Preliminary Study Guide for the Induction Course for New Pilots

Objective:

To present an easy to understand study guide in English, to be read and to be used as a prerequisite to the "Induction Course", meant to new and existing members of VATMEX. This guide is also intended as a learning tool for pilots so they can expand their understanding and use of the English language in virtual ATC communications. It is encouraged that this documents remains as an assistance document for any VATMEX member in a nearby future.

This simple, but complete exercise will help the personal study of diverse topics, as well as all the different stages of flight. Furthermore, this is intended also as introduction the basic knowledge of English communications and procedures. All this is proposed as a way to enhance the virtual flying experience of the VATMEX member.

Finally, it is important to mention that this guide is intended to only introduce to the basic idea of English communication and it is encouraged to the member to continue his/her personal learning process of the English language and virtual flying procedures.

IFR (Instrument Flight Rules) Example Flight and Phraseology

Flight Number: AMX798
Departure: MMMX, Gate 67 (Terminal 2)
Arrival: MMAA
Alternate: MMZH
Route: CUA5A CUA UJ15 ACA
Flight Level: FL300 (30000 feet)

First of all, it is fundamental to have at least the necessary charts for the departure, arrival, and alternate airports. There are two main types of charts that can be used in Mexico: Jeppesen charts or PIA. The Jeppesen ones, which require of paid monthly subscription, and the PIA ones which are offered for free at the charts section of www.pilotos-vatmex.weebly.com and there are a series of tutorial videos for the approach charts usage at http://pilotos-vatmex.weebly.com/approach-charts-tutorials.html

Once the Flight Simulator is loaded in the desired position and the VATSIM pilot client is online, you must check that the audio devices (speakers and microphone) are working properly, set your transponder on Standby mode, and check the ATIS frequency if there is one at the airport.

You must send your IFR flight plan, which can be done using any of the pilot clients (Squawkbox, FSInn, VatPilot, etc). The tutorial to file a flight plan can be found at: www.pilotos-vatmex.weebly.com

The next step is to tune in the Delivery frequency, in case it is not online you must contact the next available controller following this chain of command: Delivery, Ground, Tower, Approach/Departure, Centre. Before making any contact, double check that you have all the necessary information from the ATIS and the charts on hand.

Exchange between Pilot and Controller following basing IFR procedures

IFR Clearence:

Pilot: "Mexico Delivery, Aeromexico 7-9-8, gate 67, with information CHARLIE, requesting IFR clearance to Acapulco"

MMMX_DEL: "Aeromexico 7-9-8, cleared to Acapulco via the CUAUTLA 5 Alfa departure, to CUAUTLA UPPER JULIET 15 TO ACAPULCO, initial flight level 2-3-0, squawk code 3-0-6-5"

Pilot: "Aeromexico 7-9-8 is cleared to Acapulco via the CUAUTLA 5 Alfa departure, to CUAUTLA UPPER JULIET 15 TO ACAPULCO, initial flight level 2-3-0, squawk code 3-0-6-5"

MMMX_DEL: "Aeromexico 7-9-8, readback is correct. Contact Ground on 121.85 when ready for pushback"

Pushback and taxi:

Pilot: "Mexico Ground, Aeromexico 7-9-8, gate 67, ready for pushback and start"

MMMX_GND: "Aeromexico 7-9-8, you are cleared for pushback and start, expect runway 05L for departure, advice ready for taxi"

After pushback, with parking brake set

Pilot: "Mexico Ground, Aeromexico 7-9-8 is ready for taxi"

MMMX_GND: "Aeromexico 7-9-8, taxi via B3 A1, hold short 05R, altimeter at MMMX 30.35"

Pilot: "Roger that, taxi via B3 A1 and hold short 05R, altimeter 30.35"

MMMX_GND: "Aeromexico 7-9-8, contact Mexico Tower on 118.55, good evening"

Pilot: "118.55 for Aeromexico 7-9-8, thank you"

Holding short of runway, position, and takeoff:

Pilot: "Mexico tower, Aeromexico 7-9-8 with you holding short of 05R"

MMMX_TWR: "Aeromexico 7-9-8, after landing traffic, cleared to cross 05R, continue on A1, hold short 05L"

Pilot: "After landing traffic, cleared to cross 05R, A1, and hold short 05L, Aeromexico 7-9-8"

MMMX_TWR: "Aeromexico 7-9-8, line up and wait runway 05L"

Pilot: "Line up and wait 05L, Aeromexico 7-9-8"

MMMX_TWR: "Aeromexico 7-9-8, winds 070 at 7 knots, cleared for takeoff runway 05L, contact departure 120.50 when airborne"

Pilot: "Departure on 120.50 when airborne, cleared for takeoff runway 05L, Aeromexico 7-9-8"

Departure procedure:

Pilot: "Mexico Departure, Aeromexico 7-9-8 with you passing 9000 for FL230"

MMMX_DEP: " Aeromexico 7-9-8, radar contact, continue with the CUA5A departure, climb and maintain FL230"

Pilot: "Climb and maintain FL230 on the CUA5A departure, Aeromexico 7-9-8"
MMMX_DEP: "Aeromexico 7-9-8, contact Mexico Centre on 126.60"
Pilot: "Mexico Centre on 126.60 for Aeromexico 7-9-8"

Pilot: "Mexico Centre, Aeromexico 7-9-8 with you reaching FL230"
MMMX_CTR: " Aeromexico 7-9-8, radar contact, climb and maintain FL300, welcome on board"
Pilot: "Climb and maintain FL300, Aeromexico 7-9-8"

Descent Procedure:
MMMX_CTR: "Aeromexico 7-9-8, descend and maintain 12000, information Delta active in MMAA, altimeter 29.98"
Pilot: "Descend and Maintain 12000, we will check Delta, and altimeter 29.98, Aeromexico 7-9-8"
MMMX_CTR: " Aeromexico 7-9-8, contact Acapulco Approach on 119.90, good evening"
Pilot: "119.90 for Aeromexico 7-9-8, thanks"

Pilot: "Acapulco Approach, Aeromexico 7-9-8, with you, with information Delta, descending though 15000' for 12000', 40 miles from ACA VOR"
MMAA_APP: "Aeromexico 7-9-8, radar contact, descend and maintain 10000', continue direct to ACA VOR, expect ILS DME 2 runway 28 approach at Acapulco"
Pilot: "Descend and Maintain 10000', direct ACA, and expecting ILS DME 2 runway 28 approach"
MMAA_APP: "Aeromexico 7-9-8, descend and maintain 6000', cleared for ILS DME 2 runway 28 approach"
Pilot: "Descend and maintain 6000', cleared for ILSDME 2 runway 28 approach"
MMAA_APP: "Aeromexico 7-9-8, 10 miles from ACA VOR, radar services terminated, contact Tower on 118.50, have a good evening"
Pilot: "118.50 for Aeromexico 7-9-8, good night"

Landing and Taxi to parking:
Pilot: "Acapulco Tower, Aeromexico 7-9-8, with you on final runway 28"
MMAA_TWR: "Aeromexico 7-9-8, winds 270 at 6 knots, cleared to land"
Pilot: "Cleared to land runway 28, Aeromexico 7-9-8"
MMAA_TWR: "Aeromexico 7-9-8, welcome to sunny Acapulco, turn right on E, and taxi to gate on your choice"
Pilot: "Right on E, and gate of our choice, Aeromexico 7-9-8"

WELCOME TO ACAPULCO, MISSION ACCOMPLISHED