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MONITORING CODES AROUND THE LONDON TERMINAL CONTROL AREA - THE USE OF DISCRETE SSR CODES FOR AIRCRAFT OPERATING OUTSIDE OF CONTROLLED AIRSPACE AND MONITORING THE RELEVANT FREQUENCY

1 Background

1.1 NATS are continuing and expanding a trial of the use of Monitoring Codes around the London TMA using the procedures as detailed below. Comments about the procedures and feedback from pilots and controllers participating in the procedure should be directed to; NATS Ltd Discrete SSR Code Trial, LTC Procedures, Mailbox 30, Sopwith Way, Swanwick, Hampshire SO31 7AY.

1.2 In order to both prevent and to mitigate the consequences of airspace incursions, pilots flying around the peripheries of London City, London Gatwick, London Luton and London Stansted Controlled Airspace, monitoring the relevant frequency but not requiring an air traffic service will be given the opportunity to squawk a discrete SSR code as indicated in the table below. This will allow an air traffic controller providing a radar service for London City, London Gatwick, London Luton or London Stansted who observes an aircraft which is displaying this code and which is infringing or is likely to infringe their airspace, to make a blind transmission on the appropriate frequencies to attempt to establish the identity of the aircraft in order that the situation can be resolved quickly and efficiently. Pilots must be aware however, that their selection of the discrete squawk does not mean that any form of air traffic service is being provided by a relevant controller. Use of the discrete SSR code does not prevent a pilot from requesting an air traffic service at any time should a pilot subsequently decide they require one.

2 Procedure

2.1 A pilot flying around the peripheries of London City, London Gatwick, London Luton and London Stansted Controlled Airspace, as depicted on the attached maps, that does NOT require any air traffic service may elect to squawk a discrete SSR code as indicated in the table below with Mode C selected if available, whilst monitoring the relevant frequency.

2.2 Table:

Operating Area	Monitoring Frequency	Monitoring Code (selected with Mode C, if available)
London Gatwick	126.825 MHz (Gatwick Radar)	0012
London City	132.700 MHz (Thames Radar)	
London Luton	129.550 MHz (Luton Radar)	0013
London Stansted	120.625 MHz (Essex Radar)	

2.3 Should, for any reason, an air traffic controller providing a radar service on the relevant frequency feel it necessary to contact an aircraft they observe squawking a monitoring code, they will make a 'blind transmission' on the appropriate frequency including the squawk, position, observed level (if appropriate) and direction of flight of the observed contact. If a pilot who is monitoring the frequency and suspects, on the basis of the information provided (or if for any reason they are uncertain of their position) that they are the aircraft being referred to, they should contact the controller passing their callsign and flight details. The controller may at this point allocate another discrete squawk in order to confirm identity or in exceptional circumstances issue immediate instructions or advice to resolve a particular situation. The controller will establish the requirements of the pilot and will confirm the type of Air Traffic Service available. If, after positive identification or on the basis of additional information provided by the pilot it is felt that the aircraft responding to the 'blind transmission' is not the contact of interest to the controller, the pilot will be advised that no air traffic service is provided and they may then continue to monitor the frequency and squawk the appropriate monitoring code or continue with their en-route frequency and squawk 7000.

2.4 When a pilot leaves the areas as depicted on the attached maps, no longer wishes to monitor the appropriate frequency or no longer wishes to participate in the procedure they must deselect the monitoring code.

3 Notes

3.1 Use of the SSR code **does not** imply that any form of air traffic service is being provided.

3.2 Pilots participating in the procedure remain entirely responsible for their own navigation and in particular for obtaining permission to penetrate all controlled airspace including Aerodrome Traffic Zones.

3.3 Any pilot who believes they are flying in the vicinity of London City, London Gatwick, London Luton or London Stansted, who is lost or temporarily uncertain of position should immediately request navigation assistance from the appropriate radar unit, alternatively, squawk 7000 and free-call London Centre on 121.500 MHz for assistance.

3.4 Pilots requiring a Lower Airspace Radar Service in the area are reminded that this service may be available during the published hours of operation from Farnborough Radar.

This Circular is issued for information, guidance and necessary action.

[illegible]

2008/16 LTMA Areas 0012 & 0013/LTMA Area 0012.ai 18.03.08

MONITORING CODE AREA FOR LUTON AND STANSTED - 0013

