



Consultation Summary Document

Glasgow Airport is consulting on an Airspace Change Proposal to modernise its arrival and departure routes and the surrounding airspace. This forms part of a wider Scottish Airspace Modernisation proposal.

Consultation runs from:
20 October 2025 to 25 January 2026

Airspace Modernisation
ACP-2019-46

GLASGOW
AIRPORT 



Introduction

**We want to hear your views.
Find out more below.**

Why are we changing the airspace around Glasgow Airport?

Airspace modernisation and the Masterplan

The UK's airspace is being upgraded as part of the UK Government's **Airspace Modernisation Strategy**. Eighteen UK airports are undertaking airspace changes to modernise their routes below 7,000ft, and NATS, the UK's licensed Air Navigation Service Provider for en-route operations, is upgrading the route network that sits above 7,000ft.

The Airspace Change Organising Group (ACOG) have published '**the Masterplan**' which is a coordinated implementation plan for airspace changes in the UK to deliver the objectives of the Airspace Modernisation Strategy, which aims to provide quicker, quieter, cleaner journeys across UK airspace.

What is Scottish Airspace Modernisation?

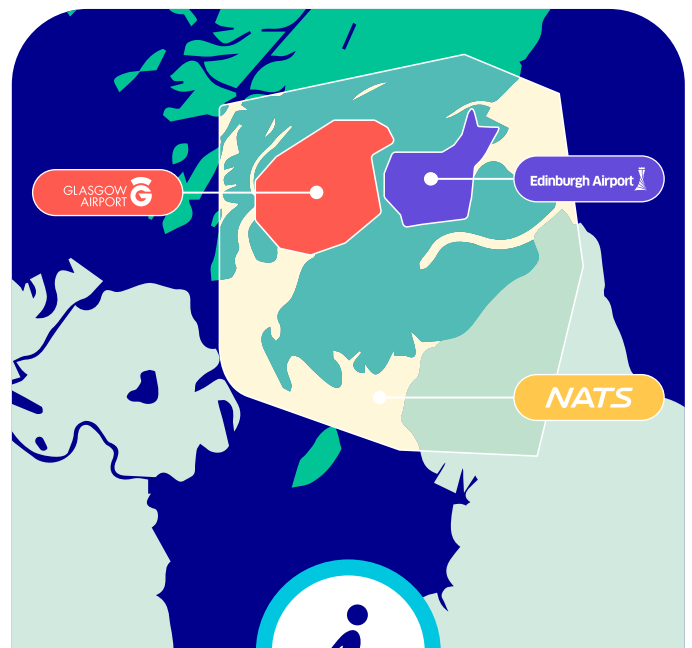
Glasgow Airport's Airspace Change Proposal (ACP) forms part of a wider Scottish Airspace Modernisation proposal, along with Edinburgh Airport and NATS.

Glasgow Airport and Edinburgh Airport are responsible for the modernisation of their departure and arrival routes below 7,000ft and the airports' Controlled Airspace. NATS is responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.

The three ACPs are being progressed independently, however a change to Glasgow Airport's design may result in a knock-on change for NATS and/or Edinburgh Airport. This means that Glasgow Airport, Edinburgh Airport and NATS, coordinated by ACOG, are working closely together to develop the Scottish Airspace Modernisation proposal.

What does this mean for Glasgow Airport?

Glasgow Airport is proposing to make changes to the arrival and departure routes to introduce modern Performance Based Navigation (PBN) technology. We are also proposing to make changes to the Controlled Airspace (CAS) within the vicinity of Glasgow Airport. More information is contained over the next pages of this summary document.



For more information on the Scottish Airspace Modernisation proposal, showing how Glasgow Airport's proposals work with the surrounding airspace including proposals led by Edinburgh Airport and NATS, please go to our website:

scottishairspacemodernisation.co.uk

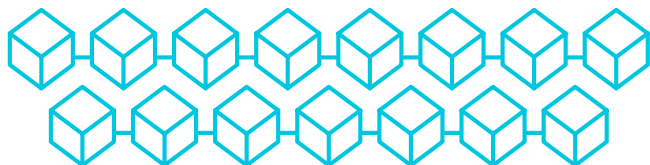
 **Scottish Airspace
Modernisation**



A summary of how we developed our proposal

This section provides a one page overview of how we have developed our proposal. More information is available in the Consultation Document.

Stage 1



15

Design Principles

were developed with stakeholder input, outlining the high-level criteria for airspace design.

Stage 2



1,000s

of notional flight paths were analysed using computer modelling generated data.



30



options were developed from this data, based on the Design Principles.



The design options were tested with stakeholders, with two further options being developed.

28



options were taken forward after the Design Principle Evaluation.



These were assessed against noise, environmental, aviation, and cost impacts versus a 'without airspace change' scenario.



options were then shortlisted for Stage 3.

Stage 3



The **8 options** were refined and integrated into the **Scottish Airspace Modernisation proposal** through collaboration with Edinburgh Airport and NERL. They also underwent **detailed design development** to ensure their safety.



A detailed appraisal of the **8 options** was conducted, analysing **noise, environmental, aviation, and cost impacts** versus a 'without airspace change' scenario. This **narrowed the options** down to the **one now being consulted on**.



Where we are now



We are consulting on our proposed design and **value your feedback** to help refine it. Glasgow Airport will review all input and document how it shapes the final proposal.



What do you mean by 'modernising the airspace'?

Performance Based Navigation

The introduction of Performance Based Navigation (PBN) forms a key part of the Government's Airspace Modernisation Strategy. PBN improves the accuracy of where aircraft fly by using modern satellite navigation, rather than outdated ground-based navigation aids (conventional navigation).

At Glasgow Airport, the current departure routes are defined using conventional navigation aids; however, departures are also **vectored**. There are no arrivals routes between the holding stacks and the final approach, and therefore arrivals are also **vectored**.

Vectoring is when **Air Traffic Control (ATC)** provide an instruction to pilots in the form of a direction (heading based on a compass bearing). ATC may also instruct pilots to climb or descend. ATC do this to ensure aircraft are safely separated and where possible are given the most efficient routes.

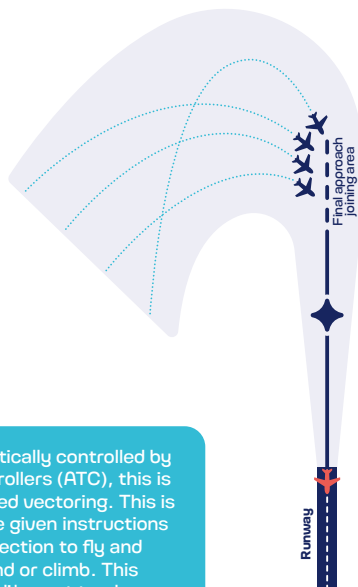
Vectoring creates **dispersion** across the airspace. When aircraft fly PBN routes, they are typically more **concentrated** over a narrower area compared to when they are vectored by ATC.

Often PBN routes are implemented alongside vectoring so that ATC have the flexibility to continue to manage traffic efficiently within the airspace.

Over the next pages, we will describe how we anticipate the proposed departure and arrival routes to be operated and what vectoring is expected to be seen alongside the PBN proposals based on our Airspace Change Proposal.

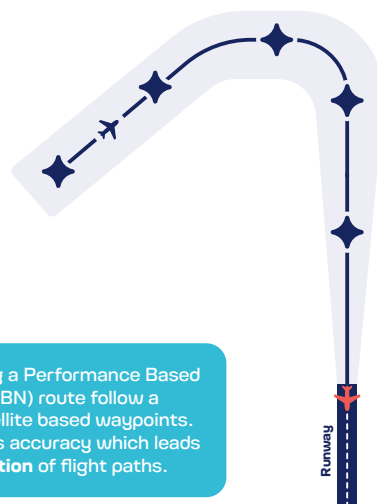
Illustrative example of vectoring and PBN

Vectoring (Dispersion)



Aircraft are tactically controlled by Air Traffic Controllers (ATC), this is sometimes called vectoring. This is where pilots are given instructions about which direction to fly and when to descend or climb. This creates lots of different tracks across the airspace which is often referred to as **dispersion**.

Aircraft on route centreline (Concentration)

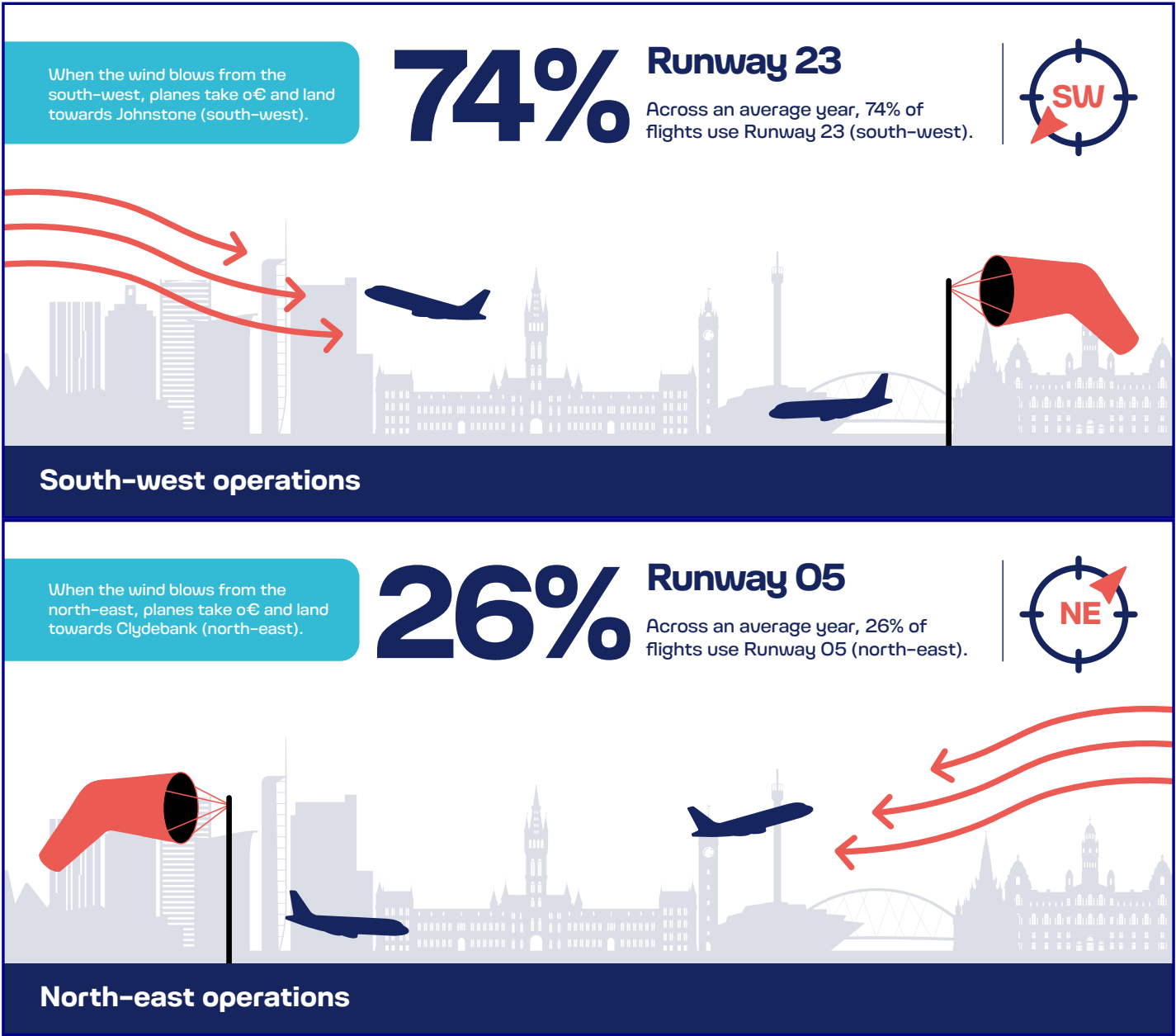


Aircraft flying a Performance Based Navigation (PBN) route follow a series of satellite based waypoints. This improves accuracy which leads to **concentration** of flight paths.

– Potential area of overflight

Departure routes

A runway may be used in two directions, and aircraft depart (take off) into the wind as far as possible. This means that Glasgow Airport’s runway direction depends on the wind direction. Across an average year, 74% of aircraft take off on Runway 23 which means they take off to the south west towards Johnstone, and 26% of aircraft take off on Runway 05 to the north east towards Clydebank.



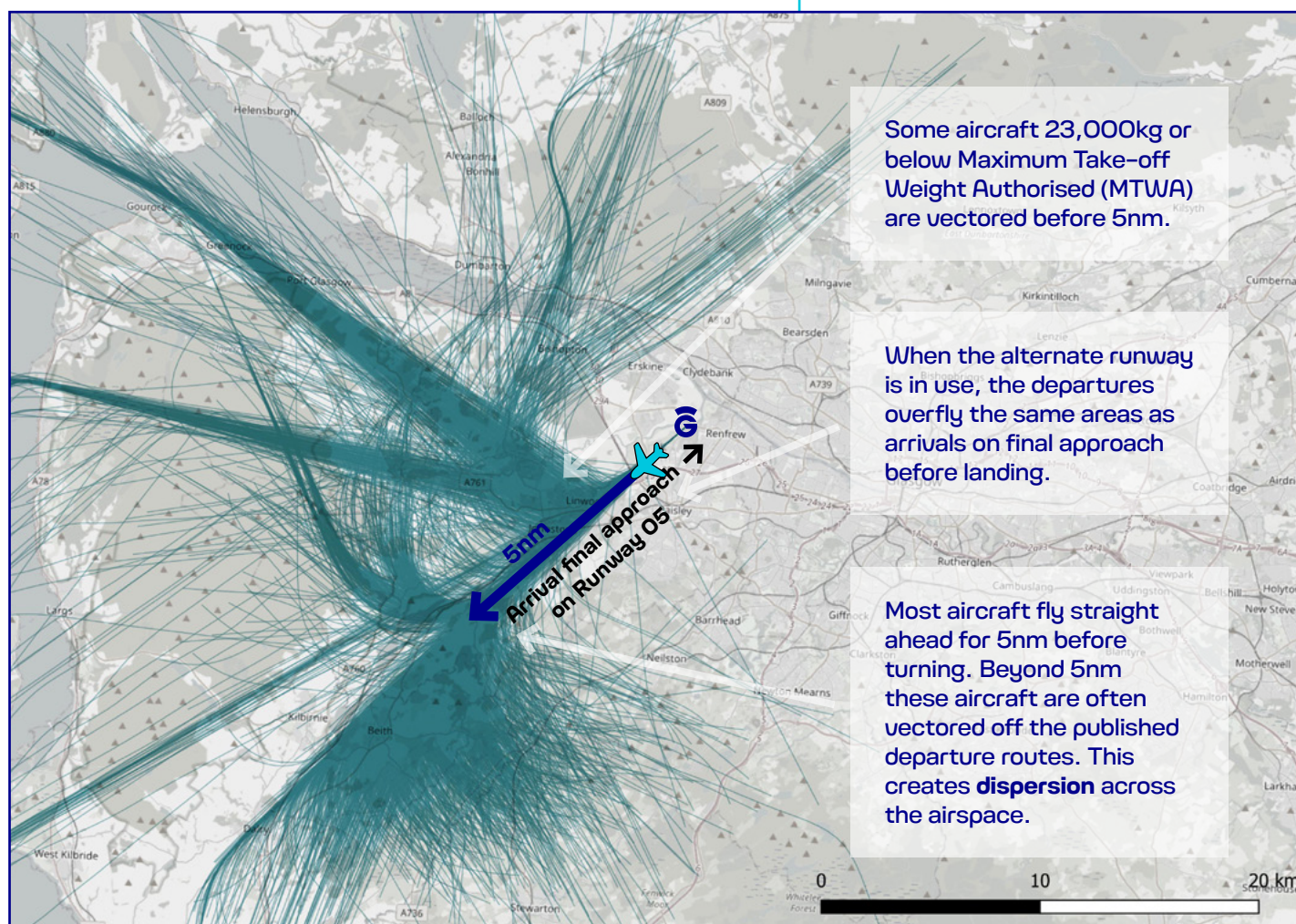
As part of Glasgow Airport's **Noise Abatement Procedures**, most departing aircraft are initially required to climb straight ahead, on the same heading as the runway, for at least 5 nautical miles (nm)(around 9.3km) before turning. Beyond 5nm, these aircraft do not typically follow the published routes but instead are **vectored** by Air Traffic Control (ATC). ATC do this because there are lots of complex interactions within the airspace and arriving and departing aircraft need to be kept safely separated. It also sometimes means ATC can give departing aircraft a more direct route, which saves fuel and Greenhouse Gas Emissions. This **vectoring** creates **dispersion** across the airspace.

Some aircraft which weigh 23,000kg or below, (for example the Twin Otter, or ATR) are turned before 5nm and do not follow the published departure routes. These aircraft are often smaller and slower than other aircraft and so ATC give them instructions to keep them safely separated from other arriving and departing traffic to help reduce delays.

Existing departure routes

74% of departures take off to the south west on **Runway 23**

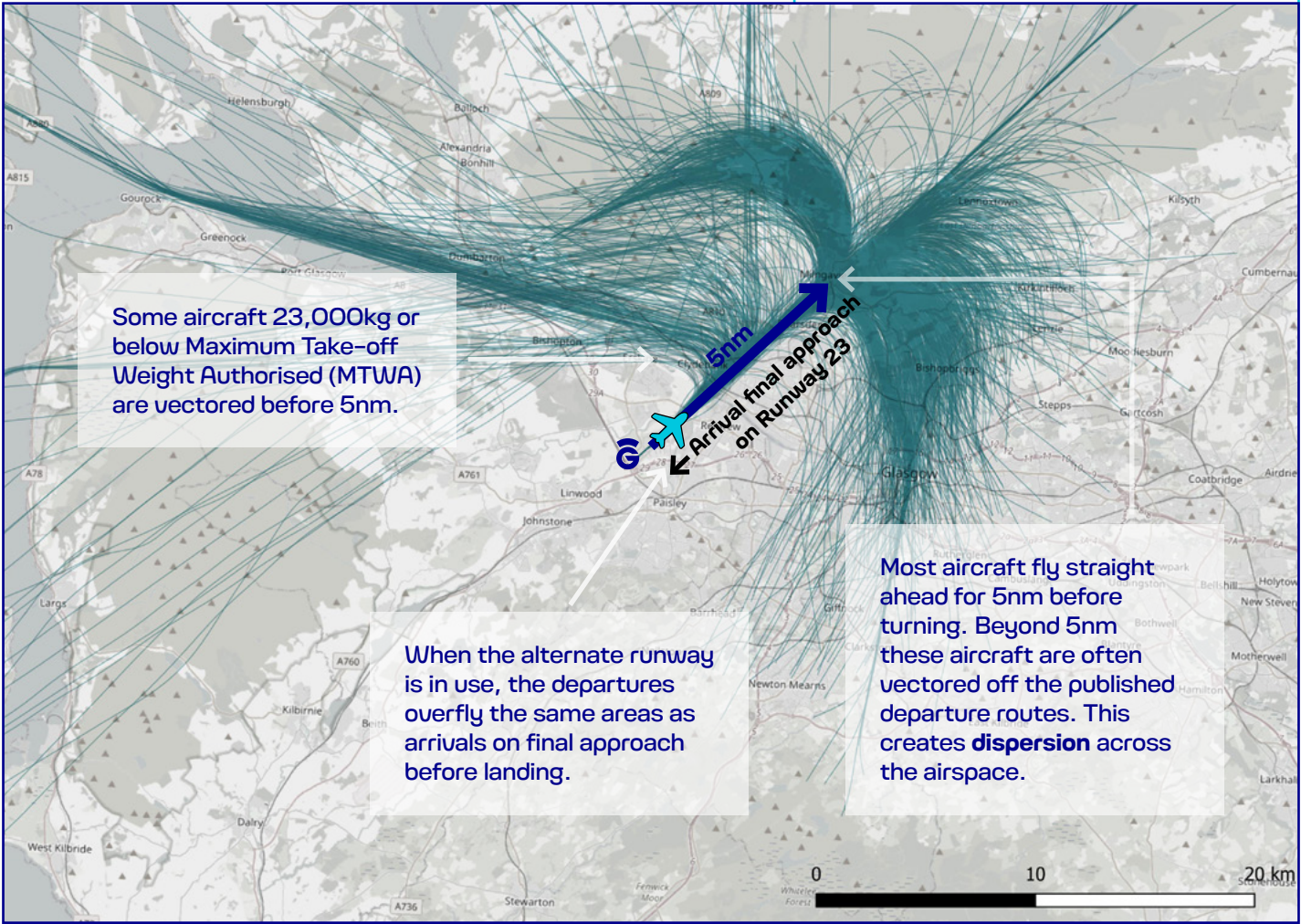
Runway 23 departures to 7000ft
Source: Glasgow Airport Noise Track Keeping system 92 day summer 2022 (6473 flights)



Existing departure routes

26% of departures take off to the north east on **Runway 05**

Runway 05 departures to 7000ft
Source: Glasgow Airport Noise Track Keeping system 92 day summer 2022 (2138 flights).



Proposed departure routes

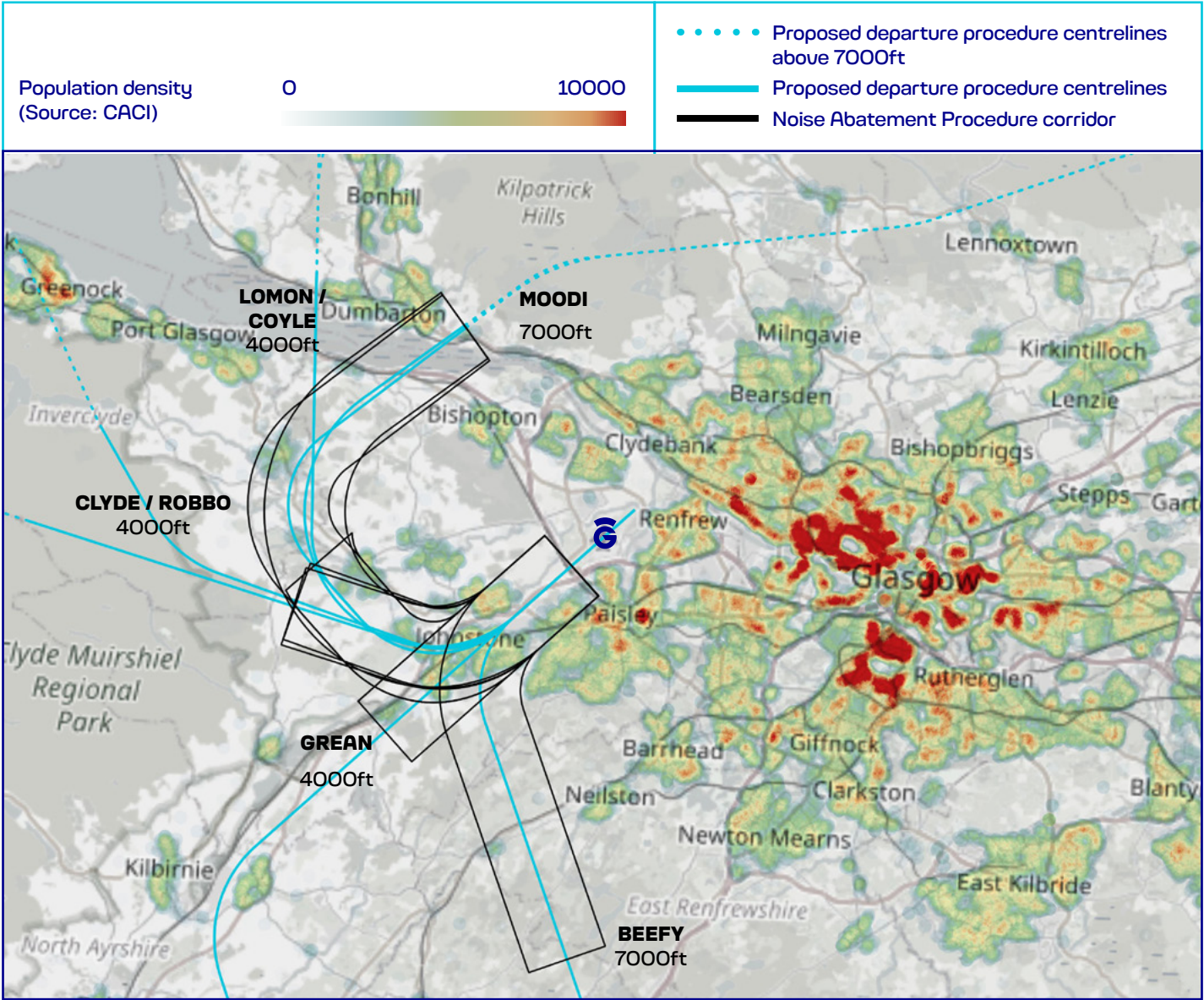
The new proposed departure routes will utilise Performance Based Navigation (PBN). This means that we expect to see greater concentration along the route centerlines than we see today.

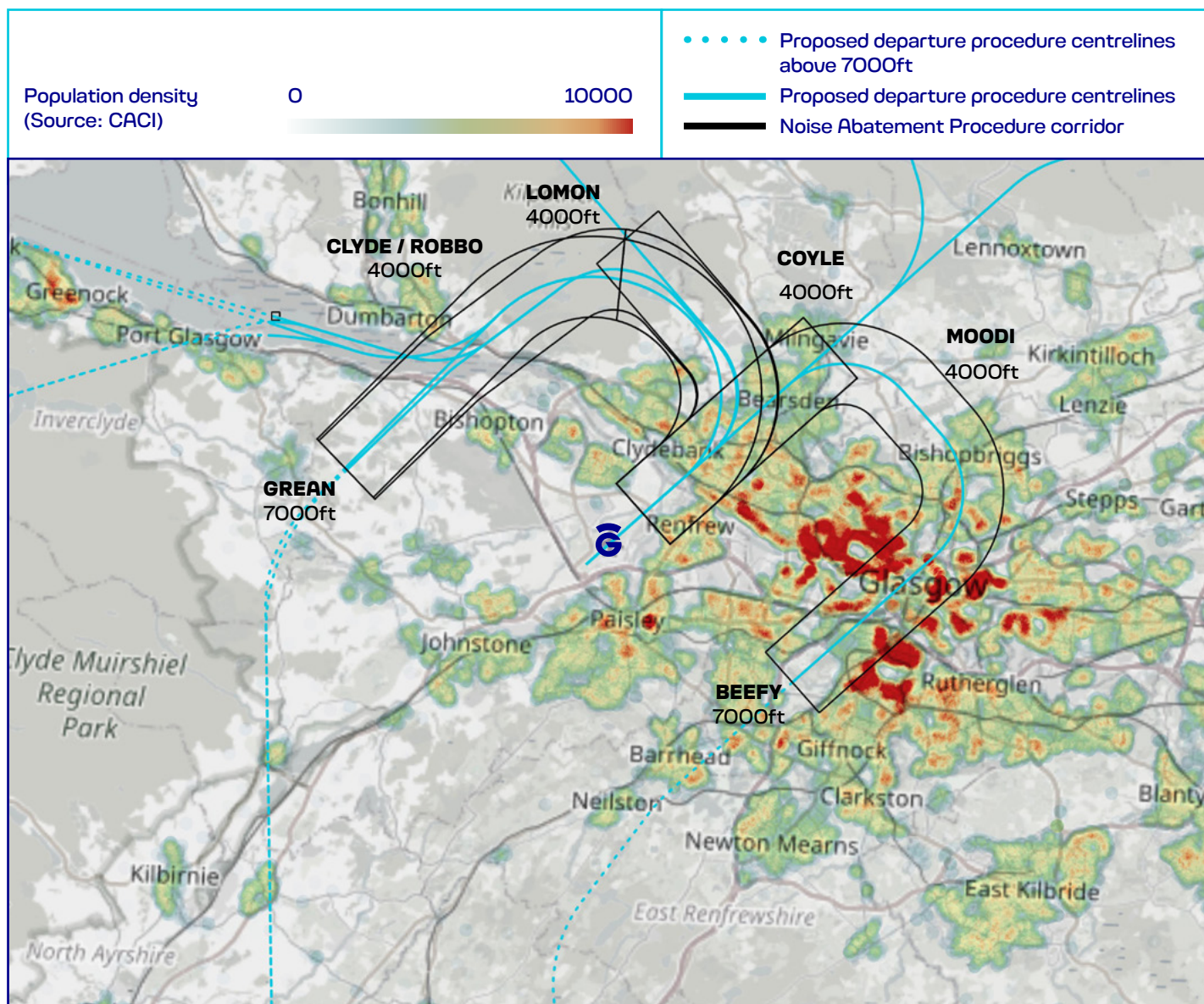
The proposed Noise Abatement Procedure corridors and the minimum altitude are shown below. Once aircraft reach either the minimum altitude or the end of the corridor, they can be vectored. Additionally, some vectoring of departures in the corridors may still occur if Air Traffic Control (ATC) need to take an aircraft off a route for safety reasons, for example to avoid bad weather.

During the daytime (07:00– 23:00) aircraft 23,000kg or below, such as the ATR, will continue to be vectored and therefore would not follow the PBN routes. This is because these aircraft are often smaller and slower than other aircraft and the vectoring is needed to efficiently integrate them into the overall airspace. During the nighttime (23:00 – 07:00), only aircraft under 7,500kg would be vectored and therefore not follow the PBN routes.

Beyond the Noise Abatement Procedures, we expect a greater number of aircraft to remain on the PBN routes compared to today but, some vectoring is still expected to occur when traffic allows ATC to offer more expeditious routes.

Noise abatement corridors and minimum altitudes





Runway 05

©OpenStreetMap

The images on the following pages show operational diagrams for the 'without airspace change' and 'with airspace change' scenarios to help consultees understand where aircraft may fly in future. For detailed aviation technical information, please see Annex 1 of the Main Consultation Document.



How to read the operational diagrams

The images on the following pages display operational diagrams for two scenarios:

- **Without airspace change**
- **With airspace change**

They illustrate the proposed departure routes for Runway 23 and Runway 05, helping consultees understand where aircraft may fly in future.

What the images show

The first set of images shows an annotated map of the airspace which explains the various aircraft traffic flows today and how we expect traffic to route in future.

Within the second set of images, each route has been labelled with information about its expected usage, including:



Average annual percentage of departures expected to depart in that direction

This is based on a day when only one runway direction is in operation



Average annual daily arrivals



Average daily arrivals on a summer day



Average daily arrivals outside of the summer period

It is important to note that the information within the operational diagrams is indicative: the data has been generated based on averages and therefore there could be fluctuations in the number of aircraft arriving from each direction.

Identifying aircraft height

The proposed route centrelines are shown with a thick blue line with the section of the departure route up until 7,000ft shown as a continuous line. Above 7,000ft, we have shown how the route continues into the network airspace, which forms part of the NERL proposal, with a dashed line.



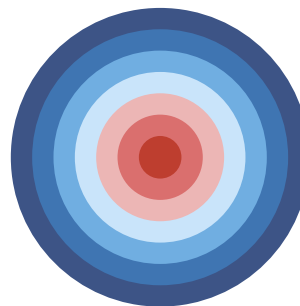
Indicates flightpath below 7,000ft



Indicates flightpath above 7,000ft

Areas with 5 or more aircraft per day up to 7,000ft

The geographical areas shown are based on only one runway in operation. The areas of overflight have been divided into seven 1,000ft sections based on expected, typical aircraft altitudes. Each 1,000ft band is given a colour to help identify what altitude aircraft may be at that point.



- 0-1000ft
- 1000ft-2000ft
- 2000ft-3000ft
- 3000ft-4000ft
- 4000ft-5000ft
- 5000ft-6000ft
- 6000ft-7000ft

Different aircraft types climb at different rates and it is very difficult to articulate this within one image, without increasing the image's complexity. For the purposes of these diagrams, we have therefore shown indicative altitudes based on the average climb profile of an ATR turboprop aircraft: these are a common aircraft which depart from Glasgow Airport but most jet aircraft climb much more quickly than this.

What the shading means

The areas of overflight are shaded from light to dark to highlight the areas where we expect to see greater concentration. They have been informed by 100% mode overflight contours generated for our proposed option for 2036, as this is the busiest forecast year assessed. Based on the requirements of CAP1616, these overflight contours are only generated based on five or more flights per day, and so the information within the operational diagrams has been supplemented with additional information from Air Traffic Controllers about where aircraft may be vectored in future at rates of less than five a day.

Less than 5 aircraft per day up to 7,000ft

Less than 1 aircraft per day up to 7,000ft

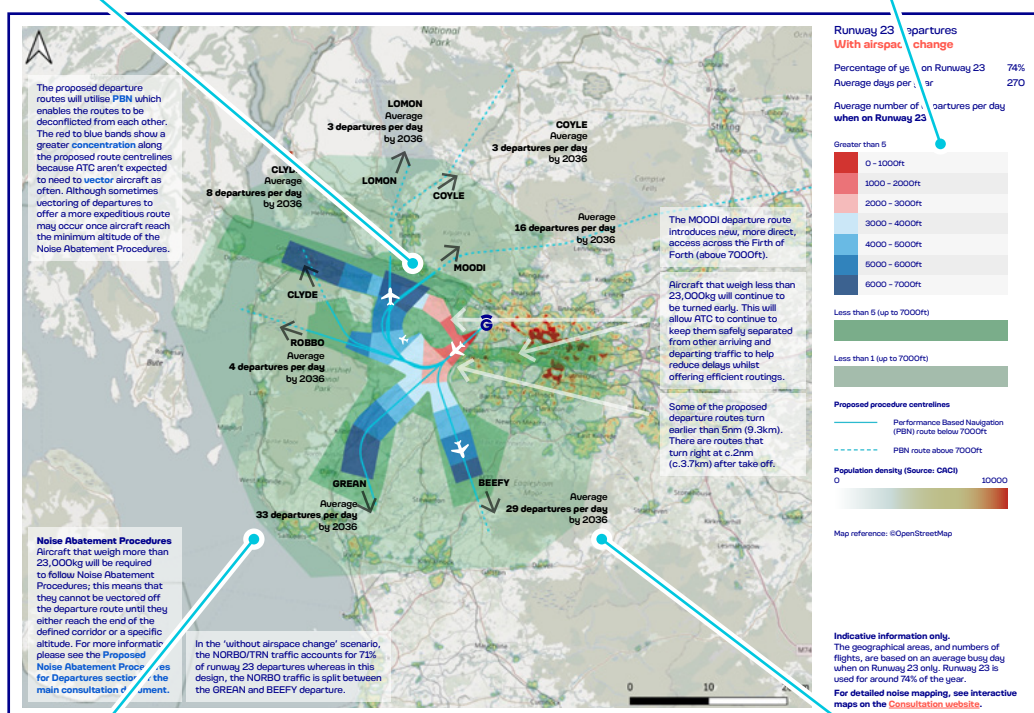
It is important to note that the areas of overflight within the operational diagrams is indicative, as it is very difficult to predict vectoring behaviours, which will still take place although to a lesser extent than today. Operational diagrams are also not measures of potential noise impacts; for detailed noise mapping please see the 'what are the benefits and impacts of the proposal' section.

Understanding the operational diagrams

The operational diagrams are based on Glasgow Airport's forecast for the number of departures in 2036. 2036 was chosen because this is our busiest forecast year which was modelled as part of the **Full Options Appraisal**.

The proposed Performance Based Navigation (PBN) route centrelines up to 7,000ft are shown with a thick blue line. Above 7,000ft, we have shown how the route continues into the network airspace, which forms part of the NATS' proposal, with a dashed line.

We have shown indicative altitudes based on the average climb of an ATR turboprop aircraft. This is one of the slower climbing aircraft at Glasgow Airport, which means that jet aircraft are likely to be higher than the altitudes shown.



Each route has been labelled with expected route usage on a busy day when only one runway direction is in operation.

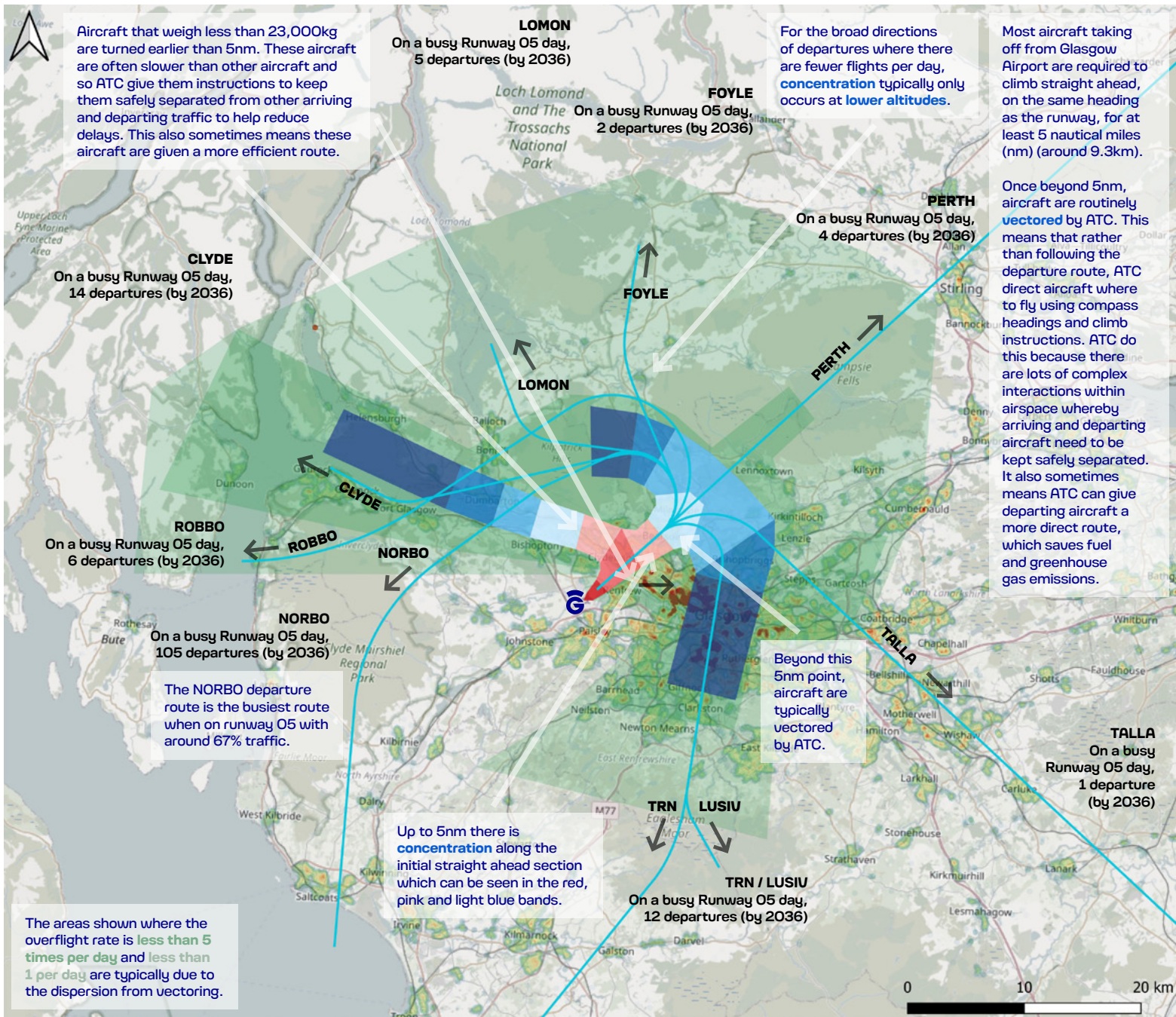
The areas of overflight shaded in different colours are based on a day when only one runway direction is in operation.

The areas from red to blue show where overflight is expected to be 5 times a day or greater and therefore where there is more **concentration**. The areas in green show where the overflight rate is either **less than 5 times per day** or **less than 1 per day** where there is typically more dispersion or overall fewer flights expected to be below 7,000ft in that area.

It is important to note that the information within the operational diagrams is indicative; the data has been generated based on future forecast averages and therefore there could be fluctuations in the number of aircraft using each departure route. It is also very difficult to predict vectoring behaviors.

Operational diagrams are not measures of potential noise impacts; for detailed noise mapping please use the interactive noise maps on our Glasgow Airport consultation website (glasgowairport.consultationonline.co.uk), or see our Main Consultation Document.

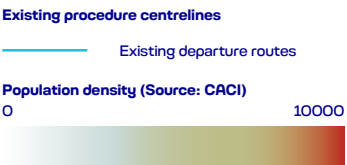
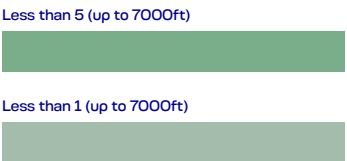
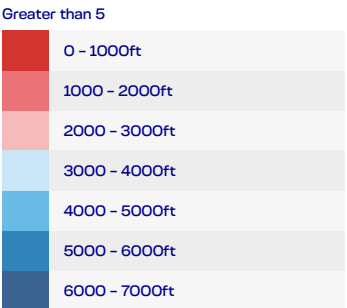
How aircraft depart without the airspace change



Runway 05 Departures
Without airspace change

Percentage of year on Runway 05 26%
Average days per year 95

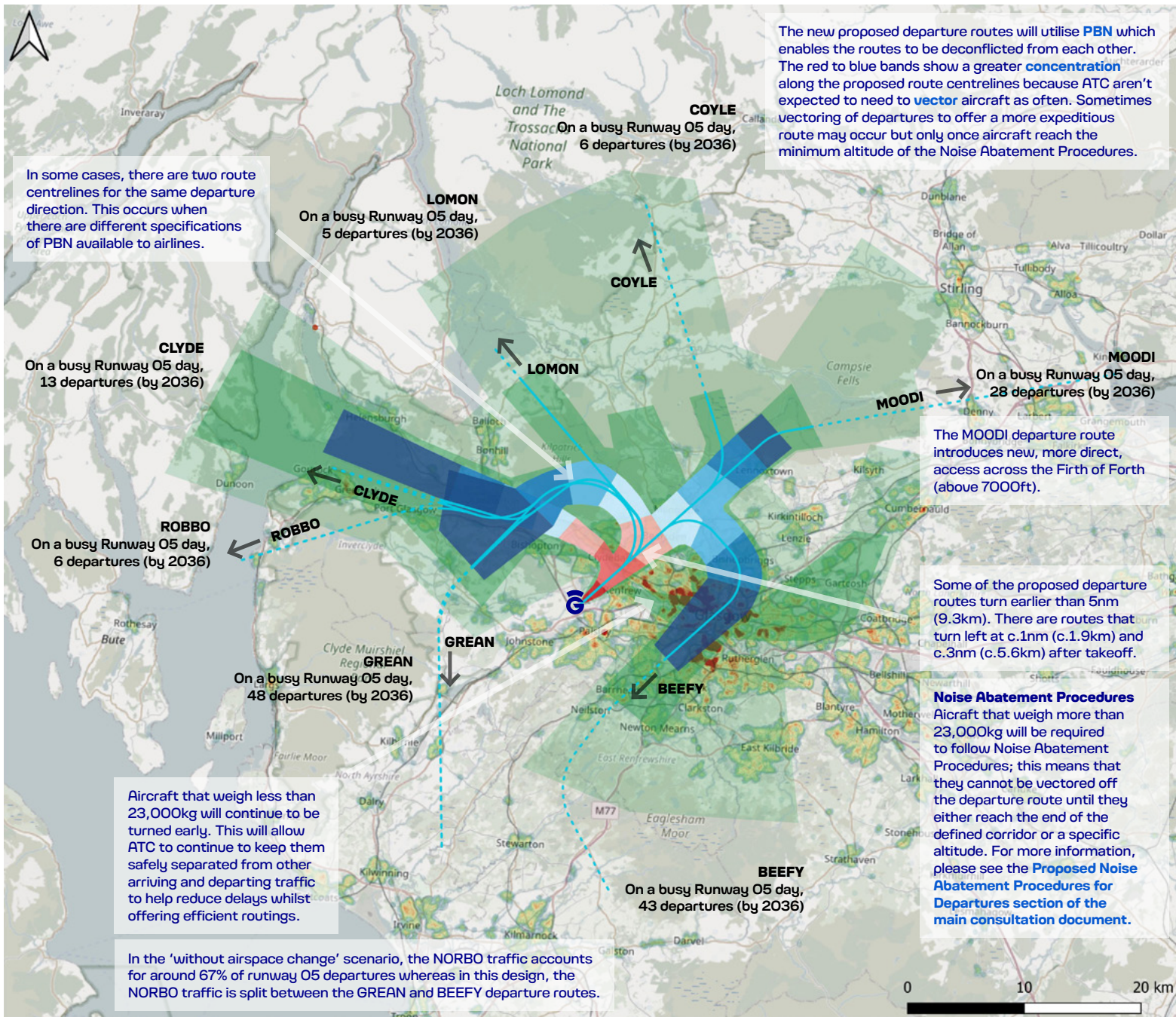
Average number of departures per day when on Runway 05 up to 7000ft



Map reference: ©OpenStreetMap

Indicative information only.
The geographical areas, and numbers of flights, are based on an average busy day when on Runway 05 only. Runway 05 is used for around 26% of the year.
For detailed noise mapping, see interactive maps on the [Consultation website](#).

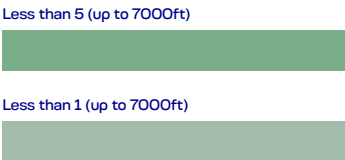
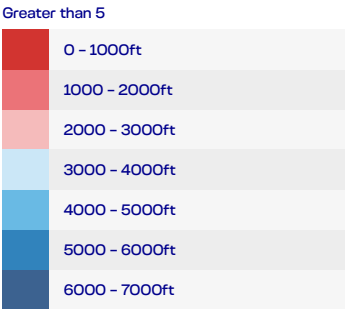
How aircraft could depart in future with airspace change



Runway 05 Departures
With airspace change

Percentage of year on Runway 05	26%
Average days per year	95

Average number of departures per day when on Runway 05 up to 7000ft

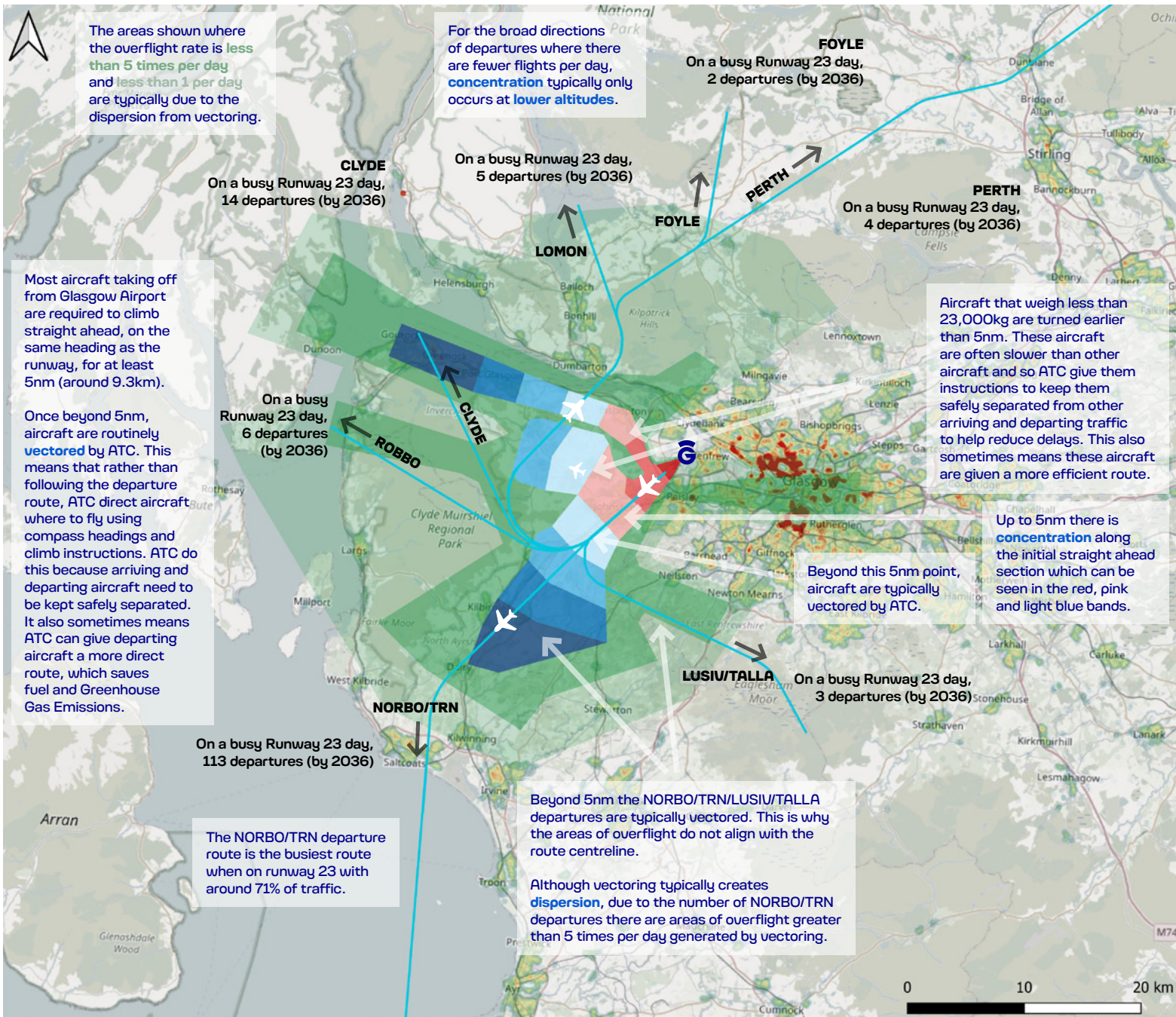


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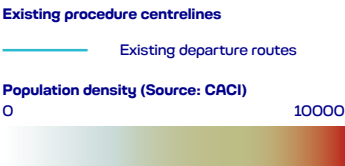
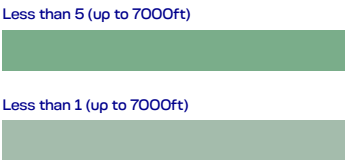
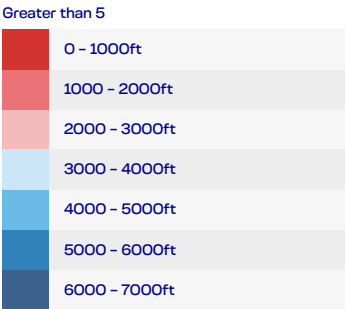
How aircraft depart without the airspace change



Runway 23 Departures
Without airspace change

Percentage of year on Runway 23 74%
Average days per year 270

Average number of departures per day
when on Runway 23 up to 7000ft

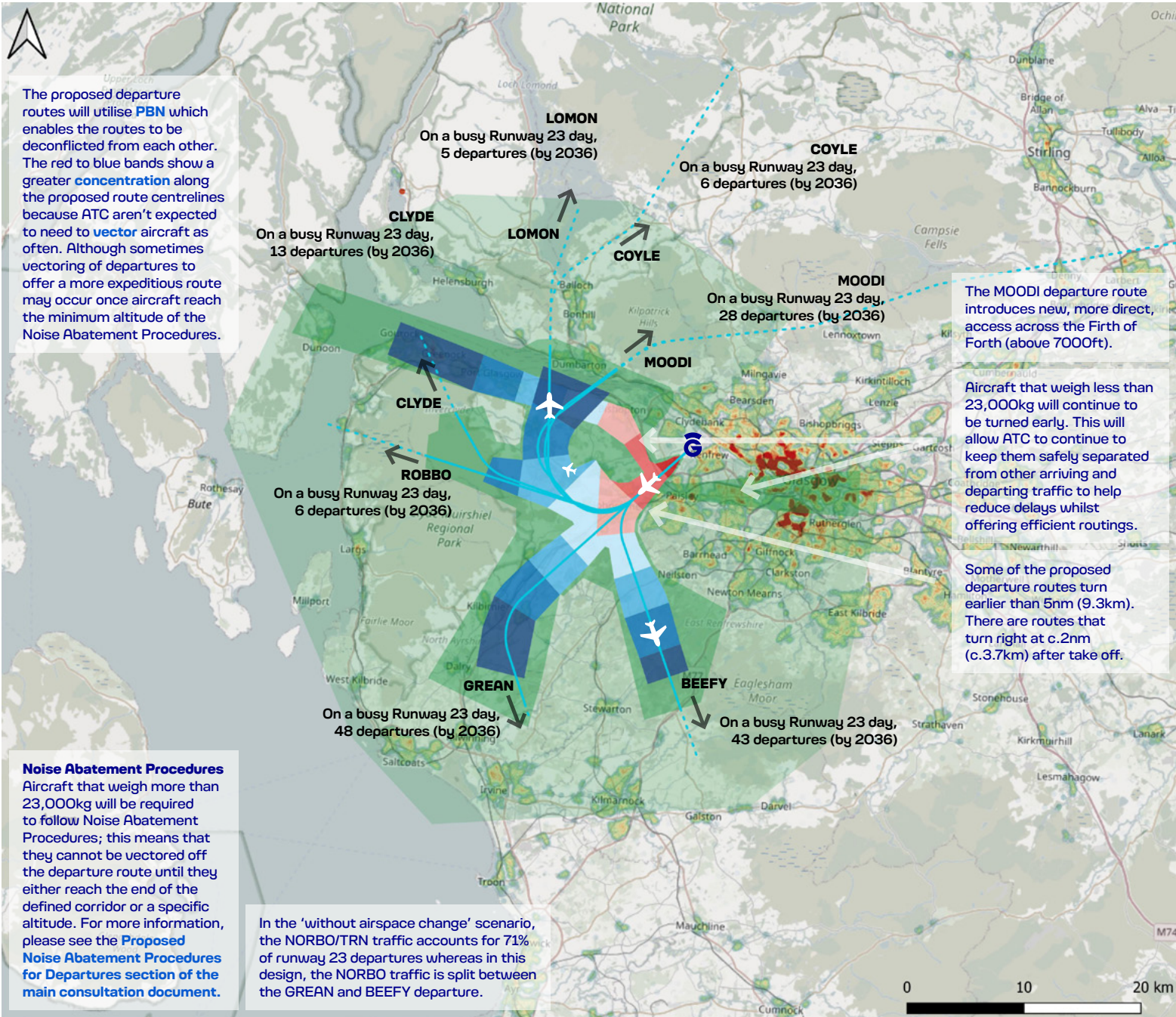


Map reference: ©OpenStreetMap

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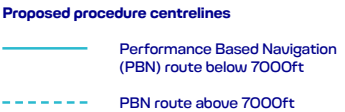
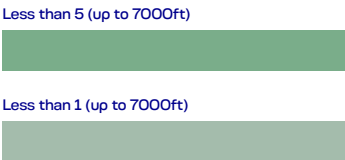
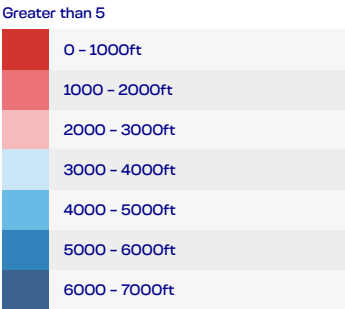
How aircraft could depart in future with airspace change



Runway 23 Departures
With airspace change

Percentage of year on Runway 23	74%
Average days per year	270

Average number of departures per day when on Runway 23 up to 7000ft



Map reference: ©OpenStreetMap

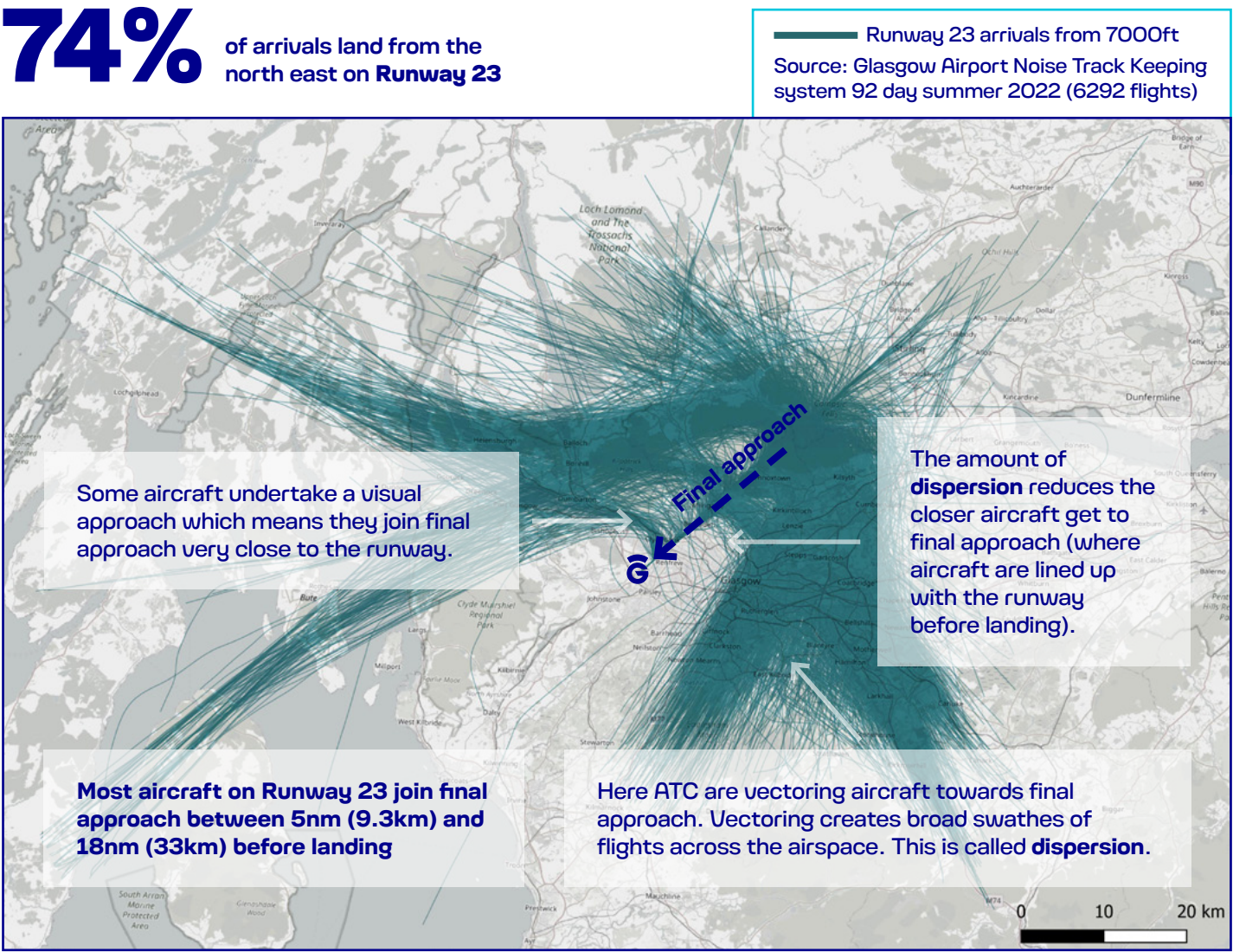
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Existing arrivals

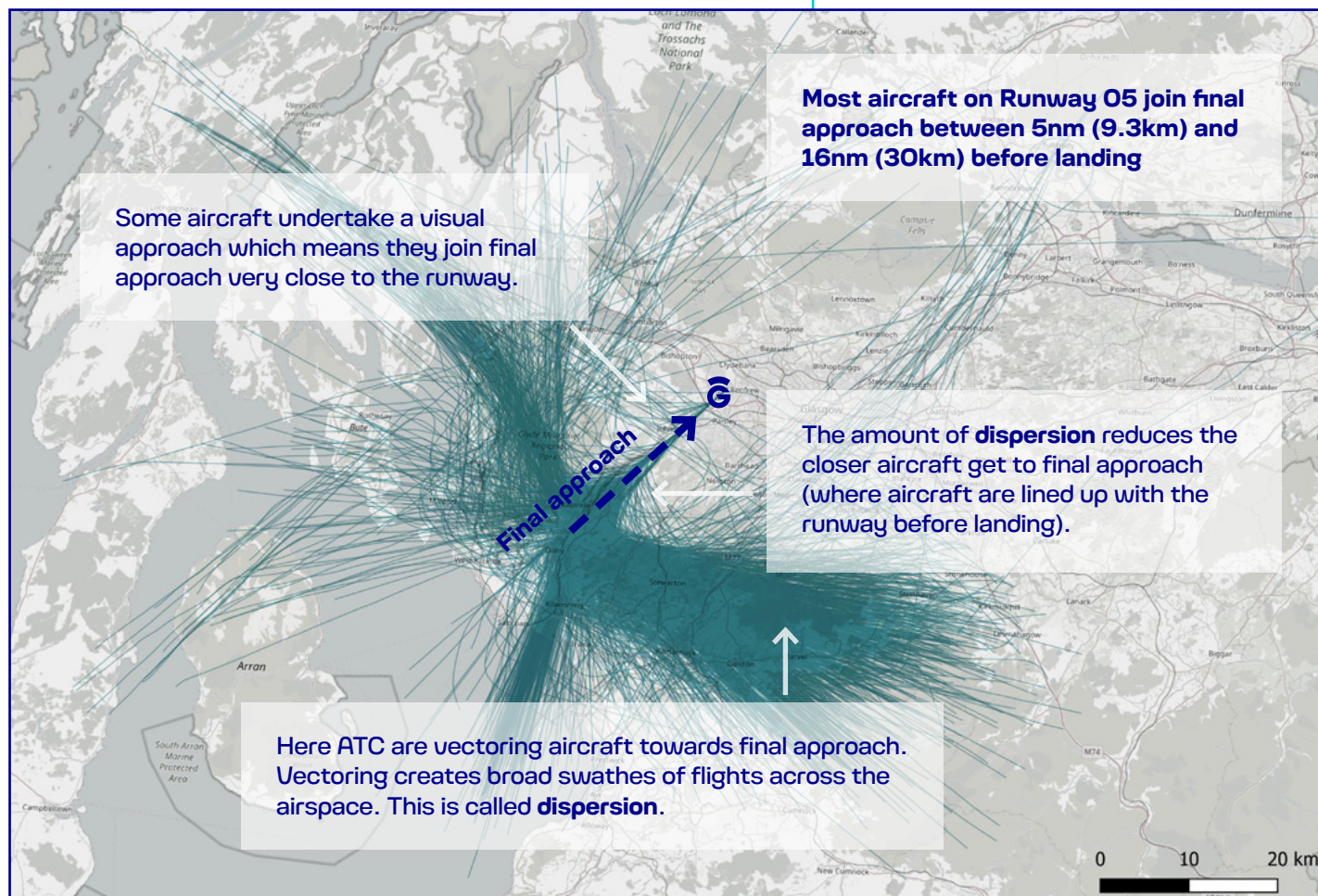
Aircraft arrive (land) into the wind. This means that Glasgow Airport’s runway direction depends on the wind direction. Across an average year, 26% of aircraft land on Runway 05 which means they arrive from the south west over the areas around Johnstone, and 74% of aircraft land on Runway 23 which means they arrive from the north east over the areas around Clydebank.

Below 7,000ft, there are no defined routes for aircraft arriving at Glasgow Airport until aircraft are established on final approach. Final approach is the final part of the flight when aircraft are lined up with the runway and are undertaking a final descent before landing. This means aircraft are **vectored** by Air Traffic Control (ATC) which creates dispersion across the airspace, with this dispersion reducing the closer aircraft get to final approach.



26% of arrivals land from the south west on **Runway 05**

Runway 05 Arrivals from 7000ft
Source: Glasgow Airport Noise Track Keeping system 92 day summer 2022 (2170 flights)

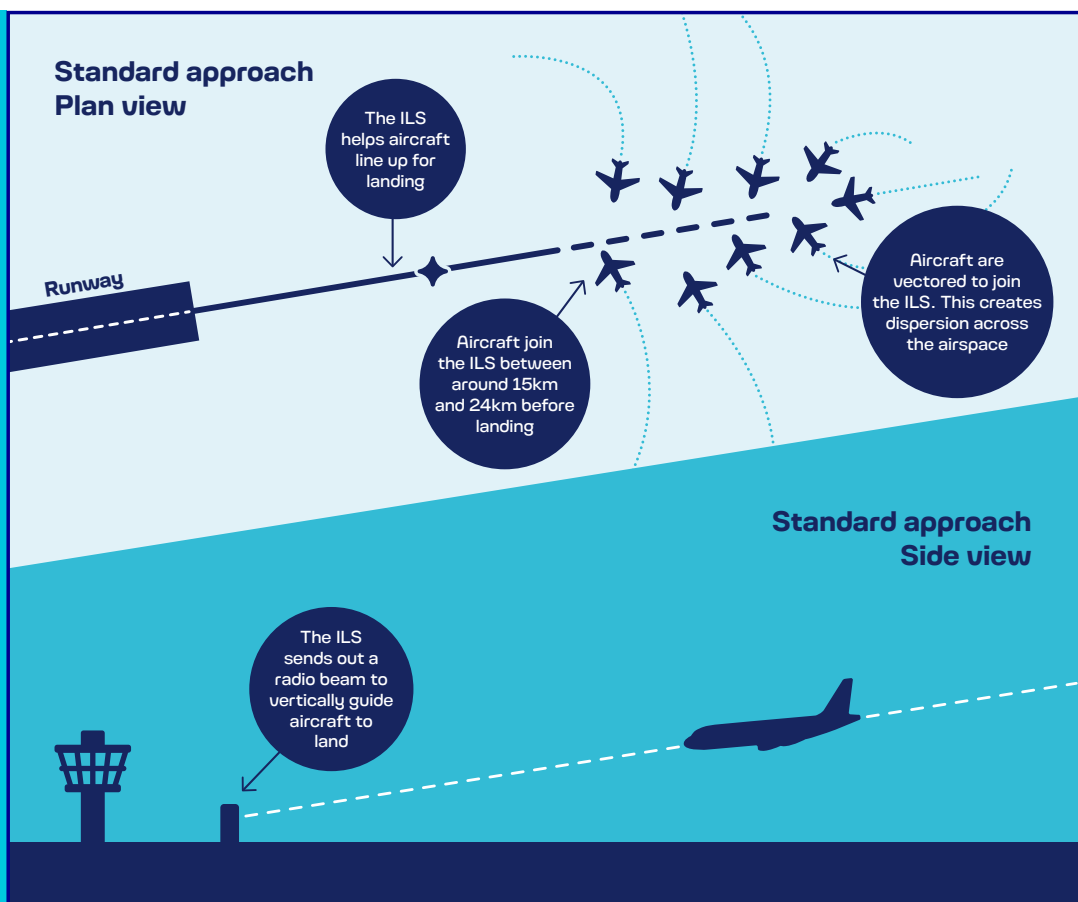


Proposed arrival routes

The new proposed arrivals will utilise a hybrid system of Performance Based Navigation (PBN) arrival routes and Air Traffic Control (ATC) vectoring. This means we can expect to see some concentration along the arrival route centrelines, but there will still also be some dispersion.

The arrival routes have been designed in a way that means that aircraft will continue to be able to join the **Instrument Landing System (ILS)** when on final approach before landing, however there will also be a PBN approach available which follows the same lateral and vertical path as the existing ILS approach.

The **Instrument Landing System (ILS)** is used by aircraft once on final approach. It is a system of radio beacons which provide the aircraft with horizontal and vertical guidance, so that they know their exact position just before and during landing, even in the poorest of visibility. The ILS relies on physical infrastructure which is located on the ground at the airport.



Noise Abatement Procedures

There are Noise Abatement Procedures for arriving aircraft and more details around these can be found in our Main Consultation Document. It is proposed that the arrivals Noise Abatement Procedures would remain broadly similar to those published today.

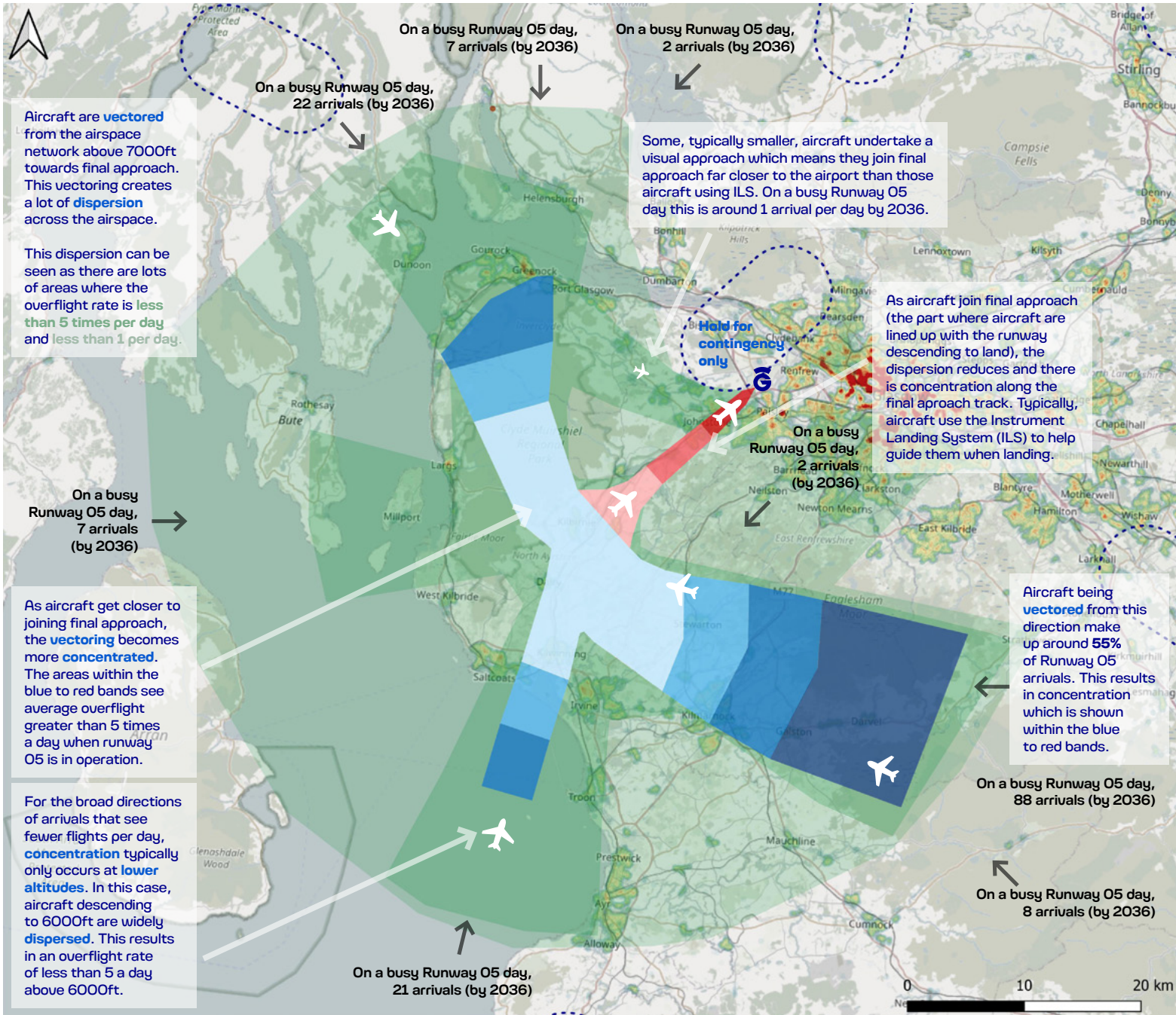
Missed approaches

Missed approaches occur when it is judged that an aircraft cannot continue to a safe landing. There were 108 missed approaches in 2022. Details of how the current missed approaches are flown and proposed future missed approaches are included in Annex 1 of our Main Consultation Document.

The images on the following pages show operational diagrams for the 'without airspace change' and 'with airspace change' scenarios to help consultees understand where aircraft may fly in future. For detailed aviation technical information, please see Annex 1 of the Main Consultation Document.

For information on how to understand these diagrams, please refer to the 'How to read operational diagrams' section on pages 10 and 11.

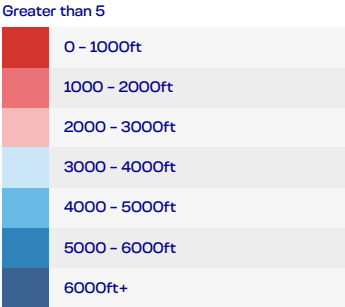
How aircraft arrive without the airspace change



Runway 05 Arrivals
Without airspace change

Percentage of year on Runway 05 26%
Average days per year 95

Average number of arrivals per day when on Runway 05 up to 7000ft



Existing procedure centrelines

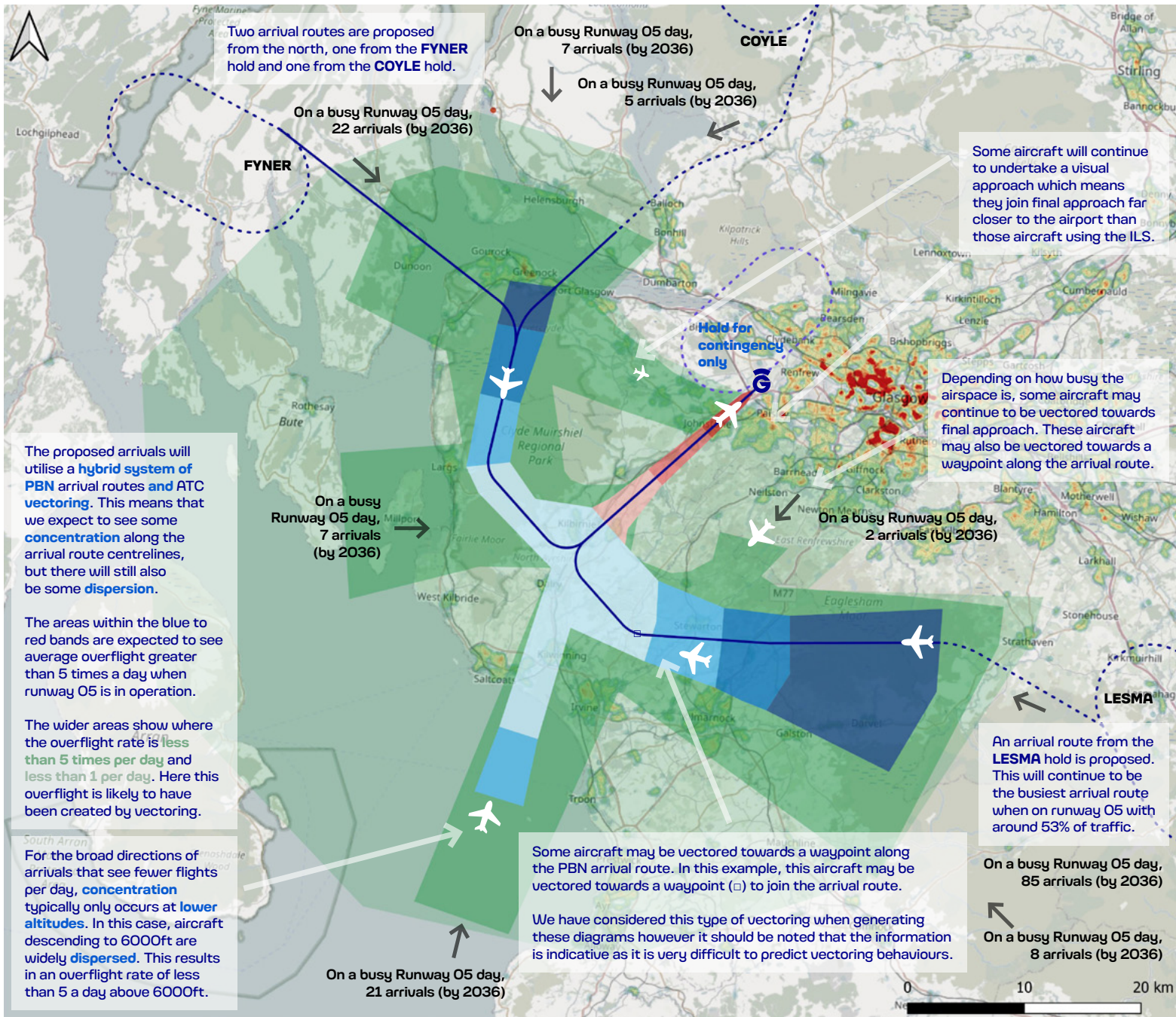


Map reference: ©OpenStreetMap

Indicative information only.
The geographical areas, and numbers of flights, are based on an average busy day when on Runway 05 only. Runway 05 is used for around 26% of the year.

For detailed noise mapping, see interactive maps on the [Consultation website](#).

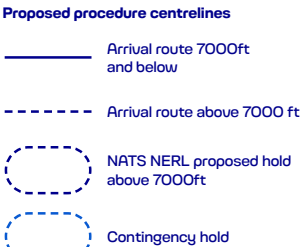
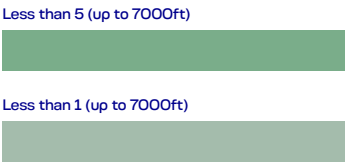
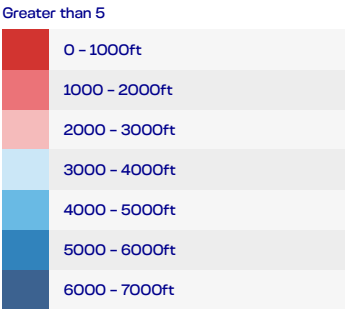
How aircraft could arrive in future with airspace change



Runway 05 Arrivals
With airspace change

Percentage of year on Runway 05 26%
Average days per year 95

Average number of arrivals per day when on Runway 05 up to 7000ft

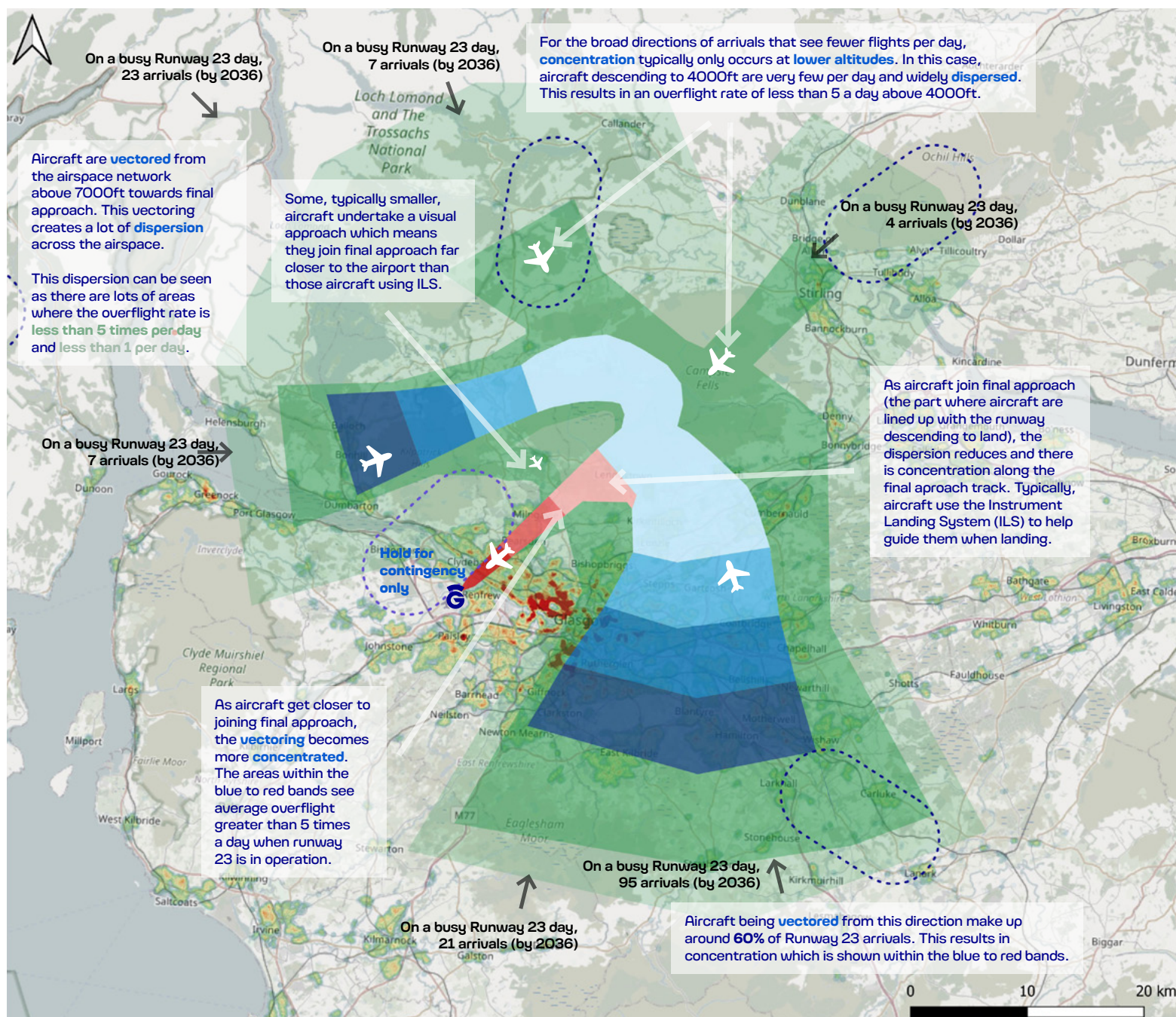


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How aircraft arrive without the airspace change

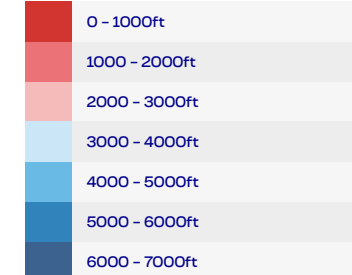


Runway 23 Arrivals Without airspace change

Percentage of year on Runway 23 74%
Average days per year 270

Average number of arrivals per day when on Runway 23 up to 7000ft

Greater than 5



Less than 5 (up to 7000ft)



Less than 1 (up to 7000ft)



Existing procedure centrelines



Population density (Source: CACI)



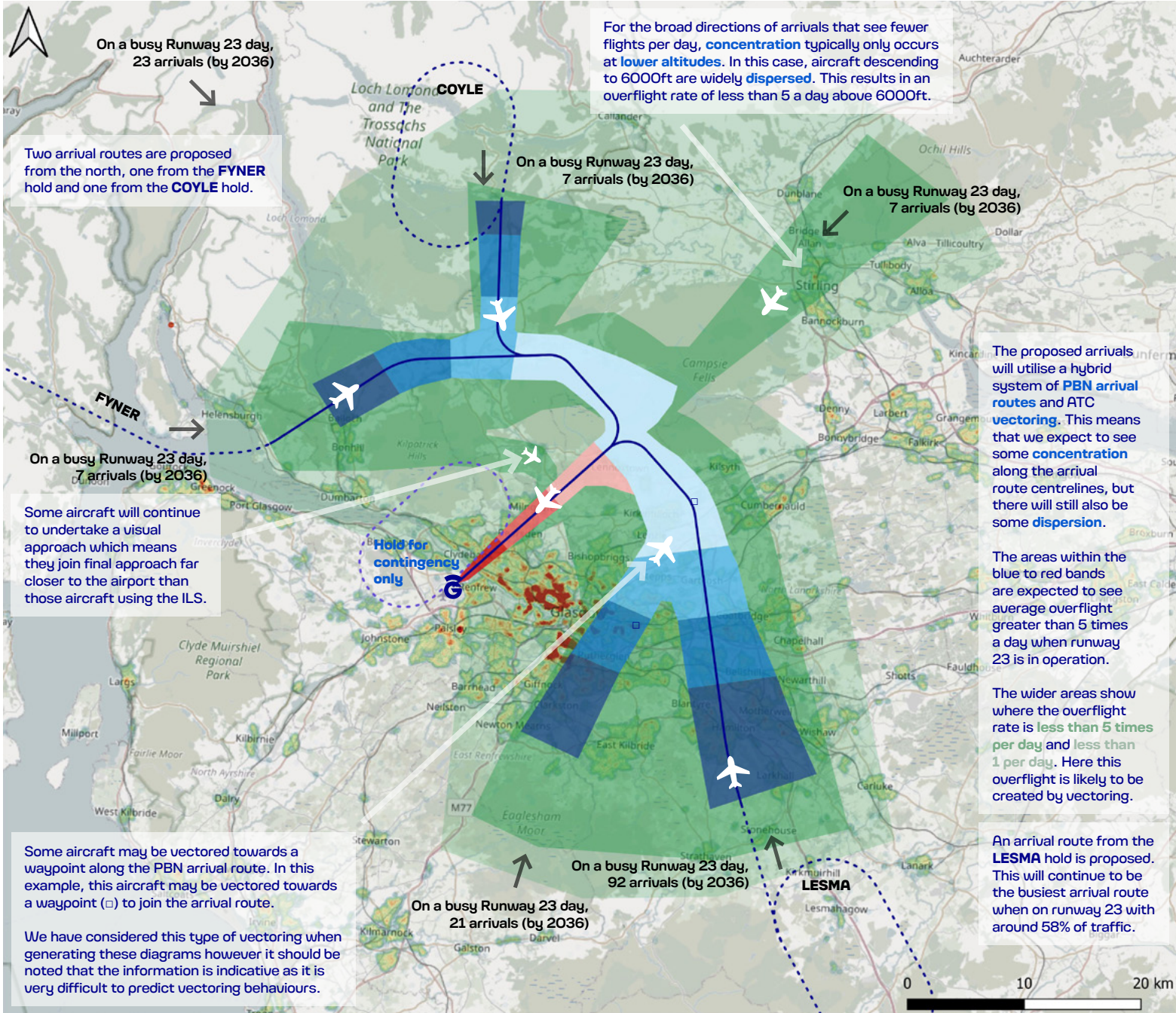
Map reference: ©OpenStreetMap

Indicative information only.

The geographical areas, and numbers of flights, are based on an average busy day when on Runway 23 only. Runway 23 is used for around 74% of the year.

For detailed noise mapping, see interactive maps on the [Consultation website](#).

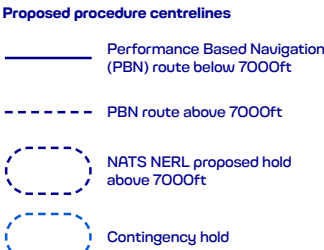
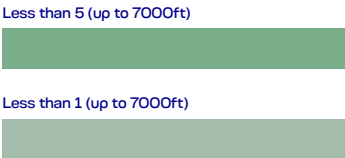
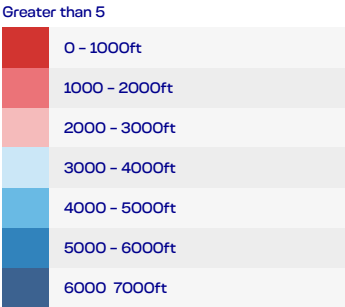
How aircraft could arrive in future with airspace change



Runway 23 Arrivals
With airspace change

Percentage of year on Runway 23	74%
Average days per year	270

Average number of arrivals per day when on Runway 23 up to 7000ft



Map reference: ©OpenStreetMap

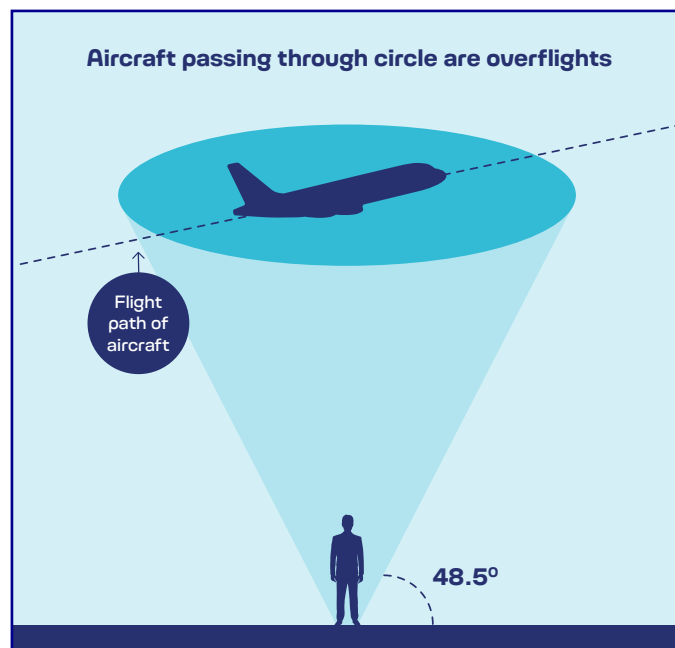
Indicative information only.
The geographical areas, and numbers of flights, are based on an average busy day when on Runway 23 only. Runway 23 is used for around 74% of the year.
For detailed noise mapping, see interactive maps on the [Consultation website](#).

The overall proposal for modernising Glasgow Airport's airspace

When assessing the benefits and impacts of the proposed 'with airspace change' option against the 'without airspace change' baseline, CAP1616 requires us to look at the overall airport system performance. It is important we show how the departure and arrival components work together ahead of explaining the outcomes of the Full Options Appraisal.

The following image shows all the proposed departure and arrival procedures with an average summer day overflight contour. Overflight contours are generated using the CAA's 48.5-degree definition of overflight as outlined in CAP1498.

Although overflight contours do not illustrate noise impacts, they do allow us to calculate the number of times a location may be overflown. This helps to show the areas that are overflown by the departure and arrivals procedures for both runway ends.



The map shown on the following page is also available as part of the interactive noise maps on our Glasgow Airport consultation website. This allows you to enter your address, or navigate to an area shown on the map, and see how the proposed option would benefit or impact you. [Click here](#) to go to the Glasgow Airport consultation website.

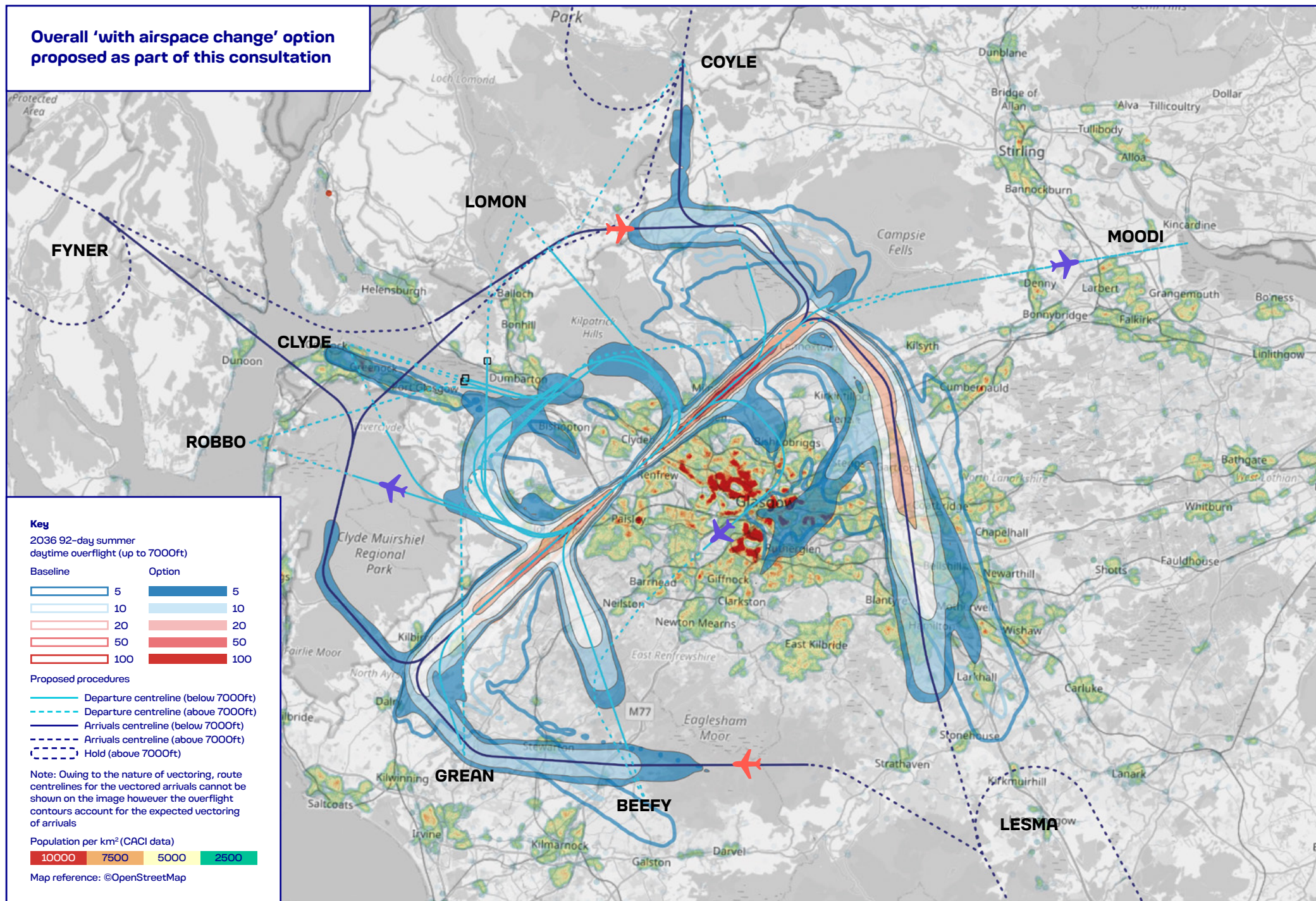


For more information on the Scottish Airspace Modernisation proposal, showing how Glasgow Airport's proposals work with the surrounding airspace including proposals led by Edinburgh Airport and NATS, please go to our website:

scottishairspacemodernisation.co.uk

 **Scottish Airspace
Modernisation**

Overall 'with airspace change' option proposed as part of this consultation



The benefits and impacts of modernising Glasgow Airport's airspace

To prepare for this consultation we undertook a detailed assessment of 8 potential options, to understand their potential positive benefits and negative impacts, compared to a 'without airspace change' baseline. This is called the **Full Options Appraisal**. The outcome of the Full Options Appraisal resulted in the proposed option we are consulting on, as described in the previous sections.

The following section provides a very high-level summary of the outcomes of the Full Options Appraisal for the proposed option. For more details, please see our [Glasgow Airport consultation website](#) or our Main Consultation Document.



Noise

Overall **reduction** in total adverse effects on health and quality of life from noise.*



Air quality

Negligible impact on local air quality.



Greenhouse gas

Reduce total annual and per flight Greenhouse Gas Emissions.



Tranquility

No significant change to the perception of tranquillity.



Biodiversity

No biodiversity impacts expected to nearby sites.



Capacity

Improve capacity and result in **fewer departure delays**



Resilience

Improve resilience through modern procedures.



General Aviation access

Net release of Controlled Airspace below 7,000ft.



Economic

Economic benefits

expected through reduced departure delays.



Fuel burn

Reduce total annual and per flight fuel burn.



Airline costs

No additional costs for airlines anticipated.



Airport and ANSP costs

Anticipated **operational cost** for Glasgow Airport for maintenance and training.



Safety

Maintain, and in some areas, enhance safety.



Airspace modernisation strategy

Our proposed options aims to **meet the vision of the Airspace Modernisation Strategy**

* It is important to note that in some areas the proposed option changes where aircraft fly compared to today. There could therefore be local positive benefits and negative impacts to some areas surrounding Glasgow Airport. These local impacts are fully explained in the Full Options Appraisal.

Controlled Airspace

Glasgow Airport is contained within Controlled Airspace (CAS). Within Glasgow Airport's CAS, aircraft are required to follow instructions from Air Traffic Control (ATC). CAS is provided primarily for the safety of its users, mostly commercial airlines. Other airspace users, who typically fly for non-commercial purposes such as gliding, often fly outside of CAS where they do not have to follow instructions from ATC.

Airspace modernisation aims to improve access to airspace and the following section provides a high-level overview of the proposed changes within the vicinity of Glasgow Airport.

This section is aimed towards the aviation industry, and therefore sometimes uses technical language to help describe the CAS proposal. We recognise that not all consultees may be interested in CAS and if you would like to go to the next section please [click here](#).

All consultees are welcome to review the information and we would recommend referring to our Glossary and Terminology Document to understand some of the technical language used.

Developing the Controlled Airspace for our proposals

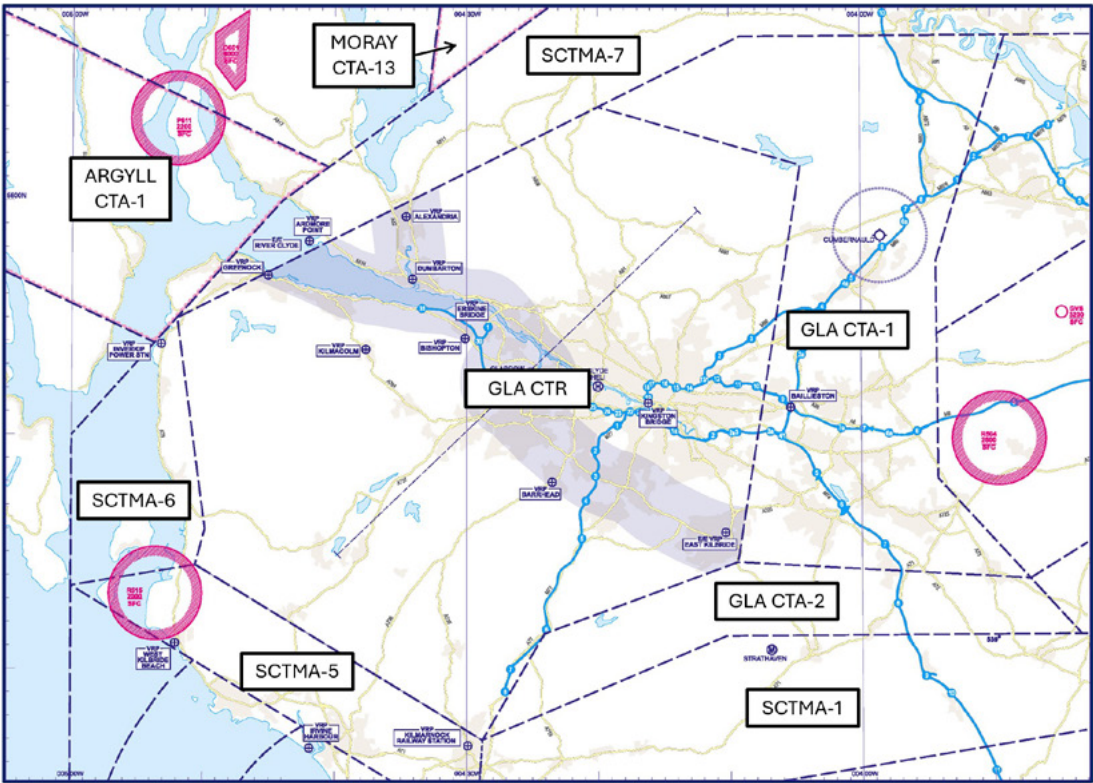
Glasgow Airport's ACP requires wholesale changes to Controlled Airspace (CAS) volumes and classifications. In determining the CAS requirements, there are several key Civil Aviation Authority (CAA) documents that all feed in to determining an appropriate volume of airspace. It is important to note the extant CAS arrangements surrounding Glasgow Airport pre-date many of these policy documents.

In the UK, the guiding principle in establishing a volume of CAS is that Sponsors must seek to ensure that the amount of CAS is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis. This has led to the adoption of the principle that the least restrictive classifications of airspace should be the norm in UK airspace design.

Within our Main Consultation Document we explain in further technical detail the CAA policy documents and key requirements used to ensure the design meets all aspects of CAA policy. For more information, please see the [Glasgow Airport consultation website](#) or our Main Consultation Document.

Glasgow Airport's Controlled Airspace proposal forms part of the wider proposal for Scottish Airspace Modernisation, undertaken between Glasgow Airport, Edinburgh Airport and NATS. For more information about the overall proposed changes to CAS, please see Annex 1 – ACOG Description System Wide Scottish Cluster.

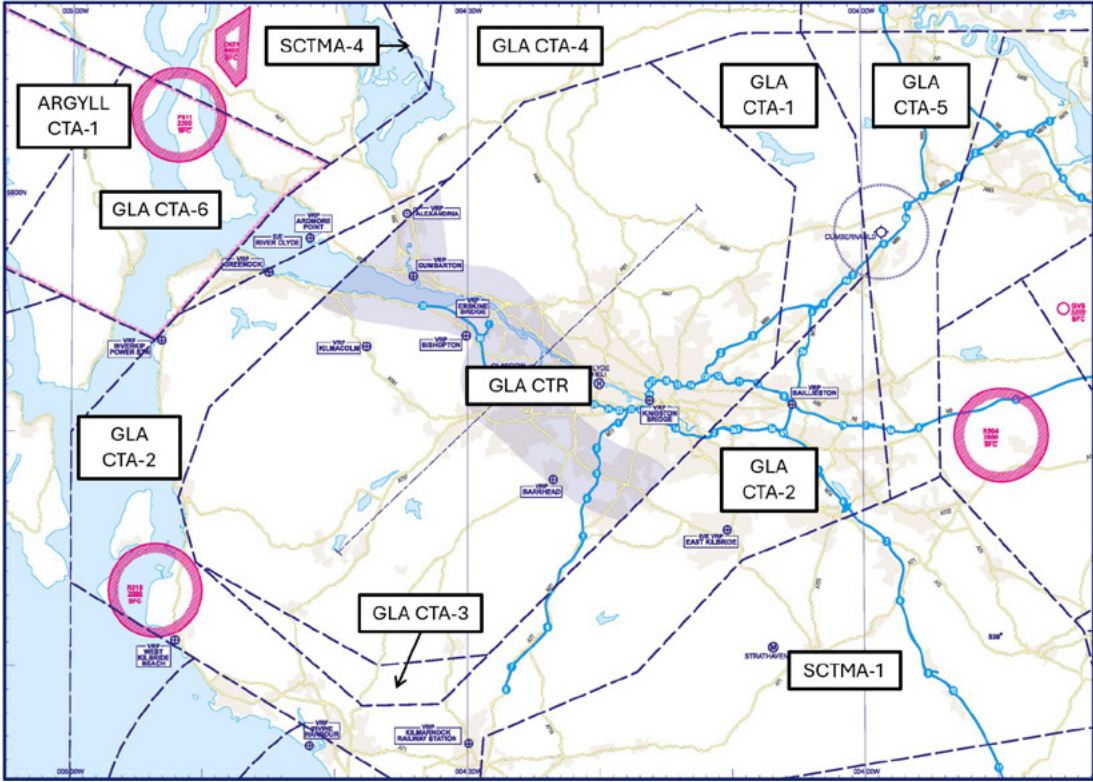
Controlled Airspace without the airspace change



Without Airspace Change		
Designation	Class	Base (ft)
GLA CTR	D	SFC
GLA CTA-1	D	3000
GLA CAT-2	D	3500
SCTMA-1	D	4500
SCTMA-5	D	3500
SCTMA-6	E	3000
SCTMA-7	E	4000
ARGYLL CTA-1	E	5500
MORAY CTA-13	E	5500

CAS without airspace change.
Chart source UK AIP AD 2.EGPF-4-1

Controlled Airspace with airspace change



Proposed		
Designation	Class	Base (ft)
GLA CTR	D	SFC
GLA CTA-1	D	3000
GLA CAT-2	D	3500
GLA CAT-3	D	2500
GLA CAT-4	D	4500
GLA CAT-5	D	4500
GLA CAT-6	D	4500
SCTMA-1	D	4500
SCTMA-4	D	5500
ARGYLL CTA-1	E	5500

CAS with airspace change.
Map underlay sourced from existing AD 2.EGPF-4-1 and overlaid with proposed future airspace.



Share your views

Drop-in events

Kilmacolm Community Centre, Cargill Centre, Lochwinnoch Road, PA13 4LE	Tuesday 4 Nov 2025	2PM - 8PM
Clydebank Town Hall, 5 Hall Street, G81 1UB	Wednesday 5 Nov 2025	2PM - 8PM
Beith Roebank Hotel, Roebank Road, KA15 2DX	Thursday 6 Nov 2025	2PM - 8PM
Uplawmoor Mure Hall, 7 Tannoch Road, G78 4AD	Wednesday 19 Nov 2025	2PM - 8PM
Milngavie St Joseph's Church, 3 Buchanan Street, G62 8DZ	Thursday 20 Nov 2025	2PM - 8PM
Drumchapel St Mark's Church, 281 Kinfauns Drive, G15 7BD	Friday 21 Nov 2025	2PM - 8PM
Paisley The Paisley Centre, 23 High Street, PA1 2AQ	Saturday 22 Nov 2025	10:30AM - 2:30PM
Bridge of Weir Cargill Hall, Lintwhite Crescent, PA11 3LJ	Wednesday 3 Dec 2025	2PM - 8PM
Lennoxton Glazert Country House Hotel, 25 Milton Road, G66 7DJ	Thursday 4 Dec 2025	2PM - 8PM
Glasgow 1599 at the Royal College, 232-242 St Vincent Street, G2 5SG	Saturday 6 Dec 2025	10:30AM - 2:30PM
Bearsden Boclair Community Church, Rannoch Drive, G61 2LD	Monday 15 Dec 2025	2PM - 8PM
Johnstone Brookfield Village Hall, 45 Woodside Road, Brookfield, PA5 8UB	Tuesday 16 Dec 2025	2PM - 8PM
Paisley Town Hall, Abbey Close, PA1 1JF	Thursday 15 Jan 2026	2PM - 8PM
Clydebank Town Hall, 5 Hall Street, G81 1UB	Saturday 17 Jan 2026	10:30AM - 2:30PM

Webinars

Tuesday 11 Nov 2025	4PM - 5:30PM
Wednesday 12 Nov 2025	6PM - 7:30PM
Tuesday 25 Nov 2025	10AM - 11:30AM
Wednesday 10 Dec 2025	3PM - 4:30PM
Thursday 8 Jan 2026	5PM - 6:30PM
Tuesday 13 Jan 2026	6PM - 7:30PM

All drop-in events and webinars will be available for any person to attend/join.

Please register in advance of the webinar session you would like to join, by visiting our website or contacting the team.

There is no need to register for the drop-in events.

Get involved

Your feedback will be used to help shape our proposal and develop the final design. For example, your feedback may tell us that it would be advantageous to move a route slightly to avoid a noise sensitive area, or a boundary of Controlled Airspace would benefit from a lateral change to better suit a visual reference point.

All your feedback will be considered by Glasgow Airport, and we will document this process so that you can understand how your feedback has been considered as part of the final proposal.

Your feedback will also help us to further understand the benefits and impacts of the proposal and will be used to help shape our proposal and develop the final design. The consultation runs for 14 weeks from 20 October 2025 to 25 January 2026. All feedback should be submitted by 25 January 2026 (23:59hrs).

All responses to the consultation should be submitted online via the CAA's Citizen Space Portal (<https://consultations.airspacechange.co.uk/glasgow-airport/glasgow-airport-airspace-modernisation>).



Find out more

If you want to hear about the proposal from our team and ask questions, we are holding in-person and online events.

You can also use our website to access our interactive tools, which might help you understand the impact of the proposals for you. On our website you can find:

Interactive noise map



Sound demonstration



Further questions?

If you have any further questions, please contact us using the below contact details. Please note that all responses to the consultation must be submitted via the Citizen Space Portal.

Get in touch



airspace@glasgowairport.com



0800 066 8943



C/o Cavendish Consulting,
220 St Vincent Street,
Glasgow G2 5SG



glasgowairport.consultationonline.co.uk



If you require hard copy or translated materials, please contact our team using the details above and we will arrange to post you copies of the consultation materials, along with a feedback form and postage-paid envelope, so you can share your views with us.

Please note that all feedback responses will be anonymised and published on our Citizen Space website.



Your feedback and next steps

Thank you for taking the time to consider our proposals.

Next steps

Once the feedback deadline has passed, Glasgow Airport will then collate, review, and categorise the consultation responses. Responses will be categorised into that which may lead to a change in the design and those that would not.

We will then produce a Consultation Response document which summarises the consultation and our response to issues raised.

The CAA will review our consultation document, it will be published on the CAA Portal, and our Airspace Change Proposal will move into Stage 4.

At Stage 4 we will review how the option could be amended in light of consultation responses and carry out the third appraisal, the Final Options Appraisal.

We will then submit our Airspace Change Proposal to the CAA and upload the final submission to the CAA Portal.

As part of Stage 5, the CAA will then make a decision on the Airspace Change Proposal.

Subject to CAA decision, the ACP would then move onto Stage 6 implementation. A year after implementation, a Stage 7 post implementation review is undertaken to ensure the Airspace Change Proposal is meeting the objectives.

7 stages of the CAP1616 Process (Edition 5)

Stage 1 – Define

Assess requirement	✓
Design Principles	✓
Define gateway	✓

Stage 2 – Develop and Assess

Options development	✓
Options appraisal	✓
Develop and assess gateway	✓

Stage 3 – Consult / Engage

Consultation / engagement preparation	✓
Consult / engage gateway	✓
Commence consultation / engagement	
Collate & review responses	

Stage 4 – Update and Submit

Update design
Submit proposal to CAA

Stage 5 – Decide

CAA assessment
CAA decision

Stage 6 – Implement

Implement

Stage 7 – PIR

Post implementation review
