

 Bournemouth Airport <small>Part of Regional & City Airports</small>		Ground – Based Aircraft Testing			Risk Rating	High– Reviewed annually	
Reference:	BAI-AOPS-042	Issue:	V1.4	Owner:	Airfield Services Manager	Department:	Airfield Operations
Issue Date:		21/10/2025	Compliance Date:		21/10/2025	Planned Review Start Date:	31/09/2026

Ground- Based Aircraft Testing

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❖ **AMENDMENTS**

Version	Review	Date	Amended By (Initials)	Summary of Change
V1.1		February 2021	CWC	Nil
V1.2		April 2022	CWC	SATCO now Manager Air Traffic Services
V1.3		May 2024	KJ	Nil
V1.4		October 2025	KJ	Reformat

Changes to a document are identified in red italics and any wording which has been removed is crossed out using the strikethrough icon and highlighted in yellow. These remain on the document until it is ready for publishing. In instances where the document has been circulated for review and further changes have been requested, these changes are identified and distinguished from previous changes by highlighting in another colour i.e. blue and the document is circulated again.

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1.0 INTRODUCTION

1.1 PURPOSE

This AOI is issued to provide guidance to based operators, of the correct and acceptable processes to be employed when engaged in any ground testing of aircraft, which requires the application of electrical power to the aircraft.

In particular, this AOI refers to the ground testing of aircraft Transponders.

Operators are to comply with the requirements of this AOI at all times.

2. TRANSPONDER TESTING

2.1 IMPACT

Transponder testing has the potential to generate false SSR returns; this can trigger conflict alerts and consequently, cause an adverse safety impact and possible disruption to operations.

2.2 PRECAUTIONS

Individuals and organisations, intending to conduct ground-based Transponder testing or maintenance, must take the necessary precautions to ensure that Transponder transmissions cannot be erroneously identified as a valid response by airborne or ground interrogator systems.

2.3 NOTIFICATION

Operators are required to advise the Tower before commencing any Transponder testing and provide the following information:-

- Location of the test
- Contact Name & Telephone Number
- Expected Duration of the test

The Tower should again be advised when the activity is completed.

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2.4 PROCESS

Whenever possible, tests should be conducted inside a closed hangar; this may provide additional shielding and thereby, reduce the likelihood of stray transmissions.

Additionally, the following measures should be applied for the testing period:-

- The UK-specific ground Transponder testing code; Mode A 0002 to be set
- Effective screening or absorption devices to be placed over the antennas; alternatively, the ramp test to be physically connected to the antenna system
- The Mode C pressure altitude to be set manually to a high level, e.g. above 60,000ft; or to an unrealistically low level, e.g. 2000ft below ground level

On completion of the testing, Transponders should be selected to “Off” or “Standby”.

Ref:- UK AIP: ENR 1.6-5

3. OTHER TESTING

3.1 PRECAUTIONS

With the exception of an aircraft’s Transponder testing, prior to conducting any ground testing, which requires electrical power to be applied to the aircraft, the operator must confirm that the aircraft’s Transponder is set to the “Off” position, before applying the electrical power.

Particular note should be taken that, if a Transponder is set to “Ground Mode” and the weight is lifted from the wheels, the Transponder can become active. Therefore, for any testing involving this function, the Transponder must be set to the “Off” position; if necessary, by the removal of the fuse or by isolating the relevant circuit breaker.

4. ENQUIRIES

4.1 CONTACT

Any enquiries regarding the content of this AOI should be addressed to the Manager Air Traffic Services (MATS); via telephone number 01202 364150.