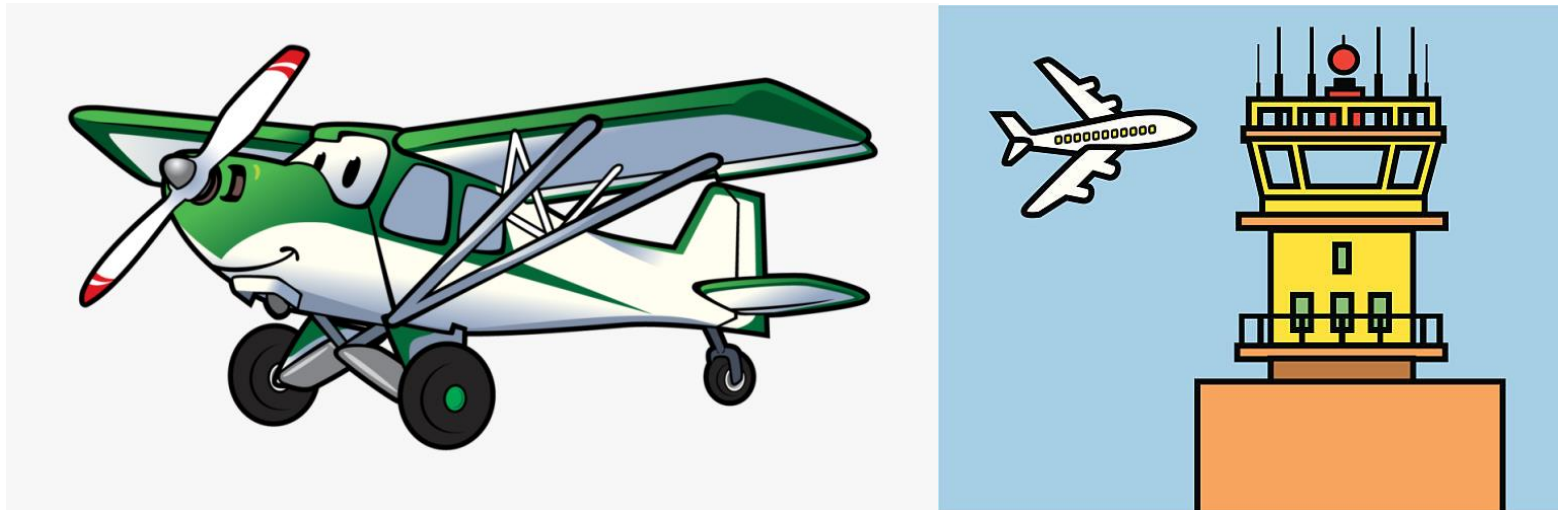




# Glasgow General Aviation R/T Guide











# Glasgow General Aviation R/T Guide



## Departing



		<p>What's the ATCO doing? (maybe)</p>
<p>Glasgow Ground G-LSGW in Area W request radio check &amp; clearance to XXX</p>	<p>G-GW Glasgow Ground, readability 5, standby.</p>	<p>ATCO is dealing with something else &amp; will call you back. (even when you can't hear anything happening on the radio, there are a lot of times when the ATCO is still busy). We are all only human though and we can forget that we told you to stand by. Give us a gentle reminder if it's been a while.</p> <p><b>or</b></p> <p>ATCO is looking for your flight progress strip. Every aircraft has its own flight progress strip which contains the information we need for your flight. (Callsign, aircraft type, wake turbulence category, route, level, heading, QNH, squawk, POB, Estimated time of departure, actual time of departure, and more). These used to be made of paper, but now they are electronic. When you file via AFPEX the details should be available to the ATCO.</p>
	<p>G-LSGW Glasgow Ground cleared to leave controlled airspace at Alexandria, Standard Exit not above altitude 2000ft VFR. QNH 996 Hectopascals. Squawk 2601.</p>	<p>As the ATCO is saying all this they are also entering your clearance into the flight progress strip. You may notice that when passing your clearance the ATCO should be using your full callsign. You should also use full callsign when you read back your clearance.</p>

		<p>What's the ATCO doing? (maybe)</p>
<p>Cleared to leave controlled airspace at Alexandria, Standard Exit not above altitude 2000ft VFR. QNH 996 Hectopascals. Squawk 2601 G-LSGW.</p>		<p>While you are reading back the clearance the ATCO is checking that what you are saying matches the information on your flight progress strip. If the QNH is below 1000, we are required to add "Hectopascals" to ensure there is no confusion with inches of mercury as used in the US</p>
	<p>G-GW correction... Or G-GW Negative...</p>	<p>One of us has made a mistake and the ATCO will re-issue the correct information, which will need to be readback again.</p>
	<p>G-GW readback correct.</p>	<p>Yee-ha! The world is a happy place and it's on to the next step. If there is no other G-GW on frequency, we can now use your abbreviated callsign.</p>
<p>G-GW request taxi.</p>		<p>ATCO is checking if there are any conflicting movements (including traffic which may still be airborne).</p>
	<p>G-GW Taxi Holding point Y1 for runway 23.</p>	<p>ATCO is entering the holding point on your strip and moving it into different areas of their display as you progress towards the runway.</p>
<p>Taxi Holding point Y1 for runway 23 G-GW.</p>		
	<p>G-GW Contact Glasgow Tower on 118.805.</p>	<p>Ground ATCO transfers your strip to the Tower ATCO who controls the runway and circuit. (Sometimes Ground and Tower is combined and carried out by a single ATCO so all of your previous calls may have already been on the Tower frequency).</p>



		<p>What's the ATCO doing? (maybe)</p>
<p>Glasgow Tower G-LSGW taxying to holding point Y1/Holding at Y1.</p>	<p>G-GW Glasgow Tower, Hold at Y1/Report ready for departure,</p>	<p>ATCO is thinking about where there's a suitable gap to get you airborne. This is influenced by the spacing of circuit or inbound traffic, and also any departures ahead of you as anything larger than the light wake turbulence category will require a departure separation of at least 3 minutes. The only way this can be reduced by the ATCO (to 2 minutes) would be to backtrack you to the point where the previous departure commenced its take off. (Sounds like a plan, but in reality it is rarely any quicker than waiting the 3 minutes).</p> <p>Tower ATCO also requires a release from the Radar ATCO. (This usually happens very quickly, but there can be a hold up if it's particularly busy).</p>
<p>G-GW Ready for departure</p>	<p>G-GW hold position.</p>	<p>It's a nope from the Glasgow Jury. Don't worry though, VFR departures don't often experience long delays.</p>
	<p>G-GW via Y1 line up and wait runway 23.</p>	<p>Line up &amp; wait usually means there is a reason why you can't yet be cleared for take off. Could be waiting for wake turbulence separation from the previous departure. Could be previous landing aircraft hasn't yet vacated the runway. There may be a vehicle crossing the runway ahead of you. Could be to check you're lining up in the right direction.</p>
<p>Line up and wait runway 23 G-GW.</p>		

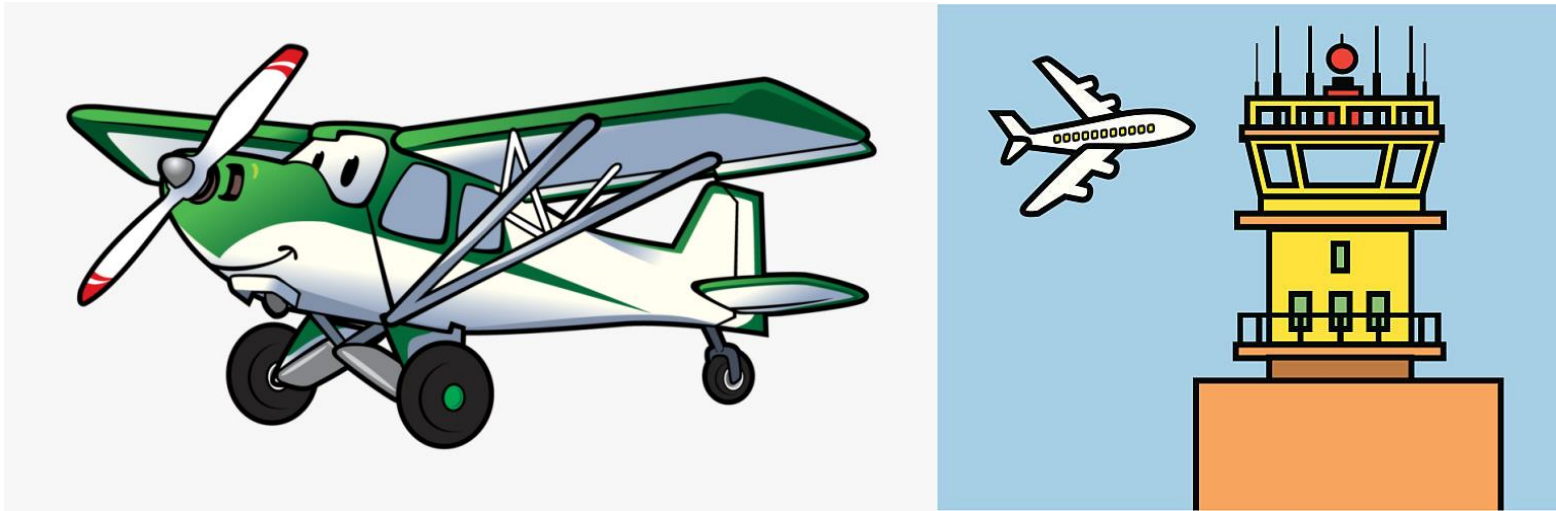
		What's the ATCO doing? (maybe)
	G-GW Surface wind 230/10 knots runway 23 cleared for take off, right turn out.	Before issuing take off clearance, the ATCO is scanning the runway to check that it is clear ahead of you, scanning the surface movement radar for the same reason, and satisfying themselves that it is safe for you to depart. If there is any traffic to affect you this is the point when the ATCO will probably tell you.
Cleared for take off right turn out G-GW		Off you go. Remember the take-offs are free. You only pay for the landings!
	G-GW Traffic information, a helicopter inbound from the west VFR, surface wind 230/10 knots runway 23 cleared for take off, right turn out.	The ATCO may try to build in some form of deconfliction between you and other VFR traffic, but ultimately the responsibility is for pilots to see and avoid each other.
Roger, cleared for take off right turn out G-GW		
Stopping G-GW	G-GW roger  Or  G-GW roger, do you need assistance?	Now this is where we can all get busy! You have clearly experienced a problem that has made you decide not to go flying this time. The ATCO is thinking about whether you may need any assistance from the airport fire service, whether you are likely to vacate or block the runway, whether a runway inspection will be needed before the next arrival or departure, whether inbound traffic needs to be sent around. If you are able to give the nature of the problem and your intentions it's very helpful, but if you need to run, RUN!!! The ATCO will be watching. If they see fire or smoke, the Fire Service will be there quickly. Likewise if they see you exiting the aircraft in a hurry, they won't be thinking its because you left your sandwiches in the clubhouse.

		What's the ATCO doing? (maybe)
	G-GW, hold position, cancel take-off I say again cancel take-off, acknowledge.	In some circumstances it may be necessary to cancel a take off clearance after it has been issued. This is the phraseology that the ATCO will use if you haven't yet started moving.
Holding G-GW		
	G-GW, stop immediately I say again, G-GW, stop immediately, acknowledge.	If it is necessary to cancel take off clearance after you have started moving this is the phraseology the ATCO will use. This would only be done if the ATCO thinks there is a serious safety risk if you take off. Ultimately though decisions about the safe operation of the aircraft is your responsibility - including whether you can stop safely.
Stopping G-GW.		
	G-GW contact Glasgow Radar on 119.1	Once you are clear of the circuit and any other conflicting traffic in the vicinity, the Tower ATCO will transfer you to Radar. If you are staying in the vicinity of the circuit, the Tower ATCO may keep you on their frequency for the entirety of your flight.
Contact Glasgow Radar on 119.1 G-GW.		

		<p>What's the ATCO doing? (maybe)</p>
<p>Glasgow Radar G-LSGW, passing Bishopton, Standard Exit, passing altitude 1500ft.</p>	<p>G-GW Glasgow radar roger, report leaving the zone.</p>	<p>The Radar ATCO is expecting your call (remember they had to give a release before you departed?) It's important to report your level as the Radar ATCO has to check that your mode C readout (where fitted) is within 200ft of your reported level. If there is more than 200ft between your reported level and the level displayed on mode C, the ATCO will either, check you have the correct QNH set, ask you to recycle mode C, or ask you to turn off mode C if you are able to. If it isn't possible to turn off your mode C independently from mode A, then the ATCO may ask you to squawk 0000 which indicates to all other ATC units that your mode C is unreliable.</p>
<p>Report Leaving the zone G- GW.</p>		
<p>G-GW Leaving the zone at Alexandria.</p>	<p>G-GW Roger Basic Service</p>	<p>The ATCO probably won't bother you much while you're having fun in the LFA, but you're never alone when you're on an ATC frequency. We are here to help. On a Basic Service we would only normally pass very generic traffic information unless it looked like there was a serious risk of collision.</p> <p>Radar &amp; radio coverage is unreliable at low levels so there could easily be traffic in your vicinity that we can't see at all, or we may not hear you/you may not hear us.</p> <p>Outside controlled airspace, if you can't communicate with Glasgow, Scottish Information would love to hear from you on 119.875. They don't get out much so it cheers them up to have someone to talk to. (Only kidding – they are a great bunch and have a brilliant relationship with the Scottish GA community).</p>







		What's the ATCO doing? (maybe)
	G-GW My service is terminated. Squawk conspicuity.	Once the ATCO has nothing further for you they will either transfer you to the next unit if your details have been passed on, or as in this case, tell you that the service is terminated. Sorry if it sounds a little abrupt, but it's always hard to say goodbye. (and that's the way the CAA want us to do it).
Roger, squawk conspicuity G-GW.		Squawk conspicuity is the relatively new phraseology that replaces the old "Squawk 7000".
	G-GW Basic Service is available from Scottish Information on 119.875.	If you are going further than the LFA then the ATCO may offer you the exciting opportunity to call Scottish Information (see above). They have significantly better low level radio coverage than Glasgow and so are often better placed to give you traffic information and any other assistance you may require, but you don't have to call them if you don't want to.
Scottish Information 119.875. G-GW.		







# Glasgow General Aviation R/T Guide



## Arriving



		<p>What's the ATCO doing? (maybe)</p>
<p>Glasgow Radar G-LSGW Position (eg. Overhead Drymen, or 5 miles North of Alexandria), request rejoin.</p>	<p>G-LSGW Glasgow Radar Standby.</p>	<p>Same as for the outbound, the ATCO may be busy dealing with something else.</p> <p>If you've not left the Glasgow Radar frequency the ATCO will have all of your flight details to hand.</p> <p>If you have been away on a different frequency the ATCO may need to find your old flight progress strip or make a new one which may take a few seconds to sort out.</p>
	<p>G-LSGW Glasgow Radar remain outside controlled airspace I'll call you back.</p>	<p>Either the ATCO is busy or there is other traffic already operating in the zone or rejoining ahead of you that the ATCO doesn't want you to get tangled up with until they have agreed a plan with the Tower ATCO how the situation will be resolved.</p>
<p>Remain outside controlled airspace G-GW.</p>		<p>It cannot be overemphasised how important it is to never enter controlled airspace unless you have a clear and unambiguous entry clearance. The amount of paperwork generated by infringements of CAS is considerable, not to mention the increased workload for the ATCO at the time, and the potential for an unsafe situation to occur. It really doesn't do any of us any good at all.</p>

		What's the ATCO doing? (maybe)
	G-LSGW Glasgow Radar rejoin Standard Entry for Runway 23 not above altitude 2000ft VFR QNH 996 Hectopascals. Hold at Erskine North.	Bingo! It looks like there's nothing much between you and the circuit, however you will normally be asked to hold at one of the VRPs close in to the airfield on rejoin. This is your Clearance Limit. It is often not possible to predict at this stage where you will fit in with any IFR arrivals or departing traffic. This decision will be made by the Tower ATCO when you get closer to the airport.
Rejoin Standard Entry for Runway 23 not above altitude 2000FT VFR QNH 996 Hectopascals. Hold at Erskine North G-LSGW.		Again, the ATCO is checking that what you are reading back matches with the clearance they gave you, and will correct any discrepancies.
	G-GW Readback correct	
G-GW Entering the zone at Alexandria.	G-GW Roger, Radar Control.	As you are now back inside controlled airspace, the ATCO is now providing you a radar control service. In the LFA when you were outside controlled airspace you were able to do pretty much whatever you wanted on a Basic Service. Inside the Control Zone, on a Radar Control Service, ATC will provide information and instructions to enable a safe, orderly and expeditious flow of traffic. Unless doing so would be unsafe, you must now comply with ATC instructions. If unable to comply, advise the ATCO accordingly.
	G-GW Hold at Dumbarton	The Radar ATCO will co-ordinate your arrival with the Tower ATCO who may have other traffic to affect you.
Hold at Dumbarton G-GW		If you find yourself approaching your clearance limit and still on the Radar frequency, it is worth giving Radar a nudge, but do not proceed past your clearance limit until instructed by ATC (unless in the event of radio failure, when the Glasgow radio failure procedures should be followed)

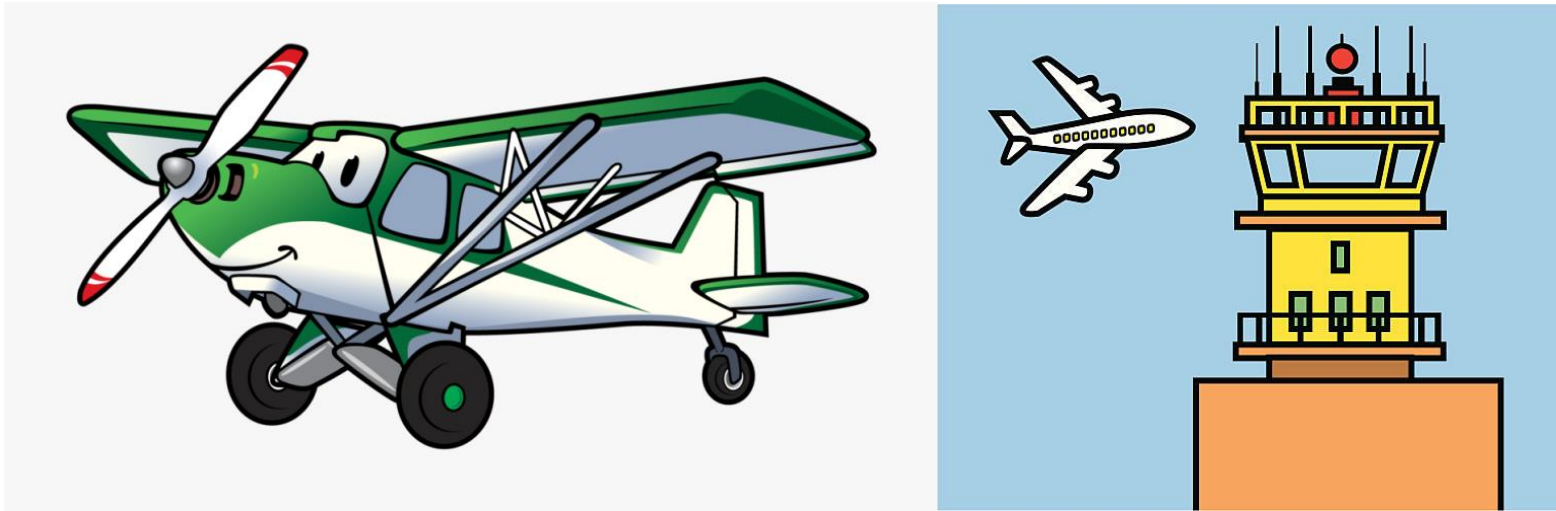
		What's the ATCO doing? (maybe)
	G-GW Contact Glasgow Tower on 118.805	When the Tower ATCO has agreed to accept your flight, the Radar ATCO can transfer you to them.
Tower 118.805 G-GW		
Tower G-LSGW Approaching Erskine North to hold.	G-GW Glasgow Tower Roger hold at Erskine North Number 2 in traffic.	There are as many variations of what the Tower ATCO might say at this point as there are traffic situations that they have to fit you in to.
Hold at Erskine North G-GW		
	G-GW Traffic is a 737 on 5 mile final runway 23 report traffic in sight.	Looks like there might be a gap here to get you in, but it's not guaranteed yet – there's still how big the gap is until the next arrival, wake turbulence and other departing traffic to be considered.
Traffic in Sight G-GW	G-GW Roger caution wake turbulence the recommended spacing is 5 miles, report ready to leave the orbit.	In this situation, whether there is room to fit you in is probably going to depend on when you're happy there is enough wake turbulence separation between you and the traffic ahead. The spacing information we give is only a recommendation. For this reason the ATCO wants you to report READY to leave the orbit so that they can judge whether it looks like the gap is still sufficient. Don't leave the orbit until the ATCO says so. If you are ready to leave the orbit, but planning to extend your circuit, that's also something to mention!
Wilco G-GW		

		What's the ATCO doing? (maybe)
G-GW Ready to leave the orbit.	G-GW Report final runway 23 number 2	If the ATCO hasn't already given you the "caution wake turbulence" warning as above it will probably be in this call if you're following an aircraft in a higher wake turbulence category.
Report Final Runway 23 G-GW		
Final Runway 23 G-GW	G-GW Continue approach runway 23 surface wind 230/10 knots	We keep saying the runway in a lot of these transmissions. It has happened that people have gone for the wrong end so it does help to reinforce the mental model and hopefully catch any errors.
Continue approach G-GW		
	G-GW Surface wind 230/10 knots runway 23 cleared to land.	The runway is yours. Yes all of it. Just for you.
Cleared to Land G-GW		

		<p>What's the ATCO doing? (maybe)</p>
	<p>G-GW aircraft ahead will be vacating at Link D, surface wind 230/10 knots, runway 23 land after.</p>	<p>It is possible that you could be close enough behind the previous landing aircraft that it has not yet vacated the runway. The ATCO cannot clear you to land if there is anything on the runway. Subject to various conditions being met, the ATCO may instruct you to land after the previous landing aircraft. The conditions that you should be aware of are that YOU must be able to see the aircraft ahead continuously until it has vacated the runway, and that it is now your responsibility for ensuring safe separation from the aircraft ahead.</p>
<p>Land after Runway 23 G-GW</p>		
<p>Unable to accept land after G-GW</p>		<p>If you are not comfortable with accepting a land after for any reason just inform the ATCO. It may be possible that the situation could still work albeit with a very late landing clearance. Or it may be necessary for you to go-around and make another approach. You may initiate the go-around yourself, or the ATCO may instruct you to go around.</p>
	<p>G-GW go around, I say again go-around into a right hand circuit not below altitude 450ft.</p>	<p>This is the kind of phraseology the ATCO will use if they send you around. The not below altitude 450ft is something they are required to include if there is anything occupying the runway that you might overfly. A go-around can be needed for many reasons. This isn't because you have done anything wrong, it is more likely tha the gap hasn't remained as big as the ATCO thought.</p>
<p>Going around right hand circuit not below altitude 450ft G-GW</p>		



		<p>What's the ATCO doing? (maybe)</p>
	<p>G-GW Vacate right, taxi to Area W</p>	<p>Assuming you didn't have to go around, that's almost another successful flight in your logbook. Just need to get you back to your parking area now. 😊 At this point, the pitch of the ATCO's voice might give you a clue as to how close behind you the next inbound is! If it's looking a bit close they might ask you to expedite vacating, or on Runway 05 you may be instructed to vacate to the right on a link you were probably not expecting just to get you off the runway a bit quicker and sort out getting you back to parking when there is more of a gap.</p>
<p>Vacate right taxi to Area W G-GW</p>		<p>The ATCO should warn you of any aircraft taxiing out from Area W, but movements within Area W are not controlled by ATC so keep a good lookout until the aircraft is parked &amp; shut down. If aircraft need to pass on taxiway Yankee, you may be instructed to keep to one side of the taxiway.</p>











# Glasgow General Aviation R/T Guide



## Circuits



		<p>What's the ATCO doing? (maybe)</p>
<p>Glasgow Ground G-LSGW in Area W request radio check &amp; clearance for circuits</p>	<p>G-GW Glasgow Ground, readability 5, standby.</p>	<p>ATCO is dealing with something else &amp; will call you back. (even when you can't hear anything happening on the radio, there are a lot of times when the ATCO is still busy). We are all only human though and we can forget that we told you to stand by. Give us a gentle reminder if it's been a while.</p> <p>or</p> <p>ATCO is looking for your flight progress strip. Every aircraft has its own flight progress strip which contains the information we need for your flight. (Callsign, aircraft type, wake turbulence category, route, level, heading, QNH, squawk, POB, Estimated time of departure, actual time of departure, and more). These used to be made of paper, but now they are electronic. When you file via AFPEX the details should be available to the ATCO.</p>
	<p>G-LSGW Glasgow Ground cleared for circuits not above altitude 2000ft VFR QNH 1013</p>	<p>As the ATCO is saying all this they are also entering your clearance into the flight progress strip. You may notice that when passing your clearance the ATCO should be using your full callsign. You should also use full callsign when you read back your clearance.</p>
<p>Cleared for circuits Runway 23 not above altitude 2000ft VFR QNH 1013 G-LSGW</p>		<p>While you are reading back the clearance the ATCO is checking that what you are saying matches the information on your flight progress strip.</p>
	<p>G-GW correction... Or G-GW Negative...</p>	<p>One of us has made a mistake and the ATCO will re-issue the correct information, which will need to be readback again.</p>
	<p>G-GW readback correct.</p>	<p>Yee-ha! The world is a happy place and it's on to the next step. If there is no other G-GW on frequency, we can now use your abbreviated callsign.</p>



		<p>What's the ATCO doing? (maybe)</p>
<p>G-GW request taxi.</p>		<p>ATCO is checking if there are any conflicting movements (including traffic which may still be airborne).</p>
	<p>G-GW Taxi Holding point Y1 for runway 23.</p>	<p>ATCO is entering the holding point on your strip and moving it into different areas of their display as you progress towards the runway.</p>
<p>Taxi Holding point Y1 for runway 23 G-GW.</p>		
	<p>G-GW Contact Glasgow Tower on 118.805.</p>	<p>Ground ATCO transfers your strip to the Tower ATCO who controls the runway and circuit. (Sometimes Ground and Tower is combined and carried out by a single ATCO so all of your previous calls may have already been on the Tower frequency).</p>
<p>Glasgow Tower G-LSGW taxiing to holding point Y1/Holding at Y1.</p>	<p>G-GW Glasgow Tower, Hold at Y1/Report ready for departure,</p>	<p>ATCO is thinking about where there's a suitable gap to get you airborne. This is influenced by the spacing of circuit or inbound traffic, and also any departures ahead of you as anything larger than the light wake turbulence category will require a departure separation of at least 3 minutes. The only way this can be reduced by the ATCO (to 2 minutes) would be to backtrack you to the point where the previous departure commenced its take off. (Sounds like a plan, but in reality it is rarely any quicker than waiting the 3 minutes).</p>

		<p>What's the ATCO doing? (maybe)</p>
<p>G-GW Ready for departure</p>	<p>G-GW hold position.</p>	<p>It's a nope from the Glasgow Jury. Don't worry though, VFR departures don't often experience long delays.</p>
	<p>G-GW via Y1 line up and wait runway 23.</p>	<p>Line up &amp; wait usually means there is a reason why you can't yet be cleared for take off. Could be waiting for wake turbulence separation from the previous departure. Could be previous landing aircraft hasn't yet vacated the runway. There may be a vehicle crossing the runway ahead of you.</p>
<p>Line up and wait runway 23 G-GW.</p>		
	<p>G-GW Surface wind 230/10 knots runway 23 cleared for take off, right hand circuit.</p>	<p>Before issuing take off clearance, the ATCO is scanning the runway to check that it is clear ahead of you, scanning the surface movement radar for the same reason, and satisfying themselves that it is safe for you to depart. If there is any traffic to affect you this is the point when the ATCO will probably tell you. It's most likely that the ATCO will specify circuit direction to the West of the airfield as it's less built up on that side and that's the way we are facing and it's easier to keep you in sight. If there's conflicting traffic, or the weather looks bad in that direction they may specify circuits to the East of the airfield. If you would prefer the opposite of what the ATCO gives just ask – unless there's a good reason, we will let you.</p>
<p>Cleared for take off right turn out G-GW</p>		<p>Off you go. Remember the take-offs are free. You only pay for the landings!</p>

		<p>What's the ATCO doing? (maybe)</p>
	<p>G-GW Traffic information, a helicopter inbound from the west VFR, surface wind 230/10 knots runway 23 cleared for take off, right hand circuit.</p>	<p>The ATCO may try to build in some form of deconfliction between you and other VFR traffic, but ultimately the responsibility is for pilots to see and avoid each other.</p>
<p>Roger, cleared for take off right hand circuit G-GW</p>		
<p>G-GW stopping.</p>	<p>G-GW roger  Or  G-GW roger, do you need assistance?</p>	<p>Now this is where we can all get busy! You have clearly experienced a problem that has made you decide not to go flying this time. The ATCO is thinking about whether you may need any assistance from the airport fire service, whether you are likely to vacate or block the runway, whether a runway inspection will be needed before the next arrival or departure, whether inbound traffic needs to be sent around. If you are able to give the nature of the problem and your intentions it's very helpful, but if you need to run, RUN!!!</p>
		<p>The ATCO will be watching. If they see fire or smoke, the Fire Service will be there quickly. Likewise if they see you exiting the aircraft in a hurry, they won't be thinking it's because you left your sandwiches in the clubhouse.</p>

		What's the ATCO doing? (maybe)	
G-GW Downwind right hand runway 23 for touch & go.		Of course it might not be for a touch & go, you might want a low approach & go-around or to make a full stop landing. Just tell us what you want.	
	G-GW Roger report ready for base.	The ATCO is looking at the other traffic and doesn't want to commit at this stage to where you fit in. How far downwind you go before reporting ready for base leg can make a big difference. If you haven't been told to report final, don't turn onto base without first telling the ATCO.	
Report ready for base G-GW			
Ready for base G-GW	G-GW Roger orbit left at the end of the downwind leg until advised.	If it was clear when you reported downwind that there wasn't a gap to get you in yet, the ATCO would probably have given you this instruction then instead of the "report ready for base". The direction of the orbit will normally be given to turn you away from the final approach.	
Orbit left at the end of the downwind leg until advised G-GW		The next instructions from the ATCO will all depend on the actual traffic situation.	
	G-GW Traffic is an A320 to depart ahead. Report final Runway 23 not too tight.	In this situation the ATCO has asked you not to make your circuit too tight. Two reasons for this. You can't get a landing clearance until the A320 is airborne, and that must be before you cross the beginning of the runway. Also, on a touch & go, the ATCO must apply 3 minutes wake turbulence separation between your departure and the previous departing aircraft if it is in a higher wake turbulence category.	
Report final not too tight G-GW			

		What's the ATCO doing? (maybe)	
	G-GW Number 2, number 1 is a Saab 340 on 4 mile final, report traffic in sight.		
Roger traffic in sight G-GW			
	G-GW report final number 2	No wake turbulence to consider in this case as both aircraft are in the light category. If the other aircraft is in a higher category, the ATCO will say "Caution wake turbulence, the recommended spacing is X miles" X depending on the category of the other aircraft.	
Report final number 2 G-GW			
Final Runway 23 G-GW	G-GW Wind 230/10 knots. Runway 23 cleared for touch & go/low approach right hand circuit.		
Cleared for touch & go/low approach right hand circuit G-GW			

		What's the ATCO doing? (maybe)
	G-GW this will be a stop-go. Wind 230/10 knots Runway 23 cleared to land only.	This is one of the ways the ATCO can resolve the situation if doing a touch & go would result in less than the required wake turbulence separation from a previous departing aircraft. They will give you a landing clearance and then after you have landed and stopped, when the required time has elapsed, they will give you a take off clearance. If you are a solo student pilot, ATCOs will be aware and shouldn't ask you to do anything unusual. They won't try to squeeze you into a tight gap.
Roger cleared to land only G-GW		
	G-GW this will be to land and vacate at Y1. Wind 230/10 knots Runway 23 cleared to land.	Another way to resolve the wake turbulence situation, but in this case there isn't enough time for you to wait on the runway as there's another aircraft behind you. To avoid delaying other traffic the ATCO will get you to vacate the runway at a suitable point and then re-enter to depart when there is a suitable gap in the traffic. It may be necessary for you to taxi round to a different holding point if there is insufficient runway remaining from the point where you vacated.
Roger cleared to land G-GW		
	G-GW Wind 230/10 knots Runway 23 cleared to land.	Just a normal vanilla landing clearance as you would expect at the end of your sortie. See the arrivals section for land after and go-around phraseology.
Cleared to land G-GW		



If you're unsure of anything, or if something doesn't seem quite right, please ask us. ATCOs can make mistakes too. Some have even been rumoured to be human.

There really are no stupid questions. We would always want you to check/clarify. That can be the crucial difference that stops a mistake becoming a mishap.

Also, if you make a mistake try not to worry about it whilst you are still flying. ATCOs are trained to deal with the unexpected and to get you back home safely.

We want you to be safe & enjoy your flight. If you need help – just ask.