



EMBRAER 170

**AIRPLANE OPERATIONS MANUAL
VOLUME 2**

EMPRESA BRASILEIRA DE AERONÁUTICA S.A.

This manual is applicable to the EMBRAER 170 airplanes LR model equipped with CF34-8E5 engines and operating under FAA certification.

THIS PUBLICATION IS INCOMPLETE WITHOUT AIRPLANE
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Airport Services Manual ,2009 Plunkett's Transportation, Supply Chain & Logistics Industry Almanac Jack W. Plunkett,2008-03 A Market research guide to the transportation supply chain and logistics industry a tool for strategic planning competitive intelligence employment searches or financial research It contains trends statistical tables and an industry glossary It also includes one page profiles of transportation supply chain and logistics industry firms Moody's Transportation Manual ,1997 Aircraft Accident Report ,197? *Jane's All the World's Aircraft* Frederick Thomas Jane,2003 *Logan Airside Improvements Planning Project* ,2002 Diccionario Ingles Técnico Aeronáutico Facundo Conforti, Augusto DeSantis, La industria aeroespacial es la segunda actividad mas normada luego de las actividades nucleares esta regida por infinidad de normas reglamentaciones directivas documentacion especifica y todo tipo de manuales de referencia obligatoria La gran mayoria llega a manos de usuarios operadores talleristas etc en idioma ingles el idioma de uso aeronautico por naturaleza A ello se suma el hecho de que la industria aeronautica no esta aislada de las actividades humanas sino que interactúa se nutre y hace su aporte a ellas creando la necesidad de un sólido vínculo interdisciplinario Ahora bien si bien conocemos la existencia de esta necesidad de creacion de un fuerte vínculo interdisciplinario tambien sabemos que en esta tarea nos encontramos con una gran barrera en el mismo la comunicacion A partir de esto es posible considerar varios impedimentos en esa barrera Uno de los mas importantes es el idioma como factor concurrente esta el uso de regionalismos y como consecuencia de ellos la aplicacion de jergas especificas Desde los albores de la aviacion hemos convivido con ese problema sucede que al incrementarse dia a dia el numero de operaciones al crecer el parque aeronautico y convertirse la aviacion en una necesidad para el resto de las actividades humanas las condiciones inseguras los incidentes y los accidentes continuamente produciendose quedando de manifiesto las falencias de la industria en ese aspecto ii Las nuevas tecnologas en materiales los nuevos metodos de diseno y los planes de mantenimiento con técnicas de inspeccion no destructivas han reducido los riesgos latentes de fallas técnicas pero no todos los aspectos relacionados con la vida humana puede solucionarlos la tecnologia por lo que en paralelo con los desarrollos tecnologicos se han creado conceptos de gestion del factor humano que han contribuido en gran medida a la seguridad operacional y desde el año 1978 su estudio y prevencion se ha expandido considerablemente por lo que en todos los programas de estudio y mejoramiento de la interaccion antropologica CRM MRM LOFT SHELL etc la comunicacion es un vínculo importantísimo en la seguridad operacional Si trasladamos lo expuesto a las tareas diarias ya sea en la operacion de una aeronave en el mantenimiento de la misma en el control del trafico aereo en la administracion de las empresas operadoras o en cualquier otra actividad relacionada con la industria aeroespacial se presentara el problema del uso del idioma ingles los regionalismos y las jergas especificas factores tendientes a desencadenar una sucesion de eventos inseguros que podrian desembocar en un incidente o en un accidente de consecuencias catastróficas Cuando se analiza la

comunicación oral y escrita es importante tener en cuenta que si bien manejamos un vocabulario técnico en común es inevitable tanto en inglés como en español el uso de regionalismos y argot jargon en inglés. Por ejemplo un técnico ecuatoriano hablará de la bita cora de la aeronave mientras que uno argentino hablará de la libreta historial de la aeronave. Esta divergencia puede justificarse como un caso de regionalismos de países diferentes. Ahora bien en el segundo ejemplo el mismo técnico argentino en la provincia de Buenos Aires hablará de chavetas para frenar un bulón mientras que otro técnico argentino en Córdoba hablará de cupillas para frenar un bulón. En paralelo se puede ver también que los diferentes fabricantes tienen lexicos específicos con respecto a sus productos por ejemplo uno de los más conocidos fabricantes británicos de motores posee un sistema propio de códigos de denominación y aplicación de Boletines de Servicio no mandatorios muy distinto al que manejan sus competidores directos de Estados Unidos y Canadá. Por eso la intención de este manual iii es contemplar una cantidad importante de tales divergencias presentándolas en cada asiento específico para que el uso del término y el concepto se apliquen con la mayor propiedad posible. La propuesta de este manual es constituirse en una obra de referencia pensada como apoyo idiomático para interpretar y utilizar con mayor exactitud todos los niveles en que se presenta la terminología aeronáutica y contribuir a la aclaración de las dudas que continuamente se dan en la traducción de ambas lenguas en los diferentes campos de la aviación.

Federal Register ,1998-06-08 **Flying Magazine** ,1980-08 **Monthly Catalogue, United States Public Documents** ,1994

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