

IVAO Ecuador – English Phraseology Examples

Notes

- There are no Clearance “DEL” frequencies in Ecuador.
- There are no Departure “DEP” frequencies in Ecuador.
- Transponder mode Standby while on ground.

IFR Phraseology Example

Traffic AVA123 SEQM-SEMT

-A319/M-SDE3FGHIRWY/LB1
-SEQM0200
-N0398F240 ORETA1C ORETA W6 ANLIR DCT
-SEMT0022 SEQM
-PBN/A1B1C1D1O1S1 DOF/200415 REG/N319SB PER/C

ATC Communications between Pilot and Ground

PILOT: Quito Ground hello, AVA123 information Charlie on board, IFR to Manta.

ATC: AVA123, Quito Ground hello, advise ready to copy ATC clearance.

PILOT: Ready to copy, AVA123.

ATC: AVA123 is cleared to Manta as filed, climb to 17000ft until further advise, ORETA1C departure, runway 36, sqwk 1543.

PILOT: AVA123 is cleared to Manta as filed, climb to 17000ft, ORETA1C departure, runway 36, sqwk 1543.

ATC: AVA123 read back is correct, advise when ready for pushback and startup.

PILOT: we will call you when ready for push, AVA123.

PILOT: AVA123 is ready for push and start.

ATC: AVA123 pushback is approved, startup on Charlie facing to the south, advise ready to taxi runway 36.

PILOT: push and startup approved facing to the south, we will call you when ready to taxi runway 36.

PILOT: AVA123 is ready to taxi runway 36.

ATC: AVA123 taxi to holding point runway 36 via C H A, when ready for departure contact Quito Tower on frequency 118.1, see you.

PILOT: taxi to holding point runway 36 via C H A and we will contact Tower 118.1 when ready, AVA123, see you.

ATC Communications between Pilot and Tower

PILOT: Quito Tower hello, AVA123 holding point Alpha runway 36, ready for departure.

ATC: AVA123, Quito Tower hello, winds 330 degrees at 08 knots, QNH 1024, runway 36 cleared for takeoff.

PILOT: cleared for takeoff runway 36, AVA123

...airborne...

ATC: AVA123, contact Quito Approach 119.7 see you.

PILOT: Quito Approach 119.7 AVA123, see you.

ATC Communications between Pilot and Departure

PILOT: Quito Approach hello, AVA123 crossing 9300ft climbing to 17000ft.

ATC: AVA123 Quito Approach hello, radar contact, climb to flight level 240.

PILOT: climb to flight level 240, AVA123.

...before leaving the Quito TMA...

ATC: AVA123 contact Guayaquil Control 128.3, see you.

PILOT: Guayaquil Control 128.3 AVA123, see you.

ATC Communications between Pilot and Center

PILOT: Guayaquil Control hello, AVA123 10 miles from ORETA, flight level 240.

ATC: AVA123, Guayaquil Control hello, radar contact, continue as filed, advise for descend.

PILOT: we will call for descend AVA123.

...ready for descend...

PILOT: Guayaquil Control, AVA123 is ready to descend.

ATC: AVA123 descend to flight level 160.

PILOT: descend to flight level 160, AVA123.

...next to enter to Manta TMA...

ATC: AVA123 contact Manta Approach 122.7, see you.

PILOT: Manta Approach 122.7, AVA123, see you.

ATC Communications between Pilot and Approach

PILOT: Manta Approach hello, AVA123 flight level 180 descending to flight level 160.

ATC: AVA123, Manta Approach, radar contact, descend to flight level 050, expect ILS W runway 24 approach.

PILOT: descend to flight level 050 and expect ILS W runway 24 approach, AVA123.

...next to ANLIR FL050 for ILS W 24...

ATC: AVA123, cleared to the ILS W runway 24 approach, report established on the localizer, QNH 1013.

PILOT: cleared to the ILS W runway 24, we will call you on the localizer, AVA123.

PILOT: established on the localizer runway 24, AVA123.

ATC: AVA123, 10 miles from runway 24, continue the approach and contact Manta Tower 118.7, see you.

PILOT: Tower 118.7 AVA123, see you.

ATC Communications between Pilot and Tower

PILOT: Manta Tower hello, AVA123, ILS runway 24.

ATC: AVA123, Manta Tower hello, winds 260 degrees at 07 knots, QNH 1013, runway 24 cleared to land.

PILOT: runway 24 cleared to land, AVA123.

...on ground...

ATC: AVA123 vacate via Echo, contact Manta Ground 121.9, see you.

PILOT: Manta Ground 121.9 AVA123, see you.

ATC Communications between Pilot and Ground

PILOT: Manta Ground hello, AVA123 is vacating via Echo.

ATC: AVA123, Manta Ground hello, taxi to the ramp via Alpha, see you.

PILOT: via Alpha to the ramp AVA123, see you.

VFR Phraseology Example

Traffic C172 from SEGU to some private airfield to the south.

PILOT: Guayaquil Ground hello, N123, Cessna 172 at the general aviation ramp, 2 people on board, fuel for 3 hours, VFR to the south.

ATC: N123, Guayaquil ground hello, runway 21, winds 230 degrees at 04 knots, QNH 1013, expect departure on corridor Delta maintain 1000ft, sqwk 1472.

PILOT: corridor Delta for departure at 1000ft sqwk 1472, N123.

ATC: N123, read back is correct, hold position and contact Guayaquil Tower 118.3 when ready, see you.

PILOT: Tower 118.3 when ready, N123, see you.

PILOT: Guayaquil Tower hello, N123 ready to taxi runway 21.

ATC: N123, Guayaquil Tower hello, taxi to holding point runway 21 via A.

PILOT: runway 21 via A, N123.

PILOT: N123 runway 21 is ready for departure.

ATC: N123, winds 230 degrees at 04 knots QNH 1013, departure to the south, runway 21 cleared for takeoff, report Naturisa.

PILOT: cleared for takeoff runway 21, south departure and call you over Naturisa, N123.

...Naturisa is a visual reference to enter the Delta corridor...

PILOT: Tower, N123, over Naturisa.

ATC: N123 contact Guayaquil Approach 120.7, see you.

PILOT: Approach 120.7 see you N123.

Guayaquil Approach will only provide traffic information in case it's needed.

VFR Local Circuits Phraseology Example

Traffics requesting closed traffic or local pattern are category A/B so they don't need clearance for pushback and startup, they don't need a transponder code if they maintain inside the CTR zone; those traffics usually call when ready to taxi or when ready to start up the engine/s.

Traffic C172 local pattern at SEGU.

PILOT: Guayaquil Ground hello, N123 information Charlie on board, local pattern is ready to taxi runway 21.

ATC: N123, Guayaquil Ground hello, hold position and contact Tower 118.1 when ready.

PILOT: Tower 118.1 see you N123.

PILOT: Guayaquil Tower hello, N123 general aviation ramp is ready to taxi.

ATC: N123, Guayaquil Tower hello, taxi to holding point runway 21 via A.

PILOT: runway 21 via A, N123.

PILOT: N123, runway 21 is ready.

ATC: N123, left traffic pattern, winds 210 degrees at 05 knots, QNH 1013, runway 21 cleared for takeoff.

PILOT: left traffic pattern, cleared for takeoff runway 21, N123.

...once airborne the pilot must report at downwind leg and follow ATC instructions...

VFR Helicopters Phraseology Example

HELIC: Ground hello, helicopter CK123, VFR to Omarsa heliport at Durán, one person on board, fuel for 2 hours, ready to copy.

ATC: helicopter CK123, Guayaquil Ground hello, runway 21, winds 210 degrees at 05 knots, QNH 1013, sqwk 1415, contact Guayaquil Tower 118.1 when ready for departure, see you.

HELIC: sqwk 1415 and Tower 118.1 when ready, helicopter Ck123.

HELIC: Tower hello, helicopter CK123 ready for takeoff.

ATC: helicopter CK123 Guayaquil Tower hello, air taxi via A, expect departure to the south, advise when ready.

HELIC: Helicopter CK123, south departure, we will call you when ready.

HELIC: Tower, helicopter CK123, ready for departure.

ATC: helicopter CK123, winds 230 degrees at 03 knots, cleared for takeoff via to the south departure.

...once airborne...

ATC: helicopter CK123, report Omarsa in sight.

HELIC: we will call you at Omarsa, helicopter CK123.

HELIC: Tower, helicopter CK123, Omarsa in sight, see you.

ATC: helicopter CK123, VFR flight plan is closed at 1230z, see you.

Once the helicopters or general aviation aircrafts arrived to some private airfield, the ATC has no more responsibilities with the traffic so the flight plan must be closed and the traffic continues at pilot's discretion.

Control of changes on this document

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June 02th 2020	v1.0	Initial release	Jaris Aizprúa (VID 483329)

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