

becg

built
environment
communications
group



Glasgow Airport - Final Design Principles - November 2019



Table 1: Final list of airspace design principles that GLA propose to adopt for ACP 2019-46

#	Airspace design principle
DP1	The airspace design and its operation must be as safe or safer than today.
DP2	Facilitate the growth in quicker, quieter and cleaner traffic by configuring the airspace to improve efficiency and meet the forecast demand for air transport.
DP3	Design the appropriate volume of controlled airspace to support commercial air transport, enable safe, efficient access for other types of operation and release controlled airspace that is not required.
DP4	Mitigate any future requirements for airborne holding for inbound traffic and holding on the ground pre-departure for outbound traffic.
DP5	Minimise the total adverse effects of aircraft noise and visual intrusion on physical and mental health and wellbeing.
DP6	Offer communities options for both noise concentration and noise dispersion through the use of predictable and transparent multiple route options and other respite methods that are possible within the technical ATC system, enroute network and procedural constraints.
DP7	The arrival and departure routes that serve Glasgow Airport below 7000ft should avoid noise sensitive areas, buildings, national parks, areas of outstanding natural beauty and areas that are not currently affected by aircraft noise.
DP8	Mitigate the impacts on local communities that are currently affected by aircraft noise on final approach or the vicinity of the immediate climb out, where overflight is unavoidable.
DP9	Reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.
DP10	Collaborate with other Scottish airports and NATS to ensure that the airspace design options are compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme.
DP11	Routes to/from Glasgow and Edinburgh airports should be procedurally deconflicted from the ground to a preferred level in coordination with NATS Prestwick.
DP12	Minimise the growth in aircraft emissions, the further degradation in local air quality and adverse ecological impacts to address growing concerns about the impact of aviation on climate change.
DP13	Aircraft operating at Glasgow Airport should climb and descend continuously to / from at least 7000ft with a preference for the most environmentally beneficial option to be chosen if both cannot be achieved simultaneously.
DP14	Routes should be designed to meet a RNAV1 specification as a minimum in order to gain maximum benefit of the performance capabilities of the modern aircraft fleet operating at Glasgow Airport in line with the guidance provided in CAA CAP1385 on enhanced route spacing for PBN and provide sufficient resilience and redundancy against Global Navigation Satellite System (GNSS) failure.
DP15	The GAL ACP accords with the CAA's published Airspace Modernisation Strategy (CAP 1711), any current or future plans associated with it and all other relevant policies and regulatory standards