

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-01-0016	1.0	21/12/2021	14/12/2021

TYPHOON TRANSPONDER ASSESSMENTS VARIOUS SITES

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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01st January 2022 – 31st December 2022

Day or Night

Vertical Limits:	Allocated Mode 3A (SSR):
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FL100 – FL290

Tactically Issued by ATC

Aircraft Details:	NDS Approved:
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Type: EUFI (Typhoon)
Callsign: WTNxx

Not Applicable.

Event Sponsor(s):	Aircraft Operator(s):
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BAE Systems
Flight Test Department (W27T)
Warton Aerodrome
Lancashire
PR4 1AX
03300 479694
edward.holmes@baesystems.com

BAE Systems
Flight Test Department (W27T)
Warton Aerodrome
Lancashire
PR4 1AX

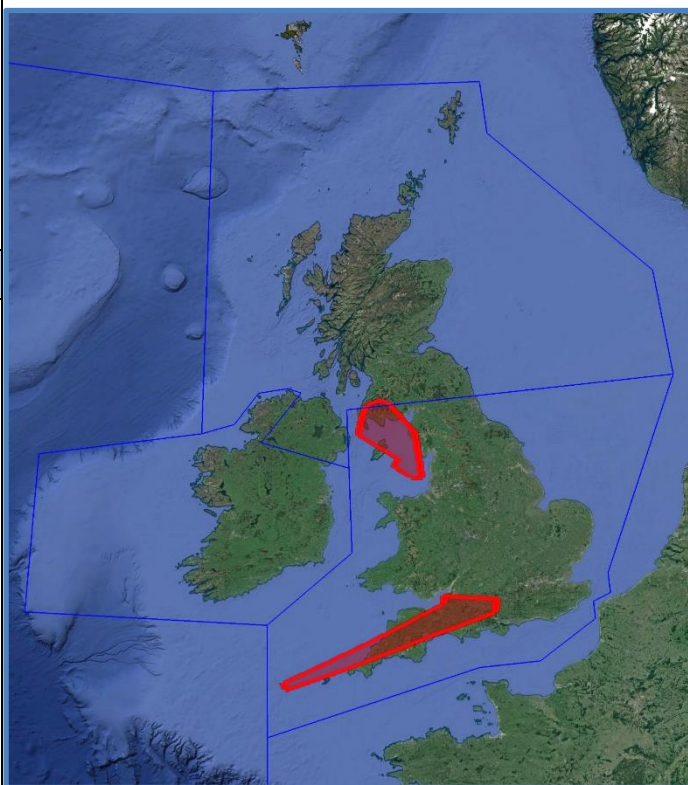
ATS Units/ Controlling Agencies:	Geographical Limits:
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Boscombe Down 01980 663246
Culdrose 01326 552212
Plymouth Mil 01752 557808
Swanwick Mil (78 Sqn) – West 01489 612417
Warton Radar 01772 852392
Western Radar 01489 445560
Yeovilton 01935 455243

Info: Para 24 & Aldergrove, CRC, Prestwick ACC, Swanwick ACC

Airspace Reservations:

EG D011A	Okehampton	01837 657210
EG D011B	Willsworthy	01837 657210
EG D123	Imber	01980 674710
EG D124	Lavington	01980 674710
EG D125	Larkhill	01980 674710
EG D127	Porton	01980 663246
EG D128	Everleigh	01980 674710
EG D122 (All)	Wessex	01980 663246
EG D402 A-B	Luce Bay	01776 888930
EG D405	Kirkcudbright	01412 248520
EG D406 (All)	Eskmeals	01229 712245
AARAs:	10, 11 & 13	
ASAC Areas:	1, 2, 3, HOZ3	
PARA	Bodmin	01872 553352
PARA	Boscombe Down	01980 663051
PARA	Dunkeswell	01404 891690
PARA	Keevil	01993 895521
PARA	Middle Wallop	01264 784848
PARA	Old Sarum	01722 567863



Departure/Destination Aerodrome(s)	ACN Issued by:
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EGDM or EGNO

AS3

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities on the cover prior to departure in order to notify or update the sortie details including area(s) of operation and planned levels (quoting the ACN Reference). A minimum of 24 hours' notice should be given unless specified in Section 2.
2. There may be other aircraft and/or activities outside Controlled/Regulated Airspace unknown to ATC.
3. **The carriage and operation of a serviceable transponder (including Mode 'C') has been specified except where detailed in Section 2.**
4. The pilot will be responsible for obtaining all necessary ATC clearances and for maintaining R/T contact with appropriate ATC authorities.
5. The pilot/operator will be responsible for obtaining prior clearances to enter any UK Danger Areas affected by the flight profile from the appropriate Range Control Authority unless this is specifically detailed in Section 2.
6. Other Unusual Aerial Activities (UAAs) may be notified to the CAA Safety and Airspace Regulation Group (SARG) and may take place within the airspace encompassed by this flight. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.
7. All flights within Controlled Airspace are subject to the requirements of a Flight Plan in accordance with UK AIP ENR1.10. The ACN Reference should be entered into Field 18 of the Flight Plan together with any relevant 'special handling' codes.
8. Flight prioritisation and Non-Deviating Status is in accordance with the information specified on the ACN Cover. Such status may be afforded to part or all of the flight – see Section 2.
9. Availability of an ATS from Plymouth Military, Swanwick Military (78 Sqn) or Western Radar is subject to unit capacity, priorities and limitations of radar and radio coverage. Minimum pre-flight notification as per UK AIP ENR 1.6 unless otherwise specified in Section 2 of this ACN.
10. The CAA actively encourages the use of Moving map technology in the planning and flying phases of flights to reduce the risk of airspace infringements.

PUBLICATIONS AND CHANGES

11. The activity area may lie within Controlled and Uncontrolled Airspace as well as airspace reserved for military use. Aircrew are to thoroughly familiarise themselves with UK airspace structures and procedures, in particular those laid down within the UK Aeronautical Information Publication (UK AIP), ENR 1.1 and be fully conversant with UK Flight Information Services in accordance with UK CAP 493 (MATS Pt 1).
12. The CAA VFR 1:500,000 and 1:250,000 charts and the UK AIP ENR 5 depict some, but not all aviation activity sites and amendments should also be checked. Please refer to <http://www.nats-uk.ead-it.com>
13. This ACN details specific coordination essential to the activity taking place and does not remove the need for aircraft operators to comply with national flight planning and notification procedures. Pilots and ANSPs are required to ensure that all related aviation sites are aware of this planned activity and of subsequent changes not captured within this document.
14. The Sponsor or Event Organiser should co-ordinate any changes to this ACN with SARG quoting the ACN Reference at the top of the page.

Airspace Regulation (Utilisation) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight areas and requirements to facilitate transponder testing of Typhoon aircraft, operated by BAE Systems. This is the third extension and ACN replaces ACN 2021-04-0020.

16. This trial will involve the following assessments:

- a. Assessment of transponder suppressing Mode S Short Air to Air Surveillance content/format.
- b. Assessment of transponder transmitting non-compliant ADS-B out.
- c. Assessment of transponder where modes A, C and S are inhibited from transmission for periods up to 5 minutes.
- d. Suppression of Mode S Short Air to Air Surveillance content/format is controlled by the pilot.
- e. ADS-B Out transmissions will be suppressed outside the defined locations of activity. ADS-B Out transmissions can either be suppressed selectively or by deselection of Mode S.

17. **Notification.** The sponsor is to notify the primary control agencies for the area of planned operation (Boscombe Down, Swanwick Mil (78 Sqn) or Warton), details on page one of this ACN, at least 24 hours prior to undertaking the task. In addition, the pilot is to contact all agencies who may be requested to provide an ATS at least 4 hours prior to departure to confirm final details and service availability.

18. **Flight Plan (FPL).** A FPL shall be submitted for each flight and, as well as including the aircraft registration, shall include the following additional text in field 18.

RMK/FLIGHT IN ACCORDANCE WITH AIRSPACE COORDINATION NOTICE 2022-01-0016

19. **Priority.** This flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*), and attracts no priority. Subject to the prevailing traffic conditions on the day, there may be level restrictions, or the aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.

20. **Air Navigation Order – Article 249: Operation of a Secondary Surveillance Radar Transponder.** The UK Civil Aviation Authority, taking into account [Article 249](#) (3c¹) of the [Air Navigation Order 2016](#) ('the Order'), acknowledges that BAe Systems ('the Operator'), together with the aeroplane commander, is permitted to depart from the provisions of the [Standardised Rules of the Air \(SERA\), Regulation \(EU\) 923/2012](#)², as amended, given in SERA.13001 (a) for the purpose of transponder assessment activity. This acknowledgement applies, bounded by the following considerations:

- a. The following trials aircraft operating under a Military Permit To Fly (MPTF) in accordance with the MAA ruleset by the Operator:
- b. Modes A, C and S are inhibited from transmission for periods no longer than 5 minutes during the transponder assessment activity, with the aircraft remaining clear of Controlled Airspace at all times.
- c. Activity will be undertaken within and below Temporary Restricted Areas 002 and 004, as detailed in UK AIP ENR 5.2 and 6-13, under CAA Airspace Coordination Number 2022-

¹ Air Navigation Order 2016 – Article 249 (3): It is lawful for the Rules of the Air, or for any obligation in SERA the breach of which would otherwise be an offence under this Order, to be departed from to the extent necessary – (c) for complying with MAA01: Military Aviation Authority Regulatory Policy (Issue 4, published on 17th December 2014 and updated on 1st April 2015) and Regulatory Articles 2000 Series Flying Regulations (published on 11th November 2014 and updated on 21st April 2015) issued by the Secretary of State.

² Regulation (EU) 923/2012, as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018.