

Charla de Inglés

Introducción

Fraseología como ATC

Fraseología como piloto

Explicación



Introducción

Al no ser nuestra lengua nativa, es importante que **practiquemos el inglés de manera recurrente.**

NO tenemos que pronunciar como nativos si no poder expresarnos y hacernos entender.

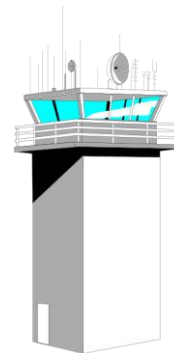
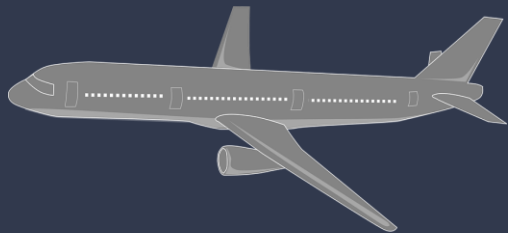
Es altamente recomendado **volar en países cuya lengua primaria** es el inglés para poder afinar el oído.

Solicitarle al controlador que **repita** la instrucción de no entenderla. Es preferible eso antes de que colacionar incorrectamente o volar una instrucción errónea.

WEATHER INFORMATION

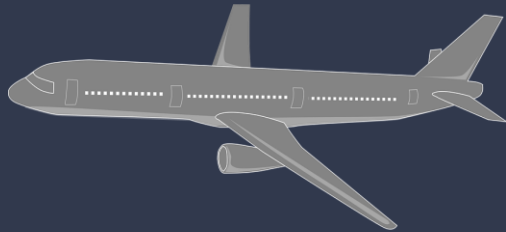
**SABE 141900Z 03004KT 360V070
9999 FEW040TCU 13/11 Q1021
NOSIG**

AEROPARQUE MET REPORT 1900
ZULU. WINDS 030 DEGREES 4
KNOTS, VARIABLE BETWEEN 360
AND 070. VISIBILITY MORE THAN
10KM. FEW 4.000 TOWER
CUMULUS. TEMP 13, DEW POINT
11, QNH 1021.



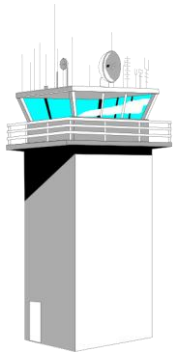
AEROPARQUE GROUND
GOOD MORNING
SIM1425
STAND 10
WITH INFORMATION "A" ON
BOARD
REQUESTING CLEARANCE TO
CORDOBA

** Readback should be exactly the same*



SIM1425 AEROPARQUE GROUND
GOOD MORNING

- STAND BY FOR CLEARANCE
- ADVISE WHEN READY TO COPY
- YOU ARE CLEARED
AEROPARQUE - CORDOBA AS
FILED, FL360 UNTIL TIPLO,
ATOVO3B DEPARTURE, RWY13,
INITIAL CLIMB F060,
SQUAWK 1754

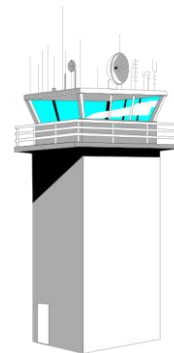
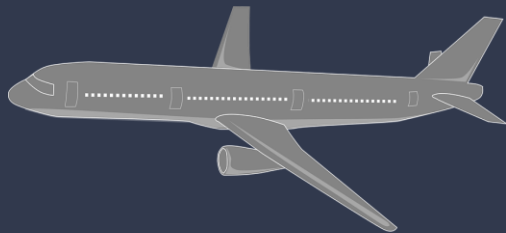


IFR CLEARANCE USA

SIM1425 YOU ARE CLEARED TO BOSTON VIA THE SKORR4 DEPARTURE, YANKEE TRANSITION, THEN AS FILED. CLIMB AND MAINTAIN 5.000, EXPECT FL210 10 MINUTES AFTER DEPARTURE. DEPARTURE FREQ 135.9, SQ 4351

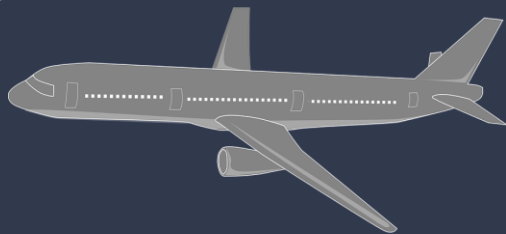
IFR CLEARANCE EUROPE

SIM1425 CLEARED TO ZURICH ANEKI9L DEPARTURE, CLIMB 5.000, SQ 1000.



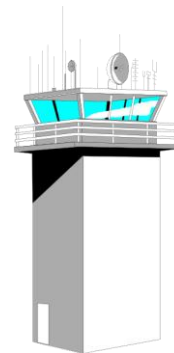
ROUTE CHANGE

** Readback should be exactly the same*



SIM1425 I HAVE AN AMENDMENT
FOR YOUR ROUTE, ADVISE REDY TO
COPY

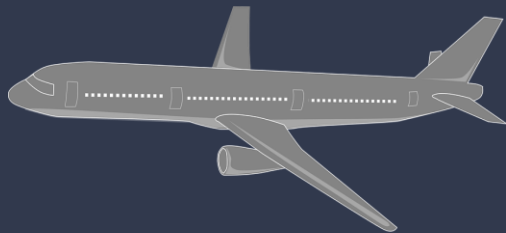
SIM1425 AFTER EZE19 FLY DIRECT
TO ROS VOR, THEN AS FILED



READY FOR PUSH AND START
SIM1425

SIM1425 READY FOR START

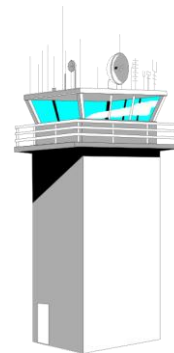
** Readback should be exactly the same*



SIM1425 PUSH AND START IS
APPROVED, REPORT WHEN READY
TO TAXI

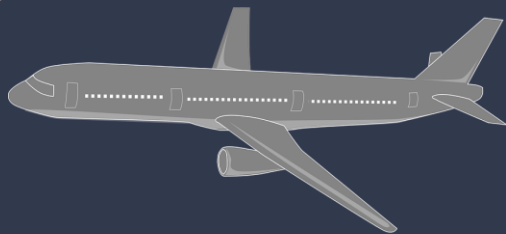
SIM1425 PUSH AND START
APPROVED, FACING WEST, CALL
FOR TAXI

SIM1425 STARTUP APPROVED,
CALL FOR TAXI



READY FOR TAXI
SIM1425

** Readback should be exactly the same*

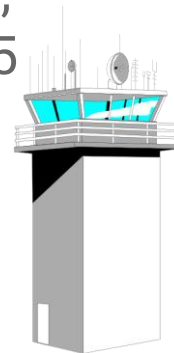


SIM1425 TAXI TO THE HOLDING
POINT OF RWY13 VIA M AND A

- GIVE WAY TO THE B737 COMING
FROM YOUR LEFT ON A

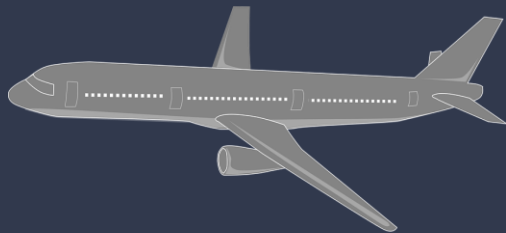
SIM1425 TAXI TO THE HOLDING
POINT RWY 29 VIA D H, HOLD
SHORT RWY 35.

SIM1425 TAXI TO THE HOLDING
POINT RWY 29 VIA D AND H,
CLEARED TO CROSS RWY 35



READY FOR **DEPARTURE** RWY13
SIM1425

** Readback should be exactly the same,
without the winds*

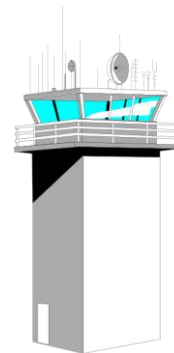


SIM1425

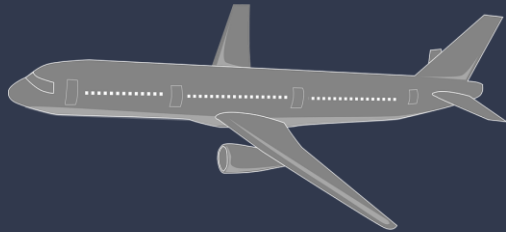
WINDS 130 DEGREES 8 KNOTS

RWY13

CLEARED FOR **TAKEOFF**



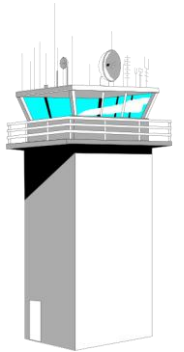
CONTACT BAIRES RADAR ON
125.9
SIM1425



SIM1425

AIRBORNE 13

CONTACT BAIRES RADAR ON 125.9

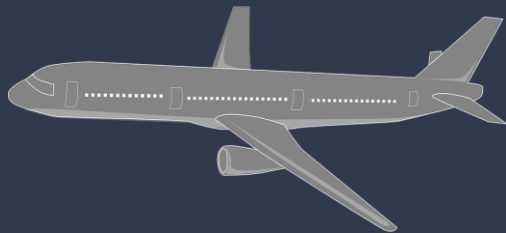


BAIRES RADAR GOOD MORNING

SIM1425

PASSING 3000FT CLIMBING
FL60, ATOVO3B DEPARTURE

** Readback should be exactly the same*

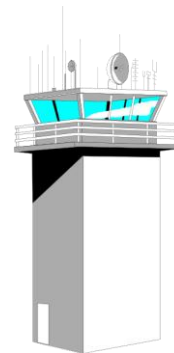


SIM1425 BAIRES RADAR GOOD
MORNING

RADAR IDENTIFIED

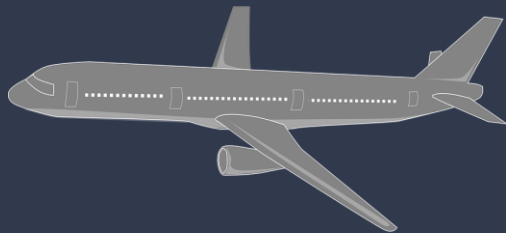
CLIMB FL360

PROCEED DIRECT TO ATOVO

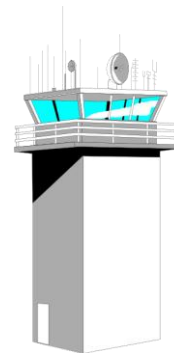


BAIRES **SIM1425**
REQUEST F340 EN-ROUTE

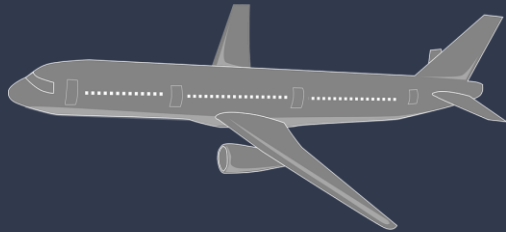
** Readback should be exactly the same*



SIM1425 YOU ARE RE-CLEARED F340
UNTIL TIPLO



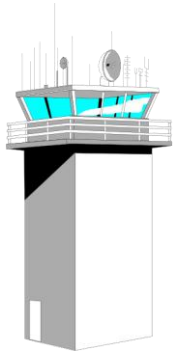
MACH .79
SIM1425



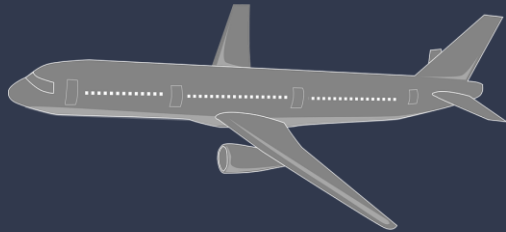
SIM1425

REPORT MACH NUMBER

SIM1425 FOR TRAFFIC MAINTAIN
MACH . 77

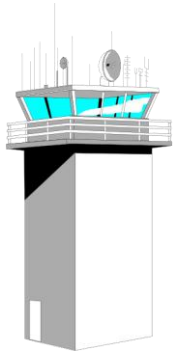


PASSING PUGLI 1552Z
FL360
ESTIMATING SUSDA 1635Z
NEXT IS VUPNI
SIM1425



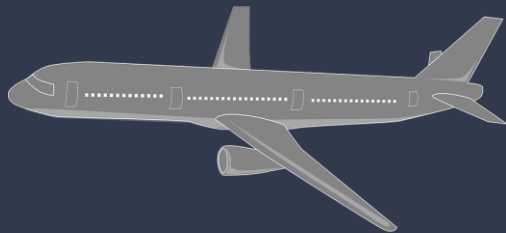
SIM1425

REPORT POSITION



CORDOBA CENTER SIM1425
GOOD MORNING

WILL EXPECT ASISA DCT PAGAR,
FOR RNP APPROACH RWY01
SIM1425



SIM1425 CORDOBA CENTER GOOD
MORNING

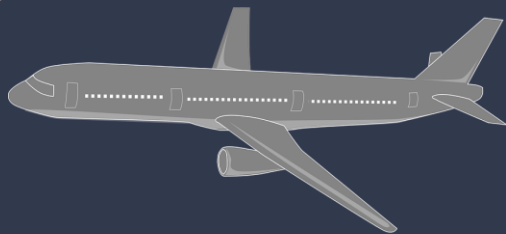
RADAR CONTACT OVER TIPLO F340

EXPECT ASISA DCT PAGAR FOR THE
RNP APPROACH RWY01



CORDOBA SIM1425 REQUEST DESCENT

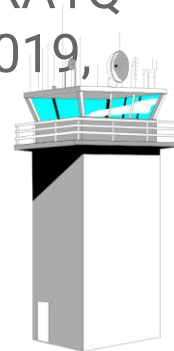
** Readback should be exactly the same*



SIM1425 DESCEND FL240

SIM1425 DESCEND **VIA** ORERA1Q
ARRIVAL, QNH 1019, TRANSITION
LEVEL 090

SIM1425 DESCEND **VIA** ORERA1Q
ARRIVAL TO 7.300FT, QNH 1019,
TRANSITION LEVEL 090



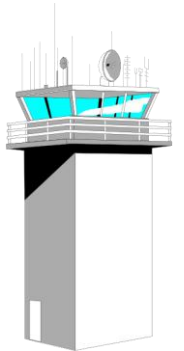
ENTER THE HOLDING PATTERN
AS PUBLISHED ON RNP RWY01
OVER PAGAR, MAINTAIN F050
EXPECTED APPROACH TIME
2200
SIM1425



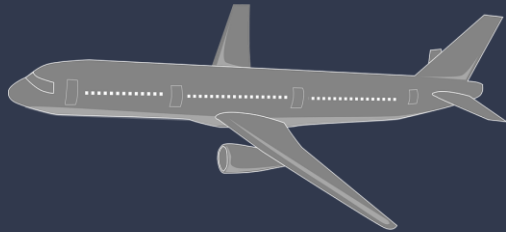
SIM1425

HOLD AS PUBLISHED OVER PAGAR
ON RNP APPROACH RWY01,
MAINTAIN FL50

YOUR EXPECTED APPROACH TIME IS
2200 ZULU

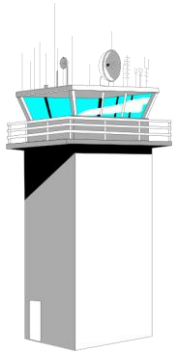


DESCEND F050 AND PROCEED
DIRECT TO PAGAR
SIM1425

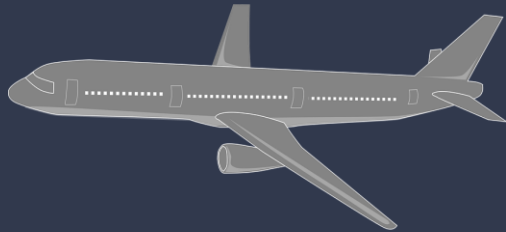


SIM1425

PROCEED DCT PAGAR, DESCEND
FL50

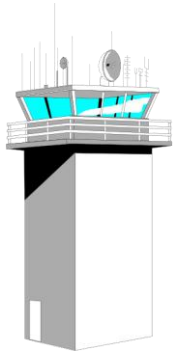


CLEARED RNP RWY01, QNH
1015, WILL REPORT
COMMENCING PROCEDURE
SIM1425



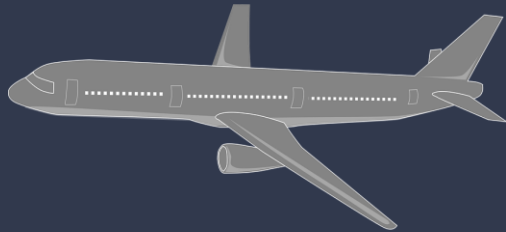
SIM1425

CLEARED RNP RWY01 APPROACH,
Q1015 REPORT COMMENCING THE
APPROACH

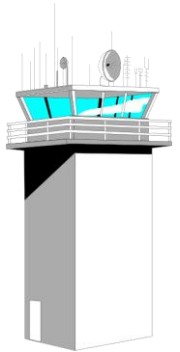


COMMENCING APPROACH SIM1425

** Readback should be exactly the same*

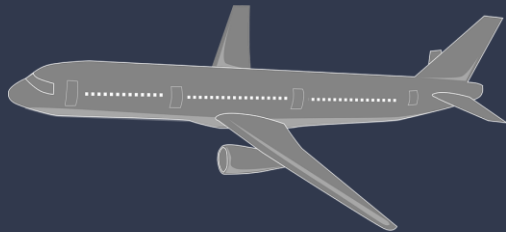


SIM1425 REPORT ON A 5 MILE FINAL FOR RWY01

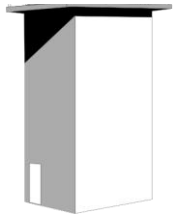
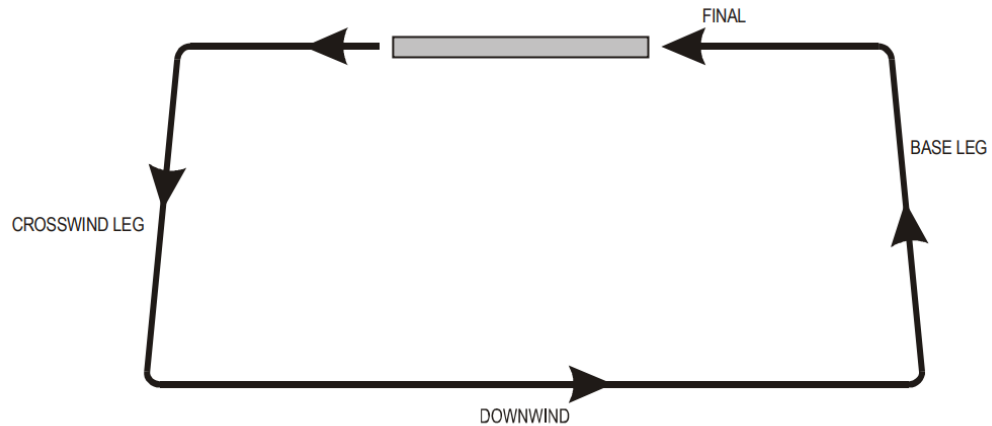


SIM1425 WITH THE FIELD IN SIGHT REQUESTS VISUAL APPROACH

** Readback should be exactly the same*



SIM1425 ENTER RIGHT BASE FOR RUNWAY 01, REPORT ON BASE



5 MILE FINAL RWY01 SIM1425

** Readback should be exactly the same,
without the winds*

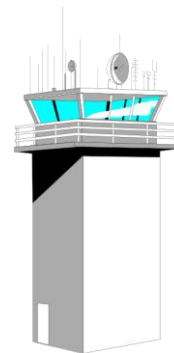


SIM1425

WIND 020 DEGREES 5 KNOTS

RWY01

CLEARED TO LAND



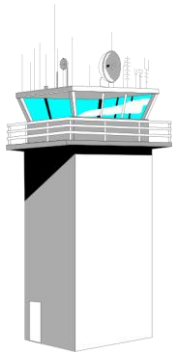
SIM1425 IS GOING AROUND

** Readback should be exactly the same*

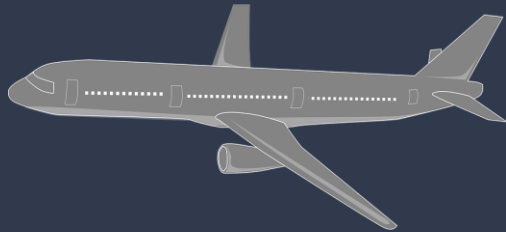


**SIM1425 FLY THE PUBLISHED
MISSED APPROACH**

**SIM1425 CONFIRM REASON FOR
THE GO AROUND**



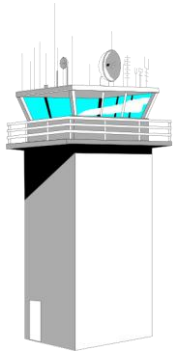
180 ON THE RUNWAY
APPROVED AND VACATE VIA C
SIM1425



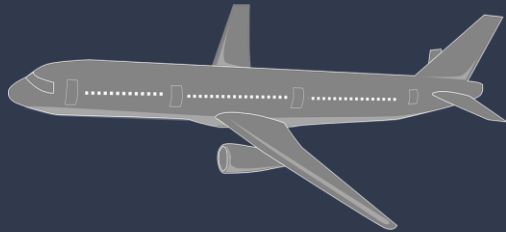
SIM1425

ON THE GROUND AT 14

180 ON THE RUNWAY IS APPROVED,
THEN VACATE VIA C



TAXI VIA C TO STAND 14,
REPORT ENGINES OFF
SIM1425

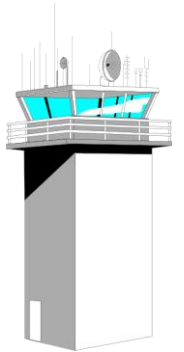


SIM1425

TAXI VIA C TO STAND 14, REPORT
WITH ENGINES OFF

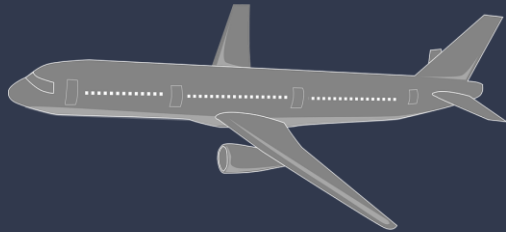
^ Esta instrucción puede variar dependiendo del país en el que se vuele. Algunos procedimientos ni solicitan que la aeronave notifique en la posición, solo que colacione el rodaje

^ En USA/Europa superficie (GND) no controla las plataformas



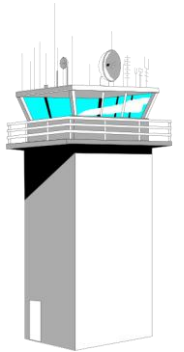
STAND 14 ENGINES OFF SIM1425

** Readback should be exactly the same*



SIM1425

FREQUENCY CHANGE APPROVED



Apéndice

- **Manuales de Fraseología VATSIM Argentina**
- **Instrucción ATC VATSIM Argentina**
- **Fraseología MANOPER / PROGEN**

¿Preguntas?

¡Gracias!