



DOCUMENT
GSM-EL-PS2.056

DOCUMENT TITLE
PRE-SOLO 2 SELF STUDY CTA

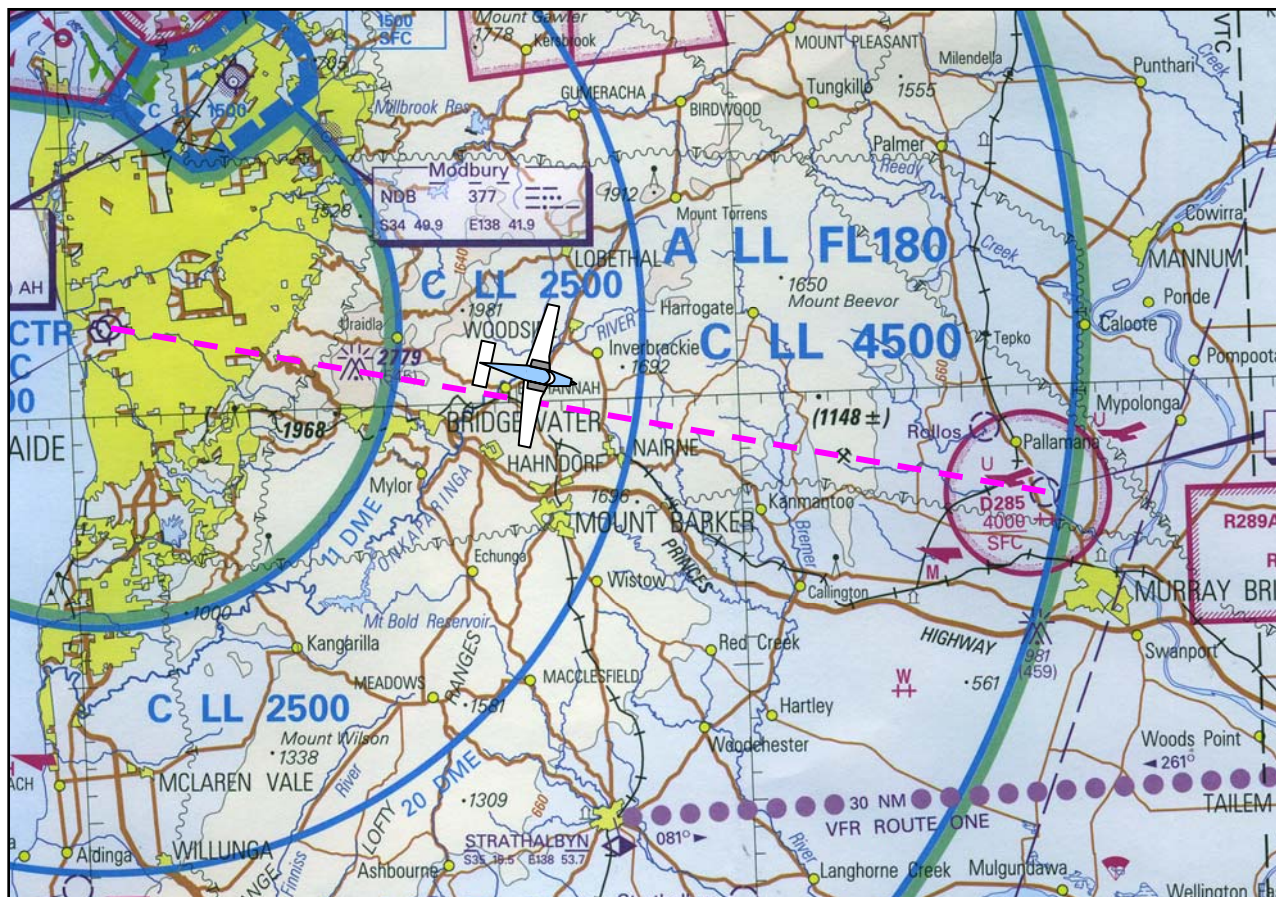
CHAPTER 8 – SPATIAL ORIENTATION

Version 1.0
February 2014

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LEAVING CONTROLLED AIRSPACE INTERCEPTING A TRACK OR RADIAL



When an aircraft is approaching the edge of the Approach control radar, the controller will advise the pilot that the radar services are about to finish. The controller may provide tracking details and/or vectors to the pilot's destination according to his/her flight plan, by giving the aircraft's position in relation to the track or radial. Typical language in this situation:

C: YTC, position 1 mile left of the Adelaide Murray Bridge track, continue heading 120 for pilot intercept, resume own navigation.

P: Continue heading 120, pilot intercept, resume own navigation, YTC.

C: YTC, position 1 mile left of the 110 radial, turn right heading 130 for pilot intercept, resume own navigation.

P: Right heading 130, pilot intercept, resume own navigation, YTC.

C: YTC you can turn left and track direct to Avonlea, resume own navigation

P: Turn left, direct Avonlea, resume own navigation, YTC.

After the pilot gives his/her read back the controller will terminate the radar services and ask the pilot to change the transponder code to 1200 with language such as:

C: YTC, radar services terminated, squawk code 1200

P: 1200, YTC

C: YTC, you are about to leave controlled airspace, radar services terminated, squawk code 1200

P: 1200, YTC

It is not required to read back radar services terminated, however the transponder code should be read back.

SPATIAL ORIENTATION (CTA 33)

Read the following radio calls and draw the aircraft's position on the map provided in your workbook.

(In the listening section of the test, you will probably get an intercepting a radial instruction similar to calls 1, 13 and 18)

Map A for calls 1-9

1. AOS, position is currently one and a half miles left of the 072 radial. Make pilot intercept, resume your own navigation.
2. ASX, Approach, maintain 500 feet coastal off-shore, clearance limit is Henley Jetty.
3. BTU, Continue on your present heading to intercept the centre line of runway 30. Contact Adelaide Tower 120.5 at 5 miles.
4. FYH, contact Adelaide Approach 124.2 passing abeam Torrens Island.
5. LQF, you are now on runway 12 centre line, turn left. Cleared visual approach, and contact the Tower now 120.5.
6. PPQ, Position 6 miles north of the field. Cleared visual approach. Track direct to left base, runway 12. Contact the Tower, 120.5.
7. XYF, maintain 1500. At Port Stanvac turn right, heading 300, vectoring for final, runway 05.
8. XYG , Approach, identified, cleared visual approach straight in runway 23, and contact the Tower 120.5 at 5 miles.
9. XYC, turn left and track direct from your present position for a straight-in approach runway 23. Contact the Tower 120.5 at 5 miles.

Map B for calls 10- 18

10. CTA, continue approach runway 05, cleared visual approach. Extend your downwind leg till advised. I will advise you when to turn base.
11. XYC Continue for 12. For information there's traffic tracking Northbound along the coast, just clearing centre line this time.
Draw the position of the aircraft the Controller is talking about.
12. KTB Adelaide Approach. Intercept the 15 DME arc. From this heading expect a 30 VOR/DME approach.
13. YHD position 2 miles to the left of the Adelaide 103 radial. Make pilot intercept. Resume your own navigation.
14. XYC enter the circuit on a left downwind for runway 23. Expect visual approach. You're following a SAAB 2 miles north of the field.
15. KDJ, cleared visual approach. Track direct to close right base, runway 05. Contact Tower at 5 miles.
16. XYF you'll be following a Duchess, currently 6 miles on an approach for runway 05. Extend your downwind leg and report sighting the Duchess.
Draw the position of the Duchess.
17. ATI, continue on a visual approach, left downwind via Brighton jetty and contact the Tower at Brighton jetty.
18. XYJ, turn right to intercept the 329 omni radial. Climb to 4000.

CHAPTER 8 SPATIAL ORIENTATION



PRE-SOLO SELF STUDY CTA

CALLS 10-18

