

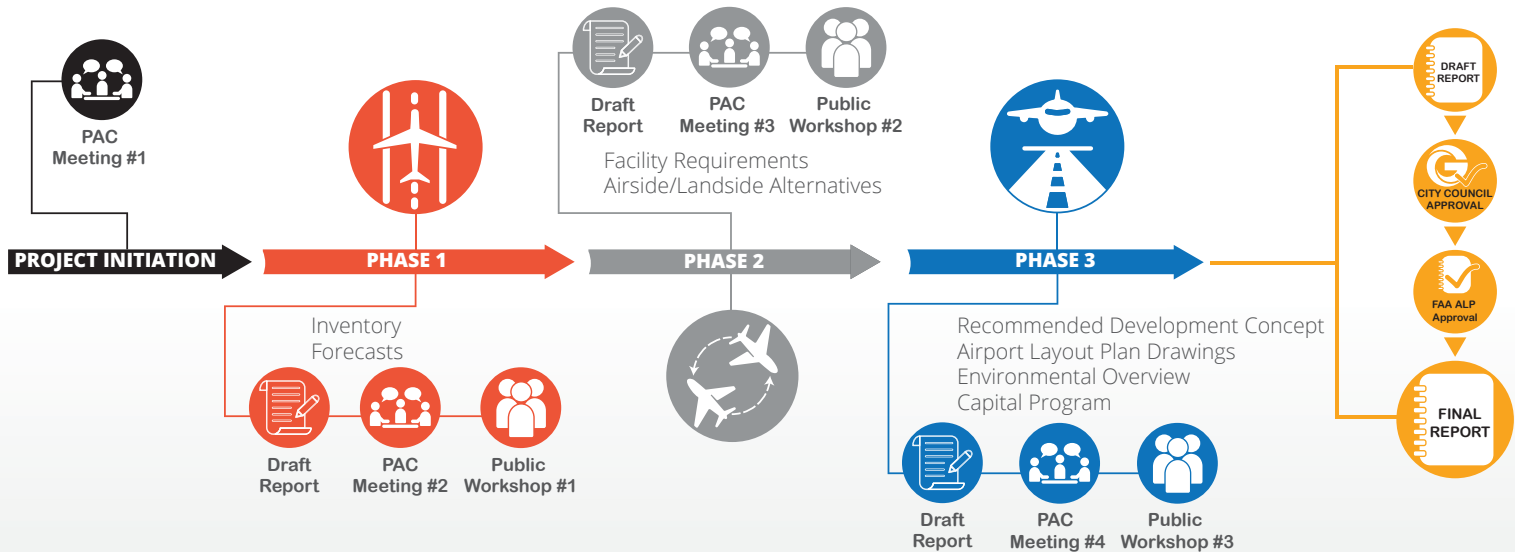
WELCOME TO THE PUBLIC INFORMATION WORKSHOP

- Participate in the open house meeting format
- Visit the information stations
- Discuss study elements with the project team
- Offer your comments via comment sheets and the project website
- Obtain additional information or submit a comment on the project website:

www.glendale.airportstudy.net



MASTER PLAN STUDY PROCESS



WHAT A MASTER PLAN IS/IS NOT

AN AIRPORT MASTER PLAN IS...

- ✓ A comprehensive, long-range study of the airport and all air and landside components, that describes plans to meet FAA safety standards and future aviation demand.
- ✓ Required by the FAA to be conducted every 7-10 years to ensure plans are up to date and reflect current conditions and FAA regulations.
- ✓ Funded 95% by an *Infrastructure Investment and Jobs Act* (IIJA) grant derived from the FAA Airport Infrastructure Grant (AIG) program. The remaining 5% is split evenly between the City of Glendale and the ADOT Aeronautics Group.
- ✓ A local document that will ultimately be presented for approval from the City of Glendale. The FAA approves only two elements of the master plan: the aviation demand forecasts and the airport layout plan (ALP) drawing set.
- ✓ An opportunity for airport stakeholders and the public to engage with airport staff on issues related to the airport, its current and future operations, and environmental and socioeconomic impacts. Three (3) public information workshops will be conducted during the master plan process to facilitate this public outreach effort.

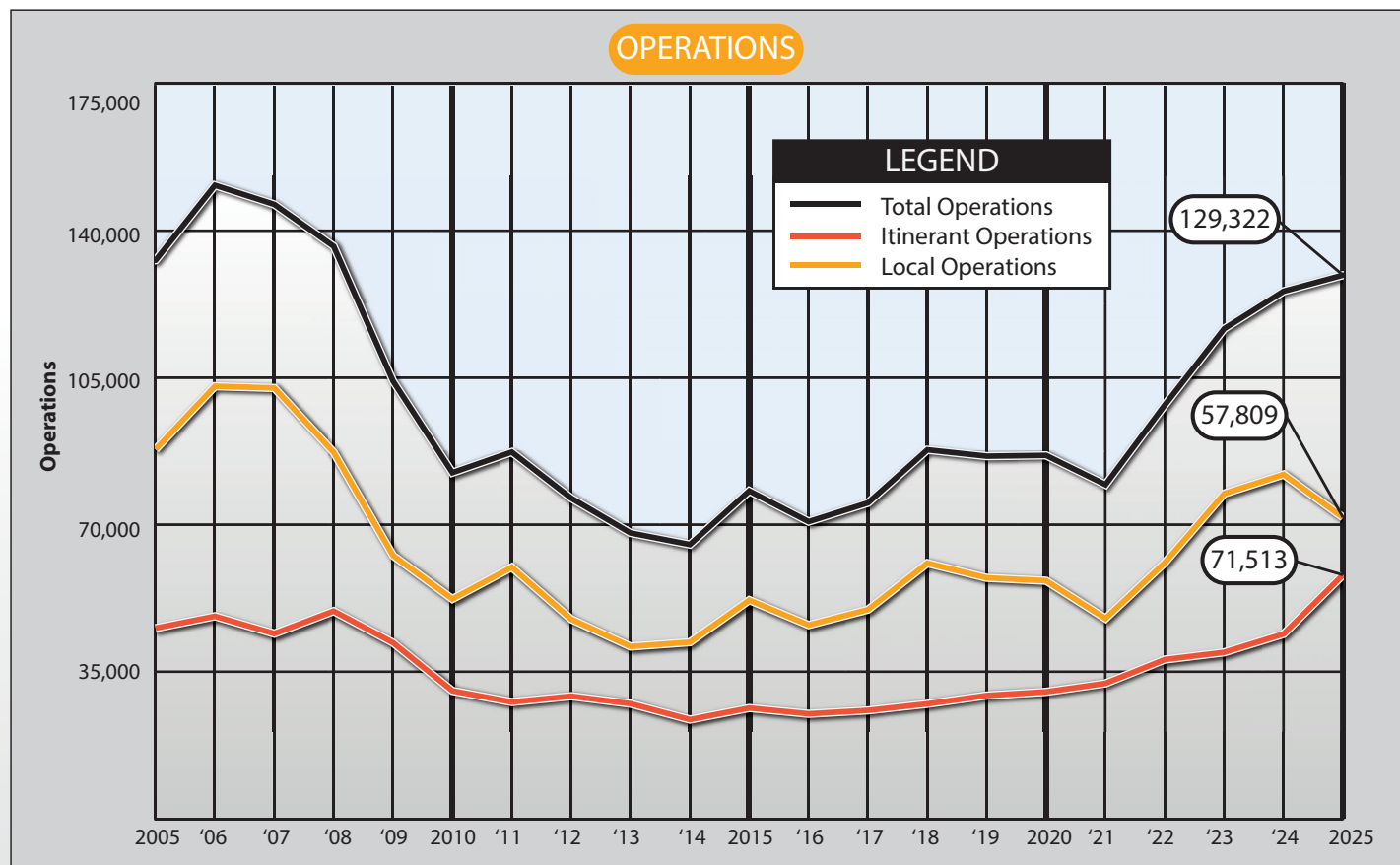
AN AIRPORT MASTER PLAN IS NOT...

- ✗ A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future development; however, the need/demand for certain projects might never materialize.
- ✗ A guarantee that the City of Glendale, the FAA, or the ADOT Aeronautics Group will fund any planned projects. Project funding is considered on a case-by-case basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- ✗ A binding or static plan. Elements of the master plan may be updated to reflect changes in aviation activity at the airport, the economic conditions of the region, or the goals of the City of Glendale.
- ✗ Environmental clearance for specific projects. The master plan includes an environmental overview, which identifies potential environmental sensitivities per *National Environmental Policy Act of 1969* (NEPA) guidelines. Most planned projects will require a separate environmental study prior to construction.

PURPOSE OF THE MASTER PLAN STUDY

- Provide a **visioning document** to guide airport management and other decision-makers regarding development of the airport over the next 20 years.
- **Address local and national changes** in the aviation industry that could impact priorities at GEU.
- Identify and **plan for potential capital projects** in advance so coordination, approvals, financing, design, and construction can take place in a timely manner.
- Identify locations for appropriate **on-airport land uses** (aviation and non-aviation).
- Develop a plan that addresses **FAA and airport priorities** (i.e., safety, design standards, land use compatibility, compliance, etc.).
- Obtain **FAA approval** of the new aviation demand forecasts and updated airport layout plan (ALP).
- Have a current and **approved ALP** on file with the FAA/ADOT so future grant funding can continue uninterrupted.
- Increase **stakeholder/public awareness** of the airport's goals and objectives.
- Maintain **communication** and capital project discussions with the FAA, ADOT, and airport stakeholders.

HISTORICAL ACTIVITY STATISTICS



HISTORICAL OPERATIONS DATA

Calendar Year	Itinerant: Air Carrier	Itinerant: Air Taxi	Itinerant: General Aviation	Itinerant: Military	Itinerant: Subtotal	Local: General Aviation	Local: Military	Local: Subtotal	Total Operations
2006	0	1,285	46,560	98	47,943	102,811	18	102,829	150,772
2007	0	1,017	42,736	46	43,799	102,384	25	102,409	146,208
2008	0	1,873	47,266	26	49,165	87,016	31	87,047	136,212
2009	0	1,993	39,579	64	41,636	62,410	16	62,426	104,062
2010	0	1,672	28,406	57	30,135	52,058	5	52,063	82,198
2011	0	1,071	26,366	49	27,486	59,632	6	59,638	87,124
2012	0	1,019	27,837	19	28,875	47,230	22	47,252	76,127
2013	1	934	26,100	52	27,087	40,649	76	40,725	67,812
2014	0	882	22,345	69	23,296	41,688	69	41,757	65,053
2015	2	520	25,480	46	26,048	51,773	14	51,787	77,835
2016	0	530	24,087	55	24,672	45,788	63	45,851	70,523
2017	1	394	25,052	38	25,485	49,426	94	49,520	75,005
2018	0	234	26,801	12	27,047	60,441	169	60,610	87,657
2019	0	169	28,768	90	29,027	57,111	0	57,111	86,138
2020	0	280	29,629	4	29,913	56,419	0	56,419	86,332
2021	0	324	31,600	7	31,931	47,390	22	47,412	79,343
2022	1	340	37,274	2	37,617	60,747	3	60,750	98,367
2023	0	718	38,602	24	39,344	76,353	858	77,211	116,555
2024	0	1,292	42,427	3	43,722	81,762	6	81,768	125,490
2025	2	631	57,175	1	57,809	71,513	0	71,513	129,322
20-Year CAGR:	N/A	-3.5%	1.0%	-20.5%	0.9%	-1.8%	-100.0%	-1.8%	-0.8%
10-Year CAGR:	N/A	1.8%	9.0%	-33.0%	8.9%	4.6%	-100.0%	4.5%	6.3%

CAGR - Compound Annual Growth Rate

AIRSIDE FACILITIES

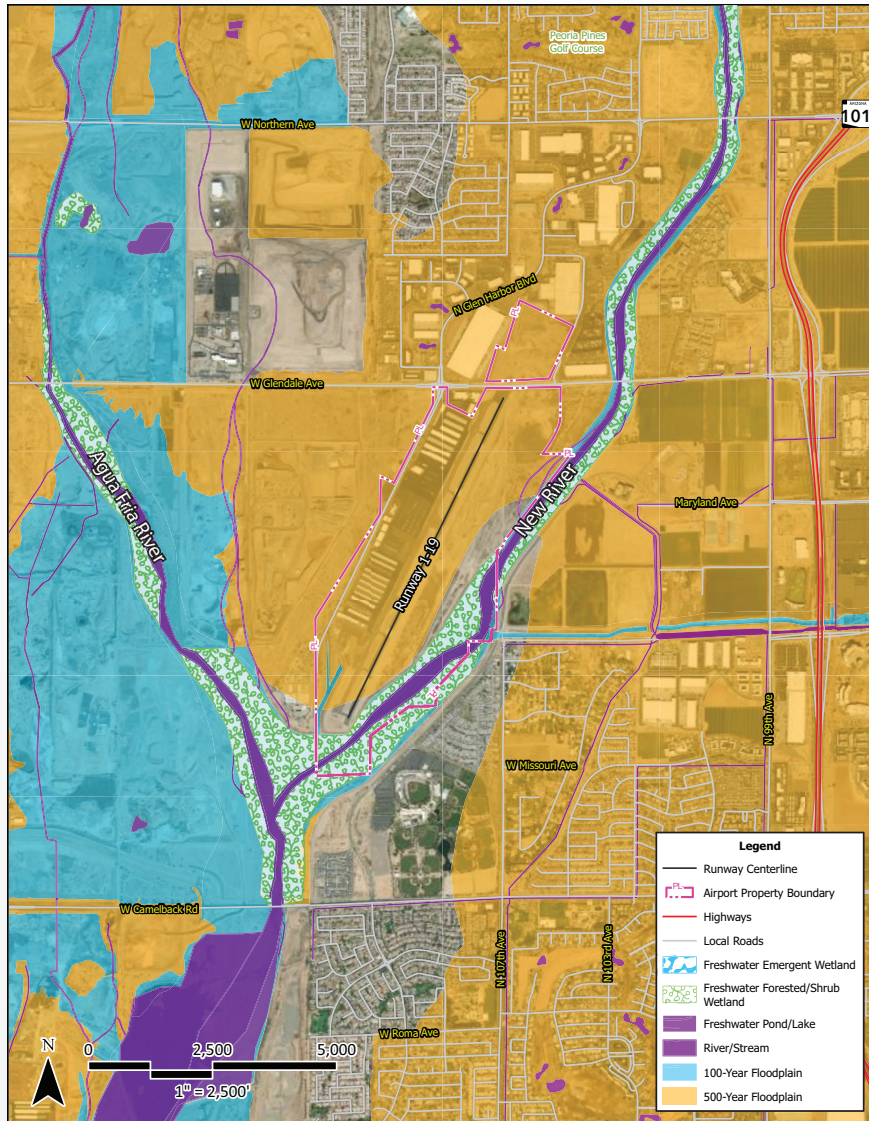


Source: Phoenix Sectional Chart, U.S. Department of Commerce, National Oceanic and Atmospheric Administration, 6/12/2025

LANDSIDE FACILITIES

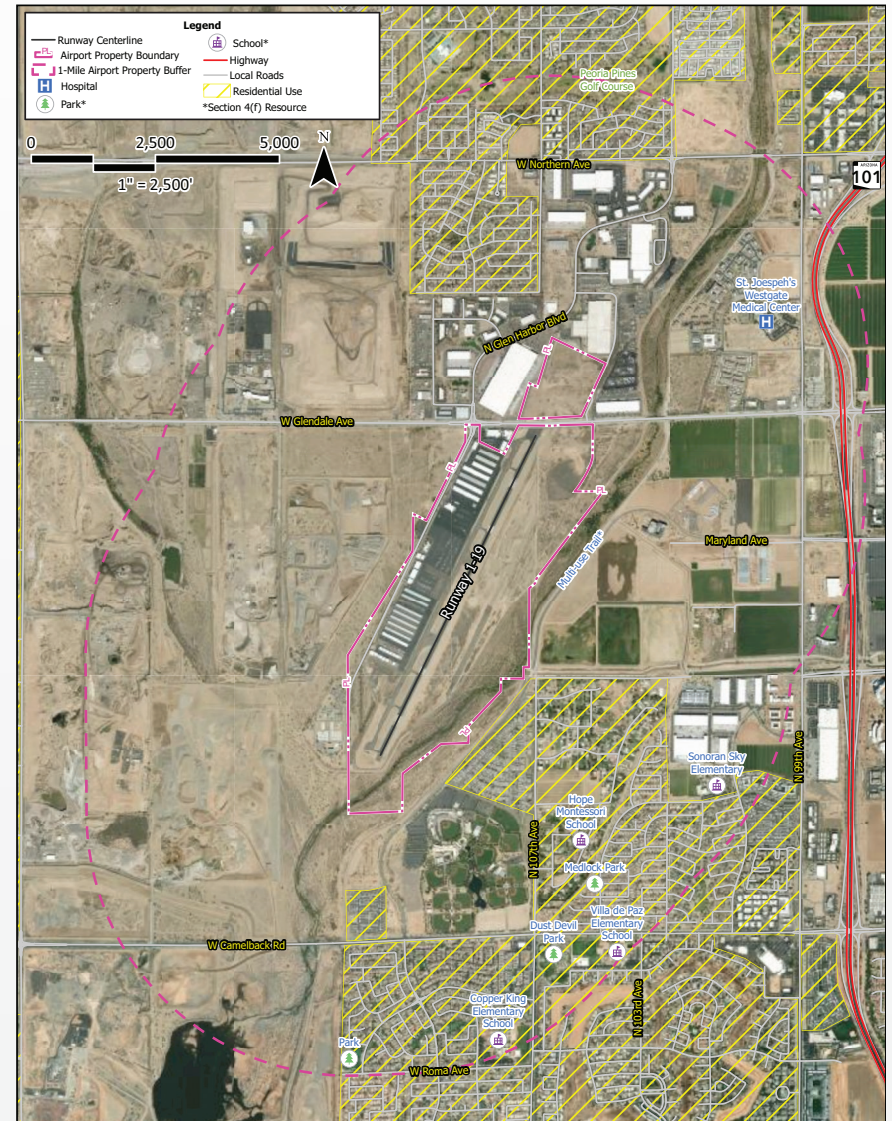


WATER RESOURCES NEAR THE AIRPORT



Source: ESRI Basemap Imagery (2025), FEMA, USFWS, City of Glendale, Coffman Associates Analysis

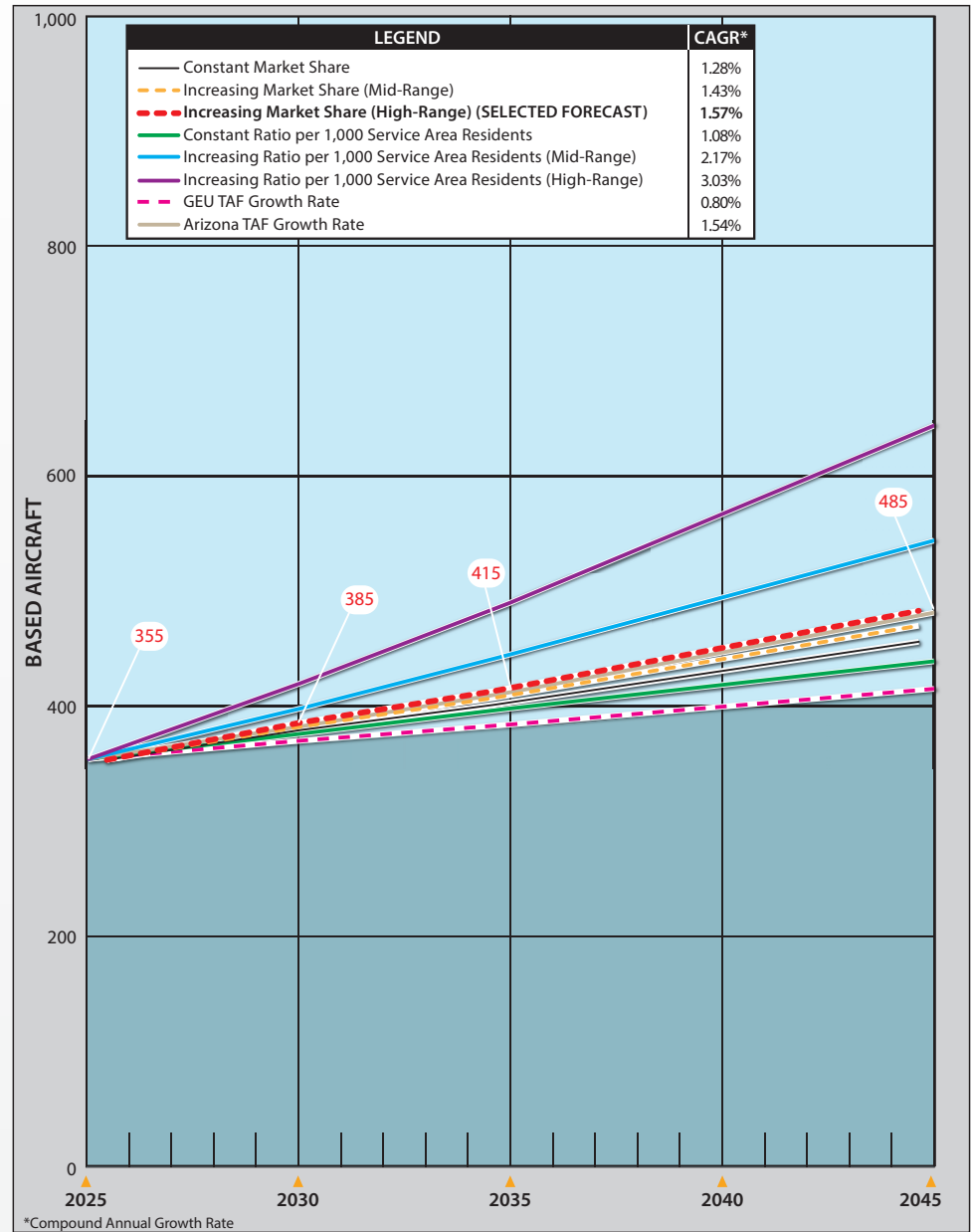
NOISE-SENSITIVE LAND USES AND POTENTIAL 4(f) RESOURCES NEAR THE AIRPORT



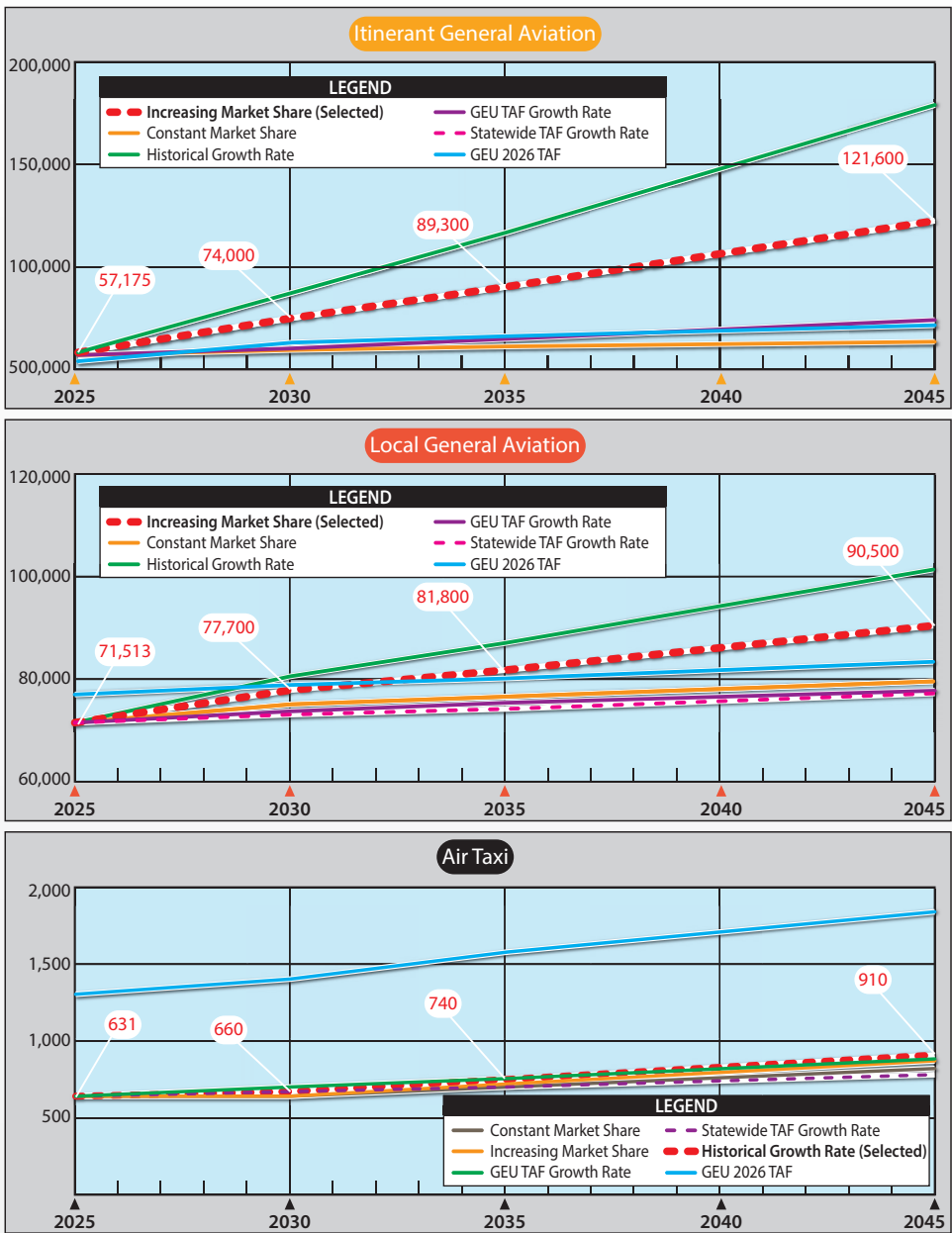
Source: ESRI Basemap Imagery (2025), USDA, City of Glendale, Coffman Associates Analysis

BASED AIRCRAFT FORECASTS

OPERATIONS FORECASTS



Sources: FAA TAF; Basedaircraft.com; Coffman Associates Analysis



FORECAST SUMMARY

	Base Year	Forecast			CAGR
	2025	2030	2035	2045	
AIRPORT OPERATIONS					
Itinerant					
Air Taxi	631	660	740	910	1.85%
General Aviation	57,175	74,000	89,300	121,600	3.85%
Military	1	1	1	1	0.00%
Total Itinerant	57,807	74,661	90,041	122,511	3.83%
Local					
General Aviation	71,513	77,700	81,800	90,500	1.18%
Military	0	2	2	2	-
Total Local	71,513	77,702	81,802	90,502	1.18%
Total Operations	129,320	152,363	171,843	213,013	2.53%

OPERATIONAL PEAKING CHARACTERISTICS					
Peak Month	14,417	17,329	19,545	24,228	2.63%
Design Day	465	559	630	782	2.63%
Busy Day	639	768	866	1,073	2.63%
Design Hour	27	33	37	46	2.70%

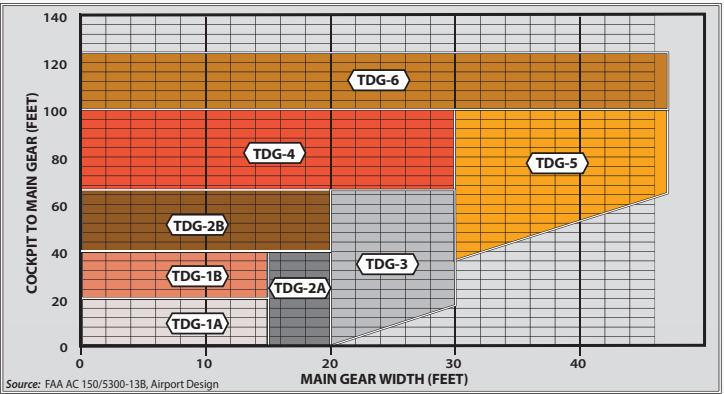
BASED AIRCRAFT					
Single-Engine Piston	300	317	331	355	0.85%
Multi-Engine Piston	34	34	35	40	0.82%
Turboprop	7	13	19	40	9.11%
Jet	4	5	9	20	8.38%
Helicopter	7	12	15	22	5.89%
Other	3	4	6	8	5.03%
TOTAL	355	385	415	485	1.57%



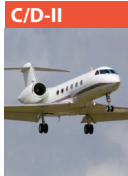
AIRCRAFT CLASSIFICATION
 AIRCRAFT REFERENCE CODES

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	Less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (feet)	Wingspan (feet)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262
VISIBILITY MINIMUMS		
RVR* (feet)	Flight Visibility Category (statute miles)	
VIS	3-mile or greater visibility minimums	
5,000	Not lower than 1-mile	
4,000	Lower than 1-mile but not lower than ¾-mile	
2,400	Lower than ¾-mile but not lower than ½-mile	
1,600	Lower than ½-mile but not lower than ¼-mile	
1,200	Lower than ¼-mile	

*RVR: Runway Visual Range



Source: FAA AC 150/5300-13B, Airport Design

A-I	Aircraft	TDG	C/D-II	Aircraft	TDG
	• Beech Bonanza • Cessna 150, 172 • Piper Comanche, Seneca	1A 1A 1A		• Challenger 600/604 • Cessna Citation III, VI, VII, X • Embraer Legacy 135/140 • Gulfstream IV (D-II) • Gulfstream G280 • Lear 70, 75 • Falcon 50, 900, 2000 • Hawker 800XP, 4000	1B 1B 2B 2A 1B 1B 2A 1B
	• Eclipse 500 • Beech Baron 55/58 • Beech King Air 100 • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1(500) • Embraer Phenom 100	1A 1A 1A 2A 1A 1A 1A		• Gulfstream V • Gulfstream 550, 600, 650 • Global 5000, 6000	2B 2B 2B
	• Beech Super King Air 200 • Beech King Air 90 • Cessna 441 Conquest • Cessna Citation CJ2 • Pilatus PC-12	2A 1A 1A 2A 2		• Airbus A319, A320, A321 • Boeing 737-800, 900 • MD-83, 88	3 3 4
	• Beech Super King Air 350 • Cessna Citation CJ3 (525B) • Cessna Citation CJ4 (525C) • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24	2A 2A 1B 1B 1B 1B 2A		• Airbus A300 • Boeing 757-200 • Boeing 767-300, 400 • MD-11	5 4 5 6
	• Bombardier Dash 8 • Bombardier Global 7500 • Falcon 7X, 8X	3 2B 2A		• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 5
	• Lear 35, 40, 45, 55, 60XR • F-16	1B 1A		• F-15	1B

Note: Aircraft pictured is identified in bold type.

AIRPORT AND RUNWAY CLASSIFICATIONS

Classification (General Aviation)	Runway 1-19 (Existing)	Runway 1-19 (Ultimate)
Airport Reference Code (ARC)	B-II	C-II
Critical Aircraft (Typ.)	Cessna Citation V	Bombardier Challenger 300
Runway Design Code (RDC)	B-II-5000	C-II-5000
Taxiway Design Group (TDG)	2A	2A

SECONDARY/TERTIARY COMMERCIAL PASSENGER AIRPORT ENPLANEMENTS

Airport Name	2004	2009	2014	2019	2024
Orlando Sanford International (FL)	926,820	836,223	1,064,133	1,601,614	1,412,702
Westchester County (NY)	462,981	964,927	756,189	872,023	1,182,384
Phoenix–Mesa Gateway (AZ)	2,891	289,770	669,807	881,855	978,296
Bellingham International (WA)	82,205	326,850	543,346	335,616	266,703
Stockton Metropolitan (CA)	1,863	28,368	82,298	101,156	63,668
Portsmouth International (NH)	22,279	17,079	45,708	116,903	100,298

SMALL ARIZONA MARKETS AND TRAVEL PROPENSITY FACTOR

Arizona Small Markets	2020 Pop.	2020 Enp.	2020 TPF	2024 Pop.	2024 Enp.	2024 TPF	Miles to Nearest Hub
Prescott Regional (PRC) – Prescott, AZ	45,827	13,029	0.284	48,224	25,316	0.525	105 – Phoenix (PHX)
Flagstaff Pulliam (FLG) – Flagstaff, AZ	76,831	61,158	0.796	77,539	79,081	1.020	144 – Phoenix (PHX)
Grand Canyon West (1G4) – Peach Springs, AZ	32,689	5,366	0.164	35,383*	29,597	0.836	123 – Las Vegas (LAS)
Page Municipal (PGA) – Page, AZ	7,440	8,915	1.198	7,230	22,400	3.098	279 – Phoenix (PHX)
Yuma International (YUM) – Yuma, AZ	95,548	57,930	0.606	103,559	85,227	0.823	177 – San Diego (SAN)

ENPLANEMENTS AND OPERATIONS BASED ON POTENTIAL FLIGHT SCHEDULES

Scenario 1: Passenger Membership Model Scenarios							
Aircraft Type	ARC	Seats	Boarding Load Factor %	Occupied Seats	Departure Frequency	Total Annual Enplanements	Total Operations
Pilatus PC-12	A-II	8	80%	6	12x Weekly	3,700	1,248
Pilatus PC-12	A-II	8	80%	6	24x Weekly	7,500	2,496
Pilatus PC-12	A-II	8	80%	6	48x Weekly	15,000	4,992
Scenario 2: Hop-On Jet Service							
ERJ E135/145	C-II	30	90%	27	6x Weekly	8,400	624
ERJ E135/145	C-II	30	90%	27	12x Weekly	16,800	1,248
ERJ E135/145	C-II	30	90%	27	24x Weekly	33,700	2,496
Scenario 3: Regional Jet Operator Scenarios							
CRJ200	D-II	50	80%	40	6x Weekly	12,500	624
CRJ200	D-II	50	80%	40	12x Weekly	25,000	1,248
CRJ200	D-II	50	80%	40	24x Weekly	49,900	2,496
CRJ700	C-II	70	80%	56	6x Weekly	17,500	624
CRJ700	C-II	70	80%	56	12x Weekly	34,900	1,248
ERJ E175	C-III	76	80%	61	6x Weekly	19,000	624
ERJ E175	C-III	76	80%	61	12x Weekly	38,100	1,248
Scenario 4: Irregularly Scheduled Charter Operator Scenarios							
Boeing 737-800	D-III	186	80%	149	2x Weekly	15,500	208
Boeing 737-800	D-III	186	80%	149	4x Weekly	31,000	416
Boeing 737-800	D-III	186	80%	149	8x Weekly	62,000	832

WHAT IS IMPORTANT TO YOU REGARDING THE AIRPORT MASTER PLAN PROJECT?