



Glendale Regional Airport

Airport Master Plan





PAC Meeting #1 | January 22, 2026

1. Introductions
2. Project Team
3. What a Master Plan Is/Is Not
4. Master Plan Process
5. Role of the Planning Advisory Committee
6. NPIAS and Airport Information
7. Strengths, Weaknesses, Opportunities, & Threats
8. Open Discussion/Questions



The Project Team

Prime Consultant:



a **PAPE-DAWSON** company

Matt Quick – Project Manager
Chandra Burks – Lead Planner
Aiden Cowles – Planning Support



COMPASS ROSE
COMMUNICATIONS



Sub-Consultants:

Airports GIS Survey

Engineering Support
and Cost Estimating

Environmental Analysis
and Survey

Public Outreach
Services

Instrument Approach
Procedure (IAP) Analysis



What a Master Plan Is

What a Master Plan /S

- A comprehensive, **long-range study** of the airport and all airside and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be **conducted every 7-10** years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan for GEU was completed in 2009, with an ALP update and narrative completed in 2018.
- **Funded by the FAA** through an Infrastructure Improvement and Jobs Act (IIJA) Airport Infrastructure Grant (AIG), which provides 95% of the total project costs. The remaining 5% is split between the Arizona Department of Transportation (**ADOT**) Aeronautics Group and the **City of Glendale**.
- A City of Glendale document that will ultimately be presented for **approval** to the City Council. The FAA approves the Airport Layout Plan (ALP drawing set).
- An opportunity for airport stakeholders and the public to engage with airport/city staff on issues related to the airport and its current and future operations and environmental and socioeconomic impacts. **Three (3) public information workshops** will be conducted throughout the master plan process to facilitate this public outreach effort.



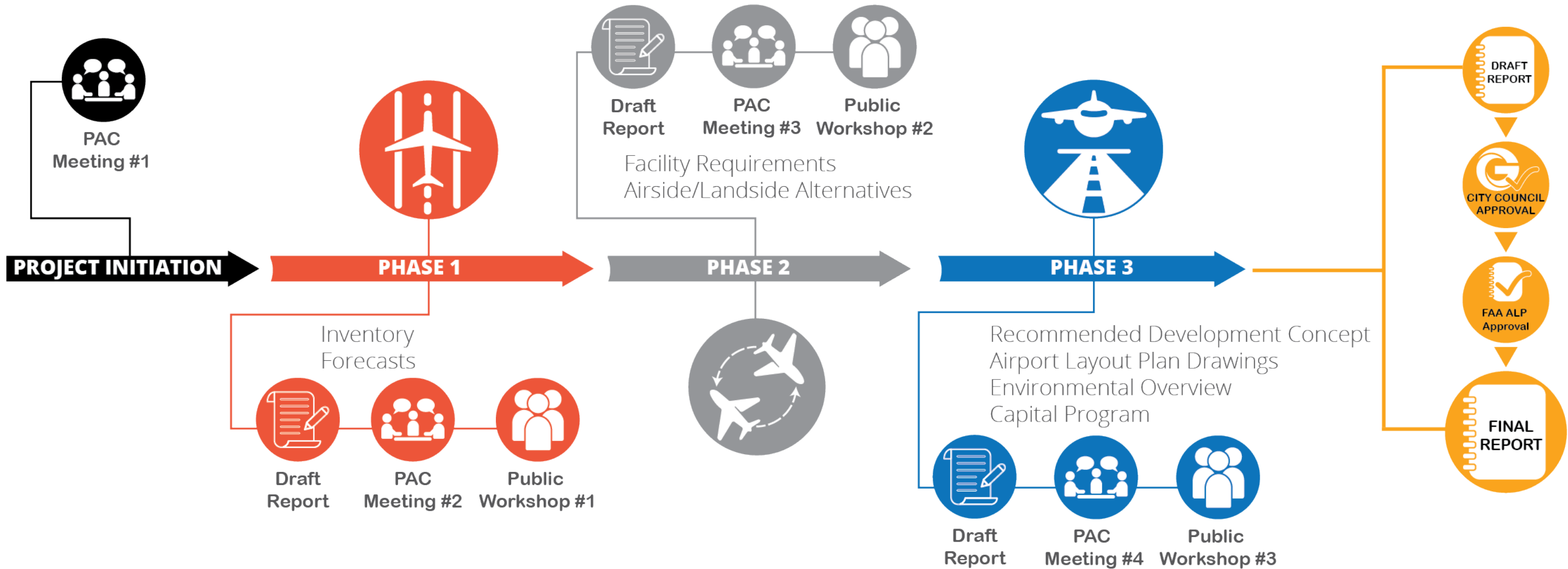
What a Master Plan Is Not

**What a
Master Plan
IS NOT**

- Not a guarantee that the airport will proceed with any planned projects. **Master plans are guides** that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- Not a guarantee that the City of Glendale, the FAA, or ADOT will fund any planned projects. **Project funding** is considered on a project-by-project basis and **requires appropriate need and demand**. Certain projects may require the completion of a benefit-cost analysis.
- **Not environmental clearance** for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental assessment/categorical exclusion) prior to construction.



Master Plan Process





Role of the Planning Advisory Committee

- ▶ The purpose of the Planning Advisory Committee (PAC) is to provide the City of Glendale and the planning consultant (Coffman Associates) with **input into the master plan**.
- ▶ The members of the PAC are intended to **represent a variety of organizations and individuals** with interest in the use and development of the Glendale Regional Airport. These include governmental interests, aviation and non-aviation interests, and area economic development interests. It is the responsibility of PAC members to communicate with their respective organizations and report any comments or concerns regarding the development of master plan back to the committee, the city, and the planning team throughout the process.
- ▶ The role of the PAC is to **review elements of the study** while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the master plan. **The PAC is a non-voting advisory body**. While all comments made by the committee members will be considered by the planning team in developing the draft and final versions of the master plan, the PAC will not vote to approve or disapprove elements of the study.



Role of the Planning Advisory Committee

- ▶ Committee meetings will be held periodically throughout the preparation of the master plan. There are **four PAC meetings** planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization. **Three Public Information Workshops** will be held following committee meetings, and members of the PAC and their organizations are invited to attend.
- ▶ We encourage PAC members to submit written **comments** for consideration in preparing the final report. It would be greatly appreciated if comments are submitted within two weeks following the meeting. If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can be submitted online through the project website dedicated to this study: (**<https://glendale.airportstudy.net>**).
- ▶ Comments or questions regarding the PAC, meetings, or working papers should be directed to Chandra Burks with Coffman Associates at 816-524-3500 or cburks@coffmanassociates.com.



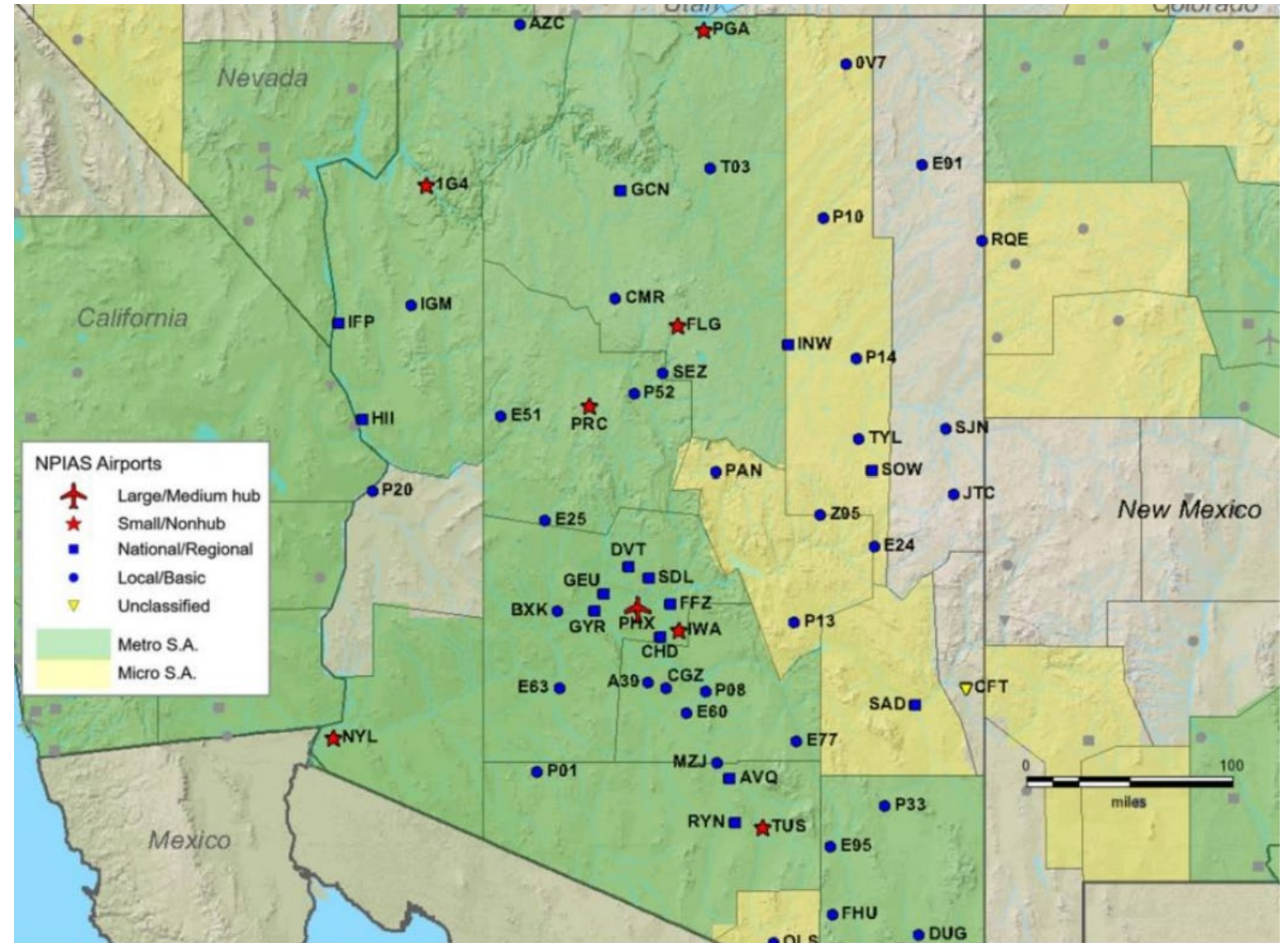
The National Plan of Integrated Airport Systems (NPIAS)

- *What is the NPIAS?*
 - Identifies airports significant to air transportation and eligible to receive federal funding
 - Categorizes airports by their role in the national system
 - Provides a 5-year estimate of Airport Improvement Program (AIP) eligible development
 - Federal Aviation Administration (FAA) reevaluates and updates every two years
- *NPIAS principles – airports should...*
 - Be safe, efficient, and developed to appropriate standards
 - Be flexible and expandable, able to meet increased demand and accommodate new aircraft types
 - Be compatible with surrounding communities
 - Contribute to a productive national economy



Glendale (GEU) Role in the NPIAS

- *Arizona NPIAS Airports*
 - **59 Total**
 - 9 Commercial Service
 - 50 General Aviation
 - 13 National/Regional
 - 36 Local/Basic
 - 1 Unclassified
- *Glendale Regional Airport*
 - Regional Reliever Airport





Airport Information

- **388 Based Aircraft**
- **477 Acres**
- **Runway 1-19**
 - 7,150' x 100'
 - RNAV GPS approaches
- **Services/Amenities**
 - Aircraft Hangars/Tiedowns
 - Fuel
 - FBO





Airside Facilities



















Landside Facilities

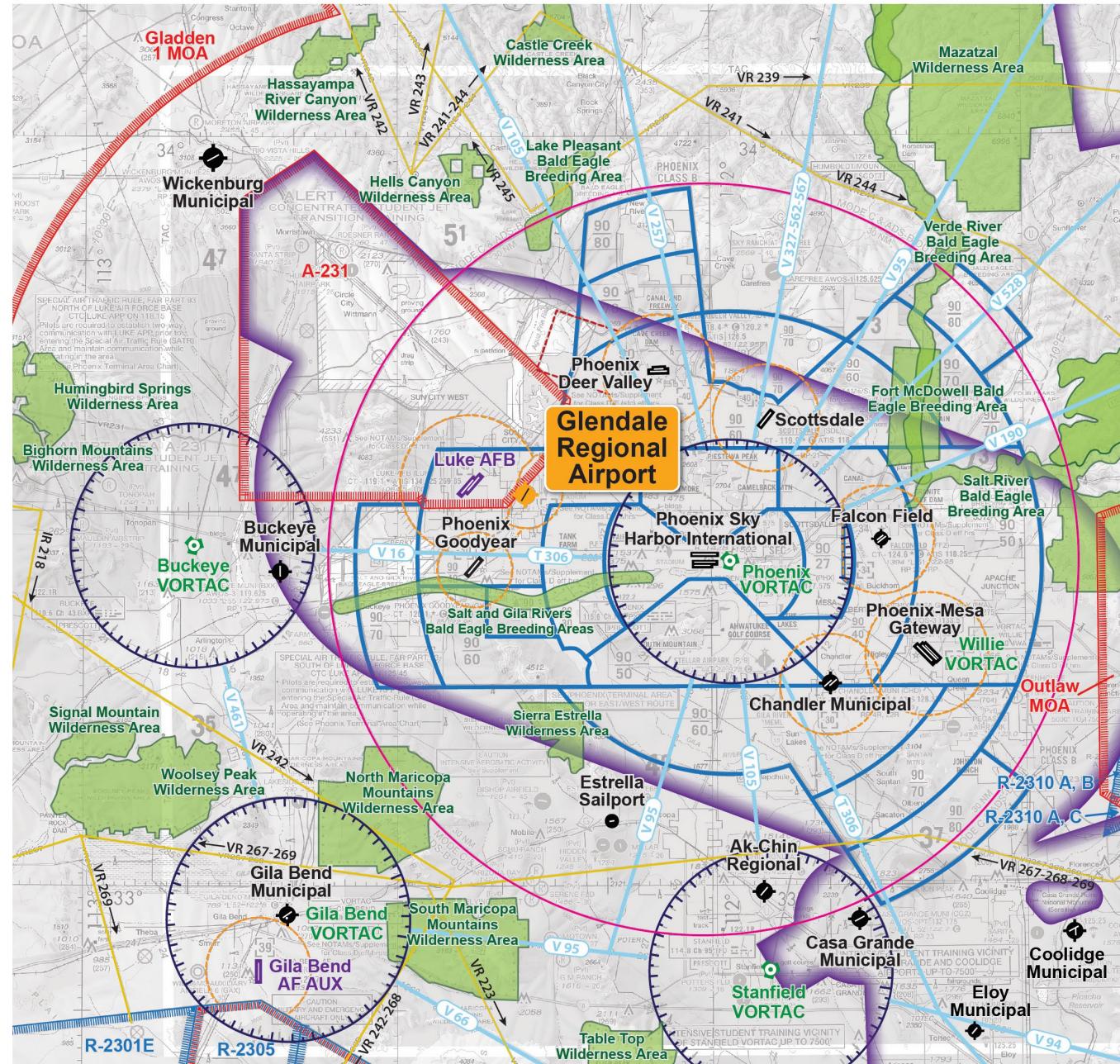




Vicinity Airspace

LEGEND

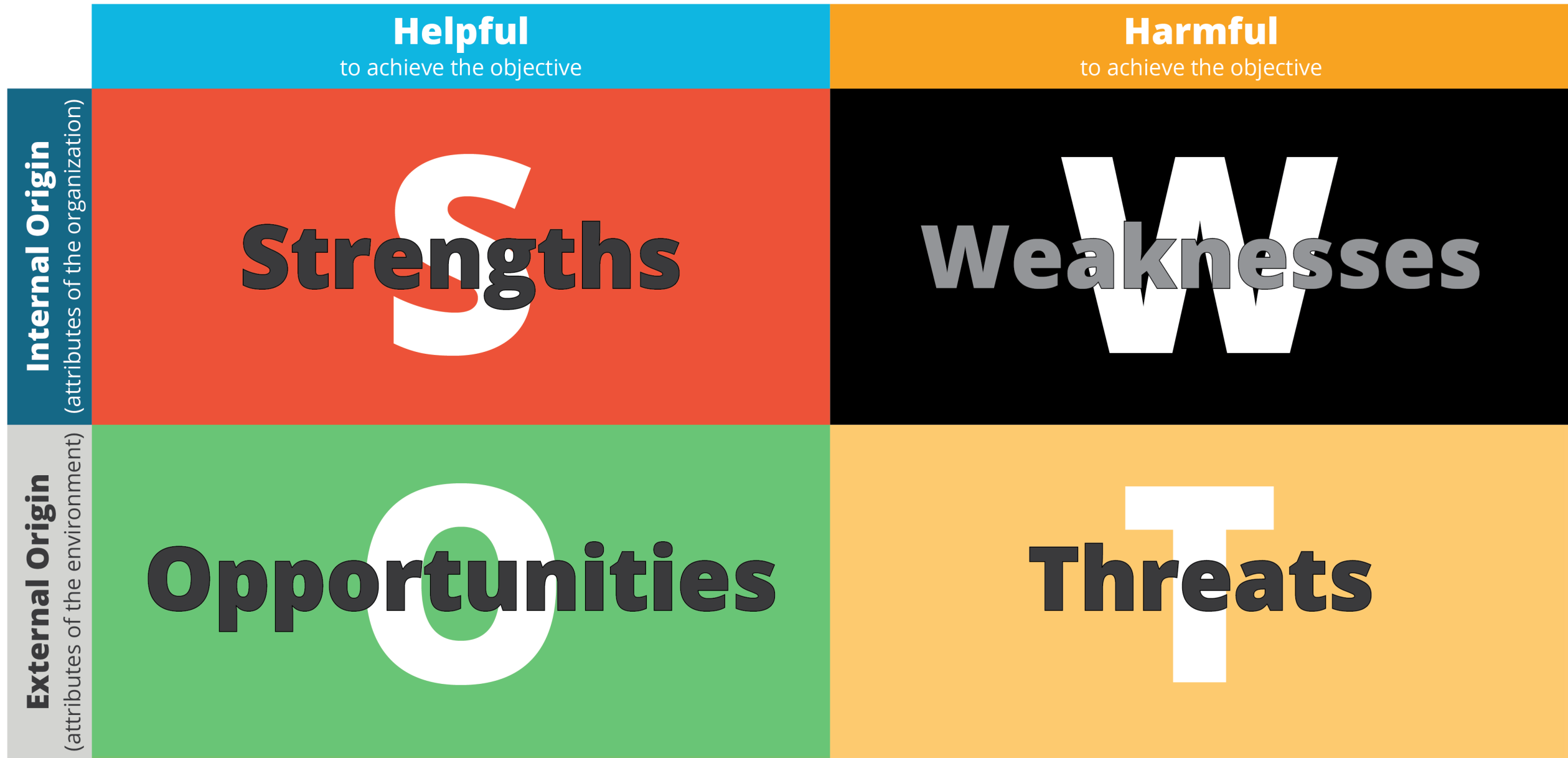
-  Airport with hard-surfaced runways 1,500' to 8,069' in length
-  Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069' (Military airfields are shown in Purple, public in Black)
-  Compass Rose
-  VORTAC
-  Alert Area and Military Operations Area (MOA)
-  Restricted Areas
-  Class B Airspace
-  Class D Airspace
-  Class E Airspace
-  Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
-  Mode C
-  Victor Airways
-  Military Training Routes
-  Wilderness/Monument Area



Source: Phoenix Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, 6/12/2025.



SWOT Analysis





Next Steps

- ▶ **Phase I Elements** – Inventory & Aviation Demand Forecasts in progress
- ▶ **PAC Meeting #2** – PAC meeting planned for spring to review Phase I materials
- ▶ **Public Information Workshop #1** – Same evening as PAC meeting





We want to hear from you!

Direct any questions or comments after this meeting to
Coffman Associates team members

Matt Quick: mquick@coffmanassociates.com

Chandra Burks: cburks@coffmanassociates.com

or visit the project website to submit comments online.

<https://glendale.airportstudy.net>