



Frequency monitoring code (FMC) 5101

Applicable as of **September 7th 2023**.

Why this change ?

The flight information service can reach its saturation point during summertime but also in winter especially during good weather days or after a long period without VMC conditions.

The size of the area provided with FIS and the amount of traffic makes it challenging to provide a good level of service to every user present on the frequency.

Airspace infringements and frequency saturation have contributed to many safety events.

What's new ?

skeyes decided to introduce the **frequency monitoring code 5101**, allowing pilots to monitor the frequency without calling in , thus focusing on the aviate and navigate part of their flight.

The FMC **isn't a request for flight information service** but will inform the air traffic services that the pilot is **monitoring** the FIC frequency and is **reachable** as long as the code is selected on the transponder.

The aim is clearly to **reduce the frequency occupation time** and **reduce the workload** for both pilots and flight information services.

For who ?

For any pilot of mode S equipped aircraft within the **Belgian FIR** (Luxembourg excluded) not requesting flight information service but willing to keep **situational awareness** of what's happening on the frequency while being **reachable**.

#VFR

#Class G

#Transponder mode S

#5101

VFR squawks reminder

7000	Not in contact with any ATS unit
2000	In two way communication with an ATS unit
5101	Monitoring and reachable by the FIC

How does it work ?

Pilots are encouraged to use a FMC when they are flying outside controlled airspace, (e.g. below Brussels TMA), in order **to increase situational awareness and help to avoid infringements**.

The transponder code will be displayed on the situation display, implying the pilot is monitoring **the FIC frequency** and can then hear transmissions. There is no requirement for the pilot to contact the FISO when the FMC is selected, however, it is important that **the pilot reverts to the conspicuity code** when leaving the Belgian FIR (Luxembourg excluded) or changing frequency/intentions.

FMC can **reduce cockpit workload**, allowing the pilot to concentrate on the **'aviate and navigate'** job which **also reduces the FISO's workload**. It also provides reassurance to the pilot that in the event of an emergency , a call to the FIS unit can be made immediately.

In the event of a pilot likely to infringe controlled airspace the FMC permits the FISO to conduct a 'blind transmission' with the knowledge that the pilot is 'listening-out'. In addition, **aircraft equipped with mode S transponder** allow the use of the call-sign in the blind transmission, leading to a much **faster resolution**.

The use of a FMC **does not replace contacting the local ATS** unit when required and appropriate, but it is a good alternative when flying in uncontrolled airspace.

A squawk does not imply that a pilot is receiving an air traffic service, nor that they are cleared to enter controlled airspace.

Safety reminder

The provision of **flight information will be on pilot's request only**, squawking 5101 doesn't imply the pilots will receive any traffic info , therefore **the see and avoid** principle combined with situational awareness remains the foundation stone of good airmanship.

FMC FAQ

Can I squawk 5101 if my transponder is not mode S ?	No, Quick identification is only possible with mode S equipped aircraft.
I've been reached by the FIC while squawking 5101, does it mean I am now receiving flight information service ?	No, flight information service is only provided on pilot's request who also has to squawk 2000.
Can I squawk 5101 and monitor the frequency from outside the Belgian FIR if I only intend to fly there for a few minutes ?	No, the FMC 5101 is strictly limited to the Belgian FIR (Luxembourg excluded) and cannot be used outside.
I understood from the traffic info given to another aircraft that I am the mentioned traffic, can I report " traffic in sight " ?	Yes, this will create an even better situational awareness for all the users listening-out on the frequency.
Can I declare an emergency if I squawk 5101 ?	Yes, the reduction of frequency congestion reassures you that an emergency can be declared immediately to the FIS-unit.
Can I request a flight plan activation and monitor the frequency ?	Yes, but you can also request flight information service and squawk 2000 as two way communication is already established.
Should I request to leave the frequency if I squawk 5101 ?	No, 5101 means you are monitoring the frequency , if another code is chosen the FIC will know you are not monitoring anymore.
Can I enter controlled airspace with 5101 ?	No, 5101 does not imply any form of any clearance and is strictly limited to class G airspace.

Questions? Suggestions?

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What is an ASIL ?

ASIL stands for Aviation Safety Information Leaflet. These leaflets are created and published by the Belgian Civil Aviation Authority (BCAA) in order to raise awareness and to promote aviation safety. These leaflets are often based on the safety analysis of occurrences reported in accordance with Regulation (EU) 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation. For more information about the leaflets themselves, visit our website in [French](#) or in [Dutch](#).



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