

NOTE-

Civilian air ambulance aircraft operating VFR and without a filed flight plan are eligible for priority handling in accordance with subparagraph b1 above.

5. ATC will also provide priority handling to HOSP and AIR EVAC flights when verbally requested. These aircraft may file “HOSP” or “AIR EVAC” in either Item 11 (Remarks) of the flight plan or Item 18 of an international flight plan. For aircraft identification in radio transmissions, civilian pilots will use normal call signs when filing “HOSP” and military pilots will use the “EVAC” call sign.

c. Student Pilots Radio Identification.

1. The FAA desires to help student pilots in acquiring sufficient practical experience in the environment in which they will be required to operate. To receive additional assistance while operating in areas of concentrated air traffic, student pilots need only identify themselves as a student pilot during their initial call to an FAA radio facility.

EXAMPLE-

Dayton tower; Fleetwing One Two Three Four, student pilot.

2. This special identification will alert FAA ATC personnel and enable them to provide student pilots with such extra assistance and consideration as they may need. It is recommended that student pilots identify themselves as such, on initial contact with each clearance delivery prior to taxiing, ground control, tower, approach and departure control frequency, or FSS contact.

4-2-5. Description of Interchange or Leased Aircraft

a. Controllers issue traffic information based on familiarity with airline equipment and color/markings. When an air carrier dispatches a flight using another company’s equipment and the pilot does not advise the terminal ATC facility, the possible confusion in aircraft identification can compromise safety.

b. Pilots flying an “interchange” or “leased” aircraft not bearing the colors/markings of the company operating the aircraft should inform the terminal ATC facility on first contact the name of the operating company and trip number, followed by the company name as displayed on the aircraft, and aircraft type.

EXAMPLE-

Air Cal Three Eleven, United (interchange/lease), Boeing Seven Two Seven.

4-2-6. Ground Station Call Signs

Pilots, when calling a ground station, should begin with the name of the facility being called followed by the type of the facility being called as indicated in TBL 4-2-1.

**TBL 4-2-1
Calling a Ground Station**

Facility	Call Sign
Airport UNICOM	“Shannon UNICOM”
FAA Flight Service Station	“Chicago Radio”
Airport Traffic Control Tower	“Augusta Tower”
Clearance Delivery Position (IFR)	“Dallas Clearance Delivery”
Ground Control Position in Tower	“Miami Ground”
Radar or Nonradar Approach Control Position	“Oklahoma City Approach”
Radar Departure Control Position	“St. Louis Departure”
FAA Air Route Traffic Control Center	“Washington Center”