



**Airport Advisory Board  
Regular Meeting  
City Hall, 697 Vista Ave, Page AZ  
March 9, 2026 at 5:30 PM**

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**NOTICE OF PUBLIC MEETING AND AGENDA**

Pursuant to Arizona Revised Statutes § 38-431.02, notice is hereby given to the members of the City of Page Airport Advisory Board and the general public that the Page Airport Advisory Board will hold a meeting open to the public in Page City Hall located at 697 Vista Avenue, Page, Arizona. Members of the Airport Advisory Board will attend either in person or virtually.

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**1. Call to Order**

**2. Roll Call**

Mario Bevilacqua Von Gunderrode-  
Chair  
Sean Brown-Vice Chair  
Justin Feldman  
Michael Preller  
Neil Salmi

Vernon Randel  
Scott Golba  
Mike Farrow, Council Liaison

**3. Minutes**

- A. Approval of Airport Advisory Board Regular Meeting Minutes - February 9, 2026

**4. Hear from the Citizens**

The public is invited to speak on any item or area of concern. Items presented during the Citizens portion which are not on the agenda, cannot be acted upon by the Airport Advisory Board. Individual members are prohibited by the Open Meeting Law from discussing or considering the item among themselves unless the item is officially on an agenda.

**5. Reports and Announcements**

- A. Airport Director's Updates and Announcements
- B. Air Carrier Service Updates - Contour Airlines

**6. New Business**

- A. Review of Walker Consultants Parking Study
- B. Airport Hangar Use
- C. Tenant Proposal Review (Capt. Chrissy Genova)

**7. Adjourn**

**FOR YOUR INFORMATION**

Next Regular Meeting Monday, April 13, at 5:30 p.m.

Persons with disabilities should call the City of Page at 928-645-8861 for program and services information and accessibility.

If you would like to receive City Council and Board agenda notifications via email, please visit our public portal and sign-in or create an account to subscribe: <https://pageaz.portal.civicclerk.com/>.

**DISCLAIMER:** Agenda Items may be taken out of order. This agenda may be subject to change up to 24 hours prior to the meeting. Please see the local crier boards or our website at [cityofpage.org](http://cityofpage.org) for the current agenda.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the attached notice was duly posted at the following places: City Hall Bulletin Board located at 697 Vista Avenue, Page, Arizona; Justice Building Bulletin Board located at 547 Vista Avenue, Page, Arizona; U. S. Post Office Lobby located at 44 Sixth Avenue, Page, Arizona, on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_ a.m./p.m.

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CITY OF PAGE



**Airport Advisory Board  
Regular Meeting Minutes  
Monday, February 9, 2026**

A Regular Meeting of the Airport Advisory Board was held at 5:30PM on the 9<sup>th</sup> of February, 2026, in the Council Chambers at Page City Hall. Chair Mario Bevilacqua Von Gunderrode presided. Board members Neil Salmi (via Zoom), Justin Feldman (via Zoom), Michael Preller, Sean Brown, Vernon Randel, Scott Golba (via Zoom), and Council Liaison Mike Farrow were present.

Chair Mario Bevilacqua Von Gunderrode called the meeting to order at 5:32 p.m.

Staff members present: City Manager, Frank Marbury; Airport Director, Lore Davis-McCluskey; and City Clerk, Cindy Scott

**MINUTES**

Motion was made by Chair Mario Bevilacqua Von Gunderrode to approve the minutes from the January 27, 2026 meeting. The motion was seconded by Vernon Randel and passed unanimously upon a vote.

**HEAR FROM THE CITIZENS**

Conner Butterfield and Tom Lyon of Lochner Consultants addressed the Board.

**REPORTS AND ANNOUNCEMENTS**

Airport Director Lore Davis-McCluskey provided information and updates about the Airport Master Plan, Terminal Renovation Project, Current Hangar Use and Development, and Airport Grant overview.

**NEW BUSINESS**

- A. Airport Advisory Board Members Introductions. There was discussion.
- B. Airport Advisory Board Mission Statement. There was discussion.
- C. Discuss Advisory Board Goals and Expectations. There was discussion.
- D. Westwind Air Service Lease Termination. Airport Director Lore Davis-McCluskey presented. There was discussion. Motion was made by Scott Golba to recommend to council that Westwind be allowed out of their lease with 60 days' notice. The motion was seconded by Michael Preller and passed unanimously upon a vote.
- E. Review of the Agreement for Air Services with Contour Airlines. There was discussion.

**ADJOURN**

The meeting was adjourned at 6:26 p.m.

\_\_\_\_\_  
Lore Davis-McCluskey  
Staff Liaison

\_\_\_\_\_  
Mario Bevilacqua Von Gunderode  
Chair

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Airport Advisory Board Regular Meeting, held on the 9<sup>th</sup> of February, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this March 9, 2026

\_\_\_\_\_  
Lore Davis-McCluskey, Staff Liaison



**CONTOUR**

## **Presentation for Page, AZ (PGA)**

### Business Update and Capacity Review

*March 2026 - Prepared for the Page Airport Advisory Board*

# Presentation Contents

Prepared for Airport Advisory Board

## Contour Company Update

Business Update

Network Expansion

Airline Partnerships

## PGA Air Service

Operating Performance

Traffic Trends in PGA

Discussion and Recommendations



# Company History & Overview



## Corporate History

- Founded in 1982 and based in Smyrna, Tennessee
- New management team introduced airline growth strategy in 2015

## The Platform

- Diversified Platform
  - *Airline, charter, FBO, and MRO operations*
- Optimized for regional market connectivity
  - *Commercial platform and operations optimized for EAS*
  - *Multiple major airline partners*
  - *Strong community engagement at all levels*



**35 Cities**  
in Network



**40**  
Regional Jets



**800+**  
Employees



## Contour Amenities



Flight Attendant  
on every flight



36" pitch  
at every seat



Food & Beverage on  
every flight



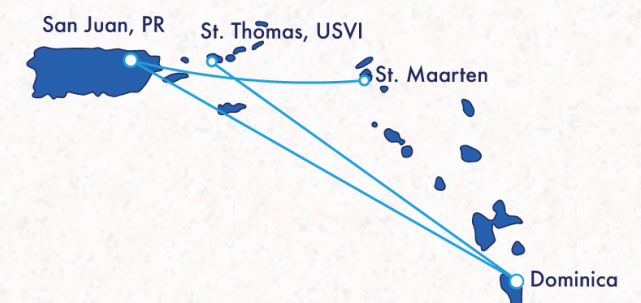
Free Carry-On &  
Free Checked Bag



# Our Network



- Contour is now **the largest independently branded** airline in the EAS program
- Commercial platform purpose **built to optimize EAS markets** and prioritize their commercial schedules
- **Long-term commitment to EAS** communities with the flexibility to optimize service patterns
- Anticipate **introduction of both Las Vegas (LAS) and LAX in 2026**



**Notes**

*El Dorado, AR and Carlsbad, NM service starting in March 2026  
 Merced, CA community recommendation, pending DOT award*

# Partner Portfolio

## Four Major Connecting Airline Partners



- Contour has grown partner portfolio to include **Alaska, American, JetBlue, and United Airlines**
- With multiple partners, Contour provides the **most schedule and fare options** for passengers
- Contour provides connections to partners at their hub locations to **maximize access for our customers, including access to T4 in Phoenix.**

## Distribution Strategy

- Contour tickets, regardless of connecting carrier, are distributed across all traditional channels.
- Both Contour and connecting flights will be displayed on all major OTAs and metasearch platforms, as well as partner airline sites.
- Passengers connect seamlessly, not having to re-clear security or re-check their baggage.

# Safety and Security

## Safety Accreditations



CARB CERTIFIED CARRIER



Contour Is one of few Part 135 carriers with a FAA Approved Safety Management System

## Leading Safety Culture

- Contour holds the **highest safety accreditations** that an airline can receive. Of note, Contour also undergoes audits from its major partner airlines.
- **U.S. Department of Defense (DoD)** Civilian Airlift Review Board (CARB)–certified carrier, enabling use by U.S. government travelers.
- Works with regulatory bodies and industry groups to ensure **best practices** across safety & security disciplines.
- Contour is one of the few Part 135 carriers with a **FAA approved Safety Management System (SMS)**.

# Presentation Contents

Prepared for Airport Advisory Board

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## PGA Air Service

Operating Performance

Traffic Trends in PGA

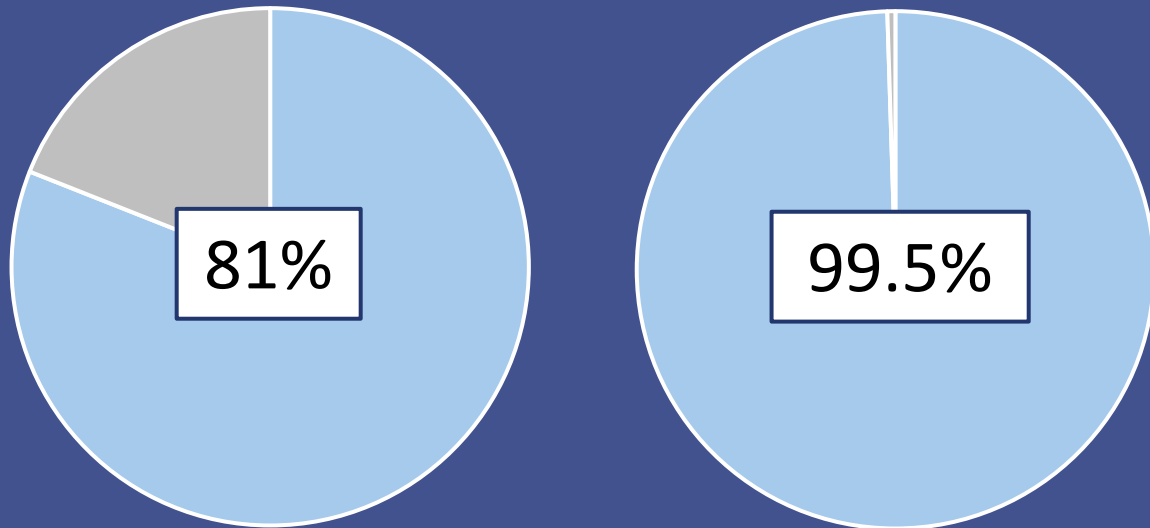
Discussion and Recommendations



# Operational Integrity In Page, AZ

## PGA Metrics for Last 12 Months

Period March 1, 2025- February 28, 2026



## Operational Performance Observations

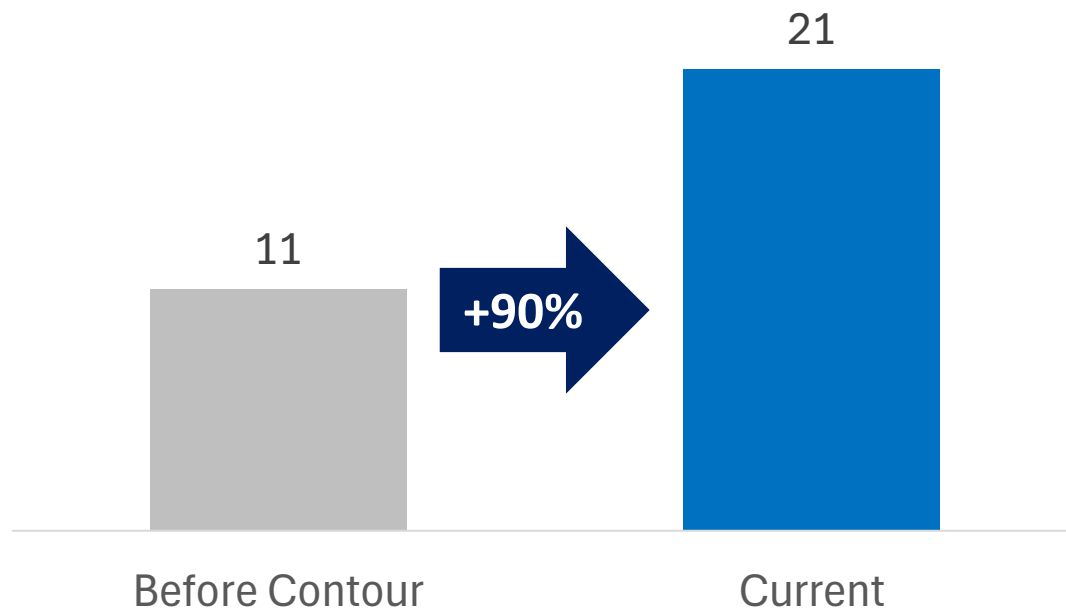
- Contour **performance exceeds industry averages** in Page, AZ both in terms of on-time percentage (81%), and completion factor (99.5%)
- **Metrics include issues outside Contour's control** (for both completion and on-time performance) such as weather and air traffic control delays/cancellations
- **Performance better than adjacent hub and regional airports**, ensuring that consumers can reliably count on PGA airport for the best service

# Growing In and With PGA

Contour Has Nearly Doubled Traffic in PGA

## Annual Passengers (000's)

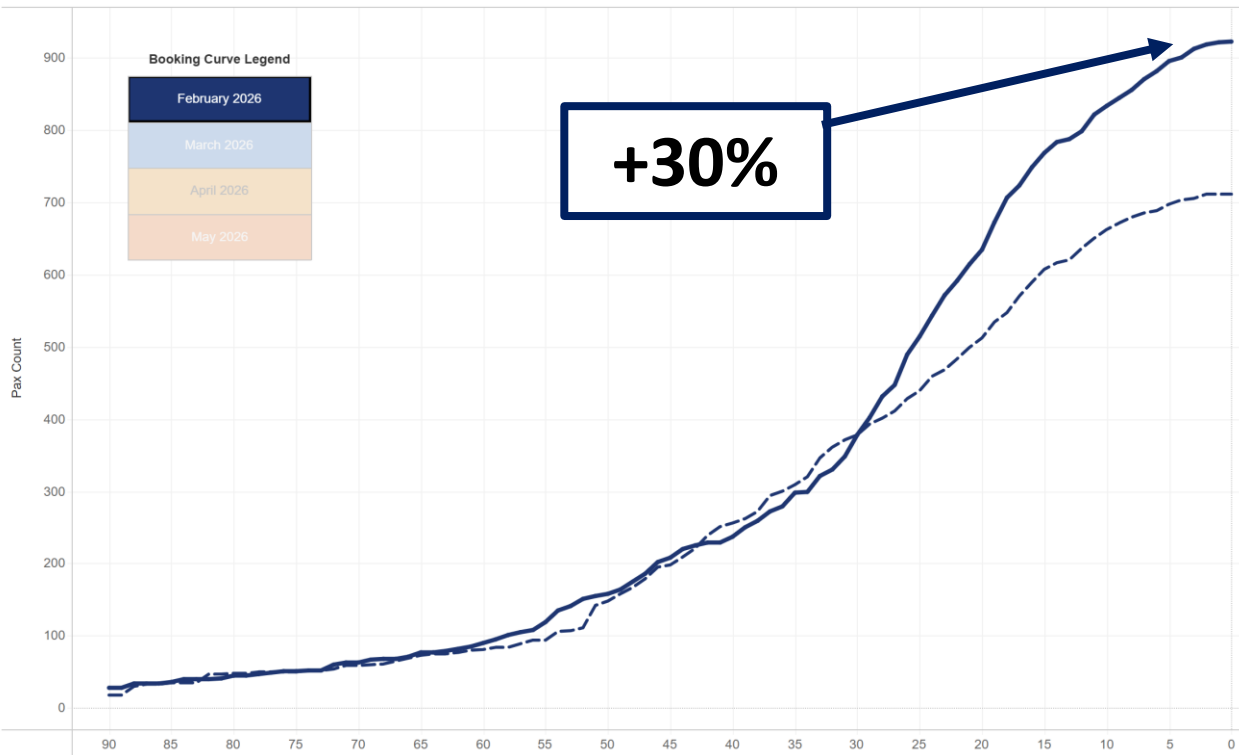
Full Calendar Year vs. Contour (YE 2017) vs. Most Recent 12 Months



# 2026 Showing Considerable Momentum

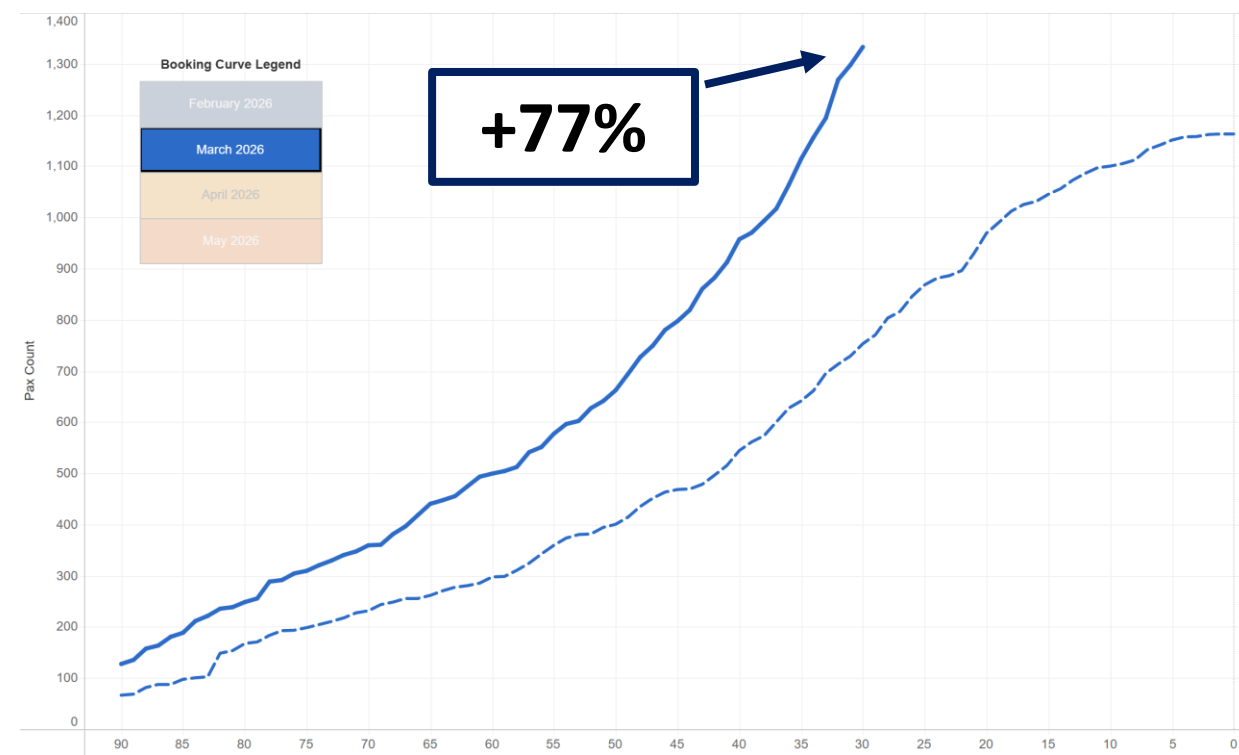
## February 2026 Bookings

(Passengers Booked by Departure Date- PGAPHX)



## March 2026 Bookings

(Passengers Booked by Departure Date- PGAPHX)



Cumulative Growth for the First Quarter of 2026 Anticipated to be 30% vs. Last Year

# PGA Schedule Considerations

- **Department of Transportation permits twelve (12) weekly flights** to be permitted in AEAS/EAS markets with regional jet aircraft across the year
- Historically, Contour has operated seven (7) weekly flights in off-peak, expanding to 14+ flights per week in most peak months of the year – **primarily to PHX**
- **2025 had limited introduction of Denver (DEN)** non-stop service, although average load factor for market (~40%) trailed PHX by nearly 20pts for this period
- As alternative to PHX, **Contour open to additional hub options for PGA** – including re-introduction of Las Vegas non-stop flights

## Page, AZ Route Map





# CONTOUR

Discussion





Date: June 3, 2025  
To: Lore Davis-McCluskey  
Company: City of Page, AZ  
From: Emmanuel Trigueros, Daniel Garcia  
Project Name: Page Municipal Airport Parking Plan  
Subject: Task 2 – Paid Parking Basis of Design

## Introduction/Background

Page Municipal Airport (PGA) currently provides parking free of charge to both its travelers and employees across three parking facilities. There is no parking access and revenue control system (PARCS) equipment installed today. Separation of users is dictated by signage in the Main and Sage Lots and a fenced gate in the Long-Term Lot. Walker has been tasked with providing PGA recommendations for implementing improvements to the airport’s parking facilities and services, including but not limited to – geometric improvements to the parking facilities, implementation of paid parking, installation of Parking Access and Revenue Control System (PARCS) for parking management, and other improvements to the airport’s parking facilities that will improve the overall use of said facilities by commercial passengers, tour groups, employees, and general aviation users.

## Findings from Parking Demand Analysis (Task 1)

Walker’s parking supply and demand analysis found that under existing conditions (based on 2025 data), there is a projected system-wide deficit of 30 parking spaces at PGA. By 2028, the deficit is projected to increase to 70, and by 2038, the deficit is projected to increase to 137. This memorandum provides an overview of the technology options that are available to PGA to implement paid parking and strategies for managing parking demand today and in the future and also provides several parking layout options for expanding the current parking supply to address the projected deficit of spaces.

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Figure 1: Subject Parking Lots



Source: Google Earth, Walker Consultants, 2025

## Peer Benchmarking

One way to assess the market for paid parking at PGA is to benchmark or compare rates at similar airports. This comparison helps measure PGA against airports with similar characteristics and how they approach parking for their customers. Additionally, we compare the PARCS equipment that peer airports utilize to collect revenue and manage parking. The following section summarizes the methods and findings of the benchmarking analysis.

The following airports were used in the benchmarking comparison, due to several key factors that make them favorable peers to PGA.

### Similar number of enplanements per year (fewer than 50,000 enplanements, 2019)

- St Cloud, MN (STC)
- Redding, CA (RDD)

### Similar number of commercial passenger services

- Flagstaff, AZ (FLG)
- Eureka, CA (ACV)

Similar number of General Aviation, Charter, FBO, Tour, and other non-passenger services

- Carlsbad, CA (CRQ)
- San Luis Obispo, CA (SBP)
- St George, UT (SGU)

Similar quantity & size of parking facilities

- Moab, UT (CNY)
- Sedona, AZ (SDX)

## Parking Access and Revenue Control System (PARCS) Technology Options

PARCS is a key tool that airport authorities can use to control access and utilization of their parking facilities, and revenue collection. Revenue generated from parking can then be used to fund further improvements to the airport's facilities, including but not limited to, expanded parking areas, improved terminal facilities, decreased landing and tie-down fees, additional hangars for general aviation traffic, etc. Depending on the expected passenger vehicle traffic to an airport, different PARCS technology options can cater to varying traffic volumes and parking facility sizes. The following options are those which have been employed at similarly sized airports to PGA.

### Gated Entry (Pay Upon Exit)

Gated entry systems are a type of PARCS technology that rely on the user to drive up to a gate and pull a ticket from an entry station to enter a parking facility, then drive up to a separate gate to pay at an exit station and exit the facility. These systems will typically rely on paper tickets to grant entry into a parking facility, though more advanced systems may also use license plate reader (LPR) technology, or mobile QR codes when pre-booking/reservations are available to grant paper-less entry into a facility. This method typically works in tandem with a kiosk-based payment platform, where parkers can pre-pay their parking upon return (at a station typically inside of the terminal building) and pay with cash, coins, or credit/debit. Users can also pay for their parking at the exit gate with credit/debit or other non-cash methods. Alternatively, the exit gate can be staffed with an attendant that collects payment. This method of parking management typically requires the greatest investment, as they may involve the most expensive installation and maintenance costs. Users of this system will typically follow this workflow:

1. Users enter a parking facility and are met by a gate. At the entry point, visitors will be met by an entry station prompting them to either pull a ticket, scan a QR code, or wait to have their license plate scanned by an LPR camera. Permitted parkers can present a proximity card credential or transponder for regular entry access.
2. Upon completion of either action, the gate opens and allows the driver to enter the parking facility.

3. Upon returning to their vehicle, visitors have the option to either pre-pay their parking at a pay-on-foot station (POF), or to pay upon exit. Permitted parkers may proceed directly to exit with their parking credential.
4. Once users have validated or paid for their parking, the exit gate is opened, allowing them to leave.

The typical construction/installation costs for this system can vary depending on the vendor, number of entry/exit gates, number of POF stations provided, and other factors related to the operations of the gated entry system. More sophisticated systems may use a fully “paperless” experience, in which payments are processed using a vehicle’s license plate instead of a ticket or slip. The typical installation costs for this system are approximately **±\$20,000 per gated lane or POF station**, with typical operations/maintenance costs at approximately **±\$2,000** per year per device. Since payments are made via a POF station or upon exit, staffing of a maintenance team may be necessary to ensure that entry/exit gates remain in good operation. A malfunctioning exit gate can result in vehicles remaining stuck in a parking facility, or result in potential loss of revenue.

Additional study is required to determine the optimal placement of gates and necessary utility connections; however, each lot can likely be served by one gated entry lane and one gated exit lane. Some parking stalls may be lost due to the footprint of equipment and to allow for adequate vehicle turning maneuvers.

## Web-based Payment

Web-based payment platforms are a type of PARCS technology that relies on a website or web-based application to process payments of parking fees. These platforms can also be known as “pay-by-app”, “text-to-pay”, “pay by QR”, or other similar names. These platforms typically consist of a website that parkers visit to input their parking information and may rely on a stable internet connection for users to be able to access the website. Users of this system will typically follow this workflow:

1. Users enter a parking facility and park in any available space. There is no gate to enter.
2. Users will be directed to follow the directions printed on a physical signpost. This sign can have one of several pieces of information, such as a parking zone or a QR code. In most cases, the user is then redirected to visit a website on their smartphone or mobile device.
3. Users will then input any required information about their parking session, such as their parking zone, license plate, duration of stay, and payment information.
4. Upon exiting the parking facility, users simply drive out. There is no gate to exit.

The typical construction/installation costs for this system can vary depending on the vendor, signage designed and printed, and if the system is paired with a pay-on-foot (POF) station. The typical installation costs for this system are approximately **±\$500 per branded sign**, with typical operations/maintenance costs at approximately **\$1.00** per parking transaction. Since all payments are made via a mobile app, webpage, or POF station, staffing of at least one parking enforcement officer may be necessary to regularly check vehicle license plates for valid proof of payment.

Enforcement may be performed on foot or in a patrolling vehicle. Hardware enforcement devices range from **±\$5,000** for a handheld device for walking patrols, or **±\$50,000** for vehicle mounted mobile LPR device. Vehicle costs and labor incur additional costs.

## Pay on Foot (POF) Stations

Pay-on-foot (POF) Stations are a type of PARCS technology that relies on a physical kiosk to process payments of parking fees. Users can be directed to a single kiosk or to multiple kiosks spread out across a parking facility. These kiosks can typically be placed within the terminal building or outdoors and may rely on a stable internet connection to communicate with the parking enforcement platform, payment platform, and the user simultaneously. This technology can typically be used in tandem with a web-based payment platform or as a standalone method of payment. Users of this system will typically follow this workflow:

1. Users enter a parking facility and park in any available space. There is no gate to enter.
2. Users will be directed, typically with directional signage and wayfinding, to pay at their nearest kiosk.
3. At the kiosk, users will then input any required information about their parking session, such as their license plate, or parking stall number, and duration of stay.
4. Upon providing this information, users will then be directed to provide payment. Depending on the kiosk model, users can pay via coins, cash, credit/debit, contactless payment, or voucher scan (e.g. barcode, QR code, etc.)
5. Upon exiting the parking facility, users simply drive out. There is no gate to exit.

The typical construction/installation costs for this system can vary depending on the vendor, number and type of POF stations, and location of each station around the airport facility. For instance, outdoor POF stations may require additional weatherproofing or electrical connections. The typical installation costs for this system are approximately **±\$15,000 per POF station**, with typical operations/maintenance costs at approximately **±\$1,500** per year per POF station. Since all payments are made via a POF station, staffing of at least one parking enforcement officer may be necessary to regularly check vehicle license plates for valid proof of payment.

The same enforcement notes above apply here as well. Four (4) POFs are likely suitable to serve existing parking lots; 2 in the main lot, with 1 each in the smaller lots. Some signage may be required as well in each lot to direct parkers to pay at their nearest POF station.

## Summary of PARCS Benchmarking

The following section provides a general overview of different PARCS technology options used at similarly sized airports across the United States, followed by a recommendation for a preferred PARCS technology option that is right-sized for the needs of Page Municipal Airport's current and future needs.

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Figure 2: Peer Airport PARCS Systems

Selected Airport with PARCS Controls	PARCS Technology Used	Additional Information
<b>Page</b>	<b>None</b>	
Sedona	None	Payment method is unclear.
Flagstaff	Gated Entry	
Moab, UT	Web-based	Pay by QR code, provided by Metropolis
St George, UT	Gated Entry	
St Cloud, MN	Web-based, Pay on Foot (POF) Stations	2 kiosks available, of which 1 accepts cash. Web-based payment provided by ParkMobile
San Luis Obispo, CA	Web-based, Pay on Foot (POF) Stations	11 kiosks available, of which 1 accepts cash. Web-based payment provided by Flowbird.
Redding, CA	Pay on Foot (POF) Stations	2 kiosks available.
Carlsbad, CA	Gated Entry	
Eureka, CA	Gated Entry	

Source: Walker Consultants, 2025.

As shown in the table:

- Four (4) of the nine (9) airports in the peer airports list utilize a gated entry/exit PARCS solution in their parking facilities.
- Three (3) airports in the list utilize a web-based solution, meaning that there are no gates, but payment is rendered via mobile application, text message, phone, or through a website via a browser or QR code (however this last option has been prone to scams in recent years).
- Three (3) of the peer airports also collect payment via pay-on-foot stations, with two (2) also pairing their solution with web-based payment.

## Public Parking

The following section provides a benchmarking comparison of several similarly sized airports across the United States that charge differing short- and long-term parking rates, followed by a recommended parking rate that meets the needs of PGA. It is worth noting that comparing parking rates to other airports to identify a reasonable parking rate includes some caveats. Some airports do not charge as much as they “could” charge to more accurately meet demand and see parking as an added service to the airport experience. Some airports also do not charge what they “should” charge to fully recover the cost of parking or to help improve needed demand. In general, it is beneficial to view parking rates as a means of continuing and improving overall service through added revenue.

### Short-Term Parking Rates at Peer Airports

Short-term parking, otherwise referred to as hourly parking, is typically reserved for day-use users of an airport’s parking facilities, such as those parking for pick-up/drop-off purposes or for shorter daytime trips. The following figure shows the short-term parking rates of several similar airports.

Figure 3: Peer Airport Hourly/Short-Term Parking Rates

Selected Airport with Paid Short-Term Parking	Rate per hour, for < 24 hours	Additional Information
<b>Page</b>	<b>Free</b>	
Sedona	Free	
Flagstaff	\$2.00	Maximum daily charge of \$8 per day in Terminal Lot (short-term area). The first hour is free.
Moab, UT	\$6.00	Daily charge only. There is no free grace period.
St George, UT	\$7.00	Daily charge only. The first 30 minutes are free.
St Cloud, MN	\$9.00	Daily charge only. The first 2-3 hours are free.
San Luis Obispo, CA	\$2.00	Maximum daily charge of \$20. There is no free grace period.
Redding, CA	\$20.00	Daily charge in Short-Term lot. The first 4 hours are free.
Carlsbad, CA	Free	There is a separate short-term parking lot that is not charged. Parking spaces in this lot have a 2-hour time limit
Eureka, CA	\$2.00	Maximum daily charge of \$11 in Short-Term lot only. The first 30 minutes are free.
<b>Average (only Flagstaff, San Luis Obispo, and Eureka)</b>	<b>\$2.00</b>	

Source: Walker Consultants, 2025.

Looking at the table we see:

- The average per hour rate among peer airports is \$2.00, this is because only three (3) airports Flagstaff, San Luis Obispo, and Eureka offer hourly rates, and all at \$2.00 per hour.
- Four (4) of the airports that have paid parking, only offer daily rates, not hourly.
- Six (6) of the nine (9) peer airports offer a grace period or free period, that ranges between 30 minutes and four (4) hours.
- Two (2) airports offer free parking. Sedona offers free parking during the day, but has a fee for overnight stays.

### Long-Term Parking Rates at Peer Airports

Long-term parking is reserved for most commercial travelers that expect to be leaving their vehicles at the airport for more than 24 hours. Typically, airports will separate their long-term parking facilities and provide them at a discounted daily rate, instead of providing an hourly rate. Weekly and monthly rates may also be available for regular commuters.

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Figure 4: Peer Airport Daily/Long-Term Parking Rates

Selected Airport with Paid Short-Term Parking	Rate per day, for >24 hours	Additional Information
<b>Page</b>	<b>Free</b>	
Sedona	\$10.00	
Flagstaff	Terminal Lot: \$8.00 Economy Lot: \$6.00	
Moab, UT	\$6.00	Monthly parking is available: \$150 per month, \$120 per month for 3 months or longer, \$900 per year "
St George, UT	\$7.00	
St Cloud, MN	\$9.00	
San Luis Obispo, CA	\$20.00	
Redding, CA	\$10.00	Daily rate in Long-Term Lot. Short-term. Weekly rate for long-term parking is \$60
Carlsbad, CA	\$5.00	
Eureka, CA	\$9.00	Daily rate in Long-Term Lot.
<b>Average</b>	<b>\$9.00</b>	

Source: Walker Consultants, 2025.

The table shows:

- The average daily rate among peer airports is \$9 per day.
- The maximum daily rate charge is at San Luis Obispo at \$20 per day.
- The lowest rate charged is at Carlsbad at \$5 per day.

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## Recommendations

### PARCS System

Walker recommends that the City of Page pursue a **web-based PARCS technology** for enforcing paid parking in the airport's parking facilities, preferably using a parking zone code. Upon implementation of this paid parking system, it is recommended that the airport implement a daily parking rate of **\$10.00 per day** for airport parkers. Employees and general aviation users may be provided with free parking via **digital parking permits** that are based on a vehicle's license plate number. Enforcement can be performed by a team of one or two parking enforcement officers who regularly patrol airport parking facilities to scan license plates for payment validation or permit eligibility.

Installation and ongoing operations/maintenance costs for a system of this kind may vary depending on several factors, including but not limited to the following:

- The vendor chosen to manage the web-based payment system.
- The number/type of pay-on-foot stations provided to facilitate cash payments.
- The amount of physical signage that is designed/printed/installed in each parking facility.
  - Signage may include metal signposts, "windmasters", a-frames, etc.

The typical installation costs for this system are approximately **±\$500** per branded sign, with typical operations/maintenance costs at approximately **\$1.00** per parking transaction. Optionally, a single POF station may be included on-site, preferably inside of the main terminal building, to accommodate cash transactions or payments from non-smartphone users. The typical installation costs for this system are approximately **±\$15,000** per POF station, with typical operations/maintenance costs at approximately **±\$1,500** per year per POF station.

### Parking Rate

Walker recommends a flat daily rate of \$10.00 per day in the Main Lot. At \$10.00 per day, PGA would be slightly over the average daily rate (\$9.00) of the comparable set in the benchmarking analysis. Furthermore, locally, customers already experience a \$10.00 per vehicle rate for local attractions such as Horseshoe Bend which is also owned and operated by the City of Page.

Nonetheless, parking demand should be monitored following implementation of paid parking to determine if the price should be adjusted in response to demand. For example, if at \$10.00 per day too many customers are driven to park elsewhere, like on the street, then the rate may be too high and should be adjusted down. If the rate does not shift demand enough during peak periods, to allow at least some spaces to remain available, then the price is too low and should be adjusted accordingly.

Paid parking is not recommended in any other lots at this point. Nonetheless, if demand warrants, paid parking could be extended to the Sage Lot and Long-Term Lot as needed to manage demand.

### Parking Expansion Alternatives

To meet the projected 117-space deficit by 2038, the following expansion options have been developed.

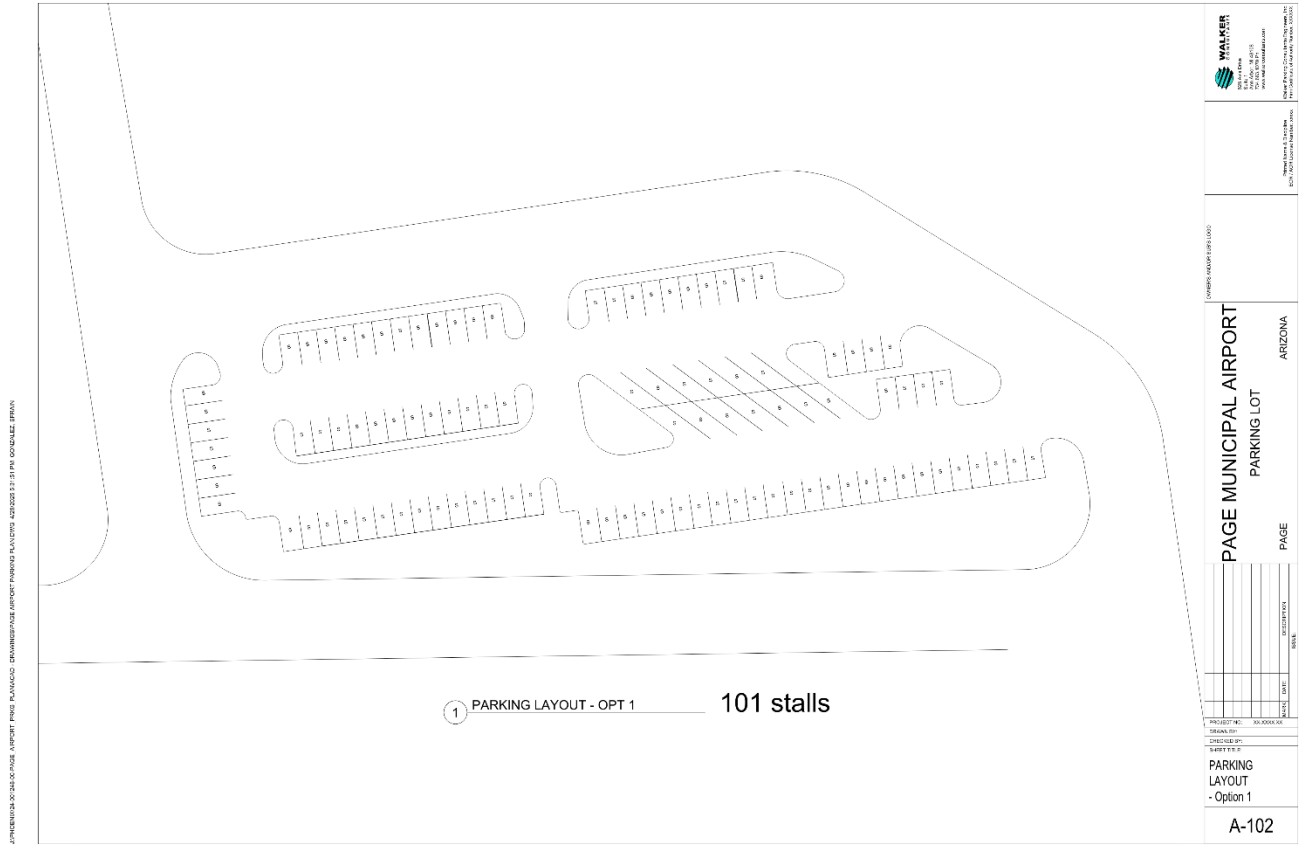
## Restripe the Main Terminal Lot

One option to expand the current parking capacity of the airport is to restripe the Main Lot. There are different ways in which this could be done, from minor changes with the least amount of disruption, to substantial increases in supply, but with higher levels of disruption. Three options are shown as follows:

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**Option 1** – Convert the ten (10) courtesy vehicle spaces in the middle of the Main Lot to standard spaces increasing the supply from 95 spaces to 101 spaces. This change increases the supply by six (6) spaces.

**Figure 2: Option 1 - Convert Courtesy Vehicle (Shuttle) Spaces to Standard Vehicle Spaces**



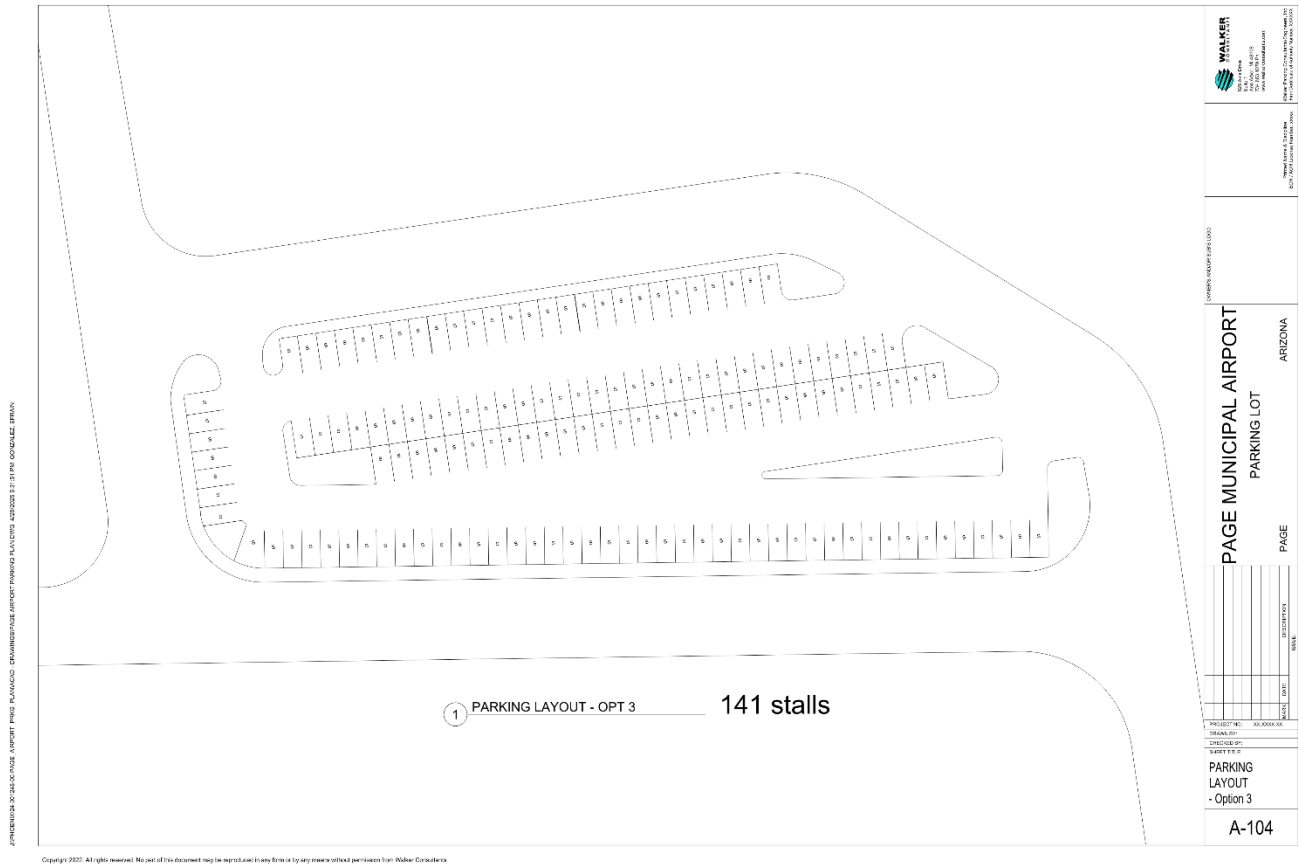
Source: Walker Consultants, 2025.

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**Option 3** – Reconfigure all of the islands in the lot, and move the southernmost spaces closer to 10<sup>th</sup> Avenue, resulting in a total supply of 141 spaces, a net increase of 46 spaces.

**Figure 4: Option 3 - Reconfigure Parking Lot Islands and Move Southernmost Spaces Closer to 10th Ave.**



Source: Walker Consultants, 2025.

Assuming that the landscaping reductions are permissible in the lot, Walker recommends that the airport consider option 3 to support 2038 parking demand projections.

### Parking Lot Expansion Area (South of Long-Term Lot)

Another way in which the airport can increase its capacity is by creating a parking lot expansion on the south side of the existing Long-Term Lot. The airport has identified an area measuring approximately 32,000 square feet on the southern side of the Long-Term Lot. The area extends 500 feet from the edge of the Long-Term Lot southbound along Sage Avenue. The following figure shows a possible configuration for the proposed lot.



In addition to being the most convenient spaces, they also have the highest revenue-generating potential given their proximity to the terminal building. One option is to move employees to the new expansion lot, especially since the fuel farm access is not particularly customer-friendly. To make it more palatable for employees to park in the new expansion lot, spaces could be offered free of charge.

(END OF REPORT)

City of Page Airport Administration  
238 10th Ave  
Page, AZ 86040

February 3, 2026

Dear Page Airport Administration,

I am writing to formally request to lease Office 11 within the Page Airport Terminal building.

Having relocated to Page, Arizona, last year as a professional pilot, I also serve as a Federal Aviation Administration (FAA) Designated Pilot Examiner (DPE). In this role, I am authorized to conduct practical exams for individuals seeking their private, instrument, commercial, and flight instructor certificates.

A critical requirement for these examinations is a private space for the ground/oral portion of the exam, which is then followed by the flight portion utilizing the applicant's aircraft. I am currently leasing space through Million Air; however, their limited operating hours restrict my scheduling capacity for exams. Securing access to Office 11 would allow me to significantly expand my available examination hours.

Furthermore, conducting these exams at the Page Airport generates a measurable, positive economic impact for the City of Page:

- **Increased Tourism and Local Spending:** All exam applicants to date have flown in from other airports in Arizona, Colorado, and Utah.
  - Many arrive a day prior, requiring local hotel accommodations and dining at local establishments.
  - Instructors often accompany their students and purchase lunch locally on the day of the exam.
- **Aviation Fuel Sales:** The aircraft flown in by applicants typically purchase AVGAS from the local Fixed-Base Operators (FBOs).
- **Increased Airport Traffic:** Students frequently visit the Page Airport before their scheduled exam dates to practice and train, increasing overall airport activity.

Please inform me of the necessary procedures and documentation required to initiate a rental agreement for Office 11 at the terminal.

Thank you for your time and consideration.

Sincerely,



Chrissy Genova

719-240-1942  
dpechrissy@gmail.com