Frequently Asked Questions

Airspace Modernisation

**Updated
November 2025**

Consultation runs from:
20 October 2025 to 25 January 2026

GLASGOW
AIRPORT

The following questions have been added since the consultation start on 20 October 2025, as a result of questions and/or feedback we have received at our drop-in events, webinars and/or consultation responses.

(Q) Your maps of the proposed arrival and departure changes don't look the same as the maps shown in the interactive noise tool. Why is that?

(A) The operational diagram maps which show our current and proposed departure and arrival routes were created as if Glasgow Airport were on one runway direction all day for one very busy day – for example during the summer when everyone is going on holiday. The maps include information about all areas we anticipate may be impacted by the proposals, including areas that may see less than 5 aircraft per day.

The information within the interactive noise tool is based on the Civil Aviation Authority's CAP1616 requirements for noise modelling. This means we have to use average data which is based on how runway use is split – i.e., 74% of the time Glasgow Airport is on Runway 23 where aircraft take off towards Johnstone area and land over Clydebank area, and 26% of the time we use Runway 05 where aircraft take off towards Clydebank area and land over Johnstone area. For the interactive noise maps, we can also only present data showing 5 flights or more for the N60/N65 and overflight metrics, so it does not cover as many areas as the operational maps which show areas which could see less than 5 aircraft per day.

If you are shown outside the maps on the interactive noise tool, this does not necessarily mean you are not overflown or will not experience noise in future; it means that you will not be overflown <u>on average</u> more than 5 times per day. In this case, the operational diagram maps are likely to show the current and proposed changes for your area.

(Q) What has informed the proposal?

(A) We have followed a data led approach to inform this proposal we are consulting on. We started by removing all the routes around Glasgow Airport and then flooding the airspace with 1000s of potential flight paths. These were then all assessed against our Design Principles, which were agreed with our stakeholders in Stage 1, and 30 options were selected. We worked with our stakeholders again in Stage 2 to refine the list further and re-assess those options against a number of criteria and our current flightpaths. This provided us with a shortlist to assess against operational and environmental categories required by the CAA's Airspace Change Process (CAP1616), which in turn provided us with the option we are currently consulting on.

It is important to note that at every stage, we have followed what the data recommended in terms of meeting our own objectives and those of the Airspace Modernisation Strategy, CAP1616 and Government policies. We're now seeking feedback on that option to help us refine our proposal further.

This consultation aims to reach all stakeholders who may be impacted by the proposed changes. This includes aviation industry stakeholders, such as airlines and General Aviation, and

communities who are either currently overflown by aircraft arriving or departing Glasgow Airport, or who could be in the future.

(Q) Do you take terrain such as hills into account when modelling how noise is experienced? Is noise modelling based on ground level or sea level?

(A) Terrain is taken into account when modelling. The noise and overflight modelling for Glasgow Airport's Airspace Change Proposal includes adjustments for local terrain, as required by the Civil Aviation Authority (CAA). This ensures aircraft height in the modelling is calculated relative to actual ground level rather than sea level. Geometrical corrections for aircraft-to-receiver distances and elevation angles are applied so the modelling accurately reflects how noise and overflights are experienced in areas with varying elevations.

(Q) Is this proposal to allow the airport to grow?

(A) This Airspace Change Proposal is not linked to growth and instead is driven by the UK Government's requirement for 18 UK airports to modernise their airspace. Whilst Glasgow Airport has been transparent in its ambition to grow (targeting growth of around 5% per year), this growth is not dependent on our Airspace Change Proposal.

(Q) Does this mean that when the new airspace is deployed, you'll suddenly have loads more flights?

(A) In short, no. Resilience and our obligations as part of the UK Government Airspace Modernisation Strategy is not linked to the airport's own growth ambitions.

(Q) Why do you think this Airspace Change Proposal will go ahead this time? Have you considered my previous responses?

(A) The reason we had to start again from a blank slate after the 2018 consultation was because the UK Government had a fundamental change in policy which led to the Civil Aviation Authority creating a completely new Airspace Change Process which would have changed how the 2018 proposals would have been taken forward. We began this process again in 2019 and restarted after Covid once more.

Despite the time lapse, responses from the 2018 consultation helped to shape our approach to the Define Stage of the current CAP1616 process by providing insights into those stakeholder groups with a greater interest in airspace change and the major issues that should be considered when developing airspace design principles. Moving into stage 2, we took a completely blank sheet approach, allowing the data to drive our options development but we remained aware of previous feedback, and this was built in to our thinking during that process, whilst being cognisant that more up to date views were to be sought.

The CAA is currently consulting on some changes to the Airspace Change Process as opposed to a completely new process. We're also aware that the Government are expected to consult on changes to Air Navigation Guidance. However, we have engaged extensively with the CAA and Government and have permission to proceed to this stage in the knowledge that the expected

changes to Airspace Change Process and Air Navigation Guidance are not material enough to undermine the work done by Glasgow Airport so far.

(Q) How many flights does the airport currently see on average day?

(A) About 200 flights (a flight is an arrival *or* a departure) a day was our average in 2024. There are some days, in the summer, when it could be more than this, and some days when it could be fewer. It's important to note that this is our current average from last year.

(Q) Will you review your Noise Insulation Scheme as a result of these changes?

(A) The Noise Insulation Scheme focuses on those closest to the airport who are unlikely to see much change, if any, as part of the proposed changes under this ACP. The contours are reviewed every year so any change which triggered a review of the Scheme would be picked up through that review.

Frequently Asked Questions
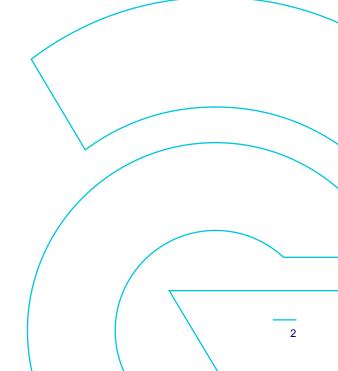
Airspace Modernisation

Version 1 - October 2025

GLASGOW AIRPORT

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1 Airspace change process

1.1   What is airspace?

Airspace is the 'invisible infrastructure' in the sky which helps aircraft operate safely. It includes the flight paths that aircraft take when arriving and departing from an airport, which are usually the responsibility of an airport up to 7,000ft above ground level. The routes on the airspace network above 7,000ft are the responsibility of NATS (the UK's licensed Air Navigation Service Provider for en-route operations).

Airspace can be controlled and uncontrolled; this means that in some areas there are restrictions on which aircraft and/or pilots can fly in the airspace to protect other airspace users such as commercial airliners. To enter most controlled airspace, pilots must get permission from Air Traffic Control. There are different classifications of controlled airspace that have varying requirements.

1.2   What is airspace change?

Airspace change is the process through which flight paths, routes, controlled airspace boundaries and controlled airspace classification can be changed. The Department for Transport (DfT) is responsible for all aviation policy in the UK, including airspace. The Civil Aviation Authority (CAA) is responsible for its regulation and for the Airspace Change Process which all airports must follow where changes to airspace are proposed. Glasgow Airport is responsible for the design of any changes to flight paths into and out of the airport up to approximately 7,000ft, and NATS is responsible for changes to airspace above 7,000ft.

1.3   What is CAP1616?

The aviation industry is regulated by the Civil Aviation Authority (CAA) in the UK, and they ensure that the environmental impact of aviation on local communities is managed through efficient use of airspace. When changes to airspace are proposed, an airport is required to follow the CAA's Airspace Change Proposal (ACP) process – this is known as **CAP1616**.

CAP1616 is a 7-stage process which places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders, including potentially affected communities.

Glasgow Airport successfully passed Stage 2 of the CAP1616 process in September 2022. More information on Stage 1 and Stage 2 can be found on the **CAA's Airspace Change Portal**.

Glasgow Airport's consultation is based on Version 5 of the CAP1616 guidance, which can be viewed **here**.

1.4   How does airspace change work?

Airspace change is conducted in line with a process set out by the Civil Aviation Authority (CAA), called CAP1616. Initially, in Stage 1, a 'Sponsor' (the party trying to change the airspace) needs to produce a Statement of Need explaining why the change is needed. Design Principles are then worked up in collaboration with key stakeholders.

Stage 2 'Develop and Assess' sees multiple options worked up and then assessed against the Design Principles established in Stage 1. Following this assessment, a shortlist of options is taken to the first of three phases of appraisal called the 'Initial Options Appraisal'. After the Initial Options Appraisal, the options may be shortlisted before moving onto the Stage 3 'Full Options Appraisal'. The Full Options Appraisal identifies the options for public consultation and this consultation forms one of the main parts of Stage 3. This is where we are now.

1.5   What is the Airspace Modernisation Strategy?

The Airspace Modernisation Strategy (AMS), also known as **CAP1711**, is a document published by the Department for Transport (DfT) and Civil Aviation Authority (CAA) in December 2018. The document describes how the airspace within the UK is reaching capacity and, due to the age of the design, includes features that restrict the aviation industry's ability to improve its operational and environmental performance.

The AMS sets out a new shared objective between the CAA and the DfT for modernising airspace which is to deliver quicker, quieter, and cleaner journeys and create more capacity for the benefit of those who use and are affected by UK airspace.

2 Our proposals

2.1 What is Glasgow Airport proposing and why?

Glasgow Airport is proposing to make changes to the arrival and departure routes to introduce Performance Based Navigation (PBN) technology. We are also proposing to make changes to the Controlled Airspace (CAS) within the vicinity of Glasgow Airport.

Glasgow Airport is required to modernise its airspace by the UK Government's Airspace Modernisation Strategy, which is driving a nationwide upgrade to UK airspace. Across the country, eighteen airports including Glasgow Airport are developing Airspace Change Proposals to meet the objectives outlined by the Strategy.

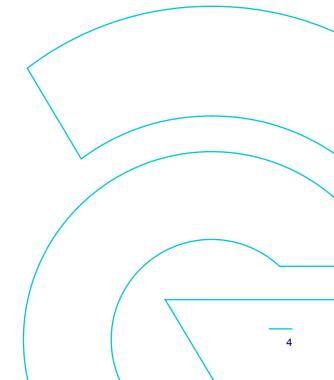## 2.2 What is Performance Based Navigation (PBN)?

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

2.3 What is vectoring?

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.
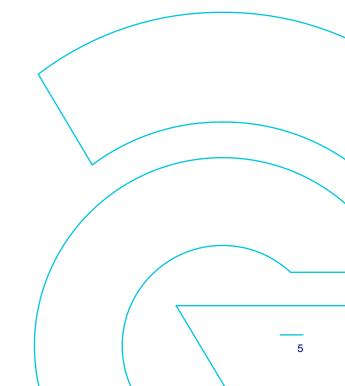
2.4 Where are we now?

We are now in Stage 3, where we have carried out our second appraisal on the remaining options, called the Full Options Appraisal (FOA), and have planned and prepared for this consultation by producing a Consultation Strategy and our consultation material. The material is available to view **here**.

2.5 How has the proposal been developed?

Airspace change stage	Link to documents (also available on the ACP portal)
At Stage 1A, Glasgow Airport participated in an assessment with the Civil Aviation Authority (CAA) to discuss the Statement of Need and to enable the CAA to consider whether the proposal falls within the scope of the formal airspace change process.	**Statement of Need**
	Assessment meeting minutes
At Stage 1B, Glasgow Airport developed a set of Design Principles through engagement with identified stakeholder representatives. The Design Principles provide high-level criteria that the proposed airspace design options should meet. They also provide a means of analysing the impact of different design options and a framework for choosing between or prioritising options.	**Stage 1B Design Principles Submission Report**
Stage 2A requires Sponsors to develop and assess options for the airspace change. In Stage 2A, the Sponsor develops a Comprehensive List of Options that address the Statement of Need and that align with the Design Principles from Stage 1. Those options are then shared with stakeholder representatives (the same ones engaged on the Design Principles). Feedback from the engagement was then used to generate further options where feasible. Finally, all options were qualitatively assessed against the Design Principles and a Design Principle Evaluation (DPE) was produced. Glasgow Airport's Comprehensive List of Options was then shortlisted before progressing to Stage 2B.	**Stage 2A Main Document**
Stage 2B requires the Sponsor to carry out an Initial Options Appraisal (IOA) of the airspace change options which proceed from Stage 2A. The appraisal described the options, explaining the methodology used to assess each option and the IOA outcome. Following this the document explained, based on the IOA, which options have been taken forward to Stage 3 and the preferred option(s).	**Initial Options Appraisal**

3 Coordinated consultation

3.1   Who is part of the Scottish Airspace Modernisation coordinated consultation?

Glasgow Airport, Edinburgh Airport and NATS, coordinated by ACOG, have worked closely together to develop the Scottish Airspace Modernisation proposal. These parties, in unison, are also referred to as the Scottish Terminal Control Area (ScTMA) cluster. More information on the coordinated consultation can be found on the Scottish Airspace Modernisation website.

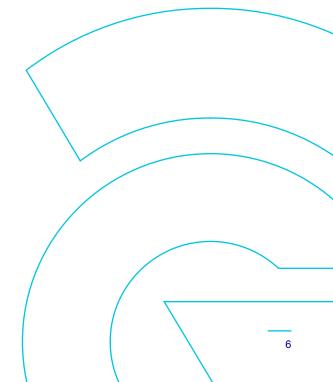### 3.2   What are the responsibilities of each Scottish Airspace Modernisation Sponsor?

Glasgow Airport's Airspace Change Proposal (ACP) forms part of a wider Scottish Airspace Modernisation proposal. 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, the UK's licensed air navigation service provider for en-route operations, is responsible for connecting these routes into the network airspace, and the wider route network above 7,000ft.

3.3   How are the consultations coordinated?

Glasgow Airport, Edinburgh Airport and NATS have worked together to identify which stakeholders are shared across all three proposals. For these stakeholders, such as airlines and General Aviation organisations, there will be coordinated consultation events where all three Sponsors will present the overall proposal. For more information about whether you are a coordinated consultee, please see our Consultation Strategy.

3.4   I live in Glasgow; will Edinburgh Airport's Airspace Change Proposal impact me?

For more information about how the different proposals might interact and to find out which proposal(s) are relevant to you, you can view our map and/or use the information on our coordinated website: www.scottishairspacemoderisation.co.uk

4   Consultation and feedback

4.1   What engagement has already been done, and when?

A list of the stakeholder representatives we have previously engaged as part of earlier stages of the process is available to view in our Consultation Strategy.

The previously engaged stakeholders included relevant parliamentarians, local authorities, National Air Traffic Management Committee (NATMAC), Glasgow Airport Flight Operations Performance and Safety Committee (FLOPSC), aviation industry, Community Councils and interest groups.

4.2   How have you determined which stakeholders are relevant at Stage 3?

Glasgow Airport has kept all previously contacted stakeholders on its notification list for Stage 3, to ensure all those who may be interested are given an opportunity to engage. However, new consultees have been established based on those communities who could experience some change as a result of the proposals, those who represent these communities, and those who represent seldom-heard communities. There is more information about our consultation audience in our Consultation Strategy.

4.3   What happens to the feedback received?

All the feedback received is published on the Citizen Space consultation website. Once the consultation closes, Glasgow Airport will then collate, review and categorise the consultation responses. Responses will be categorised into those which may lead to a change in the design and those which would not. We will then produce a Consultation Response document which summarises the consultation and our response to issues raised. This will also be published on the Civil Aviation Authority's (CAA) Airspace Change Portal.

4.4   Where can I find out more information?

You can find out more about this airspace change on our Glasgow Airport consultation website. As part of the consultation, we will be holding multiple drop in events and online webinars where there will be an opportunity to ask questions. For further details of how to join these, please see our Glasgow Airport consultation website.

4.5   How do we know you'll listen to us?

Following CAP1616 guidance, we will produce a Consultation Response Document that will summarise the consultation, the responses we received, and how these have influenced the final proposal. This document will be assessed by the Civil Aviation Authority (CAA) to ensure we have accounted for stakeholder feedback.

4.6   Didn't you already consult on these proposals?

In 2018, Glasgow Airport conducted a 13-week consultation on proposals to modernise the flight paths to and from the airport, following the regulatory process for airspace change that the CAA required at the time (known as CAP725).

During the consultation, Glasgow Airport was informed by the Civil Aviation Authority of a change in policy which would alter how our proposals would be taken forward. This change in policy meant we had to restart our airspace change process, and therefore we are holding a new consultation based on these current proposals and based on the up to date guidance.

5 Next steps

5.1   What happens after this consultation?

After this consultation, we will collate, review and categorise the consultation responses and prepare a Consultation Response Document. The Civil Aviation Authority will assess this document, examining how we have refined our proposals in response to feedback. We can then proceed to prepare for implementation.

5.2   When is the proposal likely to be implemented?

If approved by the Civil Aviation Authority (CAA), the Scottish Airspace Modernisation Sponsors are working towards a target implementation date to deliver the airspace changes as a single integrated deployment no earlier than 2027.*

5.3   Will there be a Post Implementation Review?

Subject to decision of the Civil Aviation Authority (CAA), the Airspace Change Proposal (ACP) would then move onto Stage 6: implementation. A year after implementation, a Stage 7 Post Implementation Review is undertaken to ensure the ACP is meeting the objectives.

*The expected implementation year may change. This depends on the UK Government's airspace modernisation priorities and the aviation industry's ability to manage major changes safely and efficiently.