



**NOTES**

1. Location of new fuel farm provided by BAA.
2. General arrangement of new fuel farm is indicative and based on initial consultation with regulatory authorities.
3. Capacity of new fuel farm is based on an assessment of existing fuel farm capacity from information provided by BAA.
4. Design and construction proposals based on a desk study of existing ground information and utility records.
5. Landside access road & junction designed from DMRB VOL 6 S2 TD 42/95 using 40mph design speed.
6. Each tank to be retained in its own bund with 110% of tank capacity.
7. Site to be surrounded by impermeable bund to facilitate containment of spillages occurring in delivery and fuel transfer operations.

D	10/06/16	FUEL FARM BUILDING MODIFIED & EXTENT OF APRON REMOVED	NSM	RDJ	058
C	10/06/16	ACCESS ROAD REVISED AND NEW JUNCTION ADDED	JRB	JMG	058
B	10/06/16	ACCESS ROAD REVISED	KAB	058	059
A	27/06/16	FIRST ISSUE	KAB	058	059
Rev	Date	Detail	Mode	Ckd	Appr



Glasgow Airport  
Rail Link

**GLASGOW AIRPORT  
PROPOSED FUEL FARM  
ARRANGEMENT**

Eng.	058	Mode	KAB
C/K'D	AC	App.	058
Scale	1:1000 @ A1	Date	April 2005

**FABER MAUNSELL** | AECOM  
 St Stephens House  
 279 Bath Street  
 Glasgow, G2 4LL  
 T +44(0)141 222 6400  
 F +44(0)141 222 6499  
 www.fabermaunsell.com  
**Balfour Beatty**  
 1st Floor House  
 54 Clarendon Terrace  
 Glasgow, G3 7XR

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution. Ordnance Survey is a registered trademark of the Ordnance Survey Partnership for Transport, 100023446, 2006. For reference purposes only, no further copies may be made.