

# AERONAUTICAL INFORMATION CIRCULAR Y 128/2019

UNITED KINGDOM



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## Subject

Operational



## CHANGES TO SSR TRANSPONDER CODE PROCEDURES

### 1 Introduction

- 1.1 The purpose of this Circular is to inform airspace users of changes to SSR transponder code procedures within United Kingdom airspace that will take effect on **27 February 2020**.

### 2 Conspicuity Code Changes

- 2.1 The changes to SSR transponder code procedures will enable pilots to indicate through the use of particular SSR conspicuity codes the flight rules under which their aircraft is being flown. This will in turn enable ATS units to better determine how respond to an unknown aircraft according to the flight rules being followed by the pilot.
- 2.2 To enable this, separate VFR and IFR conspicuity codes will apply in all airspace classifications as follows:
- select transponder code mode A7000 when operating in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder; and
  - select transponder code mode A2000 when operating in accordance with IFR and have not received a specific instruction from ATS concerning the setting of the transponder.

### 3 Supporting AIP Amendments

- 3.1 The Aeronautical Information Publication will be amended as follows:
- The addition of the following paragraph to ENR 1.4, which is specific to class E airspace additionally notified as a transponder mandatory zone (TMZ):

2.5.1.2 Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an aircraft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

    - the VFR conspicuity code Mode A7000, with altitude reporting; or
    - the frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace (see ENR 1.6).
  - The addition of IFR conspicuity to ENR 1.6 paragraph 2.2.1 e):

2.2.1 e) Code 2000. When:

    - entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or
    - when operating within United Kingdom airspace in accordance with IFR and is either not receiving an ATS or has not received a specific instruction from ATS concerning the setting of the transponder; or
    - unless instructed otherwise by ATS, Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting Off or STBDY.
  - The addition of VFR and IFR conspicuity to ENR 1.6 paragraph 2.2.2.1.3:

2.2.2.1.3 Types:

    - \*7000 – VFR conspicuity code: when operating within United Kingdom airspace in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder.
    - \*2000 – IFR conspicuity code: when operating within United Kingdom airspace in accordance with IFR and have not received a specific instruction from ATS concerning the setting of the transponder.

- 3.2 The choice of whether to select VFR conspicuity or IFR conspicuity is based on the flight rules being followed by the pilot not the meteorological conditions encountered.

## 4 Phraseology

- 4.1 Accompanying phraseology will be introduced into CAP 413 - Radiotelephony Manual that enables ATC to instruct pilots to change from a previously issued discrete transponder code to a conspicuity code. The following text and exemplar phraseology will be added to paragraph 5.9:

The pilot must respond to SSR instructions, reading back specific settings.

ATC: "BIGJET 347, squawk conspicuity"

Pilot: "Squawk conspicuity, BIGJET 347"

**Note:** *Conspicuity codes are listed in the UK AIP ENR 1.6 paragraph 2.2.2.1.3*

## 5 Frequency Monitoring Code Use

- 5.1 The conspicuity code procedure changes do not affect the continuing use of frequency monitoring codes (FMC) in class G airspace.
- 5.2 Pilots intending to operate in accordance with VFR within class E airspace (irrespective of whether the class E airspace is additionally notified as a TMZ), without receiving an ATS may select either transponder code Mode A 7000 or the FMC that is additionally notified for the purposes of VFR in said airspace.
- 5.3 Pilots operating in accordance with VFR or IFR within class G airspace that intend to operate in accordance with IFR within class E airspace must obtain an IFR clearance prior to entry.
- 5.4 Pilots already operating within Class E airspace in accordance with VFR and who subsequently wish to operate in accordance with IFR in said airspace, must continue to operate in accordance with VFR until an IFR clearance has been obtained.

## 6 General

- 6.1 Pilots who inadvertently enter instrument meteorological conditions (IMC) but are not qualified to fly in IMC should, whilst maintaining control of the aircraft, initiate an appropriate course of action to vacate IMC and when safe to do so:
- a) select transponder code A7700; and/or
  - b) declare an emergency with the designated ATS authority or with the Distress and Diversion cell (121.5 MHz).