



DOCUMENT
GSM-EL-PS2.056

DOCUMENT TITLE
PRE-SOLO 2 SELF STUDY CTA
CHAPTER 10 – CTA GLOSSARY

Version 1.0
February 2014

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A full crosswind	No head or tail wind component on the runway
A straight in approach	Join the circuit on final
Accept	Take or agree to a request
Accept a waiver	You decide to accept the conditions as given eg a shortened runway due WIP
Advise	Please tell me
Airport warning	Advice that severe weather can be expected at the aerodrome shortly.
Amended clearance	A changed clearance
Amended SARTIME	The time nominated on your flight plan to initiate rescue action
Amendment to the sequence	Your landing order has been changed
Amendment to your clearance	A change in one detail of your clearance
Approaching	Getting close to
Approved	You have permission to do what you asked
Apron	The area on an aerodrome to accommodate loading, unloading, fuelling, parking or maintenance
Assigned heading	The heading given to you by the controller
At this stage	An expression meaning at the present time
Best rate of climb	Climb as quickly as you can
Beyond	Past / further than a point
Blowing dust	Small particles of earth raised and held in the air by extremely strong winds.
Break off	Break off the approach – cancel the approach.
Break Break	This indicated the separation between 2 messages transmitted to different aircraft in a busy environment
Broken	5 to 7 Oktas of cloud
Cancel the clearance limit	You are now allowed to proceed – the limitation is no longer valid
CBD	An abbreviation for the central business district
Ceiling	The height above ground or water of the base of the lowest layer of cloud, covering greater than one half the sky
Clearance limit	The point specified by ATC to which an aircraft is authorised to proceed
Clearing centreline	An aircraft is just flying past the centreline of the runway
Coastal (off shore)	Fly over the sea within gliding distance of land
Coming up	Approaching / getting close to
Commence	Start
Confirm	Tell me whether this is true or not
Contact	Call this unit
Continue approach	Keep flying toward the runway/ leg of a circuit
Continue until advised	Keep doing the same thing until you receive further instructions

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Control zone	Controlled airspace extending upwards from surface to a specified upper limit
Controlled airspace	Airspace of defined size, within which ATC services are provided to IFR & VFR flights
Correction	An error was made in the transmission. The correct version is....
Crosswind	The component of the wind which is blowing across the runway.
Cumulo nimbus	Thunderstorm clouds
Currently	At this time, presently
Damp	Sufficient water on the runway to cause a change of colour on the surface.
Delaying action	The Controller is giving the reason for the instruction he gave you
Departures	Aircraft taking off and flying away from an airport.
Did you copy that previous call?	Did you hear my last transmission
Disregard	Consider the transmission as not sent
Distorted	A radio signal is bent – with poor clarity being the result
Do a 180	Do a U turn.
Dog leg	Flying vectors given by a controller to take you off track, but followed by another heading which will bring you back onto your original track.
Downwind	Tailwind
Due south/north/east/west of you	180, 360, 90, 270 degrees from your position
Established	You are where you were told to go and doing what you were told to do
Established (on final)	You have started the final leg of your approach.
Established (with reference to the ILS)	Within a half scale deflection
Exit	Leave
Expect	This will probably happen
Expect a late landing clearance	ATC will give you a landing clearance, but later than usual
Expedite	Do something as quickly as you can / at the aircraft's best performance
Few (cloud)	1 to 2 Oktas of cloud
Fix	A geographical position of an aircraft at a specific time, determined by visual reference to the surface or an nav. aid
Flight conditions?	Are you in IMC or VMC?
Fog	Tiny water droplets in the air which severely reduce visibility.
Foothills	The hills to the East of Adelaide and Parafield
Forecast	Expected meteorological conditions for a specified period / area
Forward planning	ATC may ask you your intentions so they can organise all aircraft
Further climb shortly	You can expect to climb soon
Further descent	Some more descent
Gust	Short but significant increases in wind speed.
Hail	Balls of ice falling from the sky

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Hold at	Stay over this position. Do not fly along your track past this position
Hold position	Do not move from where you are. [Ground instruction]
Hold short	Stop before
Hold short of crossing runways	You must be prepared to land and stop before the intersection of the crossing runways.
Holding	If you are told to hold, you are expected to orbit that position
Hold-short operations	There may be aircraft landing or taking off, on the crossing runways.
I presume	I think this is true based on some previous knowledge
Identified	I can see you on my radar screen
In excess of	Greater than, more than
Initially	At first
Inland (of the coast)	Flying over the land, away from the coast
Instrument approach	Probably a runway 23 ILS when there is bad weather to the east of Adelaide
Intercept final	Fly toward and join the final leg
Intercept the 072 radial	Cross and join the 072 radial
Intercept the runway centreline	Fly and turn onto the runway centre line
Intersection departure	Entering the runway for take off at any place other than the threshold
Keep it rolling	Keep your aircraft moving – don't stop
Keep your speed up	Don't slow down
Land and hold short operations	Operations on intersecting runways where aircraft land on 1 runway, while aircraft land on the other, stopping short of the intersection
Lane of entry	Established tracks to enter and leave a GAAP CTR without entering controlled airspace
Level	The vertical position of an aircraft in flight - altitude
Light turbulence	Not strong turbulence
Maintain	Keep doing what you're doing
Maintain terrain clearance	You are responsible for keeping a safe distance from terrain
Make a pilot intercept	Use your own judgment to meet/cross and join a track
Make a straight-in visual approach	Join the circuit on final. Make a visual not instrument approach
Make a visual approach	The pilot has established and can continue flight to the aerodrome with continuous reference to the ground
Maximum	The most
May be a little squeezey	Be ready to line up and take off quickly. The airport is very busy
Miles to run	Distance along your track to fly
Military airspace	Edinburgh control zone
Mode C	Gives altitude information to the controller
Moderate	A medium amount
Monitor	Listen out on
Monitor this frequency	Change to this frequency and listen out on it
Negative ATIS	I haven't received the ATIS

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Nil	None, zero.
Non VMC	Conditions not suitable for VMC flight.
North-easterly	A wind from about 045 degrees
Not above 1500	1500 and below
NOTAM	A 'Notice to airmen'
Occasionally	Sometimes
Occasionally severe	Sometimes very strong
Offset to the right	Instead of overflying the centreline of the runway fly a parallel track to the runway
Omni-radial	A magnetic bearing from a VOR station
On completion of the orbit	When you finish flying the 360 degree turn
On completion of...	When you have finished
On handover	In the process of changing frequencies
On shore	When you cross the coastline and are over land
Onwards clearance	Your instructions after a touch and go at Adelaide
Operate	Fly the aircraft
Operating	What you or other aircraft are doing
Orbit your present position	Remain over a specified point of position
Overcast	100% cloud cover
Overfly	Fly over the top of this place
Overhead	Above you
Passing	Climbing / descending through an altitude
Passing abeam	Flying past something in your wingtip position
Personnel	People
Pilot intercept	The pilot is responsible for meeting and joining a track or radial
Planned route	The route on your flight plan
Possible	1. Something which is possible is able to be done. 2. If you say that is possible, you are saying that you don't know if it is true, but it might be.
Preferred	The thing you would like more
Preferred level	The altitude that you would like
Present	At the moment (Current)
Probable	Something which is probable is likely to be true, or correct.
Procedure	A way something is done or must be done
Radar departure	A specific heading and altitude and direction of turn given to you by the controller in order to be identified
Radar services terminated	ATC tells you the radar service is finished
Radar vectoring	Being asked to fly headings by the controller
Radial	A bearing from a point

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Rain	Precipitation
Re- identified	The controller can see you on his/her radar screen again (after a T&G at Adelaide airport)
Readability	The clarity of the radio signal
Reading you	The clarity of the radio signal. (5 very good, 1 can't understand)
Re-cleared	The original clearance has been cancelled. Your new clearance is ...
Recycle your transponder (Reset squawk)	What you do if ATC can't get a readout of your altitude (Set to standby, reset the code and turn back to Mode C)
Reduce speed to not above...	Make your speed less than
Reduced (Reducing)	Made less (making less)
Remain	Stay
Report	Give me the following information
Report level	Tell me the level you are at
Report sighting	Tell me if you have seen the aircraft I mentioned
Report visual	Tell me when you can see the runway / are out of cloud
Reported wind	The amount of wind as estimated by a crew in flight.
Request backtrack	What you say when you want to taxi back along the runway
Requirement to	ATC gives you a restriction or condition you must adhere to
Restricted	Limited in some way
Resume	Continue doing what you were doing
Resume your own navigation	The pilot is now responsible for his/her own navigation
Roger	I have received all of your last message.
Runway's occupied	There's still an aircraft on the runway
Sarwatch	The time nominated on your flight plan at which search action will start for your aircraft
Say again your level	Please repeat what height you are flying
Scattered (cloud)	3 to 4 Oktas of cloud
Sealed shoulders	The sealed edges of a runway
Separation	Longitudinal and lateral spacing between aircraft
Sequencing	The landing order
Severe	Very strong
Shallow	A thin layer
Short dog leg	Vectors given by ATC to take you off your track and then to bring you back on track
Shortly	Soon
Shoulders	The edges of the runway
Showers	Rain then sunshine, then rain then sunshine, then.....
Simultaneous Runway operations	More than one runway in use at the same time
Southbound	Flying in a southerly direction.

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Spacing	The distance between you and either the runway or other aircraft
Special VFR flight	A VFR flight authorised by ATC to operate within a control zone in below VMC conditions
Squall	A period when you have sudden strong winds lasting for several minutes
Squawk code	A number set on the transponder in order to be identified by a controller's radar
Squawking	You have set the code given by ATC and have set it to Mode C
Standby	Wait and I will call you
Standby one	I will give you the information in a specified period. (1 minute)
Stay with me	Remain on this frequency
Taxiway Guidance	Directions from the controller to help you find your way around the aerodrome
Terminated	Finished
Terrain clearance	Your distance horizontally and vertically from the ground
The field	The aerodrome
The foot-hills	High ground to the East of Parafield and Adelaide airports
Thence	And then / after that
Thunderstorms	What you get with cumulo nimbus cloud
To 'jam someone out'	To transmit at the same time as another aircraft on the same frequency
Track adjustment	Change of heading to get back onto track
Track direct to	Fly in a straight line to
Track inside	Fly closer to the runway than the other aircraft
Track miles	Distance along the track
Track via ... Brighton Jetty	Fly directly to and over the top of this place
Track visually	Fly and navigate with reference to land features
Tracking towards	Flying a direct track towards a place
Traffic	Other aircraft
Traffic in sight (sighted)	I have seen the traffic you mentioned
Transit the hills	Fly over the hills
Turn left to pick up centre-line	Turn left to intercept the extended centre line of the runway
Unable	Word used to indicate the pilot or controller can't follow the particular instructions or clearance, usually give a reason why you can't
Unreadable	I cannot hear / understand you
Unserviceable area	You can't enter or use this area of the aerodrome
Until further advised	Keep doing what you are doing until I tell you differently
Vacating	Leaving
Valid	Current now
Variable	Changeable - from many different directions.

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Vectors	Headings and directions of turn to fly
Vectoring	The radar controller going to give you a series of headings to fly
Vectoring for delaying action	Being given radar headings to fly to 'lose' time.
Vectoring for sequencing	You are given radar headings so the controller can position you where he wants you in the landing order
Velodrome	A large building used for bicycle races near the northern boundary of Adelaide CTA
Verify	Check and confirm
Via	By way of...
Visibility	How far you can see ahead
Visual	In an instruction this means you are responsible for terrain clearance
Wake turbulence	Severe turbulence created by the wing vortices of large aircraft
Way-point	A point on your flight plan to check position, change heading etc
Wet	A significant amount of water on the runway surface
When ready	When you are able to / want to / when it is convenient for you to do something
Wilco	I understood your instruction and I will follow it
WIP	Maintenance being carried out on the airport area.
Words twice	Communication is difficult, hence every word or group of words will be sent 2 times
Your Mode Charlie has dropped out	ATC can't get a readout of your altitude