

GLASGOW AIRPORT AIRSPACE MAPS

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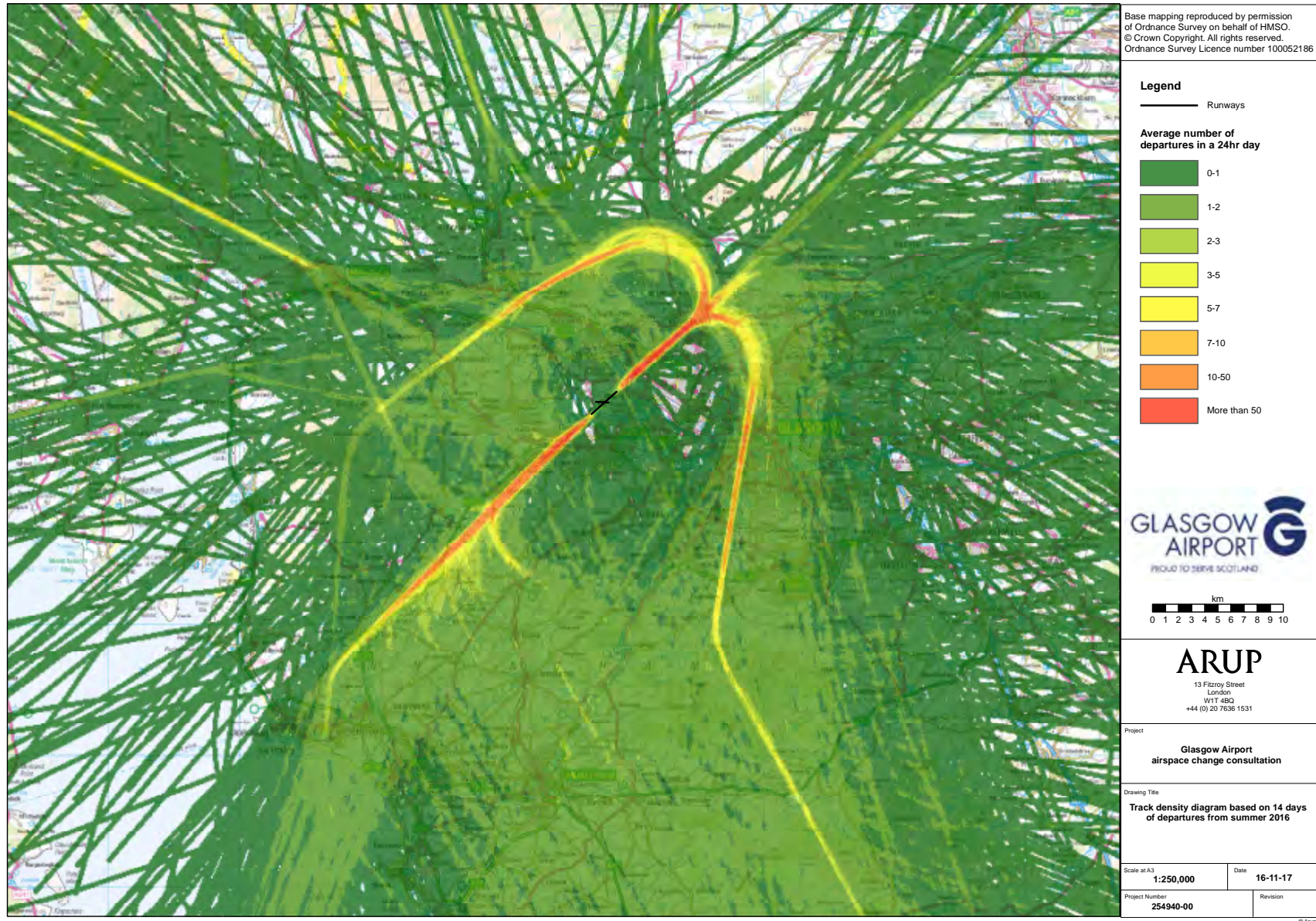


Figure 4: Track Density Plot based on 14 days of 2016 Summer Departures



Figure 5: Runway 23 - Proposed SIDs vs Current Published SIDs

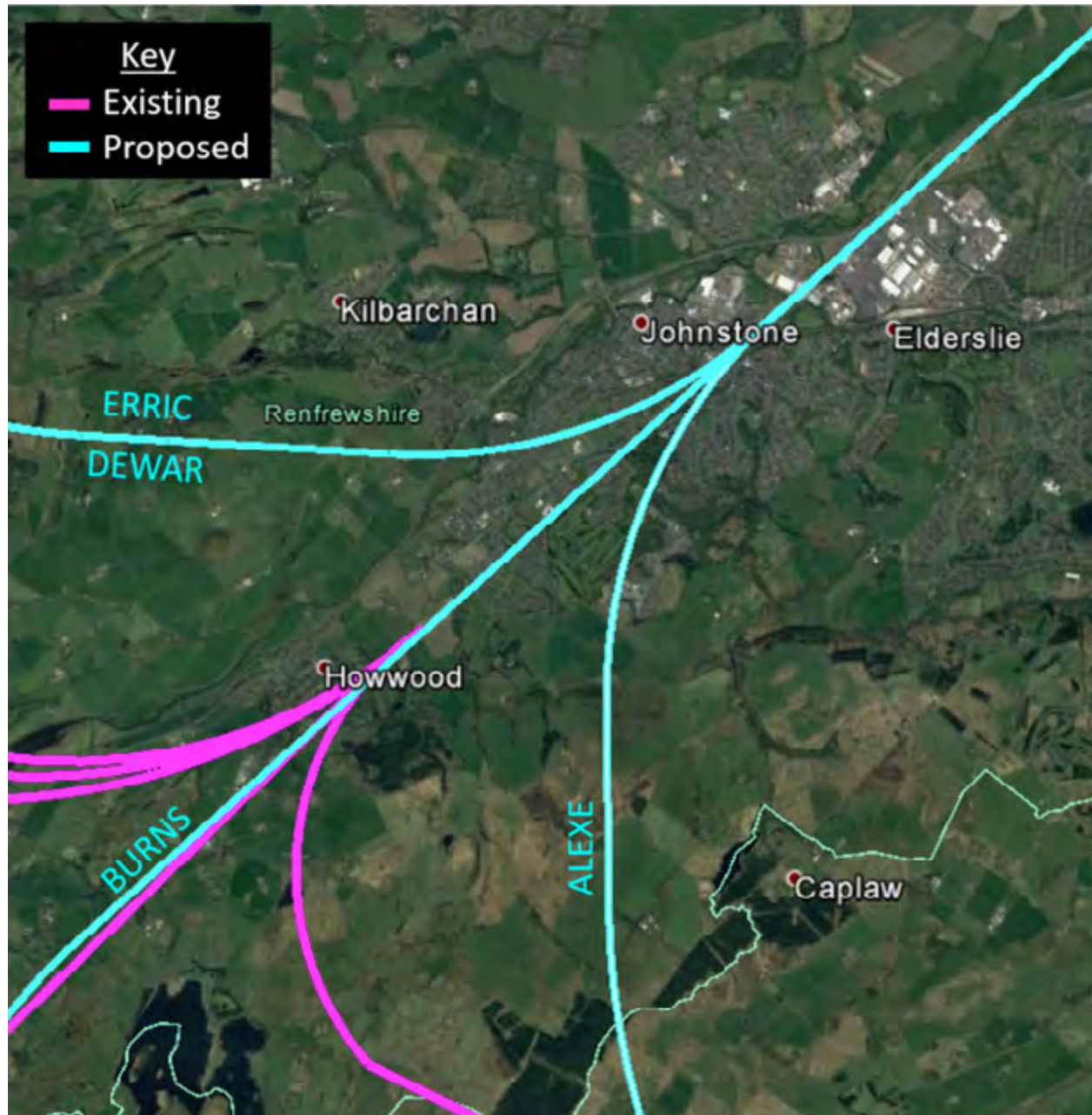


Figure 6: Runway 23 - Proposed SIDs vs Current Published SIDs – Close-in view

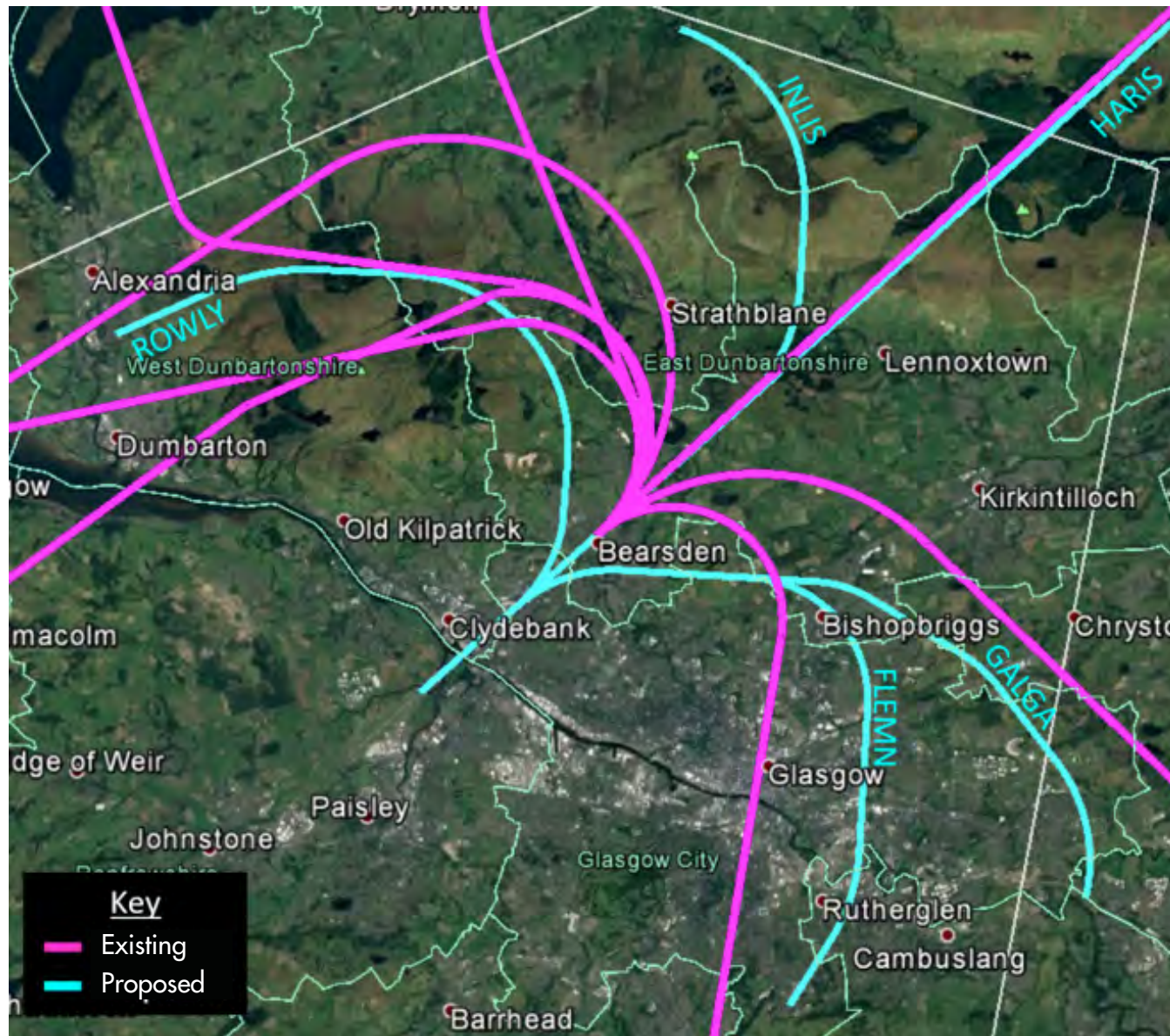


Figure 7: Runway 05 - Proposed SIDs vs Current Published SIDs

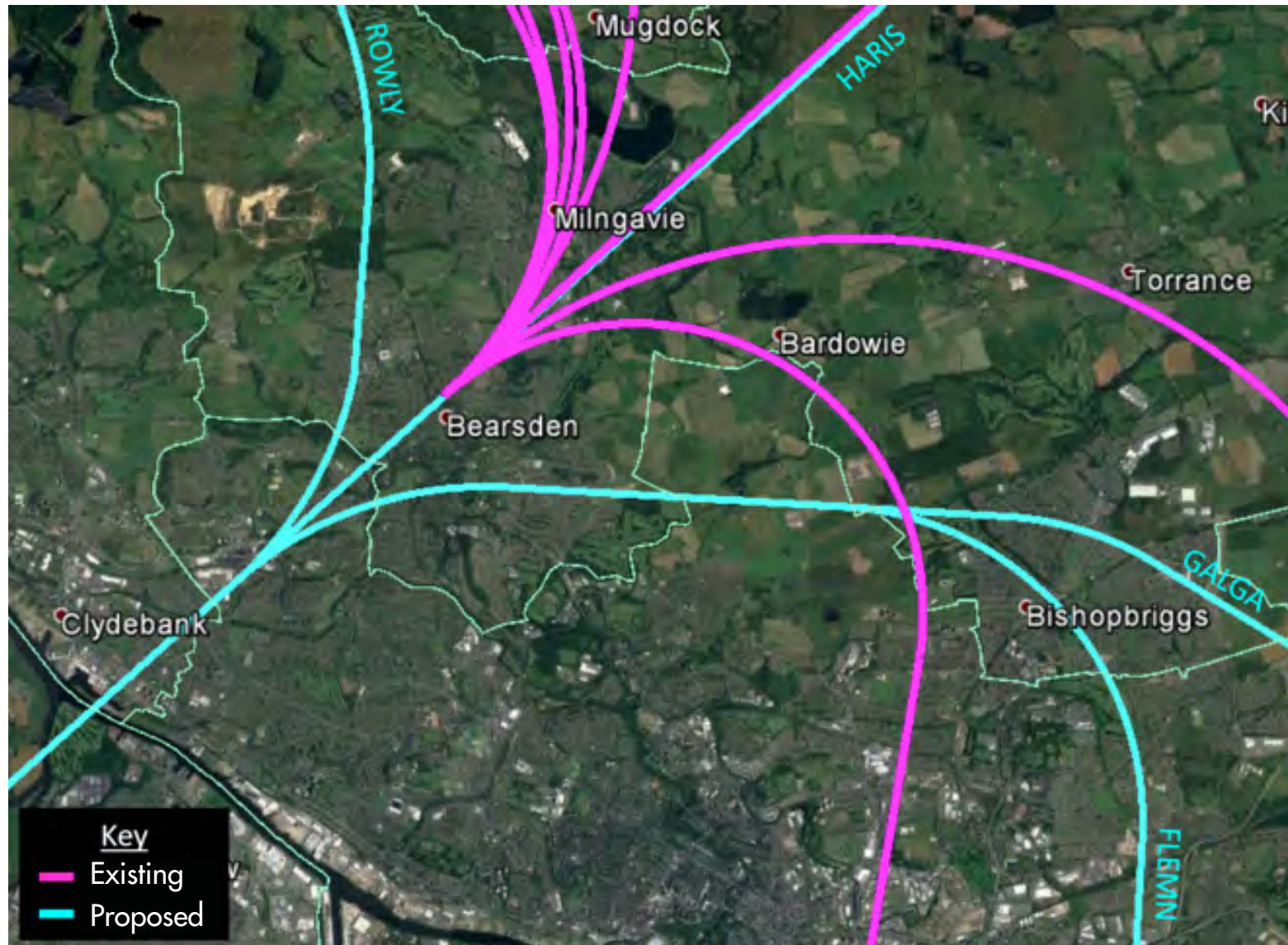


Figure 8: Runway 05 – Proposed SIDS vs Current Published SIDs – Close-in view

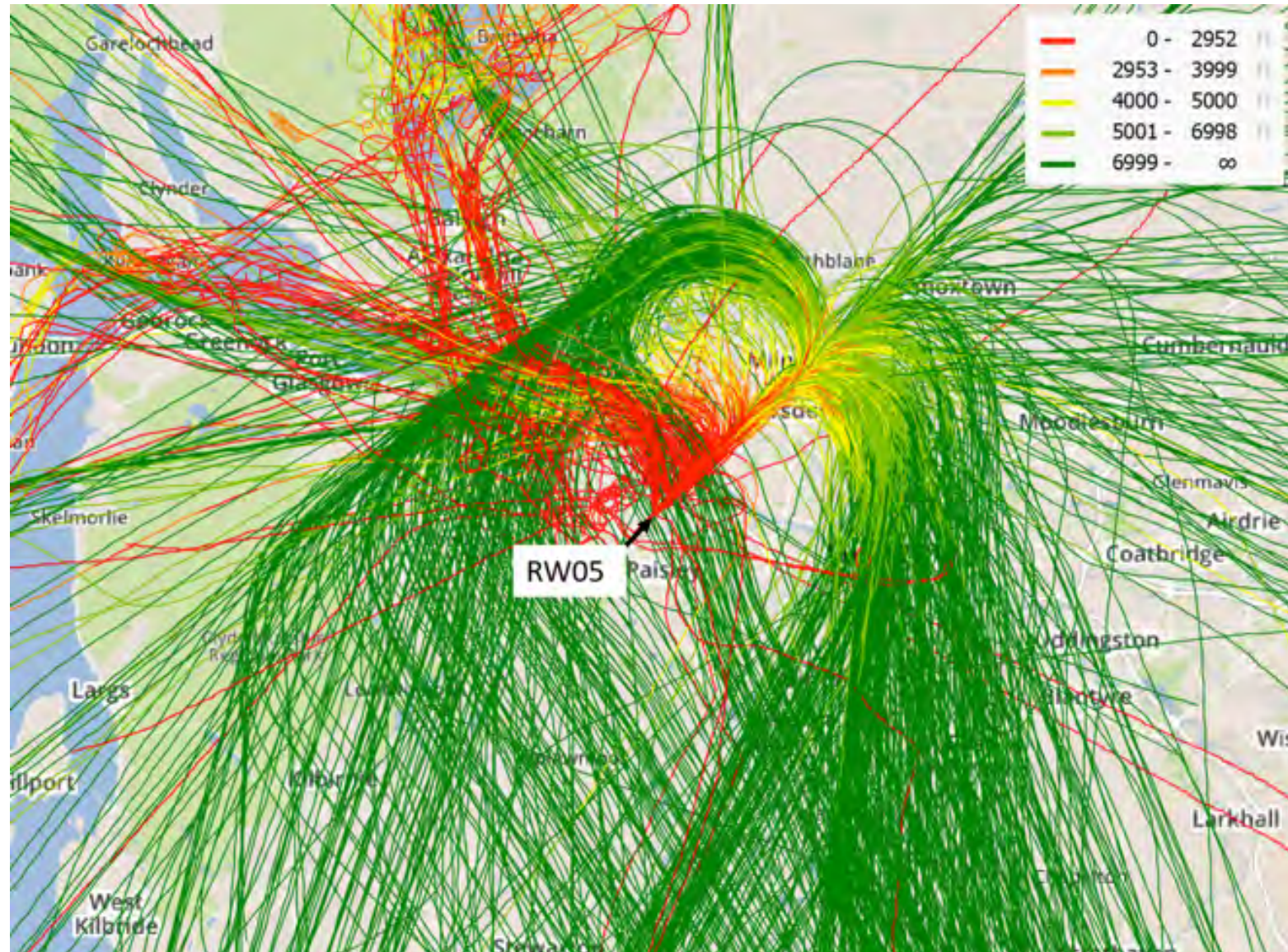


Figure 10: Altitude Referenced NTK Plot for Runway 05 Departures - 1-7 May 2017

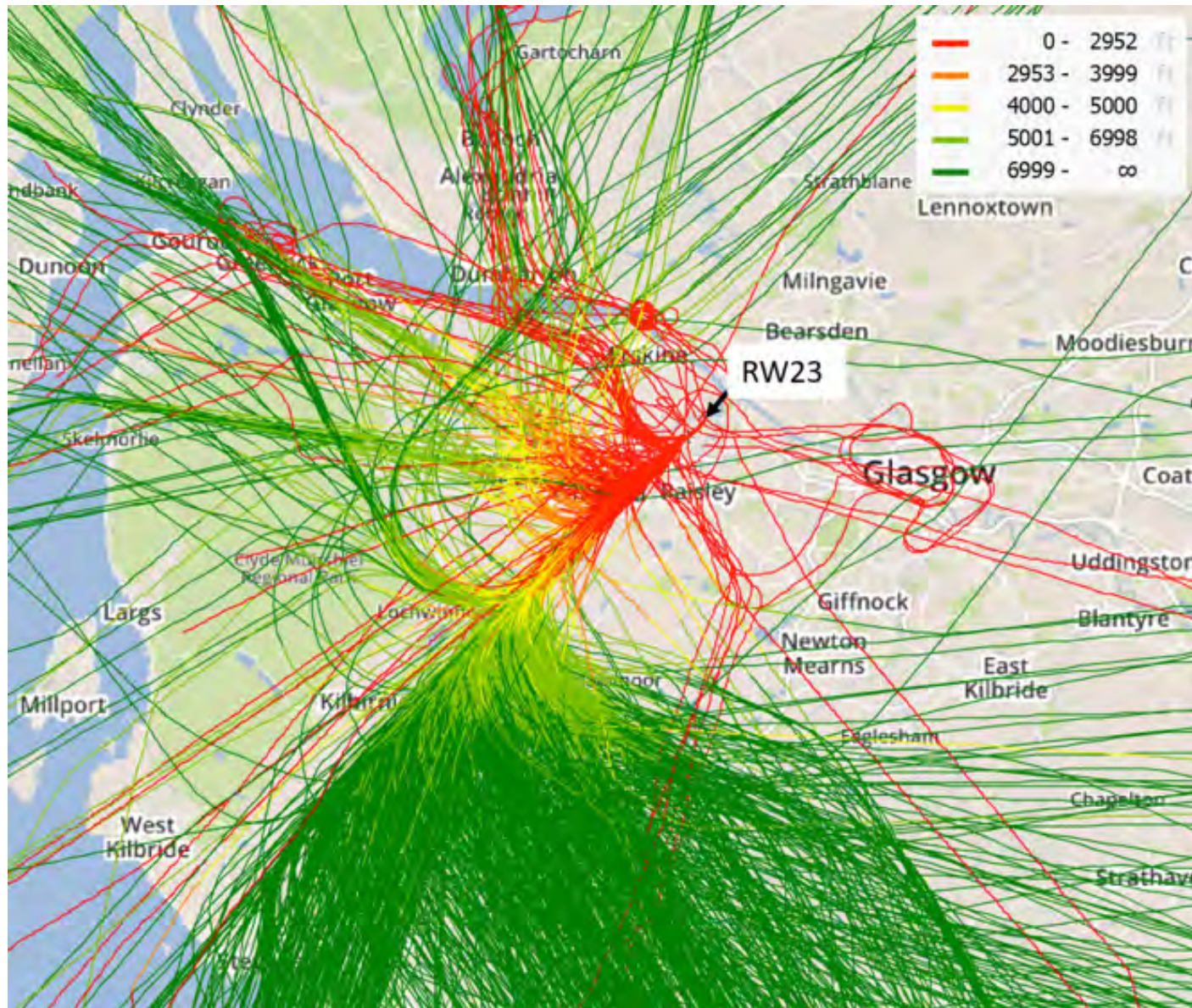


Figure 11: Altitude Referenced NTK Plot for Runway 23 Departures - 11-17 June 2017

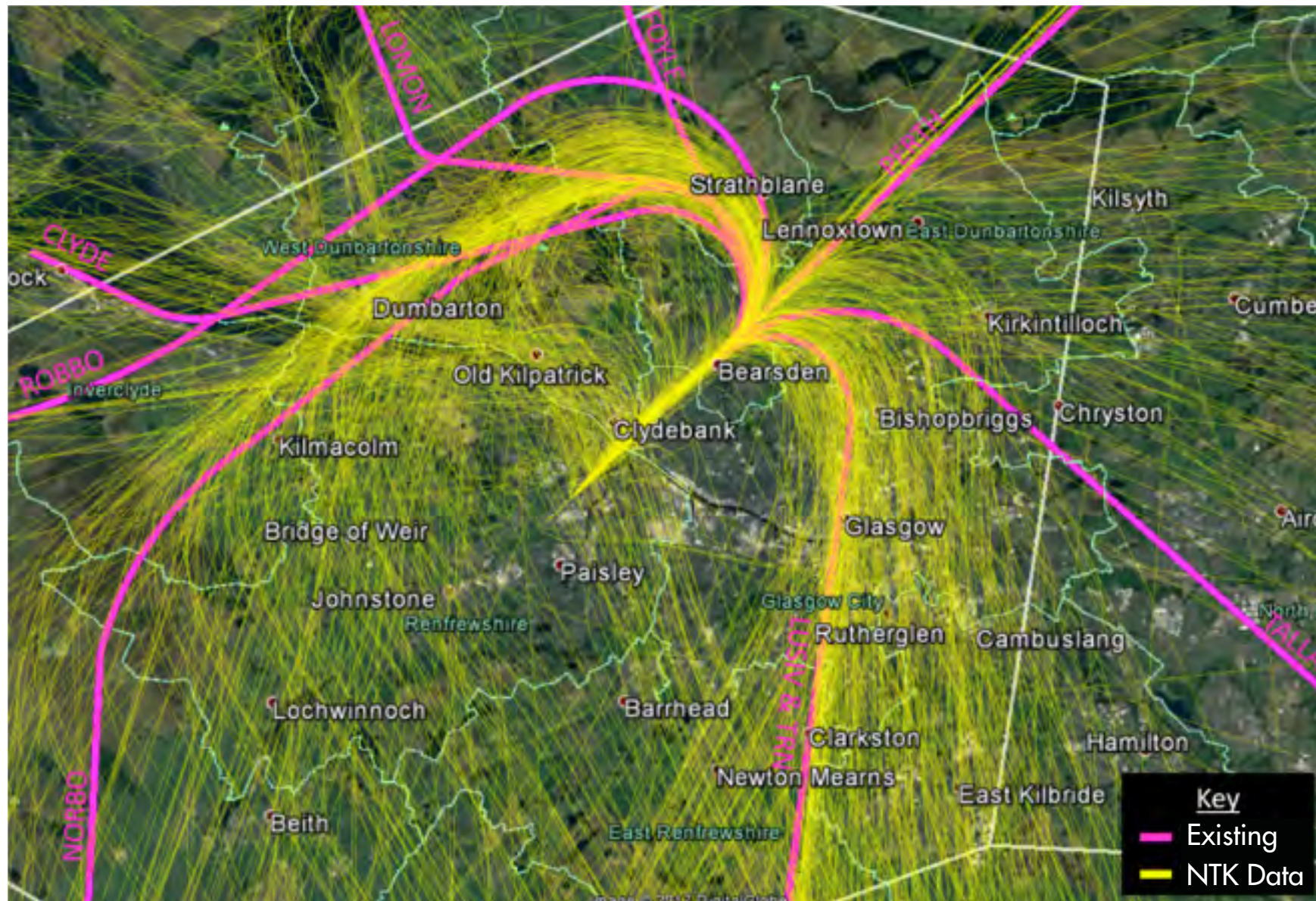


Figure 22: Existing SIDs Runway 05 with NTK departure data (1-7 May 2017)

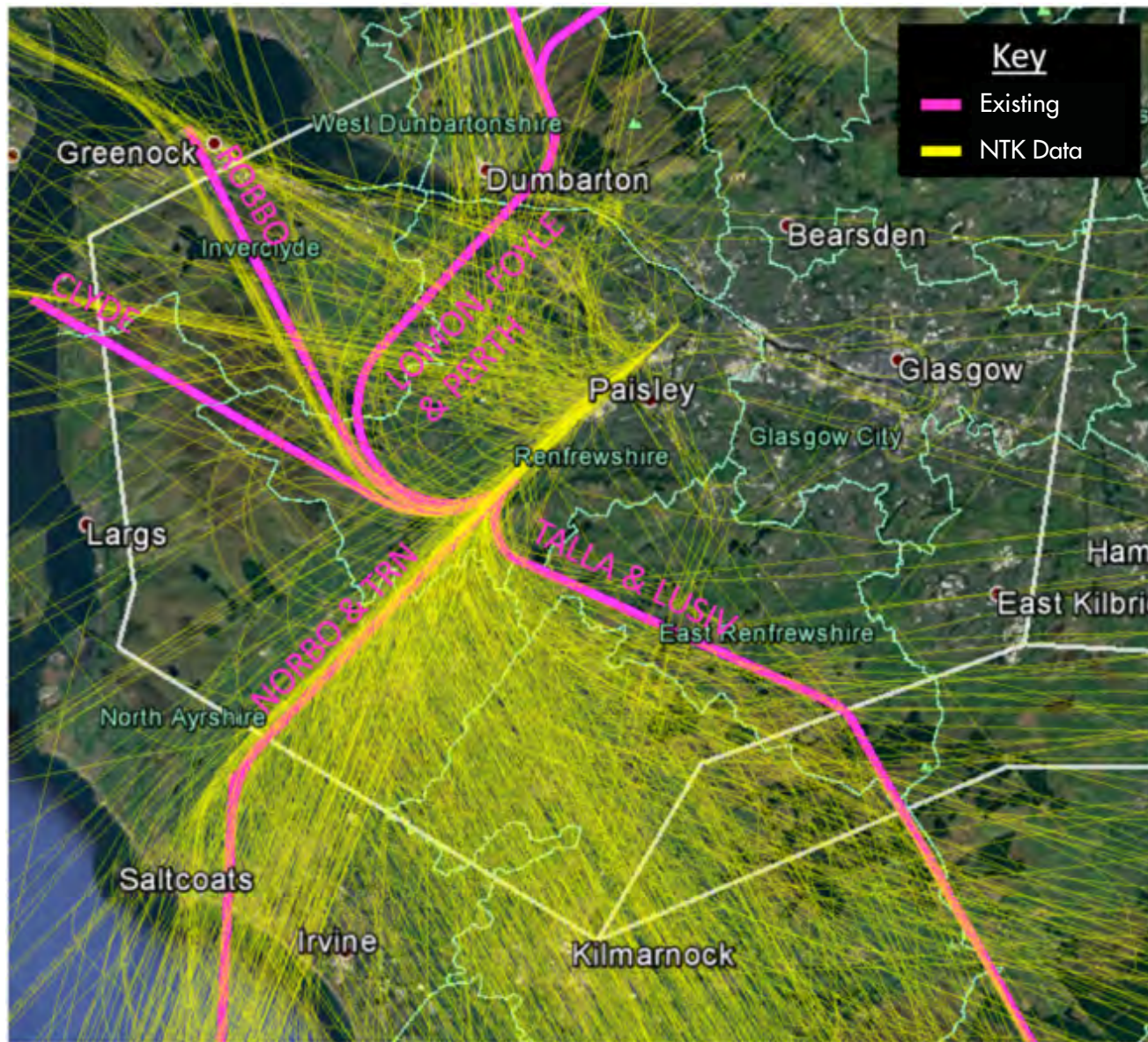


Figure 23: Existing SIDs Runway 23 with NTK departure data (11-17 June 2017)

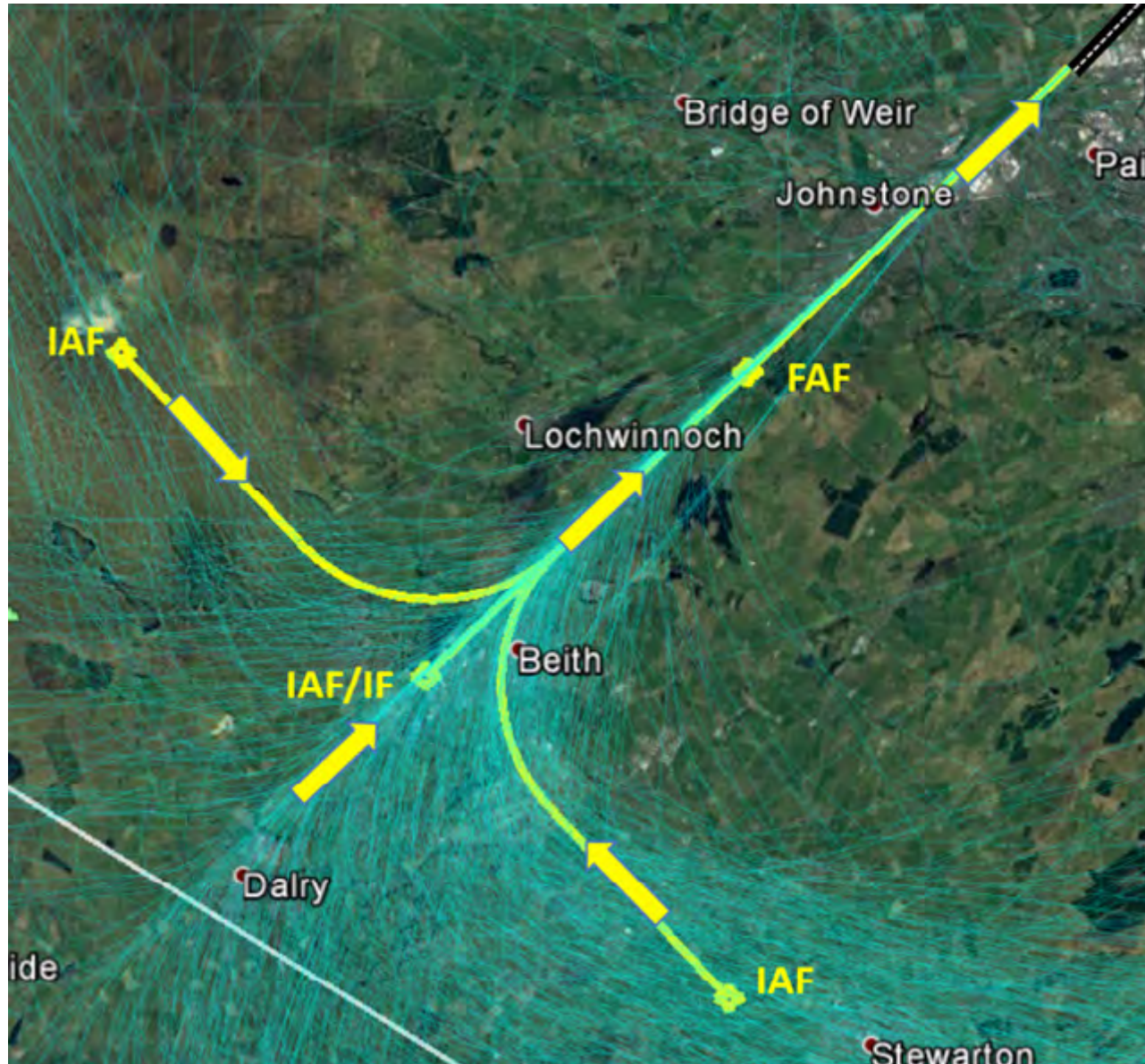


Figure 25: T-Bar Configuration

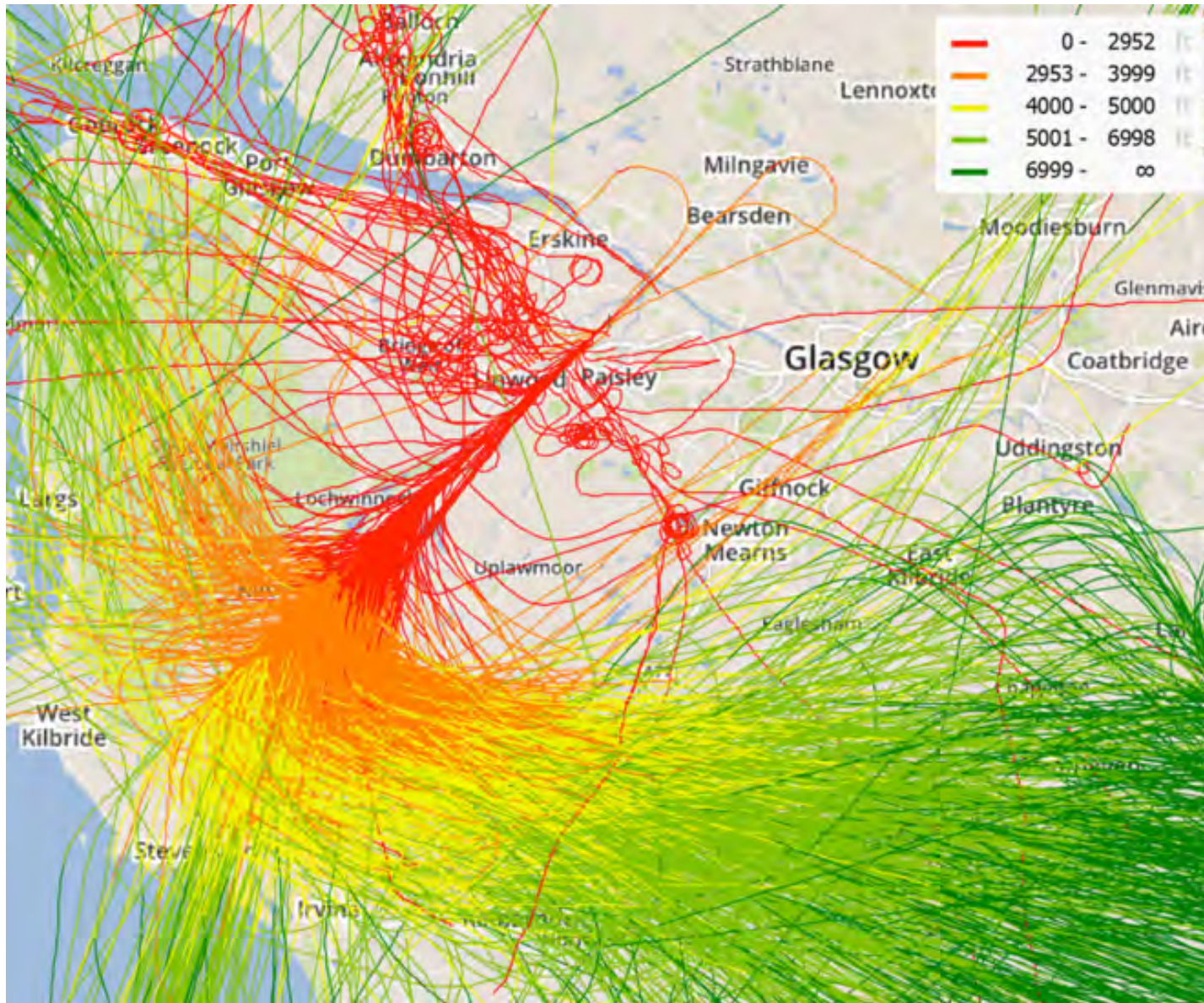


Figure 26: Runway 05 Arrival Swathe

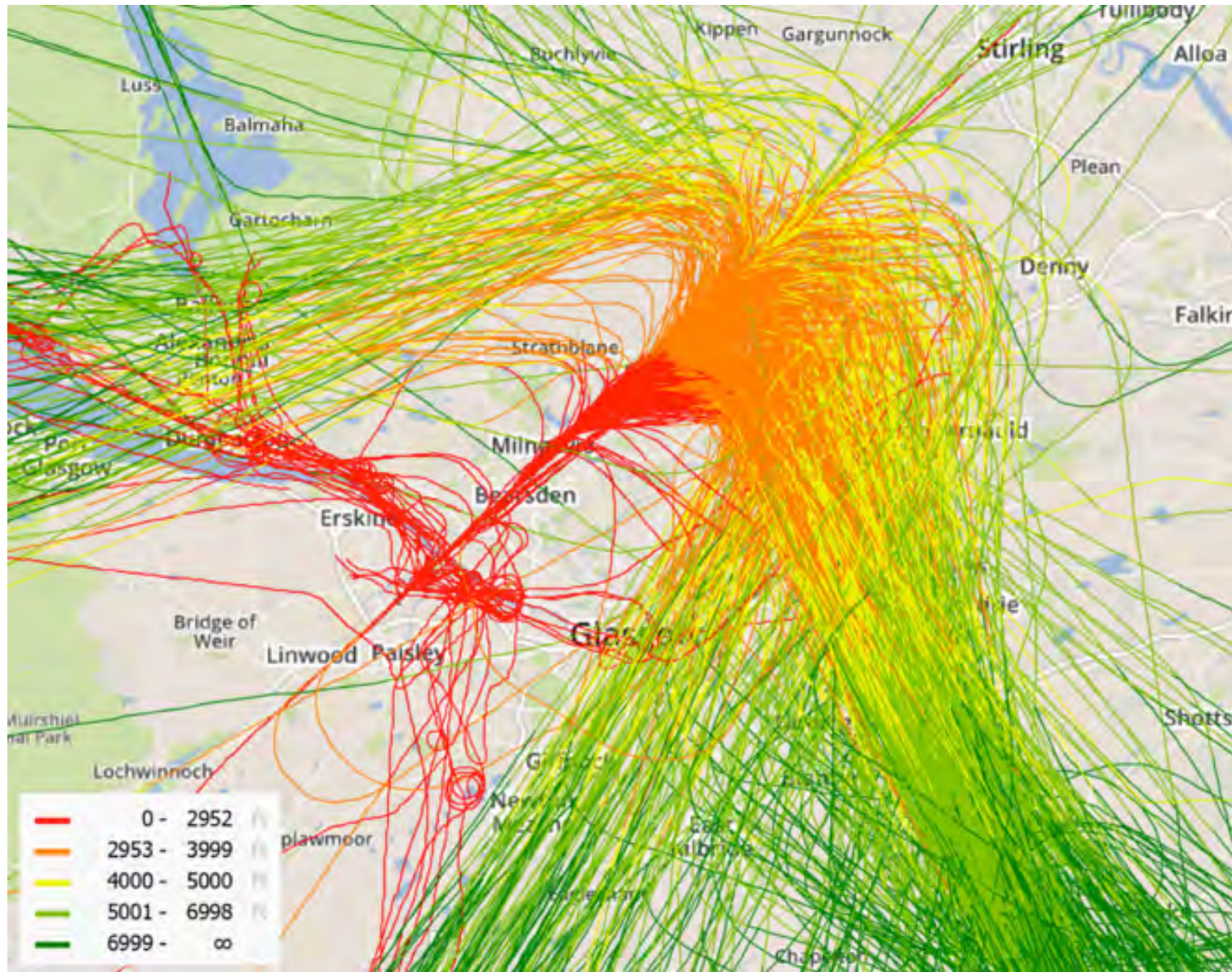


Figure 27: Runway 23 Arrival Swathe 1-7 May 2017

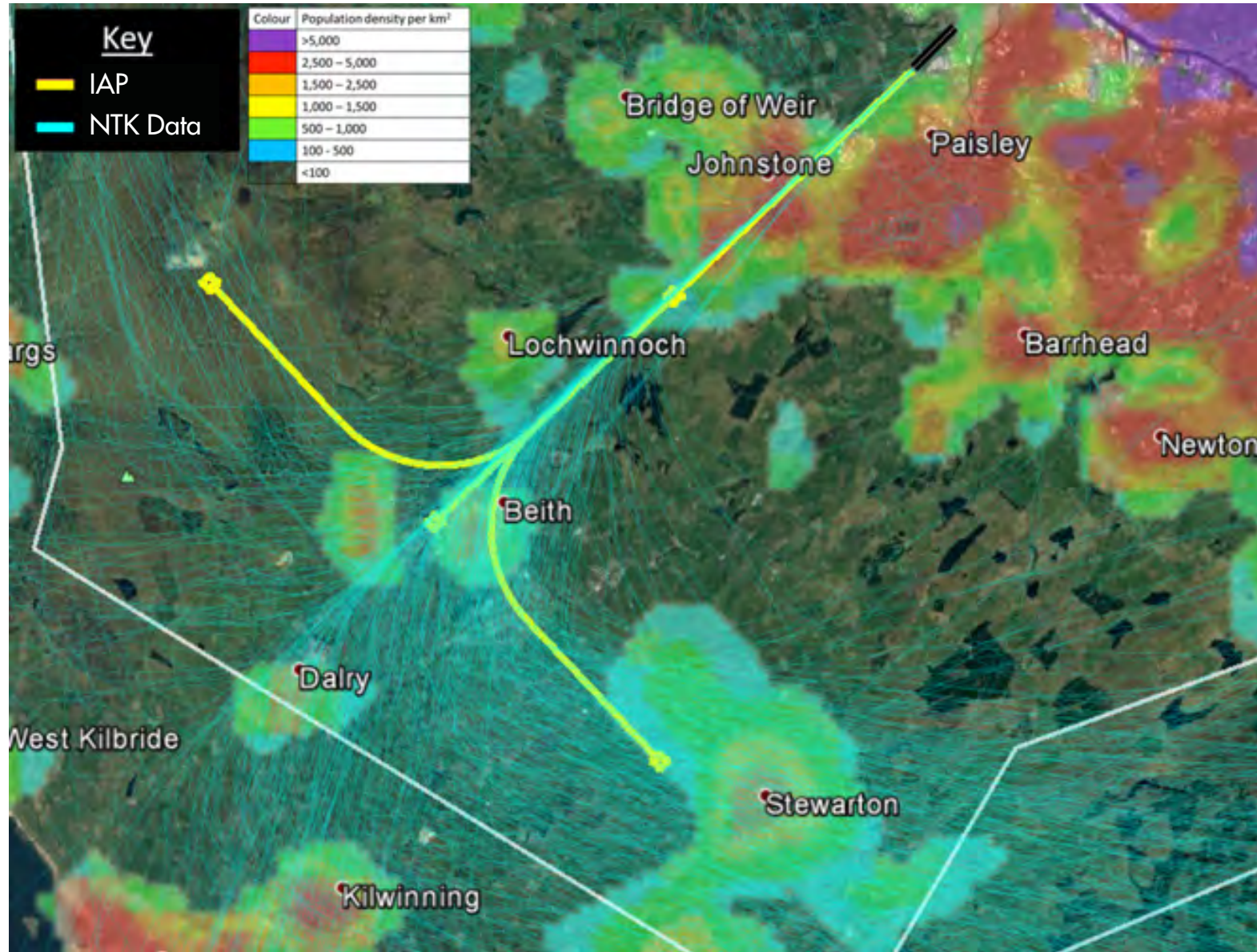


Figure 28: Proposed Runway 05 T-Bar with NTK from arrivals 1-7 May 2017

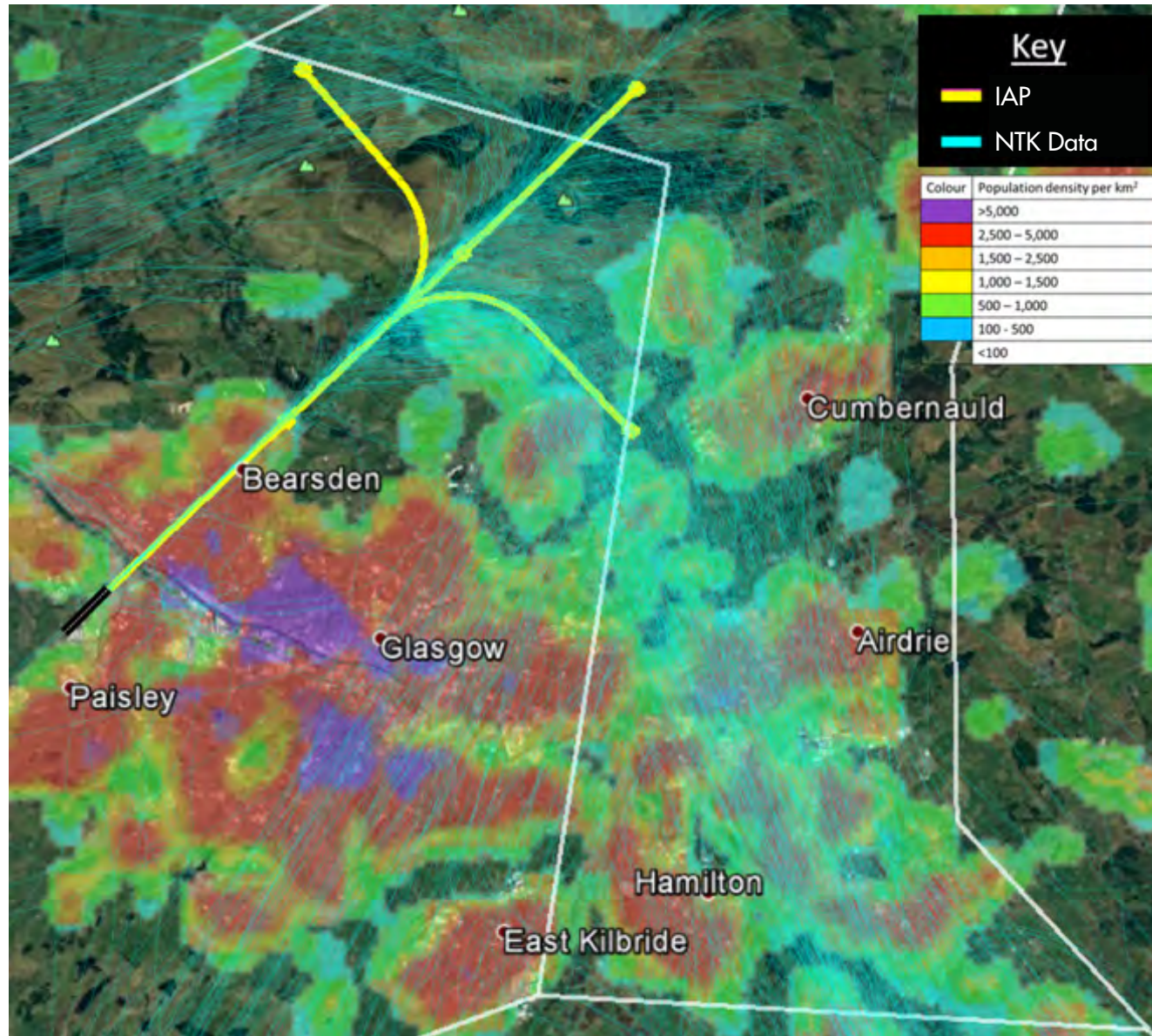


Figure 29: Proposed Runway 23 T-Bar with NTK from arrivals 11-17 June 2017

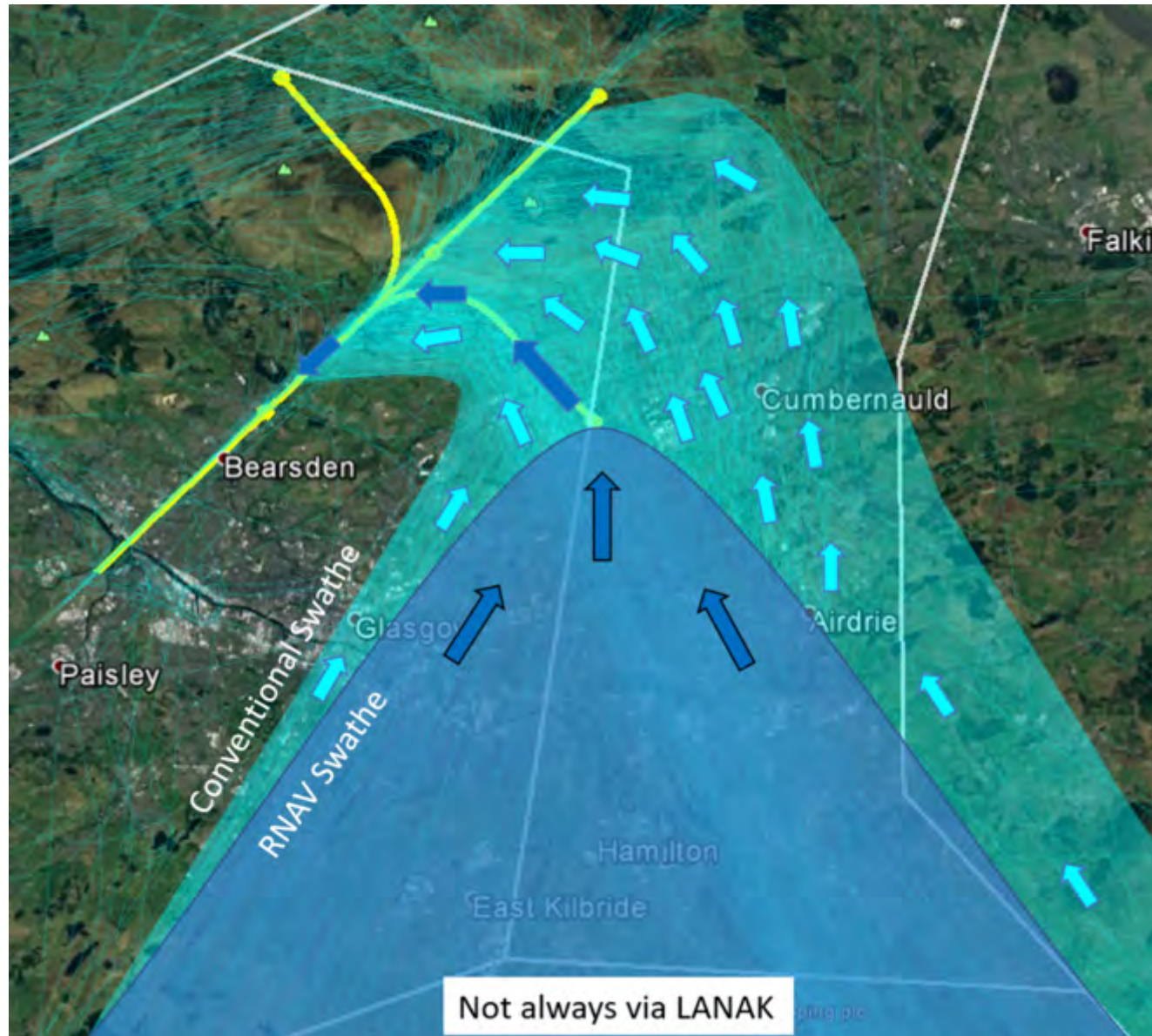


Figure 30: Indicative Arrival Swathe for Runway 23 for aircraft from the South (not always via LANAK)

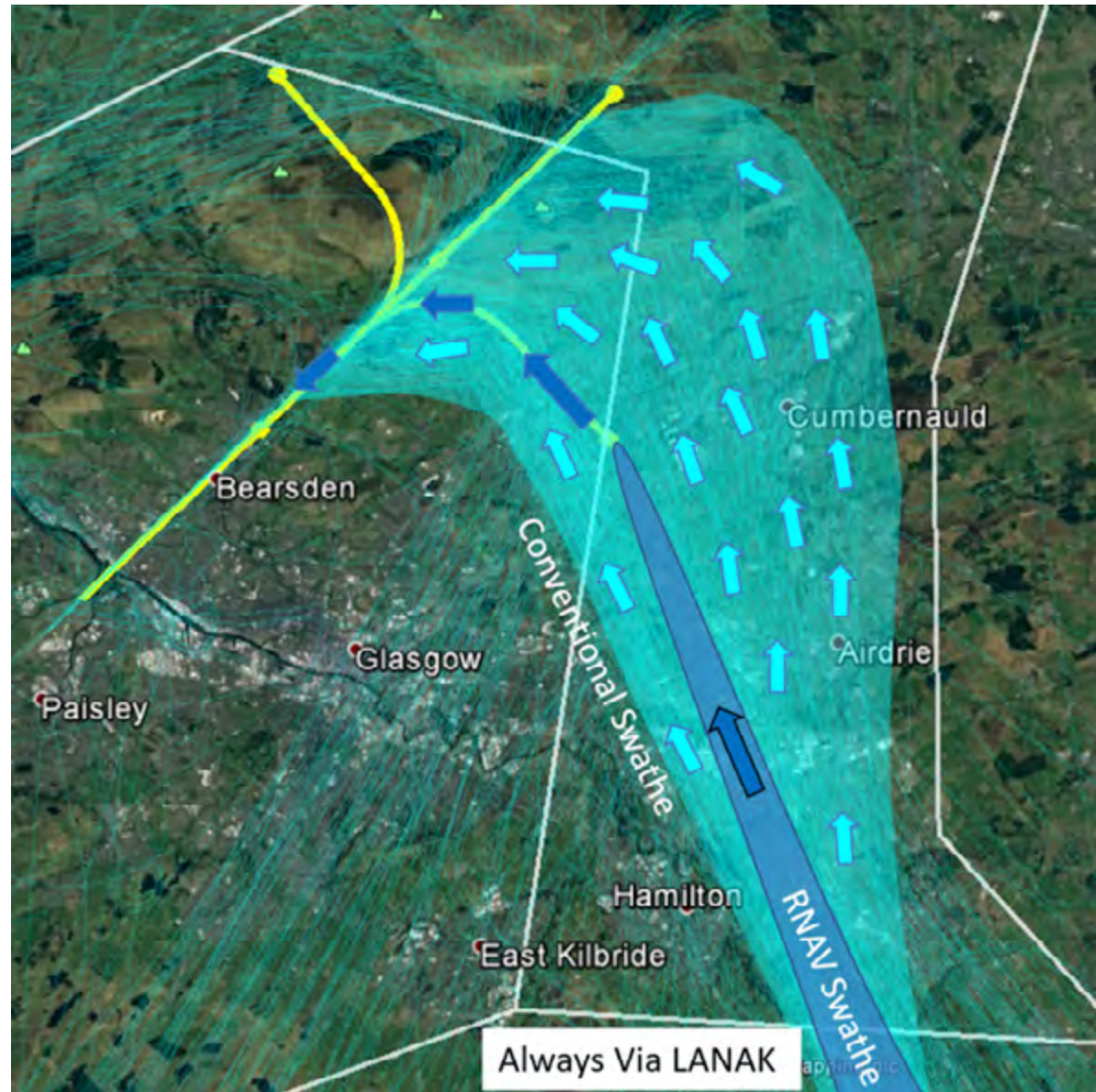


Figure 31: Indicative Arrival Swathe for Runway 23 for aircraft from the South (always via LANAK)

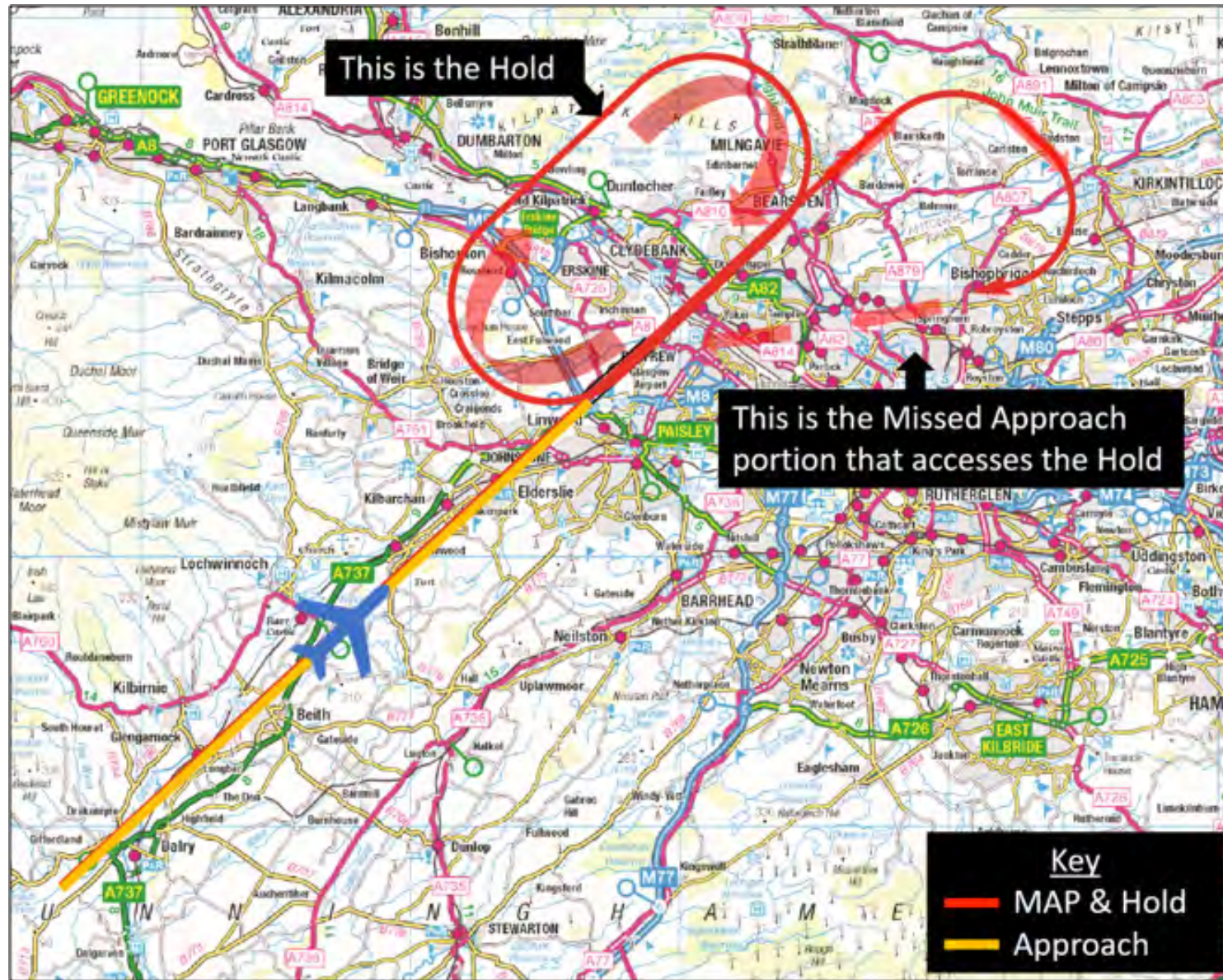


Figure 32: Existing Missed Approach Procedure Runway 05

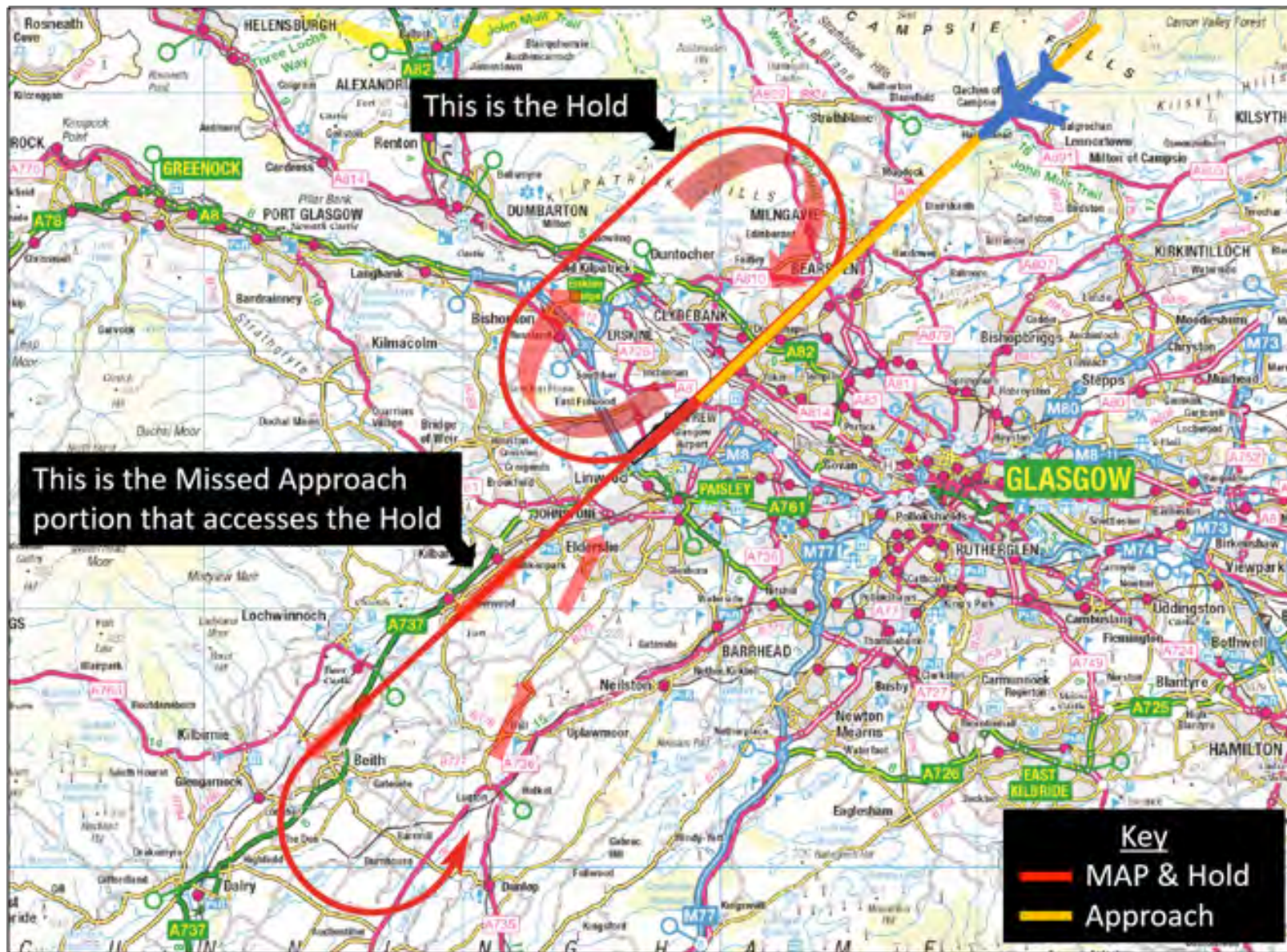


Figure 33: Existing Missed Approach Procedure Runway 23

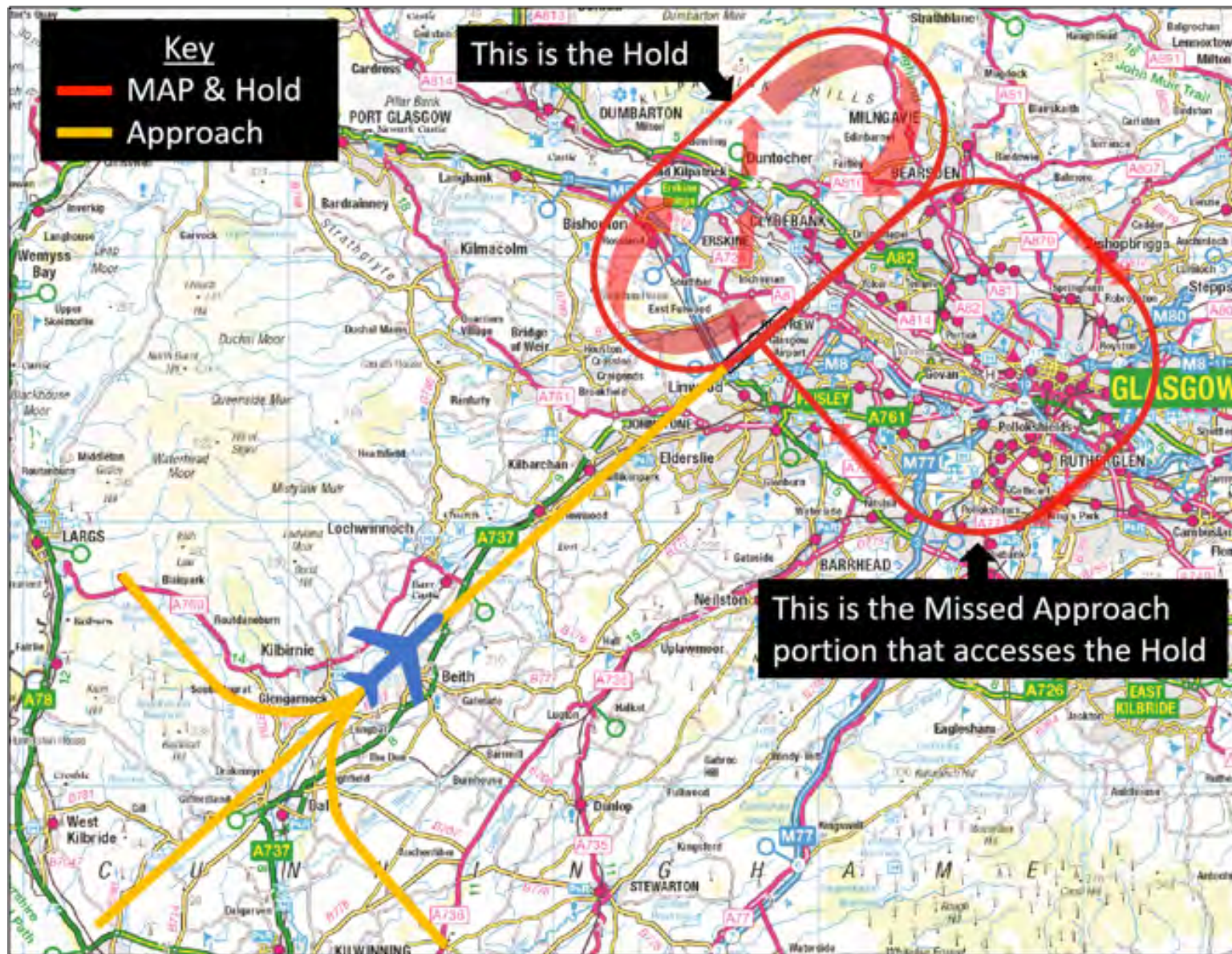


Figure 34: Proposed Missed Approach Procedure Runway 05

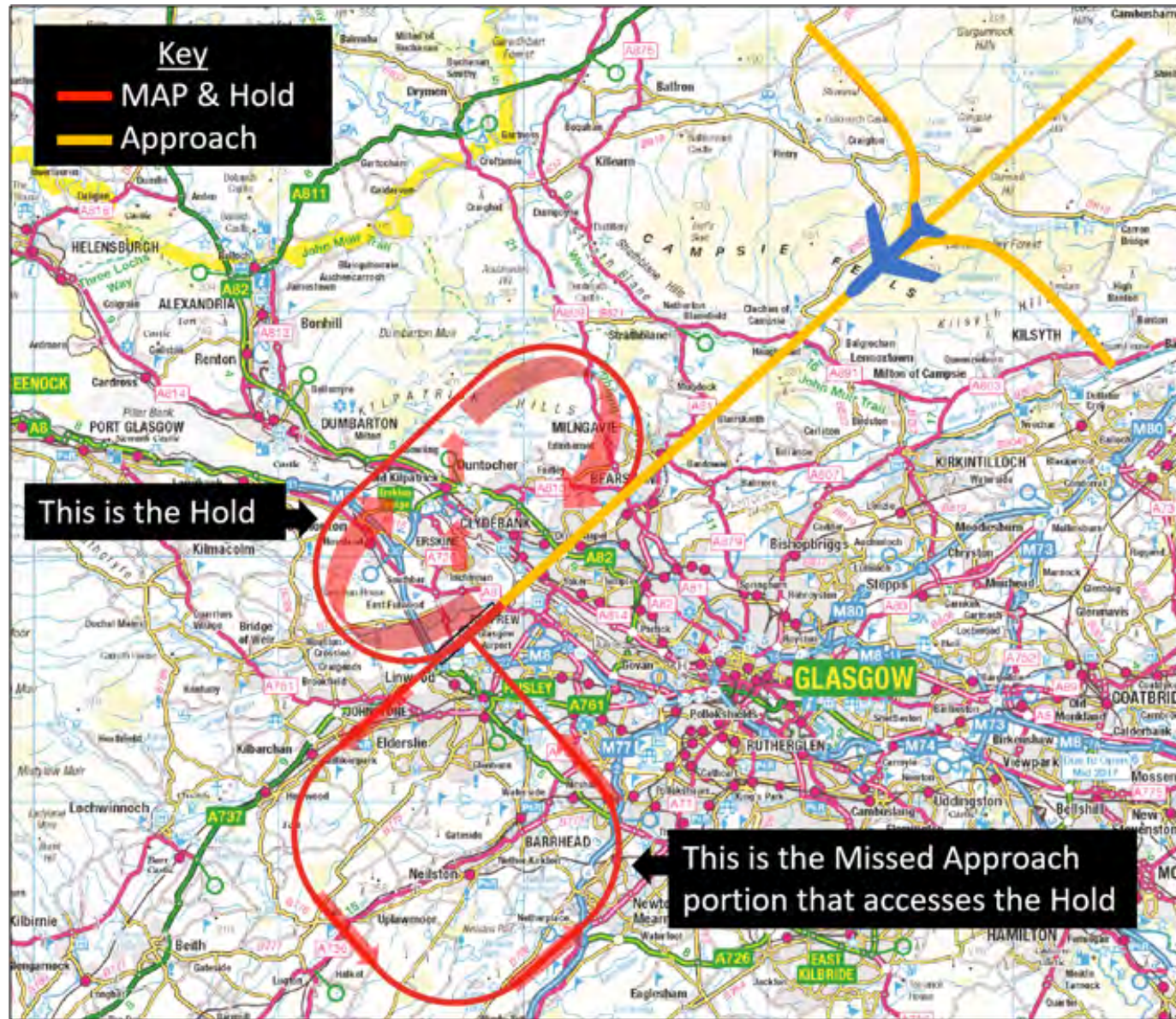


Figure 35: Proposed Missed Approach Procedure Runway 23

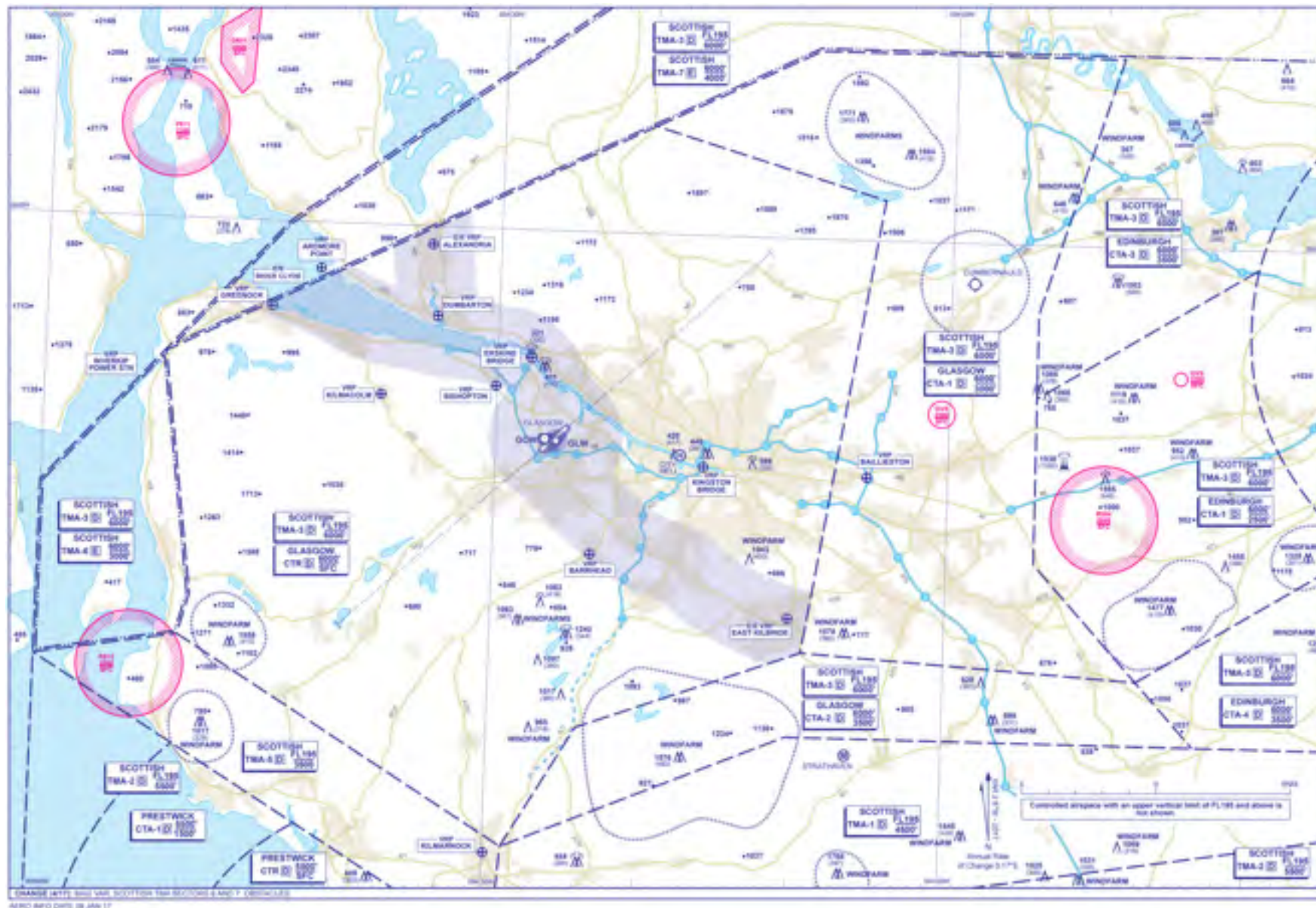


Figure 37: Glasgow Airspace as taken from UK AIP

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