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**CAPE TOWN (FACA), JOHANNESBURG (FAJA) AND OCEANIC (FAJO) FLIGHT INFORMATION REGIONS**

**CALLSIGN PREFIXES**

**Validity period:** PERM

**1.8.7 Callsign Appendixes to annotate special handling requirements by ATC**

Certain Flights require specialised handling by Air Traffic Controllers to ensure optimum processing of the flight within the Air Traffic Management System. By using certain callsign appendixes the Air Traffic Controller is more aware of the type of flight and applicable service that should be provided to such flight. The use of the callsign appendix does not preclude the flight crew from completing normal notification on the ATS Flight Plan and all required annotations that a flight requires special handling should still be made on the ATS Flight Plan when this is filed before a flight. The use of the callsign Appendix is an additional reminder of the requirement for specialised handling and in line with international best practice, flight crews should use the following callsign appendixes when they wish to denote that the flight requires special handling.

It is important to note that only the flight crew will use the callsign appendix and the ATC Unit handling the flight will not repeat the appendix of the callsign when issuing instructions to the flight.

The callsign appendix only needs to be used by the flight crew on first contact with the relevant ATC Sector.

**1.8.7.1 Wake Turbulence**

| <b>Heavy Wake Turbulence</b>   |   |               |
|--|---|---------------|
| Aircraft categorised as Heavy require additional spacing in front of other aircraft of lesser wake turbulence and incorrect spacing of a lighter aircraft behind a Heavy aircraft may result in the lighter aircraft encountering the wake turbulence of the heavy aircraft and be placed in danger. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Heavy</b>  | <b>Suffix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>  |               |
| Flight crews of Heavy wake turbulence aircraft should use the suffix "HEAVY" on first contact with the following sectors; Clearance Delivery, Ground, Tower, Approach.<br>It is not necessary to use the suffix with en-route/area sectors, as no additional spacing is required in these sectors.   | ATC shall ensure that the correct departure, taxi route and runway allocation is issued to such aircraft.<br>ATC shall also ensure that all following aircraft of lesser wake turbulence are adequately separated by the prescribed wake turbulence minima. |               |
| Example  | Tower, Airline326 HEAVY.  |               |

| <b>Super Heavy Wake Turbulence</b>   |   |               |
|--|---|---------------|
| Aircraft categorised as Super Heavy require additional spacing in front of other aircraft of lesser wake turbulence and incorrect spacing of a lighter aircraft behind a Super Heavy aircraft may result in the lighter aircraft encountering the wake turbulence of the heavy aircraft and be placed in danger. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Super</b>  | <b>Suffix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>  |               |
| Flight crews of Super Heavy wake turbulence aircraft should use the suffix "Super" on first contact with the following sectors; Clearance Delivery, Ground, Tower, Approach.<br>It is not necessary to use the suffix with en-route/area sectors, as no additional spacing is required in these sectors.         | ATC shall ensure that the correct departure, taxi route and runway allocation is issued to such aircraft.<br>ATC shall also ensure that all following aircraft of lesser wake turbulence are adequately separated by the prescribed wake turbulence minima. |               |
| Example  | Tower, Airline992 Super.  |               |

## 1.8.7.2

**Medical Flights**

| <b>Halo Flights</b>  |  |               |
|--|--|---------------|
| <p>A Halo Flight is a Medical flight that requires preferential routing however can be subjected to a short delay provided that the delay is less than 10 min maximum. Usually an operator may use the callsign suffix Halo when being dispatched to pick up a patient on a long route sector and the patient is not yet on board. The suffix may also be used when the patient is on board but not critical, however it should be known that Flight Crews are unable to determine the status of the patient unless a medical doctor on board has notified them of this and is able to remain in direct contact with the flight crew. Halo flights shall still be annotated as MERCY FLIGHTS in the ATS Flight Plan.</p> <p>The purpose of the differentiation between Halo and Mercy is that a controller shall still provide the Halo flight with priority however will not necessarily re-route other traffic that is marginally ahead or provides for a better sequence for a Halo flight. A Halo Flight shall not normally be delayed for longer than 10 minutes maximum in holding.</p> <p>A Halo flight may be upgraded to a Mercy flight at any stage in flight should the flight crew be advised the patient's status is of such a requirement that preferential treatment is needed.</p> |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Halo</b>  | <b>Suffix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>   |               |
| <p>Flight crews of Medical Flights which require priority handling however where a minimal delay can be accepted without having to re-route other aircraft shall use the suffix Halo on first contact with all ATC Sectors.</p> <p>The term Halo should not be used for ferry, test, training or positioning flights where there is no medical response needed.</p>  | <p>ATC shall ensure that all Halo flights receive the utmost priority however shall not be required to re-route or position a Halo flight ahead of another flight that may be marginally ahead or better positioned for the applicable sequence.</p> <p>A Halo flight should not be delayed by more than 10 minutes as far as practical and if the delay shall be more than 10 minutes the flight crew shall immediately be advised thereof.</p> |               |
| Example  | Approach, Airline574 Halo.   |               |

| <b>Mercy Flights</b>  |  |               |
|---|--|---------------|
| <p>A Mercy Flight is a Medical flight that requires preferential routing where no or minimal delay can be accepted due to the critical nature of the patient either on board or at the destination that the flight is routing to. Typically the only time Mercy would be used by medical flights where no patient is on board is when responding to an accident scene or a case (in the case of EMS Helicopters or similar) or where a quick evacuation of the patient is required at the destination.</p> <p>Mercy Flights require the highest level of preferential treatment and if necessary shall require other flights to be held or re-routed to ensure that no/minimal delay is afforded to the Mercy Flight.</p> <p>Mercy flights shall still be annotated as such in the ATS Flight Plan.</p> |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>   | <b>Mercy</b>   | <b>Suffix</b> |
| <b>Flight Crew Actions</b>  | <b>ATC Actions</b>   |               |
| <p>Flight crews of Medical Flights that require priority handling where no or minimal delay can be accepted due to the critical nature of the patient on board shall use the suffix Mercy on first contact with all ATC Sectors.</p> <p>The term Mercy should preferably only be used with a patient on board unless the flight is responding to an accident scene (i.e. EMS Helicopter) or the patient requires a quick evacuation from the destination aerodrome. In most other cases the term Halo should be used when no patient is on board and the flight may be subjected to minor delays in sequencing.</p> <p>The term Mercy should not be used for ferry, test, training or positioning flights where there is no medical response needed.</p>  | <p>ATC shall ensure that all Mercy flights receive the utmost priority and if necessary require other aircraft to be re-routed or held to accommodate the Mercy flight.</p> <p>A Mercy flight should not be delayed as far as practical and if a delay is inevitable the flight crew shall immediately be advised thereof.</p> |               |
| Example   | Area, Airline786 Mercy.  |               |

### 1.8.7.3 Training Flights

| <b>Student Flights</b>  |   |               |
|---|---|---------------|
| A Student flight is a flight where an ab-initio Student pilot is receiving flight instruction for a PPL (H-PPL). The prefix Student would be used by pilots holding a Student Pilot License only and not for pilots receiving conversion or higher training once having obtained a PPL. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>   | <b>Student</b>  | <b>Prefix</b> |
| <b>Flight Crew Actions</b>  | <b>ATC Actions</b>  |               |
| Student Pilots shall use the prefix Student on first contact with an ATC Sector to denote that ab-initio Student training is occurring on the flight for the acquisition of a PPL.  | ATC shall be aware that the flight has an ab-initio student on board and where applicable shall provide progressive instructions or clearances. |               |
| Example   | Tower, Student ABC.   |               |

| <b>Solo Student Flights</b>  |  |               |
|--|--|---------------|
| A Solo Student flight is a flight where an ab-initio Student pilot has been sent solo in preparation for obtaining a PPL (H-PPL) and is doing solo circuits or GF work whilst still holding a Student Pilot's License. The prefix Solo Student would only be used by pilots holding a Student Pilot License and not for pilots receiving conversion or higher training once having obtained a PPL. |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Solo - Student</b>  | <b>Prefix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>   |               |
| Solo Student Pilots shall use the prefix Solo Student on first contact with an ATC Sector to denote that a Solo Student flight is occurring for the acquisition of a PPL.  | ATC shall be aware that the flight has a student on board and where applicable shall provide progressive instructions or clearances. |               |
| Example  | Tower, Solo Student ABC.   |               |

### 1.8.7.4 Flights that have special Manoeuvring Characteristics

| <b>Helicopters</b>   |   |               |
|--|---|---------------|
| A Helicopter is by nature more manoeuvrable than fixed wing aircraft; as such a helicopter can be requested to route at speeds and or routes not normally possible by fixed wing aircraft. Helicopters also have different VFR and minima from fixed wing aircraft and thus may be accommodated at lower minima than other fixed wing traffic.                   |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Helicopter</b>   | <b>Prefix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>  |               |
| A Helicopter pilot should consider using the prefix Helicopter on first contact with an ATC Sector to denote that the flight is being undertaken in a helicopter. Special consideration should be given in using this prefix when the registration marking does not make it easily discernable that the aircraft is a helicopter (i.e. not starting with H or R) | ATC shall provide routing and clearances as applicable to helicopter traffic. |               |
| Example  | Tower, Helicopter RBH.  |               |

| <b>Gliders</b>   |  |               |
|--|--|---------------|
| A glider is by nature less manoeuvrable than a powered fixed wing aircraft due to the fact that a glider cannot usually maintain an altitude for a sustained period of time. Gliders also have larger than normal wingspans and require special ground handling.   |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Glider</b>  | <b>Prefix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>   |               |
| A glider pilot should consider using the prefix Glider on first contact with an ATC Sector or when broadcasting on a TIBA Frequency to denote that the flight is being undertaken in a glider. Special consideration should be given in using this prefix when the registration marking does not make it easily discernable that the aircraft is a glider (i.e. not starting with G) | ATC shall provide routing and clearances as applicable to glider traffic bearing in mind that an altitude may not be able to be maintained by the glider and that the glider may have to commence a number of turns whilst Thermalling to gain altitude. |               |
| Example  | Information, Glider GEL.   |               |

| <b>Motor Gliders</b>  |  |               |
|---|--|---------------|
| A Motor Glider may be as manoeuvrable as a powered fixed wing aircraft however the motor may not always be deployed on the glider and then aircraft will perform similar to a normal glider. Motor gliders have retractable power plant that when switched off shall normally fold away either into the nose cone or the fuselage of the aircraft. With the engine retracted the aircraft shall perform like a conventional glider and may not be able to maintain an altitude for a sustained period of time. Should the pilot need to deploy the engine again the time this takes for deployment and restart may vary depending on glider type. |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>   | <b>Motor Glider</b>  | <b>Prefix</b> |
| <b>Flight Crew Actions</b>  | <b>ATC Actions</b>   |               |
| A motor glider pilot should consider using the prefix Motor Glider on first contact with an ATC Sector or when broadcasting on a TIBA Frequency to denote that the flight is being undertaken in a Motor Glider.  | ATC shall provide routing and clearances as applicable to glider traffic bearing in mind that an altitude may not be able to be maintained by the glider and that the glider may have to commence a number of turns whilst Thermalling to gain altitude. |               |
| Example   | Information, Motor Glider GHC.   |               |

| <b>Hot Air Balloons</b>  |  |               |
|--|--|---------------|
| A Hot Air Balloon is by nature less manoeuvrable than a powered fixed wing aircraft due to the fact that a balloon cannot usually control the direction of flight that it is moving in. The balloon pilot may be able to climb or descend however these commands shall take considerable time and depending on the altitude they are required to reach. Balloons also require special ground handling. |  |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Balloon</b>   | <b>Prefix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>   |               |
| A Hot Air Balloon Pilot should consider using the prefix Balloon on first contact with an ATC Sector or when broadcasting on a TIBA Frequency to denote that the flight is being undertaken in a Balloon.  | ATC shall provide routing and clearances as applicable to balloon traffic bearing in mind that the direction of flight cannot be directly controlled by the pilot and is subject to wind and air movement. |               |
| Example  | Tower, Balloon BAL.  |               |

| <b>Airships</b>  |   |               |
|--|---|---------------|
| An Airship is by nature less manoeuvrable than a powered fixed wing aircraft due to the fact that the airship operates at slower speeds than a normal aircraft. The turning radius of an airship also differs vastly from that of a fixed wing aircraft. Although Airships are more manoeuvrable than Hot Air Balloons as they have full flight controls, they operate at speeds typically slower than most fixed wing traffic. Airships also usually require special ground handling. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>  | <b>Airship</b>  | <b>Prefix</b> |
| <b>Flight Crew Actions</b>   | <b>ATC Actions</b>  |               |
| An Airship pilot should consider using the prefix Airship on first contact with an ATC Sector or when broadcasting on a TIBA Frequency to denote that the flight is being undertaken in an Airship.  | ATC shall provide routing and clearances as applicable to Airship traffic bearing in mind that the speed and manoeuvrability of an airship differs from that of fixed wing traffic. |               |
| Example  | Tower, Airship ZBC.   |               |

#### 1.8.7.5

#### Emergency Traffic

| <b>Mayday</b>   |   |               |
|---|---|---------------|
| Usually when an aircraft declares an Emergency the radio transmission is started with the words Mayday, Mayday, Mayday however an aircraft that has been transferred from one frequency to another whilst still under the state of emergency should re-iterate that state that the aircraft has declared on first contact with each additional ATC Sector. Although ATCs are required to co-ordinate the emergency state prior to hand over the additional use also assists in allowing Emergency services and other traffic to identify the traffic requiring priority handling. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>   | <b>Mayday</b>   | <b>Suffix</b> |
| <b>Flight Crew Actions</b>  | <b>ATC Actions</b>  |               |
| A Flight Crew that has declared an emergency shall on first contact with each new ATC Sector after declaring such, use the suffix Mayday with the callsign  | ATC shall provide preferential routing and alerting services as required for the type of Emergency being experienced. Other traffic should be re-routed or held to accommodate the emergency traffic as far as practical. |               |
| Example   | Approach, SEM Mayday...   |               |

|   |   |               |
|---|---|---------------|
| <b>Pan</b>  |   |               |
| Usually when an aircraft declares a State of Urgency the radio transmission is started with the words <i>Pan, Pan, Pan</i> , however an aircraft that has been transferred from one frequency to another whilst still under the state of urgency should re-iterate that state that the aircraft has declared on first contact with each additional ATC Sector. Although ATCs are required to co-ordinate the Urgency state prior to hand over the additional use also assists in allowing Emergency services and other traffic to identify the traffic requiring priority handling. |   |               |
| <b>Callsign Appendix (Prefix or Suffix)</b>   | <b>Pan</b>  | <b>Suffix</b> |
| <b>Flight Crew Actions</b>  | <b>ATC Actions</b>  |               |
| A Flight Crew that has declared a state of Urgency shall on first contact with each new ATC Sector after declaring such, use the suffix <i>Pan</i> with the callsign.   | ATC shall provide preferential routing and alerting services as required for the type of Emergency being experienced. Other traffic should be re-routed or held to accommodate the emergency traffic as far as practical. |               |
| Example   | Approach, WMN <i>Pan</i> ...  |               |