

### **b. Air Ambulance Flights.**

Because of the priority afforded air ambulance flights in the ATC system, extreme discretion is necessary when using the term “MEDEVAC.” It is only intended for those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling. When requested by the pilot, necessary notification to expedite ground handling of patients, etc., is provided by ATC; however, when possible, this information should be passed in advance through non-ATC communications systems.

1. Civilian air ambulance flights responding to medical emergencies (first call to an accident scene, carrying patients, organ donors, organs, or other urgently needed lifesaving medical material) will be expedited by ATC when necessary. When expeditious handling is necessary, include the word “MEDEVAC” in the flight plan per paragraphs 5-1-8 and 5-1-9. In radio communications, use the call sign “MEDEVAC,” followed by the aircraft registration letters/numbers.

**EXAMPLE-**

*MEDEVAC Two Six Four Six.*

2. Similar provisions have been made for the use of “AIR EVAC” and “HOSP” by air ambulance flights, except that these flights will receive priority handling only when specifically requested.

3. Air carrier and air taxi flights responding to medical emergencies will also be expedited by ATC when necessary. The nature of these medical emergency flights usually concerns the transportation of urgently needed lifesaving medical materials or vital organs. **IT IS IMPERATIVE THAT THE COMPANY/PILOT DETERMINE, BY THE NATURE/URGENCY OF THE SPECIFIC MEDICAL CARGO, IF PRIORITY ATC ASSISTANCE IS REQUIRED.** Pilots must include the word “MEDEVAC” in the flight plan per paragraphs 5-1-8 and 5-1-9, and use the call sign “MEDEVAC,” followed by the company name and flight number for all transmissions when expeditious handling is required. It is important for ATC to be aware of “MEDEVAC” status, and it is the pilot’s responsibility to ensure that this information is provided to ATC.

**EXAMPLE-**

*MEDEVAC Delta Thirty-Seven.*

### **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.