



Glendale Regional Airport

Airport Master Plan





- 1. Introductions**
- 2. Master Plan Status**
- 3. Review of Phase 1 Materials**
 - 1. Inventory**
 - 2. Forecasts**
- 4. 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

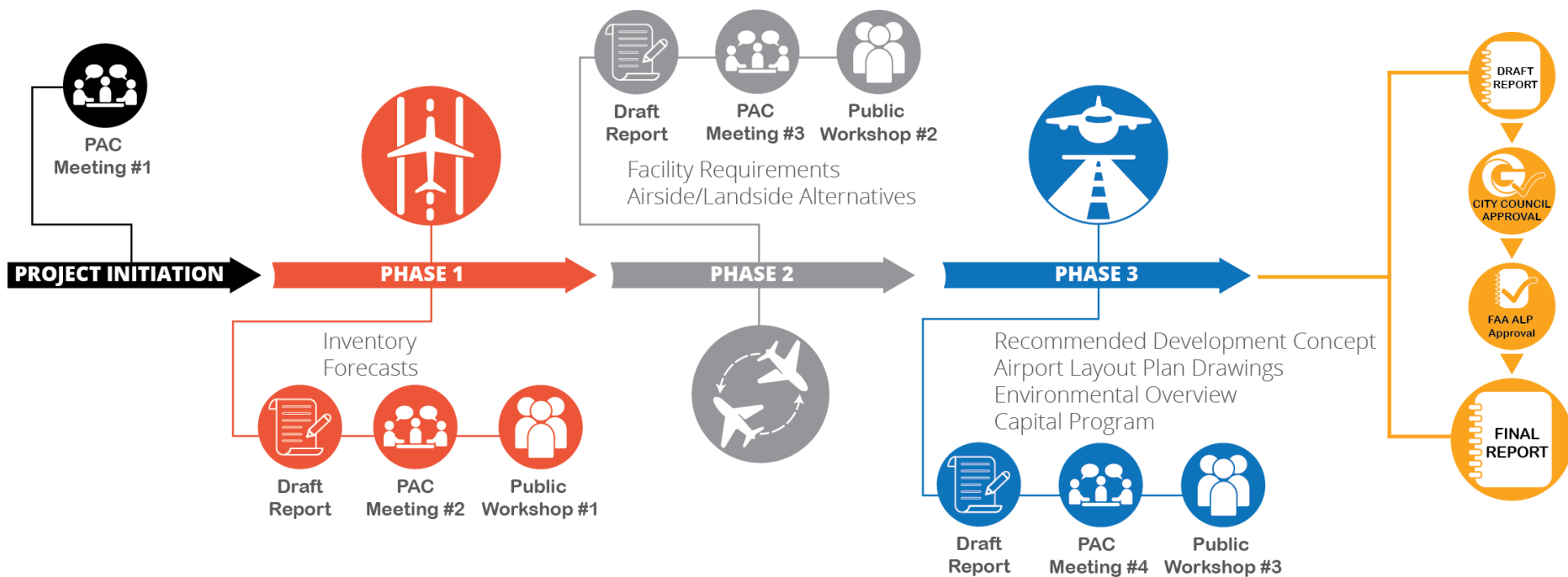
Environmental Analysis
and Survey

Public Outreach
Services

Instrument Approach
Procedure (IAP) Analysis



Master Plan Process





Chapter One

Inventory





Exhibit 1E: Existing Airside Facilities





Exhibit 1J: Existing Landside Facilities





Table 1H: Regional Airports Within 30 Nautical Miles of Glendale Regional Airport

TABLE 1H: Regional Airports Within 30 Nautical Miles of Glendale Regional Airport

Airport	Nautical Miles/ Direction from GEU ¹	FAA Service Level ²	Towered ³	Based Aircraft ³	2025 Annual Operations ⁴	Longest Runway ³	Visibility Minimum ¹
Glendale Regional Airport (GEU)	–	Reliever	Yes	355⁵	129,322	7,150'	1-mile
Phoenix Goodyear Airport (GYR)	7.4 nm SSW	Reliever	Yes	199	157,277	8,500'	1-mile
Phoenix Deer Valley Airport (DVT)	14.4 nm NE	Reliever	Yes	965	490,702	8,196'	1-mile
Phoenix Sky Harbor International Airport (PHX)	15.2 nm ESE	Primary	Yes	70 ⁶	487,142	11,489'	½-mile
Scottsdale Airport (SDL)	20.1 nm ENE	Reliever	Yes	347	165,089	8,249'	1-mile
Buckeye Municipal Airport (BKK)	20.6 nm WSW	GA	No	58	95,222 ⁶	5,500'	–
Stellar Airpark Airport (P19)	23.4 nm SE	–	No	–	–	4,417'	1-mile
Falcon Field Airport (FFZ)	28.6 nm E	Reliever	Yes	711	475,503	5,100'	1-mile
Chandler Municipal Airport (CHD)	28.8 nm ESE	Reliever	Yes	443	247,187	4,870'	¾-mile

Sources: ¹Airnav.com; ²FAA, National Plan of Integrated Airports System (NPIAS); ³FAA, Airport Data and Information Portal (ADIP) or National Based Aircraft Inventory Program; ⁴Annual operations are derived from FAA OPSNET unless otherwise noted; ⁵GEU based aircraft count only includes validated aircraft; ⁶FAA TAF

GA = general aviation

nm = nautical miles



Chapter Two

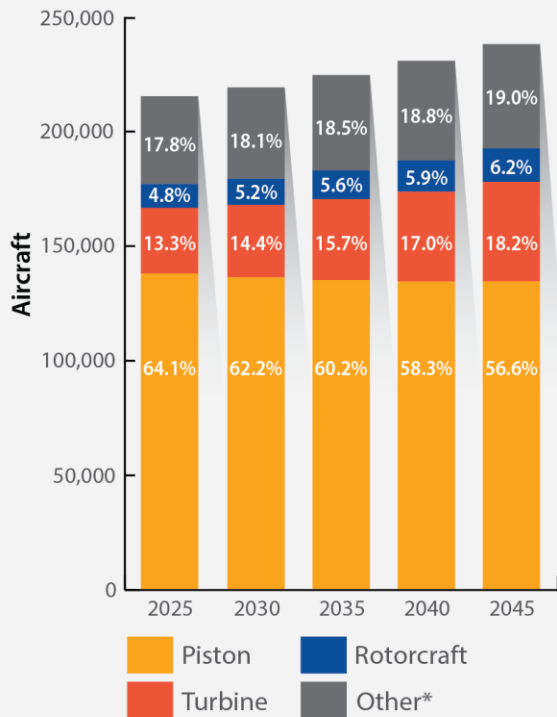
Forecasts





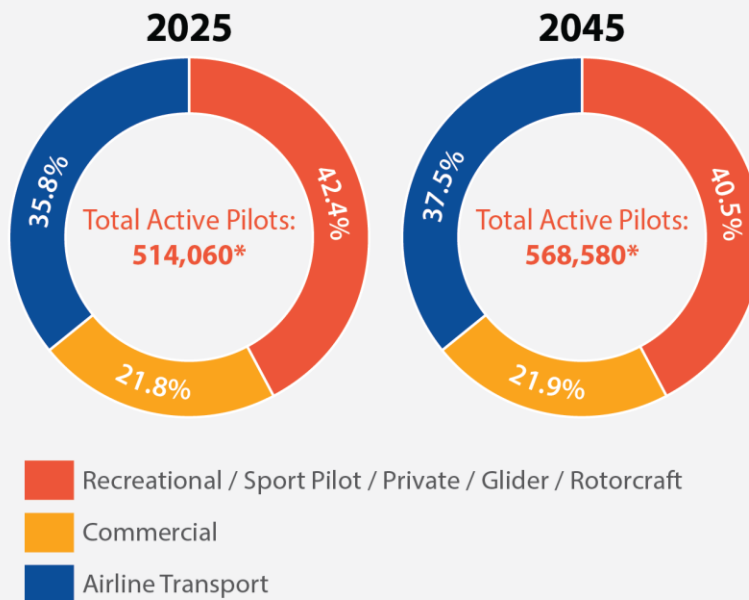
Exhibit 2A: National GA Forecasts

U.S. Active General Aviation Aircraft



*The other category includes gliders and balloons

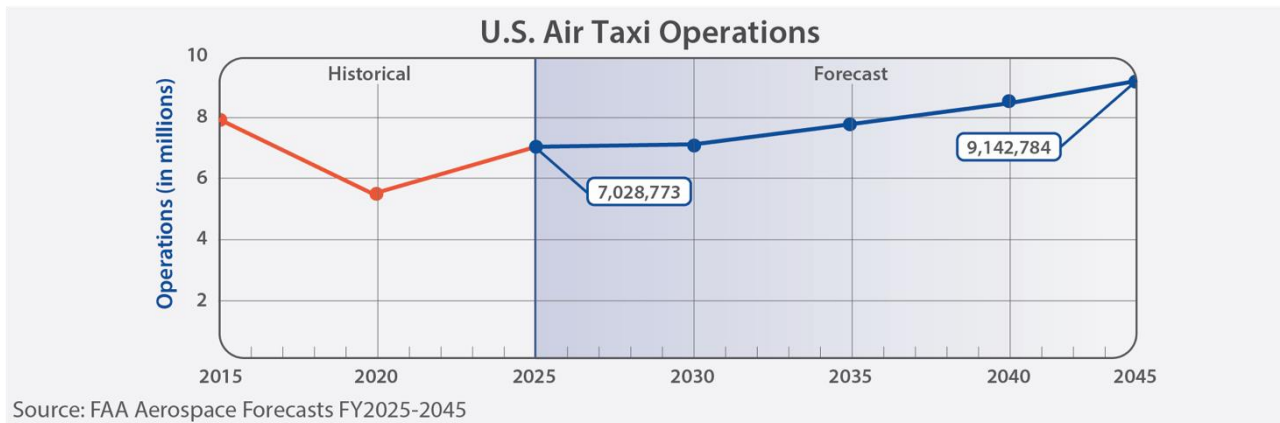
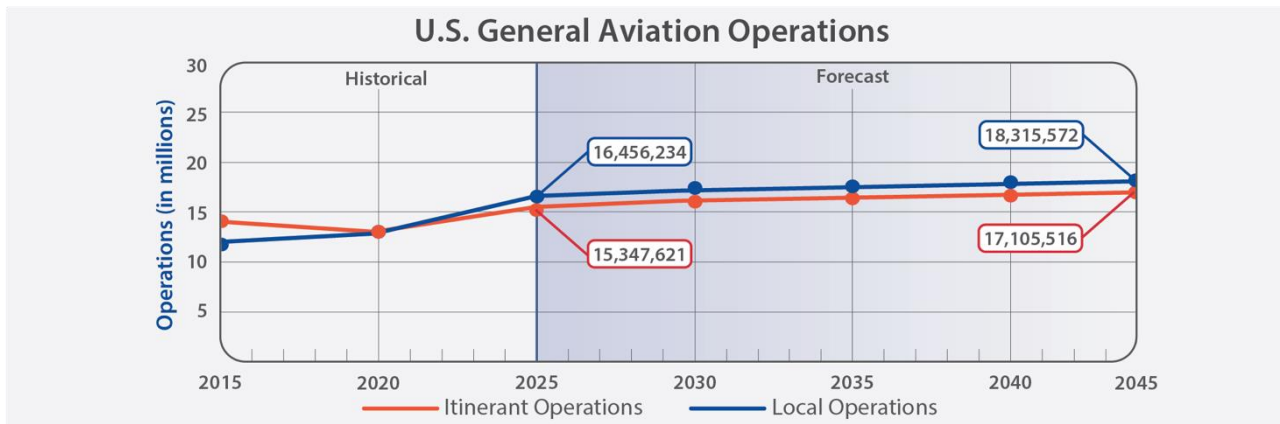
Active Pilots By Certificate



*Excludes Student Pilot Certificates



Exhibit 2A: National GA Forecasts



Source: FAA Aerospace Forecasts FY2025-2045



Exhibit 2C: Socioeconomic Information

	Population				Employment			
	Maricopa	PHX MSA	Arizona	U.S.	Maricopa	PHX MSA	Arizona	U.S.
2016	4,178,601	4,567,839	6,806,723	324,372,550	2,517,630	2,612,755	3,644,792	193,425,865
2017	4,235,618	4,633,577	6,885,131	326,615,022	2,597,415	2,693,850	3,740,745	196,394,051
2018	4,296,931	4,704,178	6,975,645	328,535,257	2,690,527	2,791,017	3,854,741	200,292,212
2019	4,368,554	4,784,921	7,076,680	330,232,117	2,756,810	2,859,233	3,929,946	201,635,228
2020	4,445,415	4,875,628	7,187,135	331,577,720	2,755,090	2,861,046	3,920,031	195,286,641
2021	4,500,147	4,949,233	7,274,078	332,099,760	2,884,525	2,996,012	4,086,801	202,752,136
2022	4,564,457	5,029,933	7,377,566	334,017,321	3,038,704	3,155,580	4,287,594	212,442,020
2023	4,615,625	5,102,020	7,473,027	336,806,231	3,121,016	3,240,581	4,386,618	216,940,864
2024	4,673,096	5,186,958	7,582,384	340,110,988	3,177,721	3,299,649	4,456,578	219,549,986
2025	4,731,563	5,257,099	7,671,117	342,265,910	3,235,249	3,359,561	4,527,272	222,120,529
FORECASTS								
2030	5,023,665	5,612,189	8,119,291	352,789,184	3,532,057	3,668,550	4,890,407	234,867,522
2035	5,310,939	5,970,864	8,570,472	362,710,397	3,836,782	3,986,207	5,263,910	247,621,100
2045	5,860,500	6,692,931	9,475,153	380,613,305	4,452,699	4,631,225	6,026,583	273,289,516
CAGR								
2016-2025 CAGR	1.25%	1.42%	1.20%	0.54%	2.54%	2.55%	2.19%	1.39%
2025-2045 CAGR	1.08%	1.21%	1.06%	0.53%	1.61%	1.62%	1.44%	1.04%



Exhibit 2B: Based Aircraft Service Area

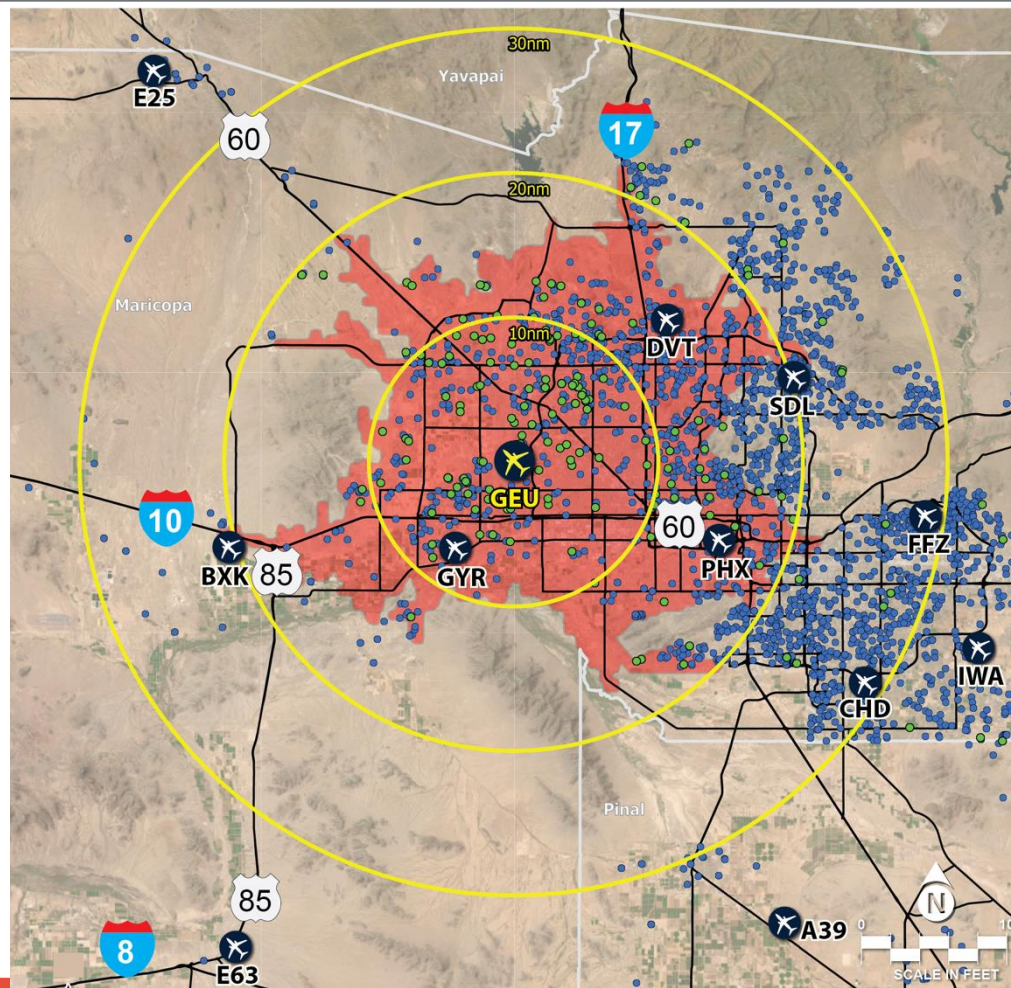
LEGEND

- Glendale Regional Airport
- NPIAS Airport
- Based Aircraft
- FAA Registered Aircraft
- County Boundary
- 30-Minute Drive Time

FAA Registered Aircraft and GEU Based Aircraft

Distance From GEU	FAA Registered Aircraft	GEU Based Aircraft
0-10 nm	626	117
10-20nm	1,612	96
20-30nm	1,818	24
Total	4,056	237

*118 GEU based aircraft are registered to addresses beyond 30nm of GEU

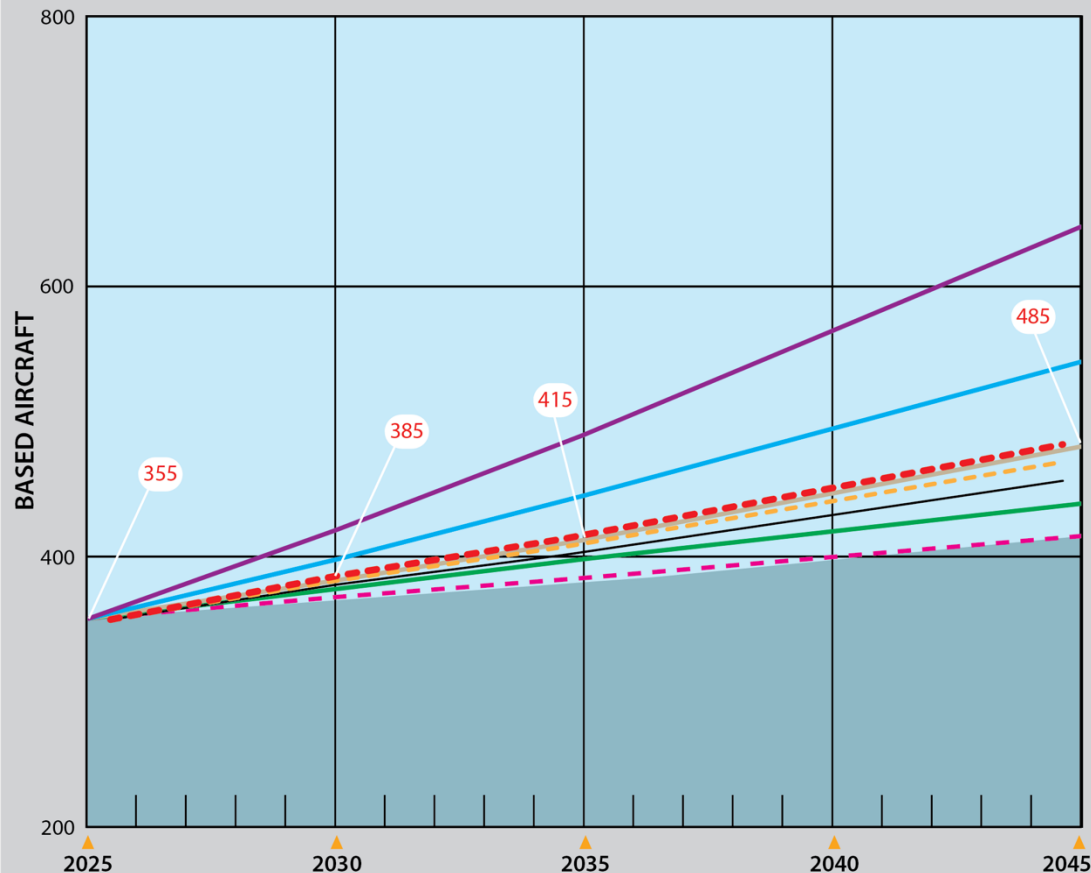


Source: ESRI Basemap Imagery (2024), FAA Registered Aircraft 2024 (Most recent data Available), GEU Based Aircraft List, Coffman Associates Analysis



Exhibit 2D: Based Aircraft Forecasts

LEGEND	CAGR*
— Constant Market Share	1.28%
- - - Increasing Market Share (Mid-Range)	1.43%
- - - Increasing Market Share (High-Range) (SELECTED FORECAST)	1.57%
— Constant Ratio per 1,000 Service Area Residents	1.08%
— Increasing Ratio per 1,000 Service Area Residents (Mid-Range)	2.17%
— Increasing Ratio per 1,000 Service Area Residents (High-Range)	3.03%
- - - GEU TAF Growth Rate	0.80%
— Arizona TAF Growth Rate	1.54%



*Compound Annual Growth Rate

Sources: FAA TAF; basedaircraft.com; Coffman Associates analysis



Table 2U: Historical Operations Data

TABLE 2U: 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%

Source: FAA Operations and Performance Data (OPSNET)



Exhibit 2E: Itinerant GA Operations Forecasts

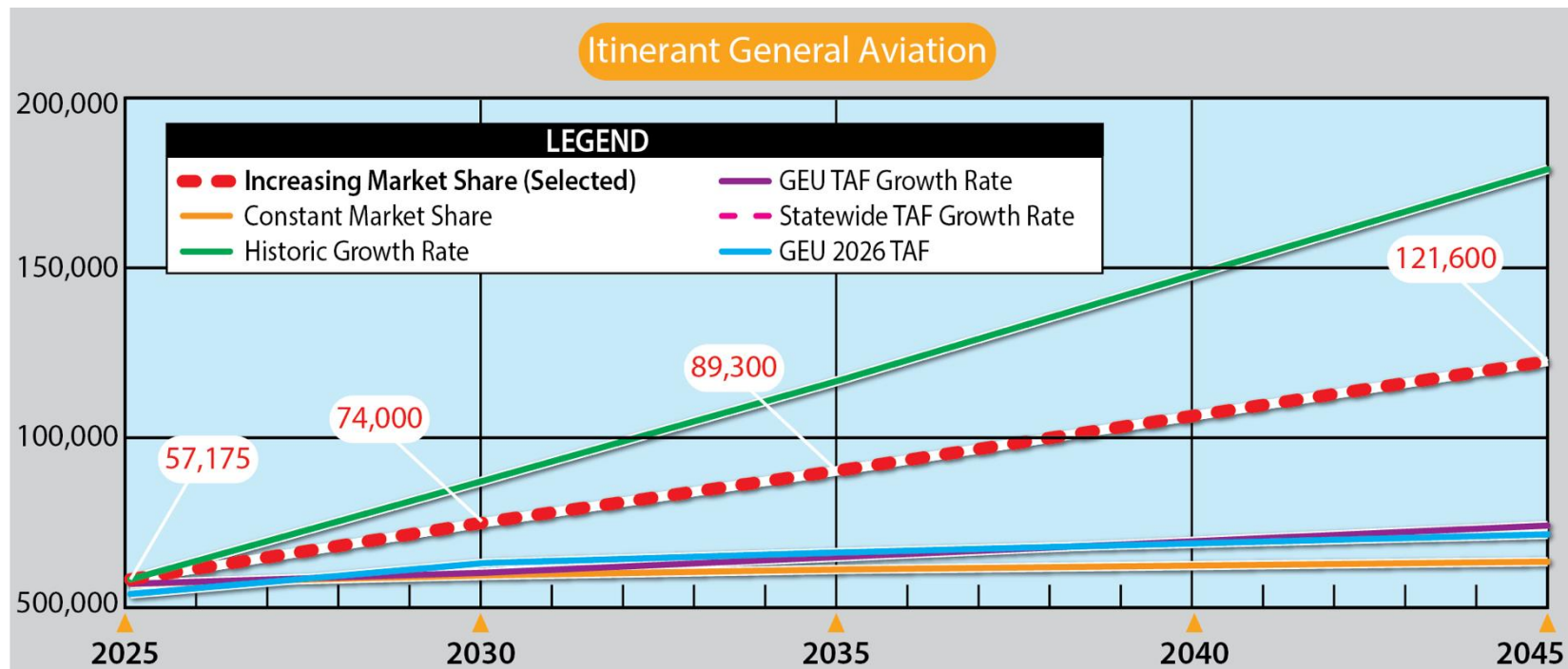




Exhibit 2E: Local GA Operations Forecasts

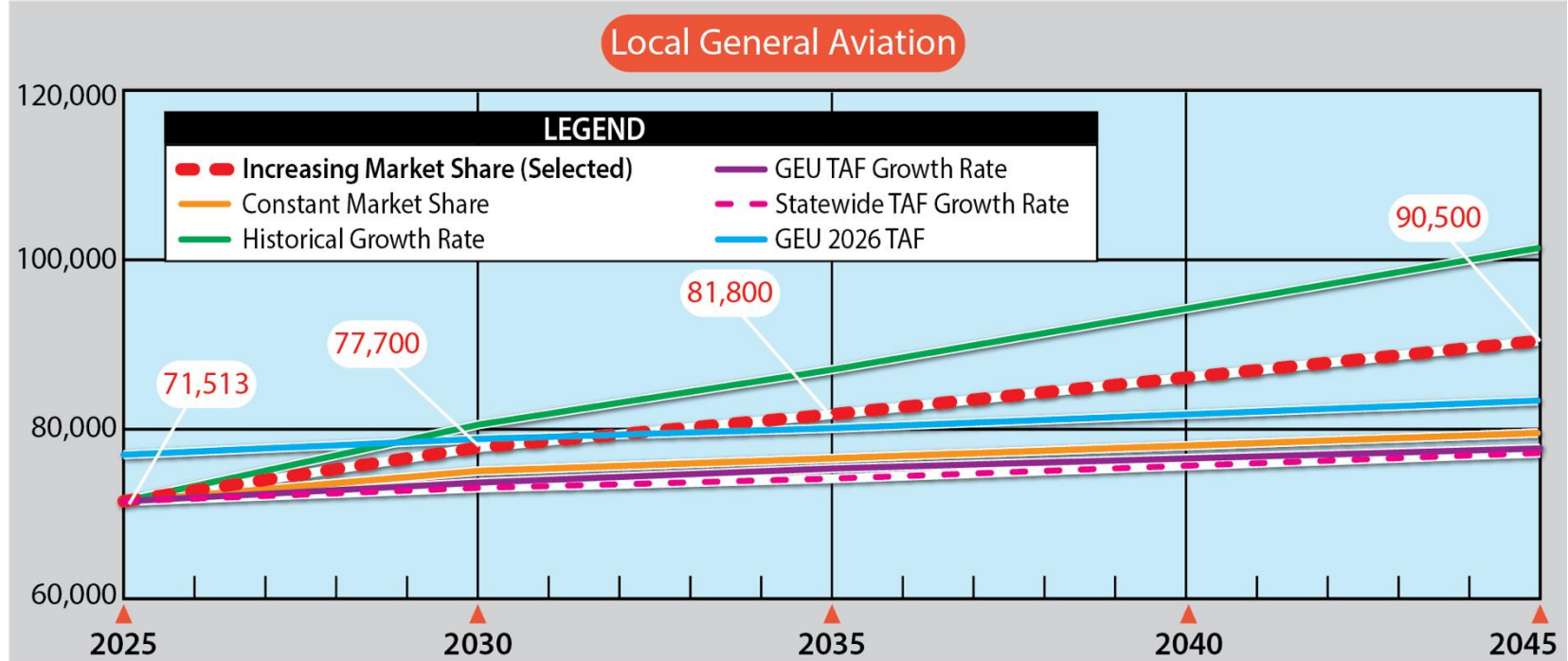




Exhibit 2E: Air Taxi Operations Forecasts

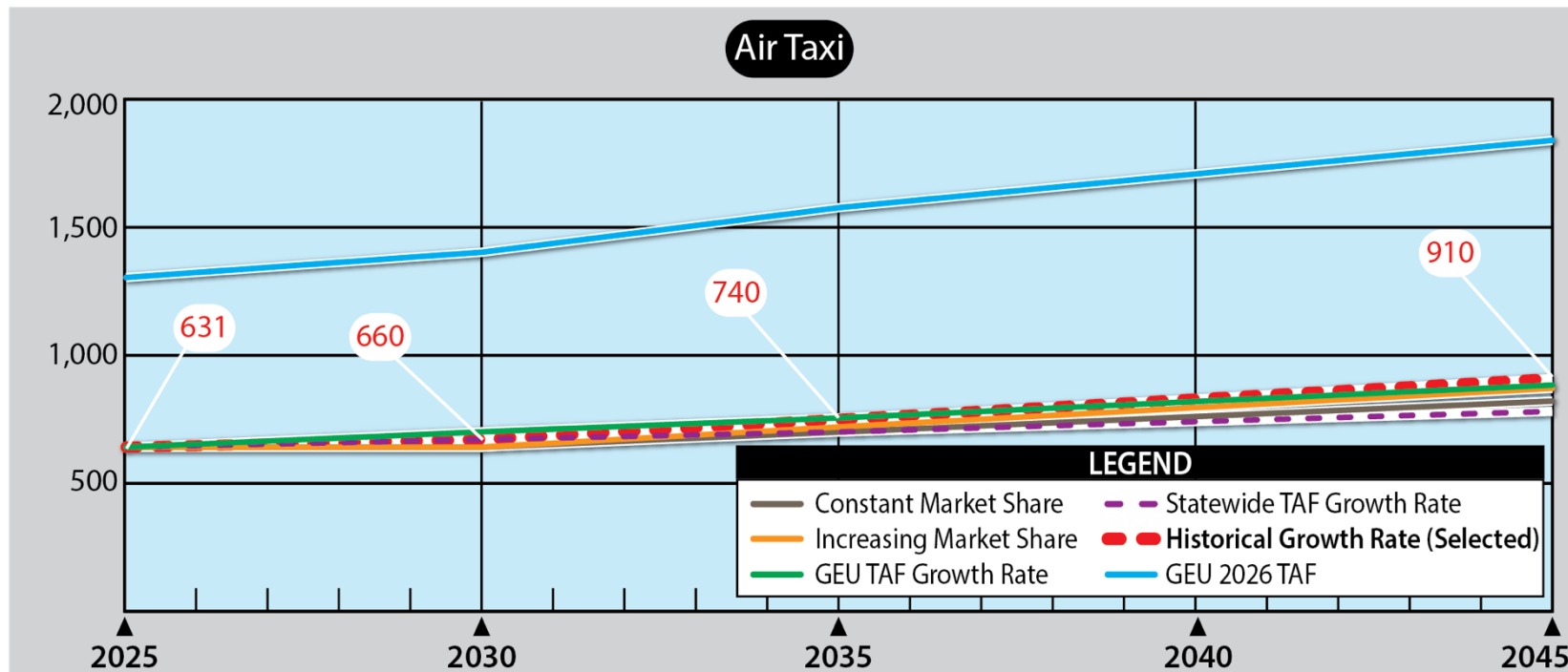




Exhibit 2F: Forecast Summary

	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%



Exhibit 2F: Forecast Summary

	Base Year	Forecast			CAGR
	2025	2030	2035	2045	
OPERATIONAL PEAKING CHARACTERISTICS					
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%

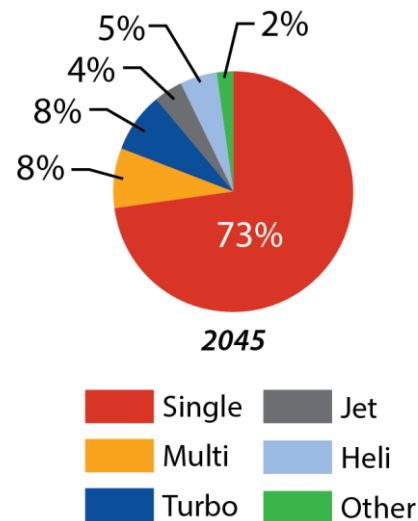
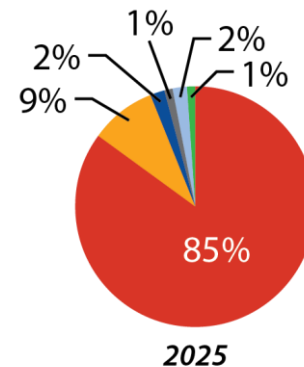




Exhibit 2G: Aircraft Reference Codes

A-I	Aircraft	TDG	B-II <i>over 12,500 lbs.</i>	Aircraft	TDG		
	• Beech Bonanza • Cessna 150, 172 • Piper Comanche, Seneca	1A 1A 1A		• 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 2A		
B-I		• 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	A/B-III		• Bombardier Dash 8 • Bombardier Global 7500 • Falcon 7X, 8X	3 2B 2A
A/B-II <i>12,500 lbs. or less</i>		• Beech Super King Air 200 • Beech King Air 90 • Cessna 441 Conquest • Cessna Citation CJ2 • Pilatus PC-12	2A 1A 1A 2A 2	C/D-I		• Lear 35, 40, 45, 55, 60XR • F-16	1B 1A

Note: Aircraft pictured is identified in bold type.



Exhibit 2G: Aircraft Reference Codes

C/D-II	Aircraft	TDG	C/D-IV	Aircraft	TDG		
	• 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		• Boeing 757-200 • Boeing 767-300, 400 • MD-11	4 5 6		
C/D-III <i>less than 150,000 lbs.</i>		• Gulfstream V • Gulfstream 550, 600, 650 • Global 5000, 6000	2B 2B 2B	C/D-V		• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 5
C/D-III <i>over 150,000 lbs.</i>		• Airbus A319, A320, A321 • Boeing 737-800, 900 • MD-83, 88	3 3 4	E-I		• F-15	1B



Table 2DD: Airport and Runway Classifications

TABLE 2DD: 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

Source: FAA AC 150/5300-13B, Airport Design, Change 1

Cessna Citation V



Bombardier Challenger 300





Potential Commercial Passenger Service Enplanements

- Current opportunities for traditional commercial airline service at GEU are limited due to the proximity of PHX
- Potential opportunity for GEU to offer commercial service through non-traditional or low-cost carriers that currently have limited or no operations at PHX

JSX



 sun country
airlines.

 **allegiant**[®]





Potential Commercial Passenger Service Enplanements

- **Types of passenger service**
 - Scheduled vs. unscheduled
 - Number of seats
 - Part 121
 - Scheduled flights with 9+ seats require Part 139 certification
 - Unscheduled flights with 31 or more seats require Part 139 certification
 - Part 135 (on-demand charters)
 - Scheduled OR unscheduled with fewer than 30 seats
- In the event Part 121 commercial service is introduced at GEU, the airport will be required to become a Part 139 certified airport
- The largest opportunity for commercial service at GEU is the introduction of charter operations, conducted under CFR Part 135 (example: JSX)



Table 2GG: Enplanements and Operations Based on Potential Flight Schedules (Passenger Membership and Hop-On Jet Service)

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 1: Passenger Membership Model Scenarios

The first set of scenarios was strictly based on passenger membership models, such as Surf Air and similar operators. This scenario used the eight-seat Pilatus PC-12 single-engine turboprop at an estimated 80 percent boarding load factor (BLF). Weekly schedules considered 12, 24, and 48 weekly departures, which correlate to two, four, and eight departures daily, Monday through Friday, and one day (or halved each day) on the weekend. Under these scenarios, GEU could experience an estimated annual enplanement level ranging between 3,700 and 15,000 enplanements and an annual commercial aircraft operations level between 1,248 and 4,992 operations.



Table 2HH: Enplanements and Operations Based on Potential Flight Schedules (Passenger Membership and Hop-On Jet Service)

Aircraft Type	ARC	Seats	Boarding Load Factor %	Occupied Seats	Departure Frequency	Total Annual Enplanements	Total Operations
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 2: Hop-On Jet Service

A second scenario assumed a “hop-on jet service,” such as JSX, begins operations at GEU. JSX utilizes 30-seat Embraer E135 and 145 aircraft. A 90 percent BLF was considered with six, 12, and 24 weekly departures, which resulted in projected enplanements ranging from 8,400 enplanements per year on the low end to 33,700 annual enplanements on the high end. Annual operations ranged from 624 to 2,496 operations.



Table 2JJ: Enplanements and Operations Based on Potential Flight Schedules
(Regional Jet Operator and Irregularly Scheduled Charter Operator)

Aircraft Type	ARC	Seats	Boarding Load Factor %	Occupied Seats	Departure Frequency	Total Annual Enplanements	Total Operations
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 3: Regional Jet Operator Scenarios

The third set of scenarios assumed a regional carrier, such as SkyWest Airlines, which operates under contracts with Delta Air Lines, United Airlines, and American Airlines. The analysis offered three different aircraft models: the CRJ200 (50 passenger seats), the CRJ700 (70 passenger seats), and the Embraer E175 (76 passenger seats). The daily departures considered were lower than the passenger membership scenarios, as the aircraft have higher seating capacities. Based on the analysis, the potential enplanements ranged from a low of 12,500 to a high of 49,900 enplanements. Annual aircraft operations ranged from a low of 624 to a high of 2,496 operations.



Table 2KK: Enplanements and Operations Based on Potential Flight Schedules
(Regional Jet Operator and Irregularly Scheduled Charter Operator)

Aircraft Type	ARC	Seats	Boarding Load Factor %	Occupied Seats	Departure Frequency	Total Annual Enplanements	Total Operations
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

Scenario 4: Irregularly Scheduled Charter Operator Scenarios

The fourth set of scenarios assumed an irregularly scheduled airline, such as Sun Country Airlines or Allegiant Airlines. This model considered the 186-seat Boeing 737-800 as a typical aircraft for charter operations. As shown in the table, the analysis considered a range of two to eight weekly departures. Based on the factors presented, the enplanement range was between 15,500 to 62,000 enplanements. Annual operations ranged from 208 to 832 operations.



Potential Commercial Passenger Service Enplanements - Summary

- There is currently not strong demand for a second commercial service airport using legacy carriers, but there may be opportunity to establish commercial service through air charter service or non-traditional carriers
- Enplanement scenarios for GEU range from 10,000 to 62,000 annually, and the most realistic opportunity lies within charter or “hop-on” jet service operations
- **These projections are not a guarantee that commercial service will be established, rather they provide the City of Glendale with the ability to begin preliminary planning for facilities and services to accommodate commercial activities, should the city decide to pursue commercial passenger service in the future**



NEXT STEPS

- ▶ **Phase 2 Elements**
 - ▶ Facility Requirements
 - ▶ Alternatives

- ▶ **PAC Meeting #3 & Public Workshop #2 –**
Fall/Winter 2026



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>