



**Airport Advisory Board
Regular Meeting
City Hall, 697 Vista Ave, Page AZ
May 11, 2026 at 5:30 PM**

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.

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. Review and Approval of Minutes from the Regular meeting held on April 13, 2026.

4. Reports and Announcements

- A. Airport Director's Updates and Announcements
- B. Monthly Report from Contour Airlines

5. 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.

6. Unfinished Business

- A. Airport Hangar Lease Review and possible recommendations for Council
- B. Review of Walker Consultants Parking Study and possible recommendation to Council
- C. Tenant Proposal Review (Cpt. Chrissy Genova, Suite 11)

7. New Business

8. Adjourn

FOR YOUR INFORMATION

Next Regular Meeting Monday, _____, 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 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.

CITY OF PAGE



**AIRPORT ADVISORY BOARD
REGULAR MEETING MINUTES
MONDAY, APRIL 13, 2026**

A Regular Meeting of the Airport Advisory Board was held at 5:30PM on the 13TH of April 2026, in the Council Chambers at Page City Hall. Co-chair Sean Brown presided. Board members Michael Preller, Vernon Randel, and Neil Salmi were present. Chair Mario Bevilacqua Von Gunderrode and board members Justin Feldman and Scott Golba were present via Zoom. Council Liaison Mike Farrow was absent and Council member Tom Preller was present in his place.

Co-Chair Sean Brown called the meeting to order at **5:30 p.m.**

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

MINUTES

Motion was made by Co-Chair Sean Brown to approve the minutes from the March 9, 2026 meeting. The motion was seconded by Vernon Randel and passed unanimously upon a vote.

REPORTS AND ANNOUNCEMENTS

Airport Director Lore Davis-McCluskey provided information and updates about the Terminal Expansion, Taxiway Rehabilitation, and Airport Pavement Management construction projects happening at the airport. Basic Load Factor and enplanement information for Contour Airlines was shared. It was noted that airport projects and events will soon be posted in the City App.

HEAR FROM THE CITIZENS

No citizens addressed the Airport Advisory Board.

UNFINISHED BUSINESS

Motion was made by Co-Chair Sean Brown to move all items under unfinished business (A, B, and C) to the next meeting. The motion was seconded by Justin Feldman and passed unanimously upon a vote.

- A. Airport Advisory Board Members Introductions. *(moved to next meeting)*
- B. Airport Advisory Board Mission Statement. *(moved to next meeting)*
- C. Discuss Advisory Board Goals and Expectations. *(moved to next meeting)*

NEW BUSINESS

- A.** Review of EAS Air Carrier Bids and possible recommendation to Council. There was discussion. Ben Munson of Contour, Cody Thomas of Sky West, Andy Jacobs of Advanced Air, and Jon Coleman of Denver Air Connection were present and answered questions from the board. A motion was made by Mario Bevilacqua Von Gunderrode to recommend Contour to City Council as the option of choice. The motion was seconded by Scott Golba and passed unanimously upon a vote.

ADJOURN

The meeting was adjourned at **6:20 p.m.**

Lore Davis-McCluskey
Staff Liaison

Mario Bevilacqua Von Gunderrode
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 13th day of April, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this May 11, 2026

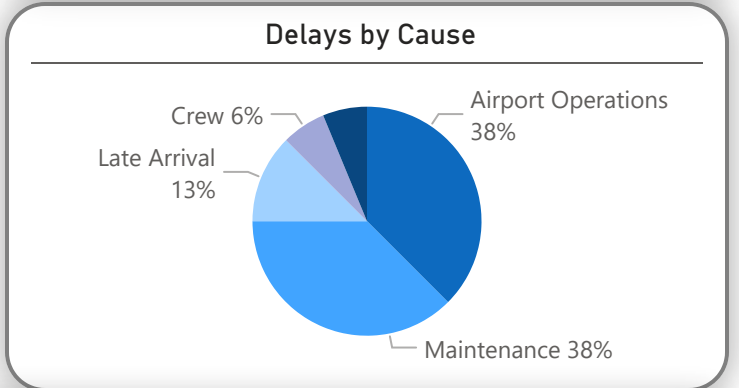
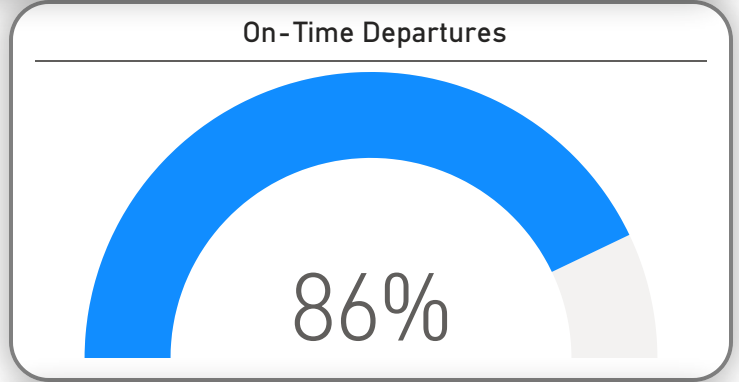
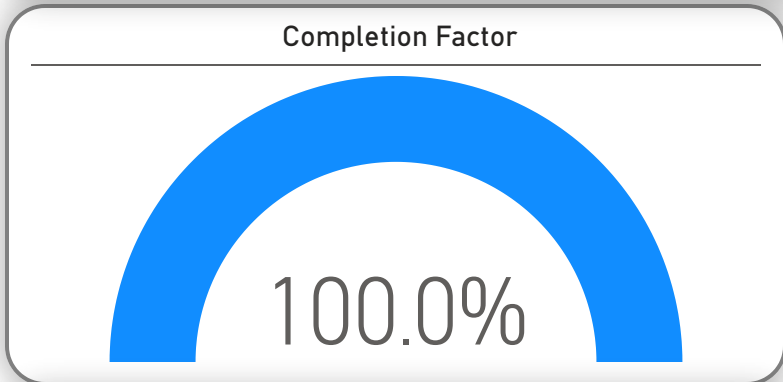
Lore Davis-McCluskey, Staff Liaison



Contour Airlines Performance | PHX / PGA Market

April 2026

120 Flights Scheduled	120 Flights Completed	0 Flights Cancelled	45% Avg Load Factor YTD
1,821 Total Passengers	971 Enplanements	850 Deplanements	2,783 Total Enplanements YTD



Industry Performance by Origin Airport

Data includes controllable and uncontrollable data from the following airports: PHX, PGA, FLG, DRO, YUM, and SAF

Origin	CF%	D0%
PGA	100.0%	95%
FLG	100.0%	81%
DRO	100.0%	79%
YUM	100.0%	78%
PHX	100.0%	73%
SAF	100.0%	65%

SPACE # _____

TENANT: _____

**PAGE MUNICIPAL AIRPORT HANGAR
SPACE LAND LEASE AGREEMENT**

1. **PARTIES:** This Hangar Land Lease Agreement is entered into between the City of Page, Coconino County, Arizona, hereinafter referred to as "City" or "Lessor" and _____ hereinafter "Tenant" or "Lessee", mailing address: _____ phone number: _____ email: _____
2. **PREMISES:** The City hereby leases to Tenant the land described herein at the Page Municipal Airport, City of Page, Coconino County, Arizona, designated as space number _____, which is identified on the attached diagram marked as "Exhibit A" and is included herein by reference.
3. **PURPOSE:** This agreement authorizes the Tenant to erect and maintain a hangar and any necessary appurtenances, as determined by the Airport Director, for the purpose of housing aircraft, as herein described.
4. **TERM:**
 - a. **Initial Term.** The term of this lease shall be for a period of fifteen (15) years, subject to the terms hereof, commencing the _____, 20____.
 - b. **Option to Renew:** In the event that this lease is in full force and effect and the Lessee shall not be in default hereunder, the privilege is granted to the Lessee to renew the lease for two (2) additional five (5) year terms. Renewal of the Lease shall occur automatically unless the Lessee provides notice to Lessor of Lessee's intent to terminate prior to the expiration date of the Initial Term.
5. **LEASE RATES AND FEES:** As consideration for the use and enjoyment of the Premises, Property, Public Airport Facilities, rights, and privileges granted hereunder, Lessee agrees to pay Lessor the following lease rates, fees, and charges.
 - a. **Base Lease Rate:** Lessee agrees to pay an annual Base Lease Rate of \$ _____, plus tax and utilities for the lease of the assigned space. The rate for spaces shall be in accordance with the standardized rates established by Resolution of the City Council and shall be adjusted in accordance with Paragraph 5.b. Each annual rental payment, together with any additional fees as provided herein, shall be due and payable as indicated on the billing invoice. Any payments not received by Lessor by the due date will be subject to the imposition of late charges as described in Paragraph 5.d. Additionally, upon renewal of the Lease, the Base Lease Rate shall be adjusted to the then current City Council adopted fee schedule applicable to the Premises. The adjusted renewal Base Lease Rate shall be effective as of the beginning of the renewal period. In no event shall the renewal Base Lease Rate for the renewal period be less than the Base Lease Rate established for the second year of this Agreement.

b. Adjustment to Base Lease Rate:

i. Consumer Price Index: Commencing in January following the commencement date, and continuing each January thereafter, the Base Lease Rate shall be escalated annually based on the Consumer Price Index (CPI) 12 month percent change rate published by the United States Department of Labor, Bureau of Labor Statistics, All Urban Consumers, Flagstaff, Arizona (Western Urban). The sum so calculated shall constitute the new Base Lease Rate. In no event shall the new Base Lease Rate be less than the Base Lease Rate payable for the year immediately preceding the applicable CPI Adjustment Date. If the Index is discontinued during the Term, such other governmental index or replacement index or computation shall be used in order to obtain substantially the same result as would be obtained if the Index had not been discontinued. The amount of any increase to the Base Lease Rate shall not exceed the CPI adjustment or four percent (4%), whichever is lesser, of the Base Lease Rate in effect immediately prior to the CPI Adjustment Date.

ii. Market Rent Analysis: If during the term of this Lease, a market rent analysis is performed by a qualified appraiser, the Lessor reserves the right to adjust the base lease rate based on the recommendations of the market rent analysis. In no event shall the new Base Lease Rate be less than the Base Lease Rate payable for the year immediately preceding the applicable Market Rent Analysis Adjustment Date. In the case of a market rent analysis adjustment, the amount of any increase to the Base Lease Rate shall not exceed four percent (4%) of the rate in effect immediately prior to the Adjustment Date. In the event the market rate analysis recommends an adjustment greater than four percent (4%), the Lessor reserves the right to implement the increase over a multi-year period. Lessor reserves the right to dismiss the market rent analysis recommendations. Lessor reserves the right increase the Base Lease Rate by a factor less than the market rent analysis recommendations.

c. Rate Change Notice: The City shall notify Tenant in writing of any such change in the Base Lease Rate at least ten (10) days in advance of the effective date thereof. Tenant shall thereafter pay the new rate.

d. Penalties: Rents not paid within fifteen (15) calendar days of the first day of each calendar month when due will result in a late payment processing fee of \$25, plus a \$5 fee for each additional calendar day after the first 15 days until such late payments have been paid. If the past due account is referred to a collector for collection, the Lessee shall pay collection costs in addition to the past due amount. The parties agree that this charge and processing fee represents a fair and reasonable estimate of the costs that the City will incur by reason of the late payment by Tenant.

6. USE OF PREMISES: Lessee agrees that the designated hangar site shall be used as follows: Tenant's hangar, which Tenant is authorized to install, shall fit within the assigned hangar space site, and be compatible with the existing hangars already installed at the airport, as determined by the Airport Director.

a. Tenant agrees that it shall use the Premises for the following purposes (and no other purposes): the storage, service, construction, maintenance, and operation of aircraft, plus incidental activities related

to that purpose (including but not limited to parking an automobile, motor home, other vehicles inside the hangar provided that the primary purpose of housing aircraft is maintained.)

- b. Tenant shall not make any improvements, changes or alterations to the hangar space site or structures without the written authorization of the Airport Director.
 - c. No business or commercial activities shall be conducted from a hangar space site. No overnight or living facilities shall be permitted within any hangar.
 - d. No utilities such as gas, electricity, water/sewer, or telephone, shall be installed to or on the site without the written permission of the Airport Director.
 - e. No parking other than short-term (up to 24 hours) is permitted around the outside of the hangar. Tenant agrees to hold City harmless for any damage to vehicles parked outside of hangars. City has the right to tow vehicles parked outside if left outside over 24 hours or immediately if such vehicle is in taxi ways affecting aircraft movement. Tie-down spaces shall not be used for vehicle parking. Tenant shall not drive on the airport property where collisions could occur or interfere with movement of aircraft.
 - f. Fueling of aircraft may be accomplished only by a fixed base operator (FBO) authorized fueler, owner, operator, designated representative or other person or organization specifically authorized by the City of Page, and only with proper equipment. Fueling of aircraft within the hangar, maintenance or repair that involves the release of flammable/combustible liquids or vapors within the hangar is prohibited.
 - g. Tenant shall store flammable and combustible liquids or solids in a manner that is in compliance with local fire code. Tenant shall not store any explosive materials within the hangar or on the hangar space site.
 - h. Hangars shall comply with all local building codes/ordinances, as well as any state and federal regulations, shall be installed in accordance with the manufacturer's specifications and in accordance with plans approved by the Airport Director and Page Public Works Director.
 - i. The initial appearance/condition of the hangar must be acceptable to the Airport Director. Hangars shall be maintained in a useable condition and their appearance shall remain acceptable to the Airport Director.
7. INSURANCE: As a condition precedent to the effectiveness of this agreement and continuance of agreement, Lessee hereby covenants and agrees to carry a minimum of \$1,000,000 single limit bodily injury and property damage liability insurance on hangar only premises. This policy shall name the City of Page as an additional named insured and shall contain a sixty (60) day notice of cancellation clause with notice to the City. Said insurance shall be carried with any insurance company duly authorized to do business in the State of Arizona and a certificate showing that said insurance, as provided above is in full force, shall be furnished to the City of Page. Tenant is to furnish the City with renewal certificates prior to each policy expiration date.
8. RIGHT OF ENTRY:
- a. The City of Page and its employees and agents reserve the right to enter the hangar for the purpose of viewing and ascertaining the condition of the premises, or to protect its interest in the premises and to inspect any uses being made of the premises.

- b. Periodic Fire Department inspections for fire and safety purposes are needed. Tenant will make provisions for such access.
 - c. Access/entry may be needed for emergencies. The City retains such right of entry and "tenant holds City harmless" for such entry.
9. CONFORMITY WITH LAW: Tenant agrees to abide by all pertinent laws, rules and regulations of the Federal Aviation Administration, Transportation Security Administration, State of Arizona, County of Coconino, the City of Page, or any other duly constituted public authority having jurisdiction. Tenant agrees and understands that the commission of any illegal or unlawful act on the designated premises or any other portion of the airport property shall constitute a default on the Tenant's part and shall be cause for City to serve a Thirty (30) day notice of termination.
10. ASSIGNMENT: Tenant shall not sublet or permit the use of the space by others without the prior written consent of the City. This provision includes the sale of the hangar without prior written notice to and consent of the City. Consent shall not be unreasonably withheld provided the assignee executes a new agreement or executes this agreement as an additional Tenant/Lessee.
11. CONDITIONS FOR THE GRANTING OF A NEW LEASE AGREEMENT:
- a. Lease Expiration. This lease shall expire on the last day of the Lease Term as defined in Paragraph 4 herein. In the event the Lessee desires to continue occupying the Leased Premises, Lessee may request to negotiate a new Lease Agreement. The Lessee shall be eligible for a new lease Agreement on the Leased Premises provided the following conditions are met by Lessee:
 - i. Good Repair: The Leased Premises and all Improvements are in a state of good repair, including, without limitation, exterior paint, walls, roofs, doors, and interior walls, ceilings, floors, doors, and any other items including those which are structural and/or aesthetic in nature.
 - ii. Compliance with all other Provisions. Lessee shall be in compliance with all other provisions of this Lease.
 - b. Sale or Conveyance of Building: If at any time during the term of this lease, or at the termination thereof, Lessee desires to sell or convey said hangar, then:
 - i. The current Lessee shall provide in writing the intent to sell the hangar. Upon completion of sale, the current Lessee shall provide a bill of sale to the Lessor and a request to terminate this agreement.
 - ii. The purchaser of the hangar shall within five (5) business days notify the Lessor and execute a new Hangar Space Land Lease with the Lessor.
 - iii. The Leased Premises and ail Improvements are in a state of good repair, including, without limitation, exterior paint, walls, roofs, doors, and interior walls, ceilings, floors, doors, and any other items including those which are structural and/or aesthetic in nature.

12. EXPIRATION OF THE AGREEMENT:

- a. Upon the expiration of this Agreement, in the event the Lessee desires to continue occupying the Leased Premises, Lessee may request to negotiate a new Lease Agreement pursuant to paragraph 11a.
- b. Upon the termination of this Agreement by expiration thereof, or by the virtue of the total or partial destruction of the Premises, or pursuant to the relocation or removal of the Airport, the Lessee shall have the right to remove all improvements, machinery, equipment, and property of the Lessee placed on the Premises, which are capable of being removed without injury or damage to the Premises, or which are not part of the Property; provided, however, the Lessee shall not be in default.
- c. Any and all buildings or other facilities constructed on the leased premises by the lessee shall be and remain the personal property of Lessee, and Lessee shall, upon the written request of Lessor, remove said buildings and facilities from the leased premises within Sixty (60) Days after the termination of this Agreement, or Lessee may, within said Sixty (60) Days, sell said buildings and facilities, or renegotiate a new lease.
- d. In the event Lessee fails to negotiate a new lease, or remove said buildings and facilities, or fails to sell said buildings and/or facilities as hereinbefore provided within the aforementioned Sixty (60) Day period, then said buildings and facilities shall become the sole property of the Lessor, and Lessor shall have the right, at its option, if said building is inspected and determined to be condemnable, to tear down and remove said buildings and to restore the lease premises to good repair and safe condition as hereinabove described and charge the expense thereof to Lessee, which reasonable expense Lessee agrees to assume and pay.

13. RELOCATION OF PREMISES: After Tenant's execution of this Agreement, City shall have the right, upon giving Tenant (30) days notice in writing, to provide and furnish Tenant with space elsewhere on the airport of approximately the same size as the demised premises; and to move and place Tenant in such new space at City's expense. In the event Tenant refuses to move to such new space, City shall have the right to cancel and terminate the rental agreement effective within Sixty (60) days after the date of the original notification of intent to move the hangar. Upon removal of the hangar, Tenant shall restore the vacated premises to their original condition, reasonable wear excepted.

14. TERMINATION:

- a. Cancellation Due to Conflict of Interest: This Lease is subject to cancellation for a conflict of interest pursuant to A.R.S. §38-511, the pertinent provisions of which are incorporated into this Lease by reference.
- b. Termination of Lease For Cause: If, through any cause, Lessee shall fail to fulfill its obligations under this Lease, or if Lessee shall violate any of the covenants, provisions, or stipulations of this Lease, Lessor shall thereupon have the right to terminate this Lease by giving written notice to Lessee of such termination and specifying the effective date thereof, at least Thirty (30) days before the effective date of such termination.
- c. Termination not an Exclusive Remedy: In the event Lessee shall fail to fulfill its obligations under this Lease, or if Lessee shall violate any of the covenants, provisions, or stipulations of this Lease, Lessor may pursue any other remedy now or hereafter available to Lessor under the laws or judicial decisions of the State of Arizona.

15. DESCRIPTION OF AIRCRAFT/HANGAR:

Aircraft Brand Name: _____

Manufacture Date: _____

Aircraft Type: _____ TAIL Number: _____

Home-base: _____

Owner (list all owners & addresses; attach ownership papers): _____

Emergency Contact Person(s)/Phone Number(s): _____

Location of Hangar (see exhibit A): _____

Hangar Type/Model: _____

Insurance Carrier & Policy Period: _____ (check if attached).

Insurance certificate showing City of Page as additional insured) _____ (check if attached).

Tenant will notify the City in writing for its consent prior to any changes affecting aircraft type, TAIL number, assignments, or insurance requirements. Failure to comply with this section will constitute a breach of this Agreement.

16. FEDERAL AVIATION ADMINISTRATION LEASE REQUIREMENTS: This FAA Lease Requirement is executed to comply with Federal Lease Guidelines adopted by the FAA and required of all grant category airports.

- a. Non-Discrimination for Another Similar Service: The Lessee, for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree, that in the event facilities are constructed, maintained or otherwise operated on said Property described in this Lease Agreement, for a purpose for which U. S. Department of Transportation (USDOT) program or activity is extended for another purpose involving the provision of similar services or benefits, the Lessee shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, USDOT, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

- b. Non-Discrimination in Construction and Use of Premises: The Lessee, for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that: (1) no person on the grounds of race, color, national origin shall be excluded from participation in, denied the benefits of, or be otherwise subject to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subject to discrimination, (3) that the Lessee shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U. S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil rights Act of 1964, and as said Regulations may be amended.
- c. Non-Discrimination Breach: That in the event of breach of the above nondiscrimination covenants, Lessor shall have the right to terminate the Lease Agreement and to re-enter and repossess said land and cause the removal of the facilities thereon at Lessee's expense, and to hold the same property as if said Lease Agreement had never been made or issued. This provision does not become effective until proper notice according to the Lease Agreement has been made and the procedures of 49 CFR Part 21 are followed and completed including expiration of appeal rights.
- d. Non-Discriminatory Pricing: Lessee shall furnish its accommodations and/or services on a fair, equal and not unjustly discriminatory basis to all users thereof, and it shall charge fair, reasonable and not unjustly discriminatory prices for each unit or service; provided, that the Lessee may be allowed to make reasonable and nondiscriminatory discounts, rebates or other similar type price reductions to volume purchasers.
- e. Non-Compliance: Non-compliance with Provision (d) above shall constitute a material breach of this of this Lease, and in the event of such non-compliance, the Lessor shall have the right to terminate this Lease Agreement without liability therefore, or, at the election of the Lessor or the United States or both, said governments shall have the right to judicially enforce the Provisions of paragraph (d) above.
- f. Provisions Applicable to Sublease Tenants: Lessee agrees to insert the above five provisions in any Agreements by which said Lessee grants a right or privilege to any person, firm or corporation to render accommodations and/or services to the public on the Premises herein leased. No rights or privileges shall be granted to any person, firm or corporation without the written permission of the Lessor.
- g. Affirmative Action Program: Lessee assures that it will undertake an affirmative action program as required by 14 CFR Part 152, Subpart E, to insure that no person shall on the grounds of race, creed, color, national origin, or sex be excluded from participating in any employment activities covered in 14 CFR Part 152, Subpart E. Lessee assures no person shall be excluded on these grounds from participating in or receiving the services or benefits of any program or activity covered by this Subpart. Lessor that they similarly will undertake affirmative action programs and that they will require assurances from their sub-organizations, as required by 14 CFR, Part 152, Subpart E, to the same effort.
- h. Right to Improve Landing Area: Lessor reserves the right to further develop or improve the landing area of the airport as it sees fit, regardless of the desires or view of the Lessee and without hindrance or interference.

- i. Right to Control Activities: Lessor reserves the right, but shall not be obligated to the Lessee, to maintain and keep in repair the landing area of the airport and all publicly owned facilities of the airport, together with the right to direct and control all activities of the Lessee in this regard.
 - j. Subordination: This Lessee Agreement shall be subordinate to the provisions and requirements of any existing or future Agreements between Lessor and the United States, relative to the development, operation or maintenance of the airport.
 - k. Reservation of Airspace: There is hereby reserved to Lessor, its successors and assigns, for the use and benefit of the whole public, a right of passage of aircraft in the airspace above the surface of the Premises herein leased. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft used for navigation or flight through the said airspace or landing at, taking off from, or operation on the Page Municipal Airport.
 - l. Airspace Notice of Construction: Lessee agrees to comply with the Master Plan, Airport Layout Plan and the notification and review requirements covered in Part 77 of the Federal Aviation Regulations in the event future construction of a building is planned for the leased Premises, or in the event of any planned modification or alteration of any present or future building or structure situated on the leased Premises.
 - m. Limitation on Height of Structures: Lessee by accepting this Lease expressly agrees for itself, its successors and assigns that it will not erect nor permit the erection of any structure or object, nor permit the growth of any tree on the land leased hereunder in excess of twenty-five (25) feet above the existing grade of the Premises. In the event the aforesaid covenants are breached, the Lessor reserves the right to enter upon the Premises leased hereunder and to remove the offending structure or object and cut the offending tree, all of which shall be at the expense of the Lessee.
 - n. No Interference with Airport Operations: Lessee by accepting this Lease Agreement agrees for itself, its successors and assigns that it will not make use of the leased Premises in any manner which might interfere with the landing and taking off of aircraft from the Page Municipal Airport or otherwise constitute a hazard. In the event the aforesaid covenant is breached, the Lessor reserves the right to enter upon the Premises hereby leased and cause the abatement of such interference at the expense of Lessee.
 - o. No Exclusive Right: It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of Section 308a of the Federal Aviation Act of 1958 (49 U.S.C. 1349a).
 - p. War on National Emergency: This Agreement shall be subject to any right the United States Government now has or in the future may have or acquire, affecting the control, operation, regulation, and takeover of the Airport or the exclusive use of nonexclusive use of the Airport by the United States during time of declared or undeclared war, national emergency, or pursuant to acts of terrorism.
17. ACCEPTANCE: Tenant agrees to accept the designated premises on an "as is" basis. The City hereby disclaims, and Tenant accepts such disclaimer, of any warranty, expressed or implied, regarding the condition, use, or fitness of the site. Tenant understands that the designated area is not secured or guarded, that fencing provided around the airport facility is for compliance with FAA/TSA regulations and not for security of

Tenant's property, and that no guarantee is made by the City for security of Tenant's property.

18. CITY HELD HARMLESS: Tenant shall indemnify, defend, and hold harmless the City, its officers, agents and employees from and against any and all claims, demands, loss or liability of any kind or nature which the City, its officers, agents and employees, or any of them, for injury or death of persons or damage to property caused by or contributed to by the negligence of Tenant, its officers, agents or employees in the use of the premises described in this agreement, including the use of the airport and its facilities. Tenant hereby assumes all risks incident to its use and occupancy of the Page Municipal Airport and adjoining premises situated at Page, Arizona owned by the City of Page.
19. ATTORNEY'S FEES: In the event suit is instituted to enforce this agreement or collection is placed with an attorney, Tenant shall pay all reasonable attorney's fees and court costs.
20. MISCELLANEOUS:
 - a. Damage by Casualty: Lessee waives the entire right of recovery Lessee may have had against the Lessor on account of loss or damage occasioned to the Premises arising from any cause which could be insured against by fire and extended coverage insurance whether or not such insurance is in force.
 - b. Legal Relationship: Nothing herein contained shall be deemed or construed by the parties hereto, nor by any third party, as creating the relationship of principal and agent or of partnership or of joint venture between the parties hereto, it being understood and agreed that neither the method of computation of Rent, nor any other provision contained herein, nor any acts of the parties herein, shall be deemed to create any relationship between the parties hereto other than the relationship of Lessor and Lessee.
 - c. Waiver: No waiver by Lessor of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by Lessee of the same or any other provision. Lessor's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of Lessor's consent to or approval of any subsequent act by Lessee. The acceptance of Rent hereunder by Lessor shall not be waiver of any preceding breach by Lessee of any provision hereof, other than the failure of Lessee to pay the rent so accepted, regardless of Lessor's knowledge of such preceding breach at the time of acceptance of such rent.
 - d. Severability: If any part of this Lease shall be held unenforceable, the remainder of this Lease shall nevertheless remain in full force and effect.
 - e. Choice of Law: Any dispute arising from this agreement shall be decided in accordance with the laws of Arizona with venue in Coconino County.
 - f. Cumulative Remedies: No remedy or election hereunder shall be deemed exclusive but shall, wherever possible, be cumulative with all other remedies at law or in equity.
 - g. Entire Agreement: This instrument contains all of the agreements and conditions made between the parties to this Lease and may not be modified orally or in any other manner than by an agreement in writing signed by all the parties to this Lease or their respective successors in interest. No prior agreement or understanding pertaining to any such matter shall be effective. This Lease may be modified, in writing only, signed by the parties in interest at the time of the modification.

21. EMERGENCY CONTACT: In the event of an emergency, Lessee may contact the following people:

Airport Director: 928-645-8861

Page Police Dept.: 928-645-4350 or 911

22. NOTICES: Any notice desired or required to be served by either party upon the other or any notice provided for in this Lease shall be in writing and shall be deemed given upon hand-delivery or, if mailed, three (3) business days after being deposited in the United States mail, certified, return receipt requested, to the party whom addressed, as set forth herein below:

Lessor: City of Page
P.O. Box 1180
Page, AZ 86040

Lessee: _____

DATED at Page, Arizona, this _____ day of _____, 20____.

City Manager

Lessee

Approved as to Form:

City Attorney

in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Saab AB, Saab Aeronautics' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2014-0255, dated November 25, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-7524.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on July 20, 2016.

(i) Saab Service Bulletin 2000-38-011, dated October 22, 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on September 9, 2014 (79 FR 45337, August 5, 2014).

(i) Saab Service Bulletin 2000-38-010, dated July 12, 2013.

(ii) Saab Service Newsletter SN 2000-1304, Revision 01, dated September 10, 2013, including Attachment 1 Engineering Statement to Operator 2000PBS034334, Issue A, dated September 9, 2013.

(5) For service information identified in this AD, contact Saab AB, Saab Aeronautics, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email saab340techsupport@saabgroup.com; Internet <http://www.saabgroup.com>.

(6) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on May 31, 2016.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016-13740 Filed 6-14-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Docket No. FAA 2014-0463]

Policy on the Non-Aeronautical Use of Airport Hangars

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of final policy.

SUMMARY: This action clarifies the FAA's policy regarding storage of non-aeronautical items in airport facilities designated for aeronautical use. Under Federal law, airport operators that have accepted federal grants and/or those that have obligations contained in property deeds for property transferred under various Federal laws such as the Surplus Property Act generally may use airport property only for aviation-related purposes unless otherwise approved by the FAA. In some cases, airports have allowed non-aeronautical storage or uses in some hangars intended for aeronautical use, which the FAA has found to interfere with or entirely displace aeronautical use of the hangar. At the same time, the FAA recognizes that storage of some items in a hangar that is otherwise used for aircraft storage will have no effect on the aeronautical utility of the hangar. This action also amends the definition of aeronautical use to include construction of amateur-built aircraft and provides additional guidance on permissible non-aeronautical use of a hangar."

DATES: The policy described herein is effective July 1, 2017.

FOR FURTHER INFORMATION CONTACT:

Kevin C. Willis, Manager, Airport Compliance Division, ACO-100, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3085; facsimile: (202) 267-4629.

ADDRESSES: You can get an electronic copy of this Policy and all other documents in this docket using the Internet by:

(1) Searching the Federal eRulemaking portal (<http://www.faa.gov/regulations/search>);

(2) Visiting FAA's Regulations and Policies Web page at (http://www.faa.gov/regulations_policies); or

(3) Accessing the Government Printing Office's Web page at (<http://www.gpoaccess.gov/index.html>).

You can also get a copy by sending a request to the Federal Aviation

Administration, Office of Airport Compliance and Management Analysis, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-3085. Make sure to identify the docket number, notice number, or amendment number of this proceeding.

SUPPLEMENTARY INFORMATION:

Authority for the Policy: This document is published under the authority described in Title 49 of the United States Code, Subtitle VII, part B, chapter 471, section 47122(a).

Background

Airport Sponsor Obligations

In July 2014, the FAA issued a proposed statement of policy on use of airport hangars to clarify compliance requirements for airport sponsors, airport managers, airport tenants, state aviation officials, and FAA compliance staff. (79 **Federal Register** (FR) 42483, July 22, 2014).

Airport sponsors that have accepted grants under the Airport Improvement Program (AIP) have agreed to comply with certain Federal policies included in each AIP grant agreement as sponsor assurances. The Airport and Airway Improvement Act of 1982 (AAIA) (Pub. L. 97-248), as amended and recodified at 49 United States Codes (U.S.C.) 47107(a)(1), and the contractual sponsor assurances require that the airport sponsor make the airport available for aviation use. Grant Assurance 22, *Economic Nondiscrimination*, requires the sponsor to make the airport available on reasonable terms without unjust discrimination for aeronautical activities, including aviation services. Grant Assurance 19, *Operation and Maintenance*, prohibits an airport sponsor from causing or permitting any activity that would interfere with use of airport property for airport purposes. In some cases, sponsors who have received property transfers through surplus property and nonsurplus property agreements have similar federal obligations.

The sponsor may designate some areas of the airport for non-aviation use,¹ with FAA approval, but aeronautical facilities of the airport must be dedicated to use for aviation purposes. Limiting use of aeronautical facilities for aeronautical purposes ensures that airport facilities are available to meet aviation demand at the airport. Aviation tenants and aircraft owners should not be displaced by non-

¹ The terms "non-aviation" and "non-aeronautical" are used interchangeably in this Notice.

aviation commercial uses that could be conducted off airport property.

It is the longstanding policy of the FAA that airport property be available for aeronautical use and not be available for non-aeronautical purposes unless that non-aeronautical use is approved by the FAA. Use of a designated aeronautical facility for a non-aeronautical purpose, even on a temporary basis, requires FAA approval. See FAA Order 5190.6B, *Airport Compliance Manual*, paragraph 22.6, September 30, 2009. The identification of non-aeronautical use of aeronautical areas receives special attention in FAA airport land use compliance inspections. See Order 5190.6B, paragraphs 21.6(f)(5).

Areas of the airport designated for non-aeronautical use must be shown on an airport's Airport Layout Plan (ALP). The AAIA, at 49 U.S.C. 47107(a)(16), requires that AIP grant agreements include an assurance by the sponsor to maintain an ALP in a manner prescribed by the FAA. Sponsor assurance 29, *Airport Layout Plan*, implements § 47107(a)(16) and provides that an ALP must designate non-aviation areas of the airport. The sponsor may not allow an alteration of the airport in a manner inconsistent with the ALP unless approved by the FAA. See Order 5190.6B, paragraph 7.18, and Advisory Circular 150/5070-6B, *Airport Master Plans*, Chapter 10.

Clearly identifying non-aeronautical facilities not only keeps aeronautical facilities available for aviation use, but also assures that the airport sponsor receives at least Fair Market Value (FMV) revenue from non-aviation uses of the airport. The AAIA requires that airport revenues be used for airport purposes, and that the airport maintain a fee structure that makes the airport as self-sustaining as possible. 49 U.S.C. 47107(a)(13)(A) and (b)(1). The FAA and the Department of Transportation Office of the Inspector General have interpreted these statutory provisions to require that non-aviation activities on an airport be charged a fair market rate for use of airport facilities rather than the aeronautical rate. See *FAA Policies and Procedures Concerning the Use of Airport Revenue*, (64 FR 7696, 7721, February 16, 1999) (FAA Revenue Use Policy).

If an airport tenant pays an aeronautical rate for a hangar and then uses the hangar for a non-aeronautical purpose, the tenant may be paying a below-market rate in violation of the sponsor's obligation for a self-sustaining rate structure and FAA's Revenue Use Policy. Confining non-aeronautical activity to designated non-aviation areas

of the airport helps to ensure that the non-aeronautical use of airport property is monitored and allows the airport sponsor to clearly identify non-aeronautical fair market value lease rates, in order to meet their federal obligations. Identifying non-aeronautical uses and charging appropriate rates for these uses prevents the sponsor from subsidizing non-aviation activities with aviation revenues.

FAA Oversight

A sponsor's Grant Assurance obligations require that its aeronautical facilities be used or be available for use for aeronautical activities. If the presence of non-aeronautical items in a hangar does not interfere with these obligations, then the FAA will generally not consider the presence of those items to constitute a violation of the sponsor's obligations. When an airport has unused hangars and low aviation demand, a sponsor can request the FAA approval for interim non-aeronautical use of a hangars, until demand exists for those hangars for an aeronautical purpose. Aeronautical use must take priority and be accommodated over non-aeronautical use, even if the rental rate would be higher for the non-aeronautical use. The sponsor is required to charge a fair market commercial rental rate for any hangar rental or use for non-aeronautical purposes. (64 FR 7721).

The FAA conducts land use inspections at 18 selected airports each year, at least two in each of the nine FAA regions. See Order 5190.6B, paragraph 21.1. The inspection includes consideration of whether the airport sponsor is using designated aeronautical areas of the airport exclusively for aeronautical purposes, unless otherwise approved by the FAA. See Order 5190.6B, paragraph 21.6.

The Notice of Proposed Policy

In July 2014, the FAA issued a notice of proposed policy on use of hangars and related facilities at federally obligated airports, to provide a clear and standardized guide for airport sponsors and FAA compliance staff. (79 FR 42483, July 22, 2014). The FAA received more than 2,400 comments on the proposed policy statement, the majority from persons who have built or are in the process of building an amateur-built aircraft. The FAA also received comments from aircraft owners, tenants and owners of hangars, and airport operators. The Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) also provided comments on behalf of their membership. Most of the

comments objected to some aspect the proposed policy statement. Comments objecting to the proposal tended to fall into two general categories:

- The FAA should not regulate the use of hangars at all, especially if the hangar is privately owned.
- While the FAA should have a policy limiting use of hangars on federally obligated airports to aviation uses, the proposed policy is too restrictive in defining what activities should be allowed.

Discussion of Comments and Final Policy

The following summary of comments reflects the major issues raised and does not restate each comment received. The FAA considered all comments received even if not specifically identified and responded to in this notice. The FAA discusses revisions to the policy based on comments received. In addition, the FAA will post frequently asked Questions and Answers regarding the Hangar Use Policy on www.faa.gov/airport-compliance. These Questions and Answers will be periodically updated until FAA Order 5190.6B is revised to reflect the changes in this notice.

1. *Comment: Commenters stated that the FAA should defer to local government and leave all regulation of hangar use to the airport operator.*

Response: The FAA has a contract with the sponsor of an obligated airport, either through AIP grant agreements or a surplus property deed, to limit the use of airport property to certain aviation purposes. Each sponsor of an obligated airport has agreed to these terms. The FAA relies on each airport sponsor to comply with its obligations under this contract. To maintain a standardized national airport system and standardized practices in each of the FAA's nine regional offices, the agency issues guidance on its interpretation of the requirements of the AIP and surplus property agreements. It falls to the local airport sponsor to implement these requirements. The FAA allows airport sponsors some flexibility to adapt compliance to local conditions at each airport.

However, some airport sponsors have adopted hangar use practices that led to airport users to complain to the FAA. Some airport users have complained that sponsors are too restrictive, and fail to allow reasonable aviation-related uses of airport hangars. More commonly, aircraft owners have complained that hangar facilities are not available for aircraft storage because airport sponsors have allowed the use of hangars for purposes that are unrelated to aviation,

such as operating a non-aviation business or storing multiple vehicles. By issuing the July 2014 notice, the FAA intended to resolve both kinds of complaints by providing guidance on appropriate management of hangar use. The agency continues to believe that FAA policy guidance is appropriate and necessary to preserve reasonable access to aeronautical facilities on federally obligated airports. However, the final policy has been revised in response to comments received on the proposal.

2. *Comment: Commenters, including AOPA, stated that the FAA lacks the authority to regulate the use of privately owned hangars.*

Response: The FAA has a statutory obligation to assure that facilities on aeronautically designated land at federally obligated airports are reasonably available for aviation use. Designated aeronautical land on a federally obligated airport is a necessary part of a national system of aviation facilities. Land designated for aeronautical use offers access to the local airfield taxiway and runway system. Land designated for aeronautical use is also subject to certain conditions, including FAA policies concerning rates and charges (including rental rates) which were designed to preserve access for aeronautical users and to support aeronautical uses. A person who leases aeronautical land on the airport to build a hangar accepts conditions that come with that land in return for the special benefits of the location. The fact that the tenant pays the sponsor for use of the hangar or the land does not affect the agreement between the FAA and the sponsor that the land be used for aeronautical purposes. (In fact, most hangar owners do not have fee ownership of the property; typically airport structures revert to ownership of the airport sponsor upon expiration of the lease term). An airport sponsor may choose to apply different rules to hangars owned by the sponsor than it does to privately constructed hangars, but the obligations of the sponsor Grant Assurances and therefore the basic policies on aeronautical use stated in this notice, will apply to both.

3. *Comment: Commenters believe that a policy applying the same rules to all kinds of aeronautical structures, and to privately owned hangars as well as sponsor-owned hangars, is too general. The policy should acknowledge the differences between categories of airport facilities.*

Response: A number of commenters thought that rules for use of privately constructed and owned hangars should be less restrictive than rules for hangars

leased from the airport sponsor. The Leesburg Airport Commission commented that there are different kinds of structures on the airport, with variations in rental and ownership interests, and that the FAA's policy should reflect those differences. The FAA acknowledges that ownership or lease rights and the uses made of various aeronautical facilities at airports will vary. The agency expects that airport sponsors' agreements with tenants would reflect those differences. The form of property interest, be it a leasehold or ownership of a hangar, does not affect the obligations of the airport sponsor under the Grant Assurances. All facilities on designated aeronautical land on an obligated airport are subject to the requirement that the facilities be available for aeronautical use.

4. *Comment: Commenters agree that hangars should be used to store aircraft and not for non-aviation uses, but, they argue the proposed policy is too restrictive on the storage of non-aviation related items in a hangar along with an aircraft. A hangar with an aircraft in it still has a large amount of room for storage and other incidental uses, and that space can be used with no adverse effect on the use and storage of the aircraft.*

Response: In response to the comments, the final policy deletes the criteria of "incidental" or "de minimis" use and simply requires that non-aviation storage in a hangar not interfere with movement of aircraft in or out of the hangar, or impede access to other aeronautical contents of the hangar. The policy lists specific conditions that would be considered to interfere with aeronautical use. Stored non-aeronautical items would be considered to interfere with aviation use if they:

- Impede the movement of the aircraft in and out of the hangar;
- Displace the aeronautical contents of the hangar. (A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft);
- Impede access to aircraft or other aeronautical contents of the hangar;
- Are used for the conduct of a non-aeronautical business or municipal agency function from the hangar (including storage of inventory); or
- Are stored in violation of airport rules and regulations, lease provisions, building codes or local ordinances.

Note: Storage of equipment associated with an aeronautical activity (e.g., skydiving, ballooning, gliding) would be considered an aeronautical use of a hangar.

5. *Comment: Commenters stated the policy should apply different rules to situations where there is no aviation demand for hangars, especially when hangars are vacant and producing no income for the sponsor.*

Response: At some airports, at some times, there will be more hangar capacity than needed to meet aeronautical demand, and as a result there will be vacant hangars. The FAA agrees that in such cases it is preferable to make use of the hangars to generate revenue for the airport, as long as the hangar capacity can be recovered on relatively short notice for aeronautical use when needed. See Order 5190.6B, paragraph 22.6. The final policy adopts a provision modeled on a leasing policy of the Los Angeles County Airport Commission, which allows month-to-month leases of vacant hangars for any purpose until a request for aeronautical use is received. The final policy requires that a sponsor request FAA approval before implementing a similar leasing plan:

- The airport sponsor may request FAA approval of a leasing plan for the lease of vacant hangars for non-aeronautical use on a month-to-month basis.
- The plan may be implemented only when there is no current aviation demand for the vacant hangars.
- Leases must require the non-aeronautical tenant to vacate the hangar on 30 days' notice, to allow aeronautical use when a request is received.
- Once the plan is approved, the sponsor may lease vacant hangars on a 30 days' notice without further FAA approval.

The agency believes this will allow airports to obtain some financial benefit from vacant hangars, while allowing the hangars to be quickly returned to aeronautical use when needed. FAA pre-approval of a month-to-month leasing plan will minimize the burden on airport sponsors and FAA staff since it is consistent with existing interim use guidance.

6. *Comment: Commenter indicates that the terms "incidental use" and "insignificant amount of space" are too vague and restrictive.*

Response: The FAA has not used these terms in the final policy. Instead, the policy lists specific prohibited conditions that would be considered to interfere with aeronautical use of a hangar.

7. *Comment: Commenter states Glider operations require storage of items at the airport other than aircraft, such as tow vehicles and towing equipment. This should be an approved use of hangars.*

Response: Tow bars and glider tow equipment have been added to the list of examples of aeronautical equipment. Whether a vehicle is dedicated to use for glider towing is a particular fact that can be determined by the airport sponsor in each case. Otherwise the general rules for parking a vehicle in a hangar would apply.

8. *Comment: Commenter states it should be clear that it is acceptable to park a vehicle in the hangar while the aircraft is out of the hangar being used.*

Response: The final policy states that a vehicle parked in the hangar, while the vehicle owner is using the aircraft will not be considered to displace the aircraft, and therefore is not prohibited.

9. *Comment: Commenters, including Experimental Aircraft Association (EAA), stated that aviation museums and non-profit organizations that promote aviation should not be excluded from hangars.*

Response: Aviation museums and other non-profit aviation-related organizations may have access to airport property at less than fair market rent, under section VII.E of the FAA Policy and Procedures Concerning the Use of Airport Revenue. (64 FR 7710, February 16, 1999). However, there is no special reason for such activities to displace aircraft owners seeking hangar space for storage of operating aircraft, unless the activity itself involves use and storage of aircraft. Accordingly, aviation museums and non-profit organizations will continue to have the same access to vacant hangar space as other activities that do not actually require a hangar for aviation use, that is, when there is no aviation demand (aircraft storage) for those hangars and subject to the discretion of the airport operator.

10. *Comment: Commenters suggest that the policy should allow a 'grace period' for maintaining possession of an empty hangar for a reasonable time from the sale of an aircraft to the purchase or lease of a new aircraft to be stored in the hangar.*

Response: The FAA assumes that airport lease terms would include reasonable accommodation for this purpose and other reasons a hangar might be empty for some period of time, including the aircraft being in use or at another location for maintenance. The reasons for temporary hangar vacancy and appropriate "grace periods" for various events depend on local needs and lease policies, and the FAA has not included any special provision for grace periods in the final policy.

11. *Comment: Commenters believe that the policy should allow some leisure spaces in a hangar, such as a lounge or seating area and kitchen, in*

recognition of the time many aircraft owners spend at the airport, and the benefits of an airport community.

Response: The final policy does not include any special provision for lounge areas or kitchens, either specifically permitting or prohibiting these areas. The policy requires only that any non-aviation related items in a hangar not interfere in any way with the primary use of the hangar for aircraft storage and movement. The airport sponsor is expected to have lease provisions and regulations in place to assure that items located in hangars do not interfere with this primary purpose.

12. *Comment: Commenters, including EAA, stated that all construction of an aircraft should be considered aeronautical for the purpose of hangar use, because building an aircraft is an inherently aeronautical activity. The policy should at least allow for use of a hangar at a much earlier stage of construction than final assembly.*

Response: The FAA has consistently held that the need for an airport hangar in manufacturing or building aircraft arises at the time the components of the aircraft are assembled into a completed aircraft. Prior to that stage, components can be assembled off-airport in smaller spaces. This determination has been applied to both commercial aircraft manufacturing as well as homebuilding of experimental aircraft.

A large majority of the more than 2,400 public comments received on the notice argued that aircraft construction at any stage is an aeronautical activity. The FAA recognizes that the construction of amateur-built aircraft differs from large-scale, commercial aircraft manufacturing. It may be more difficult for those constructing amateur-built or kit-built aircraft to find alternative space for construction or a means to ultimately transport completed large aircraft components to the airport for final assembly, and ultimately for access to taxiways for operation.

Commenters stated that in many cases an airport hangar may be the only viable location for amateur-built or kit-built aircraft construction. Also, as noted in the July 2014 notice, many airports have vacant hangars where a lease for construction of an aircraft, even for several years, would not prevent owners of operating aircraft from having access to hangar storage.

Accordingly, the FAA will consider the construction of amateur-built or kit-built aircraft as an aeronautical activity. Airport sponsors must provide reasonable access to this class of users, subject to local ordinances and building codes. Reasonable access applies to currently available facilities; there is no

requirement for sponsors to construct special facilities or to upgrade existing facilities for aircraft construction use.

Airport sponsors are urged to consider the appropriate safety measures to accommodate aircraft construction. Airport sponsors leasing a vacant hangar for aircraft construction also are urged to incorporate progress benchmarks in the lease to ensure the construction project proceeds to completion in a reasonable time. The FAA's policy with respect to commercial aircraft manufacturing remains unchanged.

13. *Comment: Commenter suggests that the time that an inoperable aircraft can be stored in a hangar should be clarified, because repairs can sometimes involve periods of inactivity.*

Response: The term "operational aircraft" in the final policy does not necessarily mean an aircraft fueled and ready to fly. All operating aircraft experience downtime for maintenance and repair, and for other routine and exceptional reasons. The final policy does not include an arbitrary time period beyond which an aircraft is no longer considered operational. An airport operator should be able to determine whether a particular aircraft is likely to become operational in a reasonable time or not, and incorporate provisions in the hangar lease to provide for either possibility.

14. *Comment: Commenter suggests that the FAA should limit use of hangars on an obligated airport as proposed in the July 2014 notice. Airport sponsors frequently allow non-aeronautical use of hangars now, denying the availability of hangar space to aircraft owners.*

Response: Some commenters supported the relatively strict policies in the July 2014 notice, citing their experience with being denied access to hangars that were being used for non-aviation purposes. The FAA believes that the final policy adopted will allow hangar tenants greater flexibility than the proposed policy in the use of their hangars, but only to the extent that there is no impact on the primary purpose of the hangar. The intent of the final policy is to minimize the regulatory burden on hangar tenants and to simplify enforcement responsibilities for airport sponsors and the FAA, but only as is consistent with the statutory requirements for use of federally obligated airport property.

Final Policy

In accordance with the above, the FAA is adopting the following policy statement on use of hangars at federally obligated airports:

Use of Aeronautical Land and Facilities

Applicability

This policy applies to all aircraft storage areas or facilities on a federally obligated airport unless designated for non-aeronautical use on an approved Airport Layout Plan or otherwise approved for non-aviation use by the FAA. This policy generally refers to the use of hangars since they are the type of aeronautical facility most often involved in issues of non-aviation use, but the policy also applies to other structures on areas of an airport designated for aeronautical use. This policy applies to all users of aircraft hangars, including airport sponsors, municipalities, and other public entities, regardless of whether a user is an owner or lessee of the hangar.

I. General

The intent of this policy is to ensure that the federal investment in federally obligated airports is protected by making aeronautical facilities available to aeronautical users, and by ensuring that airport sponsors receive fair market value for use of airport property for non-aeronautical purposes. The policy implements several Grant Assurances, including Grant Assurance 5, *Preserving Rights and Powers*; Grant Assurance 22, *Economic Nondiscrimination*; Grant Assurance 24, *Fee and Rental Structure*; and Grant Assurance 25, *Airport Revenues*.

II. Standards for Aeronautical Use of Hangars

a. Hangars located on airport property must be used for an aeronautical purpose, or be available for use for an aeronautical purpose, unless otherwise approved by the FAA Office of Airports as described in Section III.

b. Aeronautical uses for hangars include:

1. Storage of active aircraft.
2. Final assembly of aircraft under construction.
3. Non-commercial construction of amateur-built or kit-built aircraft.
4. Maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of nonoperational aircraft.
5. Storage of aircraft handling equipment, *e.g.*, towbars, glider tow equipment, workbenches, and tools and materials used in the servicing, maintenance, repair or outfitting of aircraft.

c. Provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit non-aeronautical items to be stored in hangars provided the items do not

interfere with the aeronautical use of the hangar.

d. While sponsors may adopt more restrictive rules for use of hangars, the FAA will generally not consider items to interfere with the aeronautical use of the hangar unless the items:

1. Impede the movement of the aircraft in and out of the hangar or impede access to aircraft or other aeronautical contents of the hangar.
2. Displace the aeronautical contents of the hangar. A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft.
3. Impede access to aircraft or other aeronautical contents of the hangar.
4. Are used for the conduct of a non-aeronautical business or municipal agency function from the hangar (including storage of inventory).
5. Are stored in violation of airport rules and regulations, lease provisions, building codes or local ordinances.

e. Hangars may not be used as a residence, with a limited exception for sponsors providing an on-airport residence for a full-time airport manager, watchman, or airport operations staff for remotely located airports. The FAA differentiates between a typical pilot resting facility or aircrew quarters versus a hangar residence or hangar home. The former are designed to be used for overnight and/or resting periods for aircrew, and not as a permanent or even temporary residence. *See* FAA Order 5190.6B paragraph 20.5(b)

f. This policy applies regardless of whether the hangar occupant leases the hangar from the airport sponsor or developer, or the hangar occupant constructed the hangar at the occupant's own expense while holding a ground lease. When land designated for aeronautical use is made available for construction of hangars, the hangars built on the land are subject to the sponsor's obligations to use aeronautical facilities for aeronautical use.

III. Approval for Non-Aeronautical Use of Hangars

A sponsor will be considered to have FAA approval for non-aeronautical use of a hangar in each of the following cases:

a. *FAA advance approval of an interim use:* Where hangars are unoccupied and there is no current aviation demand for hangar space, the airport sponsor may request that FAA Office of Airports approve an interim use of a hangar for non-aeronautical purposes for a period of 3 to 5 years. The FAA will review the request in accordance with Order 5190.6B

paragraph 22.6. Interim leases of unused hangars can generate revenue for the airport and prevent deterioration of facilities. Approved interim or concurrent revenue-production uses must not interfere with safe and efficient airport operations and sponsors should only agree to lease terms that allow the hangars to be recovered on a 30 days' notice for aeronautical purposes. In each of the above cases, the airport sponsor is required to charge non-aeronautical fair market rental fees for the non-aeronautical use of airport property, even on an interim basis. (64 FR 7721).

b. *FAA approval of a month-to-month leasing plan:* An airport sponsor may obtain advance written approval month-to-month leasing plan for non-aeronautical use of vacant facilities from the local FAA Office of Airports. When there is no current aviation demand for vacant hangars, the airport sponsor may request FAA approval of a leasing plan for the lease of vacant hangars for non-aeronautical use on a month-to-month basis. The plan must provide for leases that include an enforceable provision that the tenant will vacate the hangar on a 30-day notice. Once the plan is approved, the sponsor may lease vacant hangars on a 30-day notice basis without further FAA approval. If the airport sponsor receives a request for aeronautical use of the hangar and no other suitable hangar space is available, the sponsor will notify the month-to-month tenant that it must vacate.

A sponsor's request for approval of an interim use or a month-to-month leasing plan should include or provide for (1) an inventory of aeronautical and non-aeronautical land/uses, (2) information on vacancy rates; (3) the sponsor's procedures for accepting new requests for aeronautical use; and (4) assurance that facilities can be returned to aeronautical use when there is renewed aeronautical demand for hangar space. In each of the above cases, the airport sponsor is required to charge non-aeronautical fair market rental fees for the non-aeronautical use of airport property, even on an interim basis. (64 FR 7721).

c. *Other cases:* Advance written release by the FAA for all other non-aeronautical uses of designated aeronautical facilities. Any other non-aeronautical use of a designated aeronautical facility or parcel of airport land requires advance written approval from the FAA Office of Airports in accordance with Order 5190.6B chapter 22.

IV. Use of Hangars for Construction of an Aircraft

Non-commercial construction of amateur-built or kit-built aircraft is considered an aeronautical activity. As with any aeronautical activity, an airport sponsor may lease or approve the lease of hangar space for this activity without FAA approval. Airport sponsors are not required to construct special facilities or upgrade existing facilities for construction activities. Airport sponsors are urged to consider the appropriate safety measures to accommodate these users.

Airport sponsors also should consider incorporating construction progress targets in the lease to ensure that the hangar will be used for final assembly and storage of an operational aircraft within a reasonable term after project start.

V. No Right to Non-Aeronautical Use

In the context of enforcement of the Grant Assurances, this policy allows some incidental storage of non-aeronautical items in hangars that do not interfere with aeronautical use. However, the policy neither creates nor constitutes a right to store non-aeronautical items in hangars. Airport sponsors may restrict or prohibit storage of non-aeronautical items. Sponsors should consider factors such as emergency access, fire codes, security, insurance, and the impact of vehicular traffic on their surface areas when enacting rules regarding hangar storage. In some cases, permitting certain incidental non-aeronautical items in hangars could inhibit the sponsor's ability to meet obligations associated with Grant Assurance 19, *Operations and Maintenance*. To avoid claims of discrimination, sponsors should impose consistent rules for incidental storage in all similar facilities at the airport. Sponsors should ensure that taxiways and runways are not used for the vehicular transport of such items to or from the hangars.

VI. Sponsor Compliance Actions

a. It is expected that aeronautical facilities on an airport will be available and used for aeronautical purposes in the normal course of airport business, and that non-aeronautical uses will be the exception.

b. Sponsors should have a program to routinely monitor use of hangars and take measures to eliminate and prevent unapproved non-aeronautical use of hangars.

c. Sponsors should ensure that length of time on a waiting list of those in need of a hangar for aircraft storage is minimized.

d. Sponsors should also consider including a provision in airport leases, including aeronautical leases, to adjust rental rates to FMV for any non-incident non-aeronautical use of the leased facilities. In other words, if a tenant uses a hangar for a non-aeronautical purpose in violation of this policy, the rental payments due to the sponsor would automatically increase to a FMV level.

e. FAA personnel conducting a land use or compliance inspection of an airport may request a copy of the sponsor's hangar use program and evidence that the sponsor has limited hangars to aeronautical use.

The FAA may disapprove an AIP grant for hangar construction if there are existing hangars at the airport being used for non-aeronautical purposes.

Issued in Washington, DC, on the 9th of June 2016.

Robin K. Hunt,

Acting Director, Office of Airport Compliance and Management Analysis.

[FR Doc. 2016-14133 Filed 6-14-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 660, 801, and 809

[Docket No. FDA-2013-N-0125]

RIN 0910-AG74

Use of Symbols in Labeling

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA or the Agency) is issuing this final rule revising its medical device and certain biological product labeling regulations to explicitly allow for the optional inclusion of graphical representations of information, or symbols, in labeling (including labels) without adjacent explanatory text (referred to in this document as "stand-alone symbols") if certain requirements are met. The final rule also specifies that the use of symbols, accompanied by adjacent explanatory text continues to be permitted. FDA is also revising its prescription device labeling regulations to allow the use of the symbol statement "Rx only" or "R only" in the labeling for prescription devices.

DATES: This rule is effective September 13, 2016.

FOR FURTHER INFORMATION CONTACT: *For information concerning the final rule as it relates to devices regulated by the Center for Devices and Radiological Health (CDRH):* Antoinette (Tosia) Hazlett, Center for Devices and Radiological Health, Food and Drug Administration, Bldg. 66, Rm. 5424, 10903 New Hampshire Ave., Silver Spring, MD 20993-0002, 301-796-6119, email: Tosia.Hazlett@fda.hhs.gov.

For information concerning the final rule as it relates to devices regulated by the Center for Biologics Evaluation and Research: Stephen Ripley, Center for Biologics Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 71, Rm. 7301, Silver Spring, MD 20993-0002, 240-402-7911.

SUPPLEMENTARY INFORMATION:

Executive Summary

Purpose of the Regulatory Action

The final rule explicitly permits the use of symbols in medical device labeling without adjacent explanatory text if certain requirements are met. The medical device industry has requested the ability to use stand-alone symbols on domestic device labeling, consistent with their current use on devices manufactured for European and other foreign markets. The final rule seeks to harmonize the U.S. device labeling requirements for symbols with international regulatory requirements, such as the Medical Device Directive 93/42/EEC of the European Union (EU) (the European Medical Device Directive) and global adoption of International Electrotechnical Commission (IEC) standard IEC 60417 and International Organization for Standardization (ISO) standard ISO 7000-DB that govern the use of device symbols in numerous foreign markets.

Summary of the Major Provisions of the Regulatory Action in Question

FDA has generally interpreted existing regulations not to allow the use of symbols in medical device labeling, except with adjacent English-language explanatory text and/or on in vitro diagnostic (IVD) devices intended for professional use. Under the final rule, symbols established in a standard developed by a standards development organization (SDO) may be used in medical device labeling without adjacent explanatory text as long as: (1) The standard is recognized by FDA under its authority under section 514(c) of the Federal Food, Drug, and Cosmetic Act (FD&C Act) (21 U.S.C. 360d(c)) and the symbol is used according to the specifications for use of the symbol set



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
Page	None	
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
Page	Free	
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.
Average (only Flagstaff, San Luis Obispo, and Eureka)	\$2.00	

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
Page	Free	
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.
Average	\$9.00	

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.

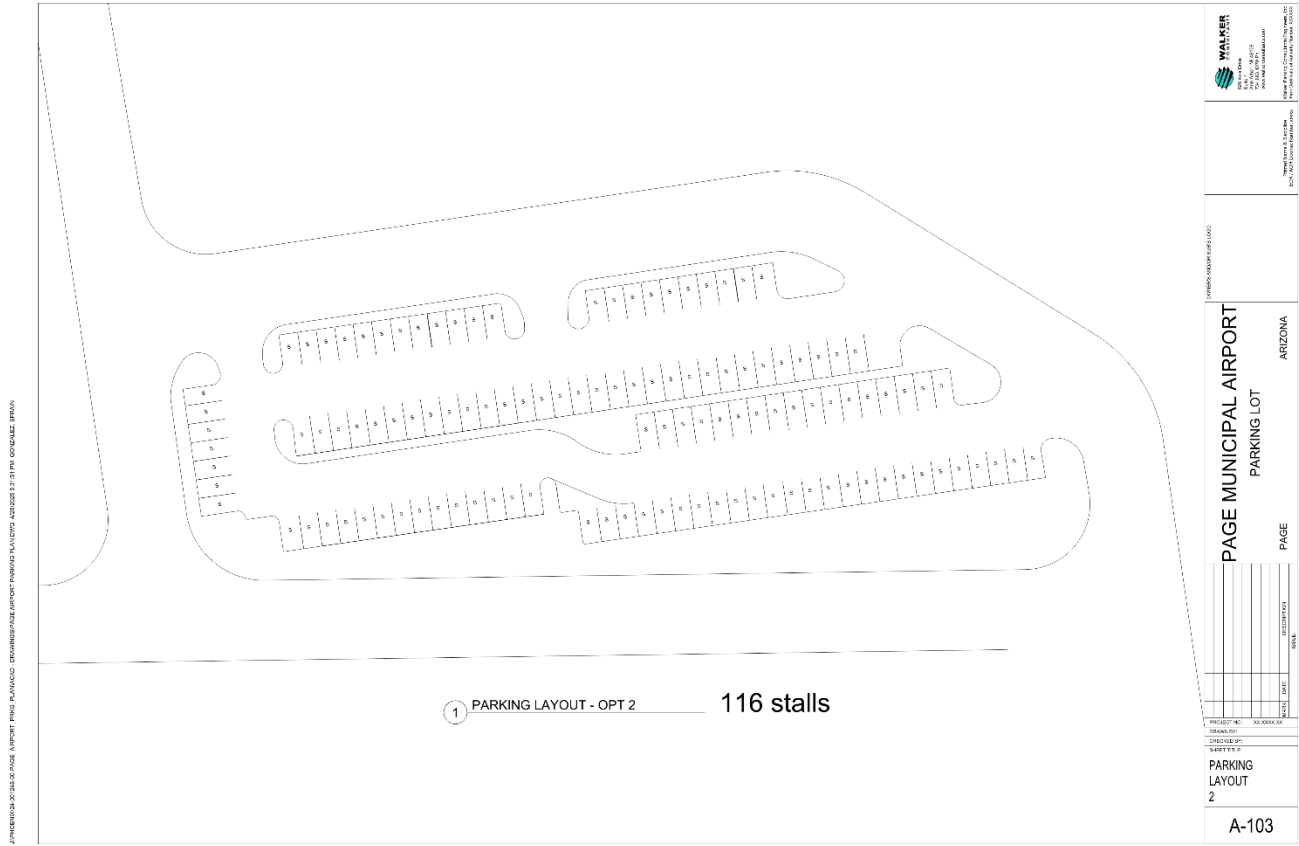
Restripe the Main Terminal Lot

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 2 – Restripe the Main Terminal Lot by reconfiguring the middle island and extending the middle aisle the entire length of the lot which would result in 116 total spaces, a net increase of 21.

Figure 3: Option 2 - Reconfigure the Middle Island and Extend the Middle Aisle

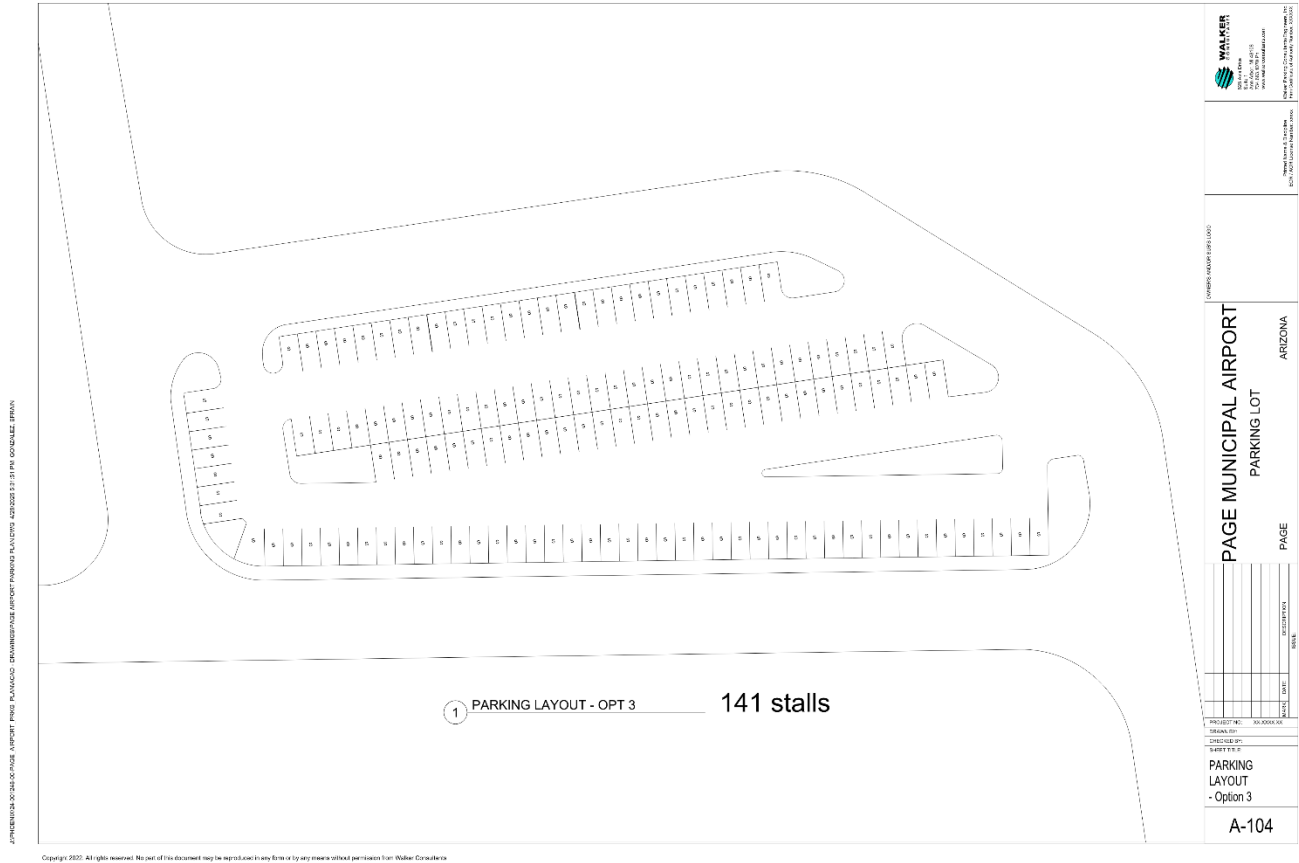


Source: Walker Consultants, 2025.

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Option 3 – Reconfigure all of the islands in the lot, and move the southernmost spaces closer to 10th 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.

Figure 5: Parking Expansion Area



Source: Walker Consultants, 2025.

The expansion lot as shown in the figure could accommodate 56 angled stalls. One important feature of the layout is that it maintains access via driveway areas to the fuel farms.

With this new expansion lot, the total parking capacity at PGA could reach 307 (if the Main Lot is restriped like shown in Option 3) or 332 (including the 25 on-street spaces near the Main Lot). While this is 23 spaces short of the projected 355-space system-wide need in 2038, the introduction of paid parking might impact demand from long-term parkers utilizing the Main Lot today. As shown in the turnover data, there were at least 12 vehicles parked in the Main Lot that did not move from the same space for an average of 7 days. Seven (7) of the 12 were documented as being parked in the same space across all eight days of counts. Additionally, the airport could make Option 3 of the expansion lot bigger to accommodate another 23 or so spaces.

Reallocation of Parking Spaces

It is best practice for the most convenient parking spaces to be available for travelers and tourists. Since the Main Lot is the closest one to the terminal, those spaces should be used as short-term parking. With the introduction of paid parking, the Main Lot spaces should be available to short-term users like passengers and tourists as demand warrants. To simplify the paid parking policy, it is advised to move employee spaces out of the Main Terminal 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)