<u>**Student Callsigns**</u>

1.   Purpose

Subsequent to a fatal accident involving a student pilot, the UK Authorities have decided to introduce a student callsign prefix. As a result of requests from Irish based FTOs, similar practices shall be employed in Ireland. The text of the following notice sets out the procedures for the use of the callsign and is for the most part based on the practices suggested in the UK AIC 83/2007. The primary purpose of the callsign is to inform ATC facilities and other airspace users that a pilot is still in training and may have limited capacity to deal with complex instructions.

2. Use of Student Callsign Prefix

The purpose of the callsign prefix is to enable Air Traffic Controllers (ATCOs) and Aerodrome Flight Information Service Officers (AFISOs) to take into consideration the more limited ability of student pilots when issuing instructions and/or information. On initial contact with Air Traffic Service Units, (including ATC centres and aerodromes providing an ATC service, or an Aerodrome FIS (AFIS)), student pilots who do not yet hold a licence and who are flying solo as part of their training are to prefix the aircraft callsign with the word 'STUDENT'. Once acknowledged, it will not normally be necessary for student pilots to use the prefix in subsequent transmissions until making initial contact with other ATS Units, unless they feel they are being instructed to do something with which they are unfamiliar.

ATCOs and AFISOs shall acknowledge the initial call, again using the prefix, and, shall, in so far as is practicable, make due allowance for the limited experience and ability of student pilots in determining the pace and complexity of instructions and/or information which are subsequently passed. Flight progress strips and movement logs, as applicable, should also be suitably annotated in order that the pilot's student status will still be apparent following any handover.

3. **The following examples show how this prefix should be used:**

Example 1

Pilot transmission:
'Weston Tower <u>STUDENT EI-ABC</u>, on the apron, request start up for local VFR flight'
etc…

ATC Response:
'<u>STUDENT EI-ABC</u>, Weston Tower, QNH xxxx, Start Approved, report ready for taxi,
etc …

Thereafter the callsign EI-ABC is used until contact is made with next ATS unit.

Example 2

Pilot transmission:
'Dublin Control, <u>STUDENT EI-ABC</u> …'

ATC Response:
'<u>STUDENT EI-ABC</u>, Dublin Control, QNH xxxx, go ahead…

Pilot:
'<u>EI-ABC</u> at Kilcock 1500' VFR, request flight plan activation and Flight Information
etc…'

ATC Response:
'<u>EI-ABC</u> Roger, Traffic information xxxx etc, etc…'

4. Flight Instructors

Flight Instructors are to brief students, specifically, on the use of this callsign prefix as part of their pre-solo briefing. The use of this callsign prefix is not intended to remove the additional requirement for flight instructors to notify ATS Units separately of 'first solo' flights where this is normal practice.

Although intended primarily for use by ab-initio students, the prefix should also be used in other circumstances where, for example, the holder of a pilots licence is returning to flying practice after a significant absence and is undergoing renewal training involving solo flight conducted as a student under the supervision of a flight instructor.

It should be emphasised by instructors that the use of Student Callsigns does not confer any special privileges and that normal navigation and airmanship practices apply on all student pilot flights.

5. Further Information

Requests for further information on the contents of this notice should be addressed to: niall.cummins@iaa.ie

6. Issue Date: 6th December 2007

**Chief Executive.
Irish Aviation Authority.**

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