. At this point a discrete code may be assigned to confirm identity. The controller will establish the requirements of the pilot and will confirm the type of Air Traffic Service available. Exceptionally, Air Traffic Control may issue immediate instructions or advice to resolve a particular situation. If, after positive identification or on the basis of additional information provided by the pilot it is felt that the aircraft responding is not the aircraft concerned, the pilot will be informed accordingly and may continue to monitor the frequency and if necessary revert to the appropriate monitoring code.
4. Use of monitoring codes does not imply that any form of Air Traffic Service is being provided. The code and any associated Mode C pressure-altitude reporting data is considered to be unvalidated and unverified. Pilots remain responsible for their own navigation and in particular for obtaining permission to enter controlled airspace and Aerodrome Traffic Zones from the appropriate agency.
5. Any pilot who believes they are flying in the vicinity of the aerodromes listed below who is lost or temporarily uncertain of position should immediately seek navigational assistance from the appropriate radar unit. Alternatively, they should select code 0030 and contact London Centre on 121•500 for assistance.
  - a. Pilots operating in the vicinity of, but intending to remain outside controlled airspace within the defined areas on the previous page and maintaining a listening watch only on appropriate monitoring frequency are encouraged to select the appropriate SSR code.
  - b. 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
  - c. Whilst squawking the code, pilots should be aware that ATC may make blind transmissions in order to ascertain a particular aircrafts intentions/route.
  - d. When a pilot ceases to maintain a listening watch, the code shall be deselected.