

## Use Of A Radio Callsign Modifier For Student Solo Flights

### **Issued under the Authority of:**

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### **Background Information:**

Experience and data analysis shows that student solo flights attract a higher risk of safety occurrences than dual training flights. This is particularly the case in the busy aerodrome environment where, particularly during early solo flights, students can become confused if given complicated or unusual ATC instructions. There is at least one documented example of a European accident (not CAE OAA) where this phenomenon led to a fatal accident where a student became so preoccupied dealing with an unusual ATC instruction that control of the aircraft was lost. The ATC controller was unaware that this was a student solo flight.

Some mitigation of this risk can be provided by use of a suitable radio callsign modifier (prefix or suffix) which provides greater awareness for ATC who are then able to adjust the pace and complexity of their radio transmissions accordingly. In the United States, provision is already made within the Aeronautical Information Manual (AIM) for a student pilot to use "STUDENT PILOT" as a callsign suffix on initial contact with an ATC agency. However, this is not mandatory and therefore needs to be mandated specifically by CAE OAA.

Where this is not prohibited by national regulations a student callsign modifier is, therefore, to be adopted by CAE OAA centres for all student solo flights.

### **Abbreviations:**

CAE OAA	CAE Oxford Aviation Academy
NOTAC	Notice to Aircrew
AIM	Aeronautical Information Manual (United States)

### **Policy:**

Where this is not prohibited by national regulations, on initial contact, student pilots who are flying solo, other than in the USA, shall use the callsign prefix 'STUDENT'. An illustrative example of use of this prefix is as follows:

**Aircraft to ATC.**

*“XXX Tower STUDENT OXFORD 123 on the apron, request taxi for local VFR flight”*

At CAE OAA Flight Training Centres in the USA, on initial contact, student pilots who are flying solo shall use the callsign suffix ‘STUDENT PILOT’. An illustrative example of use of this suffix, is as follows:

**Aircraft to ATC.**

*“XXX Tower OXFORD 123 STUDENT PILOT on the apron, request taxi for local VFR flight”*

Once acknowledged, it will not normally be necessary for student pilots to use the modifier in subsequent transmissions until making initial contact with other ATC units, unless they feel they are being instructed to do something with which they are unfamiliar.

This will allow ATC to make due allowance for the limited experience and ability of student pilots in determining the pace and complexity of instructions and/or information which is subsequently passed.

Flight Instructors must brief students, specifically, on the use of this callsign modifier as part of their pre-solo briefing. The use of this callsign modifier is not intended to remove the additional requirement for flight instructors to notify ATC separately of ‘first solo’ flights where this is normal practice.

**Managers of each CAE OAA flight center shall, as part of their normal safety liaison activities, make local ATC managers aware of this CAE OAA global policy in order to ensure an orderly local introduction.**

**Exceptions and Review:**

Exceptions may be granted on the authority of the CAE Chief Safety Officer. This would normally only be the case where national radio telephony procedures would prohibit this safety measure from being implemented at a particular CAE OAA centre.

**Scope**

All CAE Oxford Aviation Academy flight training centres