



PAGE CITY COUNCIL

697 Vista Avenue

Page, AZ 86040

Mike Farrow, Vice Mayor
Kenna Hettinger, Councilor
Tom Preller, Councilor

Debi Roundtree, Councilor
John Kocjan, Councilor
Amanda Hammond, Councilor

Steven Kidman, Mayor

MEETING NOTICES

Consent Agenda: This portion is a means of expediting routine matters. All items approved will be done by one undebatable motion passed unanimously. Any item may be removed for debate on request of any member of City Council. Items removed from the Consent Portion become the first items of business of the Regular Agenda.

Hear From the Citizens: The City of Page welcomes public engagement, and the public may comment and address the City Council during this portion of the agenda. To request to speak, complete and submit the Request to Speak form PRIOR to the start of the meeting. When called to speak, please step up to the lectern, speak clearly into the microphone, and begin by stating your name for the record. Hear From the Citizens provides a time for the public to speak about matters that are NOT listed on the posted Agenda. The City Council cannot discuss or take legal action on any matters during the Hear From the Citizens. At the conclusion of the Hear From the Citizens, individual members of the City Council may respond to criticism made by those who have addressed the City Council, may ask Staff to review a matter, and/or may ask that a matter be put on a future agenda. If the topic you are commenting about is listed on the current agenda, you will be called to speak during that agenda item. Comments are limited to 3 minutes each speaker and 30 minutes in total. If you are with a group, please designate a spokesperson.

This agenda may be subject to change up to 24 hours prior to the meeting.

Pursuant to A.R.S. §38.431.02, notice is hereby given to the members of the City Council and to the general public that the Page City Council will hold a meeting open to the public. Supporting documents and Staff reports, which were furnished to the City Council, with this agenda, are available for review at cityofpage.org or at the City Clerk's Office. Councilmembers of the City of Page City Council will attend either in person or by technological means. City Council may vote to go into Executive Session for the purpose of obtaining legal advice from the City Attorney on any item listed on the agenda, pursuant to A.R.S. §38-431.03 (A)(3). City Council may modify the agenda order, if necessary.

Persons with disabilities should call the City Clerk's Office, at 928-645-4205 for program and services information and accessibility.

NOTICE TO PARENTS: Parents and legal guardians have the right to consent before the City of Page makes a video or voice recording of a minor child A.R.S. §1-602.A.9.

City Council meetings are audio and video recorded. Parents or guardians may either submit a written consent to the City Clerk's Office, or by allowing a minor to be present and/or participate in the meeting, parents or guardians waive this right.

If you would like to receive email notification for City Council agendas, please sign up for subscriptions on our website at cityofpage.org.



**City Council
Regular Meeting**

**City Hall
697 Vista Ave, Page AZ
April 22, 2026 at 5:30 PM**

Notice of Public Meeting and Agenda

Page City Council may discuss and take action on any item listed on the agenda

- 1. Call to Order and Opening Activities**
- 2. Roll Call**
- 3. Community Recognition**
None
- 4. Consent Agenda**
 1. City Council Regular Minutes — April 08, 2026
- 5. Hear From The Citizens**
- 6. Reports and Announcements**
 1. Mayor's Reports and Announcements - None
 2. City Manager's Current Events Summary
- 7. Boards and Commissions**
 1. Council Liaison Reports on Board Meetings
- 8. New Business**
 1. Special Event Liquor License Application — Grand Circle Arts Alliance
 2. EAS Carrier Bid Evaluation and Presentations
 3. Bid review and Award for Airport on-call Architectural-Engineering Consultants
 4. Bid Review and Award to Airport on-call Professional Planning Services
 5. Selling Merchandise at Horseshoe Bend
 6. Resolution 1341-26 Call of General Election
 7. Direction on Potential Purchase of State Land
- 9. Potential Future Agenda Items**

Items in this section are not for substantive discussion or formal action. This section is used only for Council to decide if they would like the item added to a future agenda for discussion and possible action at a subsequent meeting.

 1. Protecting the Future of Recreation on Red Mesa

Adjourn

Next Regular Meeting: Wednesday, May 13, 2026 at 5:30 p.m.

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. in accordance with the statement filed by the City of Page City Council with the City Clerk.

CITY CLERK'S OFFICE

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Clerk

Presented by:
Cindy Scott, City Clerk

Brief Title: City Council Regular Minutes — April 08, 2026

Agenda Section: Consent Agenda

Agenda Sub-category: Minutes

Action: Motion

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Move to approve the regular City Council Meeting minutes for April 08, 2026.

Background:

N/A

Alternatives Considered:

N/A

Advisory Board/Commission Action:

N/A

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

1. 04 08 2026 Reg Min



**PAGE CITY COUNCIL
REGULAR MEETING MINUTES
April 08, 2026**

A Regular Meeting of the Page City Council was held at 5:30 p.m. on the 8^h day of April 2026, in the Council Chambers at City Hall in Page, Arizona. Mayor Steven Kidman presided. Councilors Amanda Hammond (Via Zoom), Kenna Hettinger, Tom Preller, John Kocjan, and Debi Roundtree were present. Vice Mayor Mike Farrow was excused. There was a moment of meditation. Councilor Preller led the Pledge of Allegiance.

Mayor Kidman called the meeting to order at 5:30 p.m.

Staff members present: City Manager, Frank Marbury; City Attorney, Joshua Smith; IT Director, Kane Scott; Assistant Police Chief, Larry Jones; Police Lieutenant, Ted Barnard; Administrative Manager, Alie Stamat; Deputy City Clerk, Adrienne Weller; and City Clerk, Cindy Scott.

CONSENT AGENDA

WAPA Agreement 25-SLC-1383

City Council Regular Minutes - March 25, 2026

ADOT Airport Grant E6M4U01D

ADOT Airport Grant E6M4W01C

Motion made by Councilor Preller to approve the Consent Agenda. The motion was seconded by Councilor Hettinger and approved unanimously by all members present.

HEAR FROM THE CITIZENS

Residents Chuck Straub and Maschelle Zia addressed the City Council.

REPORTS AND ANNOUNCEMENTS

MAYOR'S REPORTS AND ANNOUNCEMENTS

Mayor Kidman provided an update on the LeChee Chapter Meeting he attended in March.

CITY MANAGER'S CURRENT EVENTS SUMMARY

City Manager provided information about the recent events and the good work of the Recreation Department, Parks and Trails, Public Works Events Team, and everyone else that assisted in getting everything arranged.

BOARDS AND COMMISSIONS

Discussion by the City Council pertaining to reports on board meetings by Board Liaisons
Councilor Hettinger gave updates.

Page City Council Regular Meeting – April 08, 2026

Economic Development Advisory Board Appointment – Mark Vecchiarelli

Motion was made by Councilor Preller to appoint Mark Vecchiarelli to the Economic Development Advisory Board with a term ending June 30, 2027. The motion was seconded by Councilor Roundtree and approved unanimously by all members present.

NEW BUSINESS

Special Event Liquor License Application — Glen Canyon Conservancy

There was discussion.

Motion was made by Councilor Hettinger to approve the Arizona Department of Liquor Licenses and Control Application for a Special Event Liquor License for Glen Canyon Conservancy. The motion was seconded by Councilor Kocjan and approved unanimously by all members present.

Ordinance 751-26: Non-Disclosure Agreements

Clerk introduced Ordinance 751-26 by title only.

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF PAGE, COCONINO COUNTY, ARIZONA, AMENDING SECTION 30.072 OF THE CITY OF PAGE CODE OF ORDINANCES, RELATING TO NON-DISCLOSURE AGREEMENTS.

Motion was made by Councilor Roundtree to adopt Ordinance 751-26. The motion was seconded by Councilor Hettinger.

Mayor Kidman asked City Attorney Smith to inform the public of the provision that would be added to the City Code.

Councilor Roundtree thanked Staff for their work on this.

The motion was approved unanimously by all members present.

Scope of the Airport Terminal Expansion Project

City Manager, Frank Marbury provided information.

There was discussion.

Motion was made by Councilor Kocjan to accept the FAA Engineer & Program Manager recommendation and complete the current expansion plan and if demand increases, Page experiences consistent data showing an upward trend, then plan on another expansion in a few years. The motion was seconded by Councilor Roundtree.

Discussion continued.

The motion was restated by Mayor Kidman to accept and to move forward with the original plan going to the 37-passenger security area. Councilor Kocjan confirmed.

The motion passed with Mayor Kidman, Councilor Kocjan, Councilor Hettinger, Councilor Preller, and Councilor Roundtree in favor. Councilor Hammond was opposed.

FUTURE AGENDA ITEMS

Land Sale Process

Councilor Preller read the information presented.

Staff directed to add this item to a future agenda.

Page City Council Regular Meeting – April 08, 2026

ADJOURN

The meeting was adjourned at 6:12 p.m.

Cindy Scott, City Clerk

Steven R. Kidman, Mayor

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the City Council Regular Meeting, held on the 8th day of April 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 22nd day of April 2026

Cindy Scott, City Clerk

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Council

Presented by:

Brief Title: Council Liaison Reports on Board Meetings

Agenda Section: Boards and Commissions

Agenda Sub-category: Administrative Report

Action:

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Background:

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Clerk

Presented by:

Brief Title: Special Event Liquor License Application — Grand Circle Arts Alliance

Agenda Section: New Business

Agenda Sub-category: Agenda Item

Action: Motion

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Move to approve the Arizona Department of Liquor Licenses and Control Application for a Special Event Liquor License for Grand Circle Arts Alliance.

Background:

The City Clerk's Office received an Arizona Department of Liquor Licenses and Control application for a Special Event Liquor License from the Grand Circle Arts Alliance for the Glen Canyon Conservancy Flagship Store event taking place on June 01, 2026.

A Special Event Liquor License does not require a public hearing. However, the Arizona Department of Liquor Licenses and Control requires City Council's recommendation.

The Arizona Department of Liquor Licenses and Control will be notified of the action taken and will make the final determination.

Alternatives Considered:

N/A

Advisory Board/Commission Action:

N/A

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

- 04 13 2026 Glen Canyon Conservancy Flagship Store - Redacted

REC'D PAGE CITY CLERKS
2025 APR 13 PM 12:24

Arizona Department of Liquor Licenses and Control
800 W. Washington 5th Floor
Phoenix AZ 85007-2934

www.azliquor.gov
(602) 542-5141

FOR DLLC USE ONLY

Event date(s):

Event time start/end:

APPLICATION FOR SPECIAL EVENT LICENSE

Fee= \$25.00 per day for 1-10 days (consecutive)
A service fee of \$25.00 will be charged for all dishonored checks (A.R.S. §44-6852)

IMPORTANT INFORMATION: This document must be fully completed or it will be returned.

The Department of Liquor Licenses and Control must receive this application ten (10) business days prior to the event. If the special event will be held at a location without a permanent liquor license or if the event will be on any portion of a location that is not covered by the existing liquor license, this application must be approved by the local government before submission to the Department of Liquor Licenses and Control (see Section 15).

SECTION 1 Name of Organization: Grand Arts Alliance

SECTION 2 Non-Profit/IRS Tax Exempt Number: 87-4642833

SECTION 3 The organization is a: (check one box only)
 Charitable (501.C) Fraternal (must have regular membership and have been in existence for over five (5) years)
 Religious Civic (Rotary, College Scholarship) Political Party, Ballot Measure or Campaign Committee

SECTION 4 Will this event be held on a currently licensed premise and within the already approved premises?
 Yes No

Name of Business License Number Phone (include Area Code)

SECTION 5 How is this special event going to conduct all dispensing, serving, and selling of spirituous liquors? Please read R-19-318 for explanation (look in special event planning guide) and check one of the following boxes.

- Place license in non-use
- Dispense and serve all spirituous liquors under retailer's license
- Dispense and serve all spirituous liquors under special event
- Split premise between special event and retail location

(If not using retail license, submit a letter of agreement from the agent/owner of the licensed premise to suspend the license during the event. If the special event is only using a portion of premise, agent/owner will need to suspend that portion of the premise.)

SECTION 6 What is the purpose of this event? On-site consumption Off-site (auction) Both

SECTION 7 Location of the Event: Glen Canyon Conservancy Flagship Store
Address of Location: 12 N Lake Powell Blvd Page AZ 86040
Street City County/State Zip

SECTION 8 Will this be stacked with a wine festival/craft distiller festival? Yes No

SECTION 9 Applicant must be a member of the qualifying organization and authorized by an Officer, Director or Chairperson of the Organization named in Section 1. (Authorizing signature is required in Section 13.)

1. Applicant: England Finn Cassidy Ann 04/19/1963
Last First Middle Date of Birth

2. Applicant's mailing address: P.O. Box [Redacted]
Street City State Zip

3. Applicant's home/cell phone: [Redacted] Applicant's business phone: [Redacted]

4. Applicant's email address: [Redacted]

SECTION 10

1. Has the applicant been convicted of a felony, or had a liquor license revoked within the last five (5) years?
 Yes No (If yes, attach explanation.)

2. How many special event licenses have been issued to this location this year? 0
 (The number cannot exceed 12 events per year; exceptions under A.R.S. §4-203.02(D).)

3. Is the organization using the services of a promoter or other person to manage the event? Yes No
 (If yes, attach a copy of the agreement.)

4. List all people and organizations who will receive the proceeds. Account for 100% of the proceeds. The organization applying must receive 25% of the gross revenues of the special event liquor sales. Attach an additional page if necessary.

Name Grand Circle Arts Alliance Percentage 100%
 Address 71 7th Ave suite 2A PAGE AZ 86040
Street City State Zip
 Name _____ Percentage _____
 Address _____
Street City State Zip

5. Please read A.R.S. §4-203.02 Special event license; rules and R19-1-205 Requirements for a Special Event License.

Note: ALL ALCOHOLIC BEVERAGE SALES MUST BE FOR CONSUMPTION AT THE EVENT SITE ONLY.

"NO ALCOHOLIC BEVERAGES SHALL LEAVE SPECIAL EVENT UNLESS THEY ARE IN AUCTION SEALED CONTAINERS OR THE SPECIAL EVENT LICENSE IS STACKED WITH WINE /CRAFT DISTILLERY FESTIVAL LICENSE"

6. What type of security and control measures will you take to prevent violations of liquor laws at this event?
 (List type and number of police/security personnel and type of fencing or control barriers, if applicable.)

Number of Police 1 Number of Security Personnel Fencing Barriers

Explanation: patio is permanently fenced w/ entrance/exit
into patio into Bldg

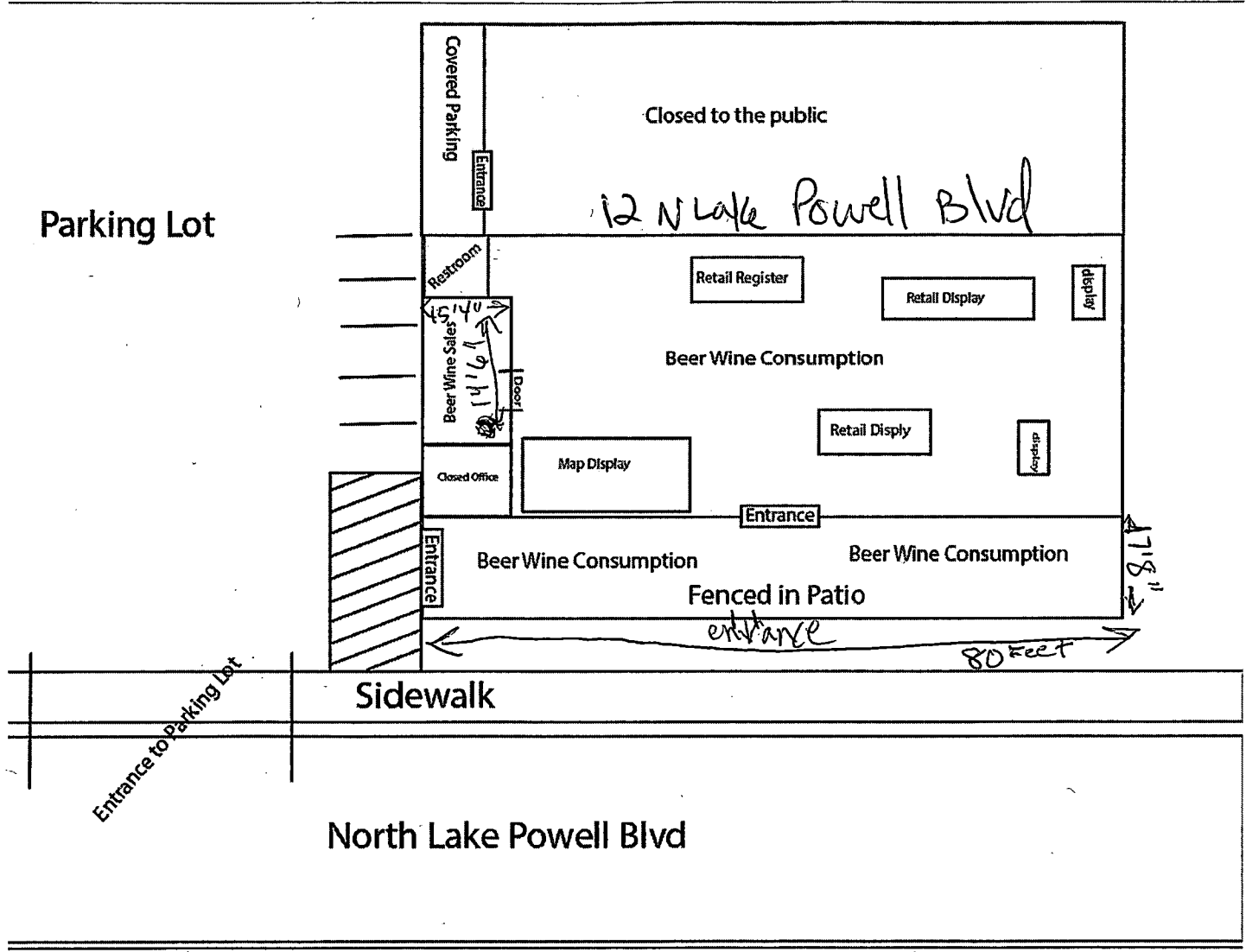
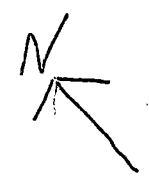
SECTION 11 Date(s) and Hours of Event. May not exceed 10 consecutive days.
 See A.R.S. §4-244(15) and (17) for legal hours of service.

	Date	Day of Week	Event Start Time AM/PM	License End Time AM/PM
DAY 1:	<u>June 1</u>	<u>Friday</u>	<u>6:00pm</u>	<u>9:00pm</u>
DAY 2:	_____	_____	_____	_____
DAY 3:	_____	_____	_____	_____
DAY 4:	_____	_____	_____	_____
DAY 5:	_____	_____	_____	_____
DAY 6:	_____	_____	_____	_____
DAY 7:	_____	_____	_____	_____
DAY 8:	_____	_____	_____	_____
DAY 9:	_____	_____	_____	_____
DAY 10:	_____	_____	_____	_____

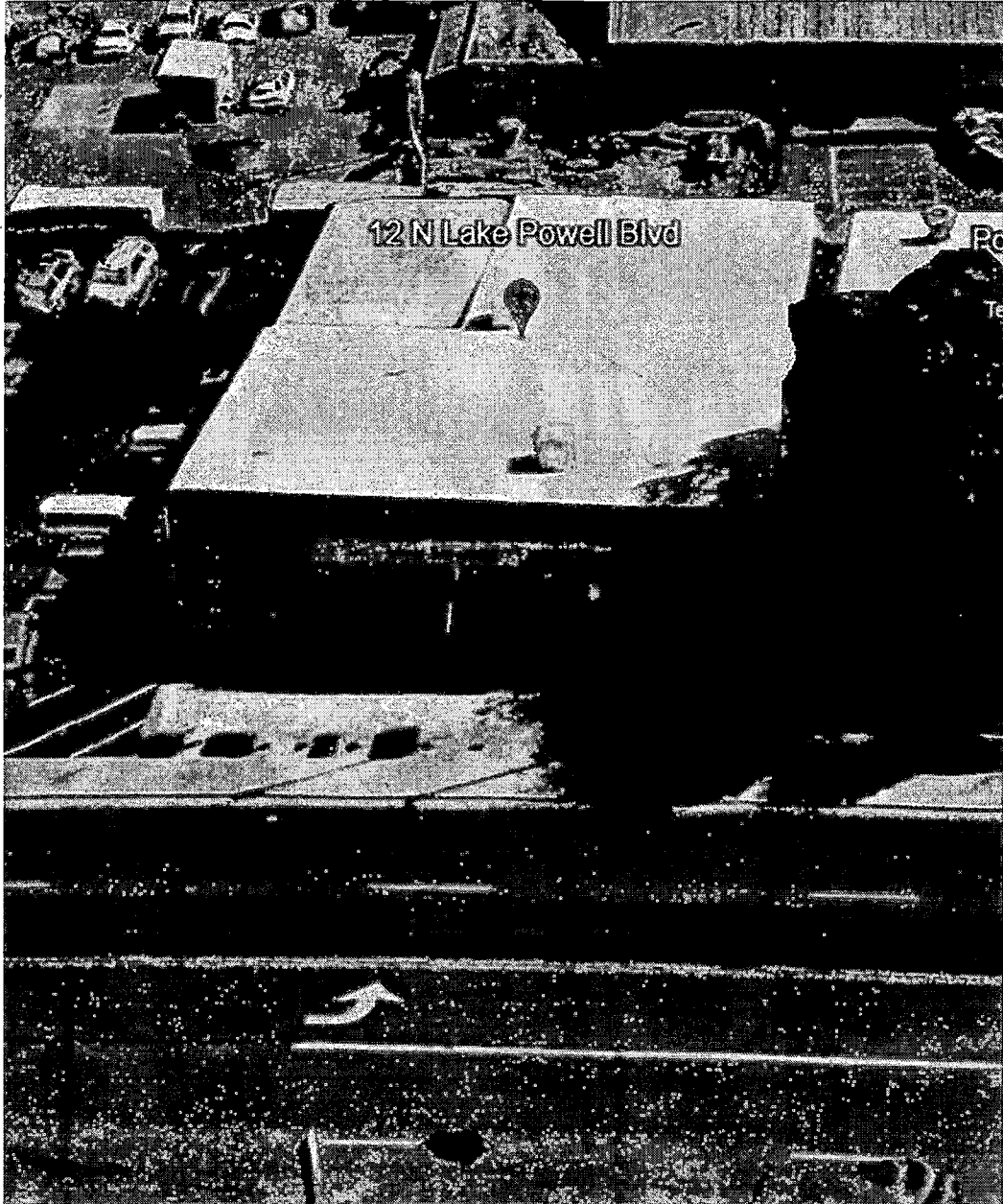
SECTION 12 License premises diagram. The licensed premises for your special event is the area in which you are authorized to sell, dispense or serve alcoholic beverages under the provisions of your license. The following space is to be used to prepare a diagram of your special event licensed premises. Please show dimensions, serving areas, fencing, barricades, or other control measures and security position.

N↑

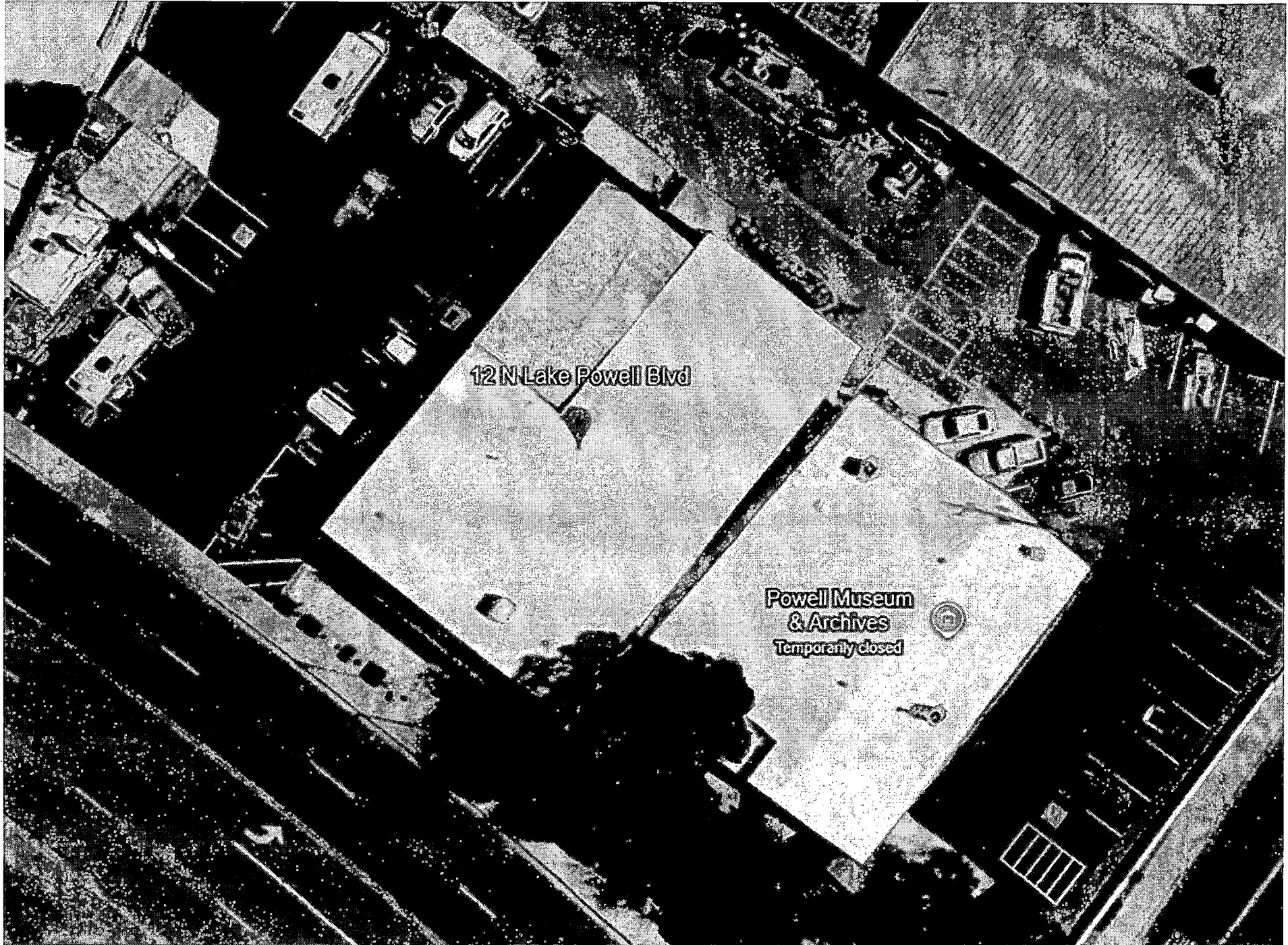
See attached



7
2

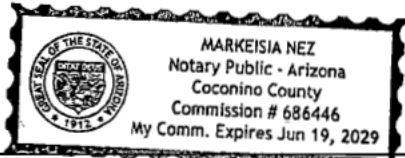


↑ N



12 N Lake Powell Blvd

Powell Museum
& Archives
Temporarily closed



SECTION 13 This section is to be completed only by an Officer, Director or Chairperson of the organization named in Section 1.

I, Cassidy England-Finn declare that I am an OFFICER, DIRECTOR, or CHAIRPERSON
(Print full name)
appointing the applicant listed in Section 9, to apply on behalf of the foregoing organization for a Special Event
Liquor License.

x Cassidy England-Finn Treasurer 4/13/2026 [Redacted]
(Signature) Title/ Position Date Phone #

The foregoing instrument was acknowledged before me this 13 April 2026
Day Month Year
State Arizona County of Coconino

My Commission Expires on: 06/19/2029 [Signature]
Date Signature of Notary Public

SECTION 14 This section is to be completed only by the applicant named in Section 9.

I, Cassidy England-Finn declare that I am the APPLICANT filing this application as
(Print full name)
listed in Section 9. I have read the application and the contents and all statements are true, correct and
complete.

x Cassidy England-Finn Treasurer 4/13/2026 [Redacted]
(Signature) Title/ Position Date Phone #

The foregoing instrument was acknowledged before me this 13 April 2026
Day Month Year
State Arizona County of Coconino

My Commission Expires on: 06/19/2029 [Signature]
Date Signature of Notary Public

The local governing body may require additional applications to be completed and submitted. Please check with local government as to how far in advance they require these applications to be submitted. Additional licensing fees may also be required before approval may be granted. For more information, please contact your local jurisdiction: http://www.azliquor.gov/assets/documents/homepage_docs/spec_event_links.pdf.

SECTION 15 Local Governing Body Approval Section

I, _____ recommend APPROVAL DISAPPROVAL
(government official) (Title)
on behalf of _____
(City, Town, County) Signature Date Phone

FOR DEPARTMENT OF LIQUOR LICENSES AND CONTROL USE ONLY

APPROVAL DISAPPROVAL BY: _____ DATE: _____

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: Airport

Presented by:

Lore Davis-McCluskey , Airport Manager

Brief Title: EAS Carrier Bid Evaluation and Presentations

Agenda Section: New Business

Agenda Sub-category: Agenda Item

Action: Motion

PowerPoint Needed?: Yes

Request for Council Action

Recommended Action:

Motion to recommend that DOT select Contour Airlines as the air carrier for the next ___ years to serve Page Municipal Airport under Alternate Essential Air Service.

Background:

Arizona DOT requested bids for essential air service operations for Page Municipal Airport. The DOT uses several criteria to evaluate the proposals; 1. Carrier Reliability, 2. Contractual arrangements of each carrier (interline agreements and code share), 3. Marketing service proposed to the community, 4. The total compensation, or subsidy, proposed, 5. The community recommendation.

The proposals are quite varied and include many differences. A direct, quantifiable comparison is difficult. Subsidy amounts range from just under \$5 million to over \$6 million. Destinations offered include Phoenix, Salt Lake, Las Vegas, Denver, Los Angeles, and Window Rock.

There are also airplane performance issues to consider. Currently, Contour's ERJ135 performs fairly well for Page's altitude and heat. The ERJ 145 that several other carriers plan to use struggles more because it is a larger jet with the same engine. The CRJ 200 jet also may face weight limitations at certain temperatures. The best performing aircraft is the Donier 328 flown by Advanced Air, although it should be noted the back up plane for the Dojet is the King Air propeller plane. Staff is working on performance criteria.

As far as proposals for the larger carrier (Skywest) that can carry, more than 30 passengers, there are airport upgrades required to take the facility from its current Class III to Class I. Issues include, but are not limited to, manual updates, safety system improvements, employee training, operational and security improvements, and potentially runway strengthening requirements. Financial information was requested from each carrier, but was not available at the time of this posting. It will be presented at the meeting if available.

Staff and the airport advisory board evaluated the proposal, obtained advice from the City's consultant (Volaire) and conducted interviews with each carrier. After discussions, the Board recommended to continue service with Contour Airlines. Staff concurs with this recommendation.

Alternatives Considered:

Advisory Board/Commission Action:

The Airport Advisory Board recommended that the EAS bid be awarded to Contour Airlines.

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

1. Advanced Air, LLC - EAS Proposal
2. Contour Bid_PGA Proposal
3. Denver Air Connection Proposal for Page Arizona
4. PGA 2026 SkyWest Charter EAS Proposal
5. PGA 2026 SkyWest EAS Proposal
6. PGA BID COMP DOC (With Staff Mods)

A D V A N C E D A I R



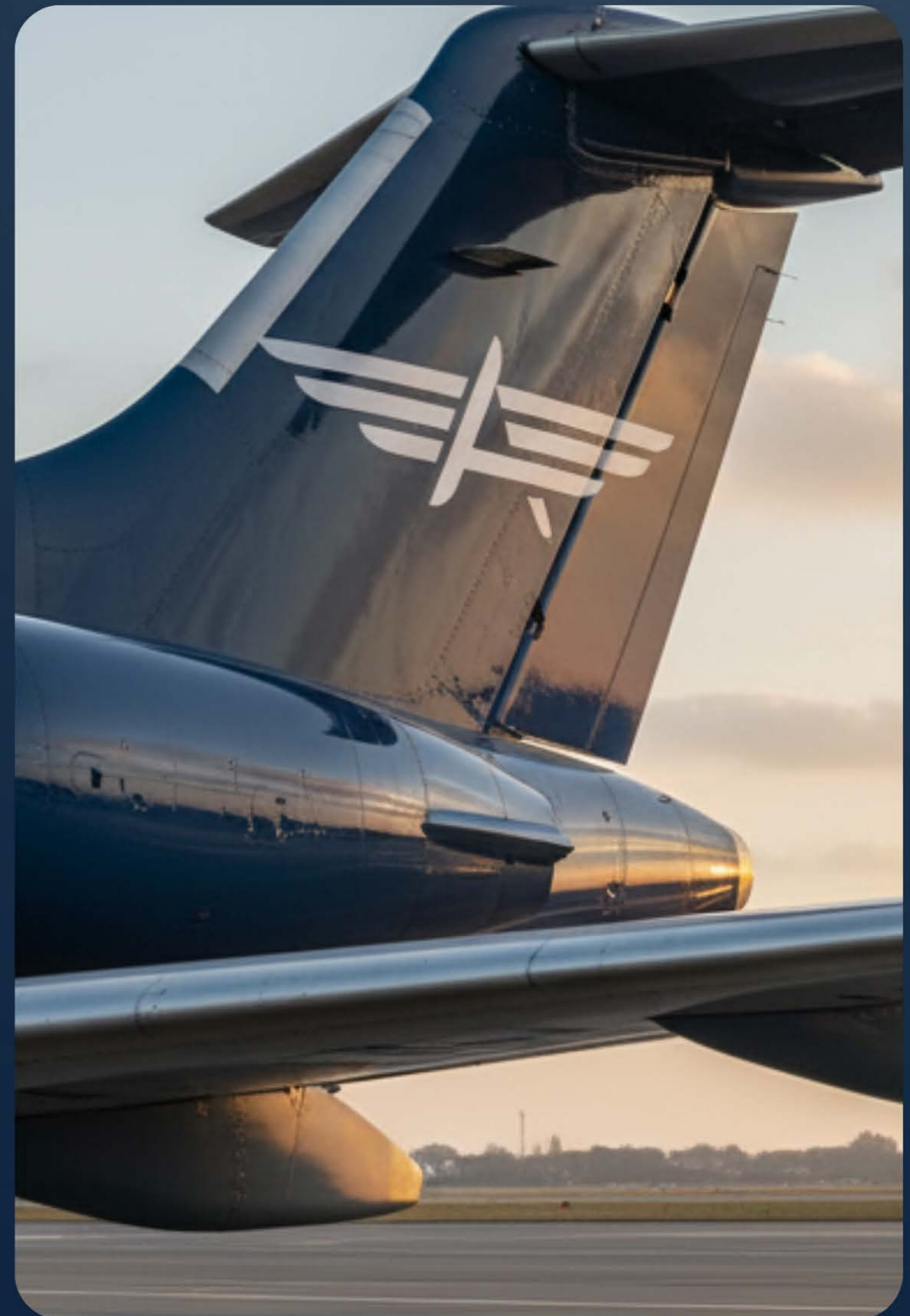
Essential Air Service Proposal

for Page, AZ (PHX) DOT-OST-1997-2694

Connecting **Page, AZ** to **Phoenix, AZ** and **Window Rock, AZ** with right-sized high-reliability service.

Advanced Air, LLC

12101 Crenshaw Boulevard, Suite 100
Hawthorne, California 90250
Ph. 310.644.3344 Fx. 310.644.9344
www.flyadvancedair.com



Why Advanced Air is the Right Partner for Page, Arizona



Safety First

Advanced Air maintains a Perfect Safety Record.



Right-Sized Fleet

30-passenger Dornier 328 Jet or ERJ-145 perfectly matched to Page, Arizona demand



Frequent Flights

15 weekly round trip from Page, AZ and Phoenix, AZ.
3 weekly included stops in Window Rock, AZ



Transparent Pricing

Average \$75 fares



Community Investment

\$75,000 annual marketing commitment
to Page, AZ



Proven Performance

96-98% completion across all markets

Our commitment extends beyond flights; we aim to be an integral part of Page, Arizona's growth, offering not just transportation but a partnership built on trust, safety, and community support.



Proposed Service:

PGA <-> PHX

Route Details

Origin: Page, AZ

Destination: Phoenix, AZ

Weekly Service: 15 round-trip flights

Aircraft Type: 12x Dornier 328 Jet (30-Passenger) or ERJ-145 | 3x King Air 350 (9 Passenger)

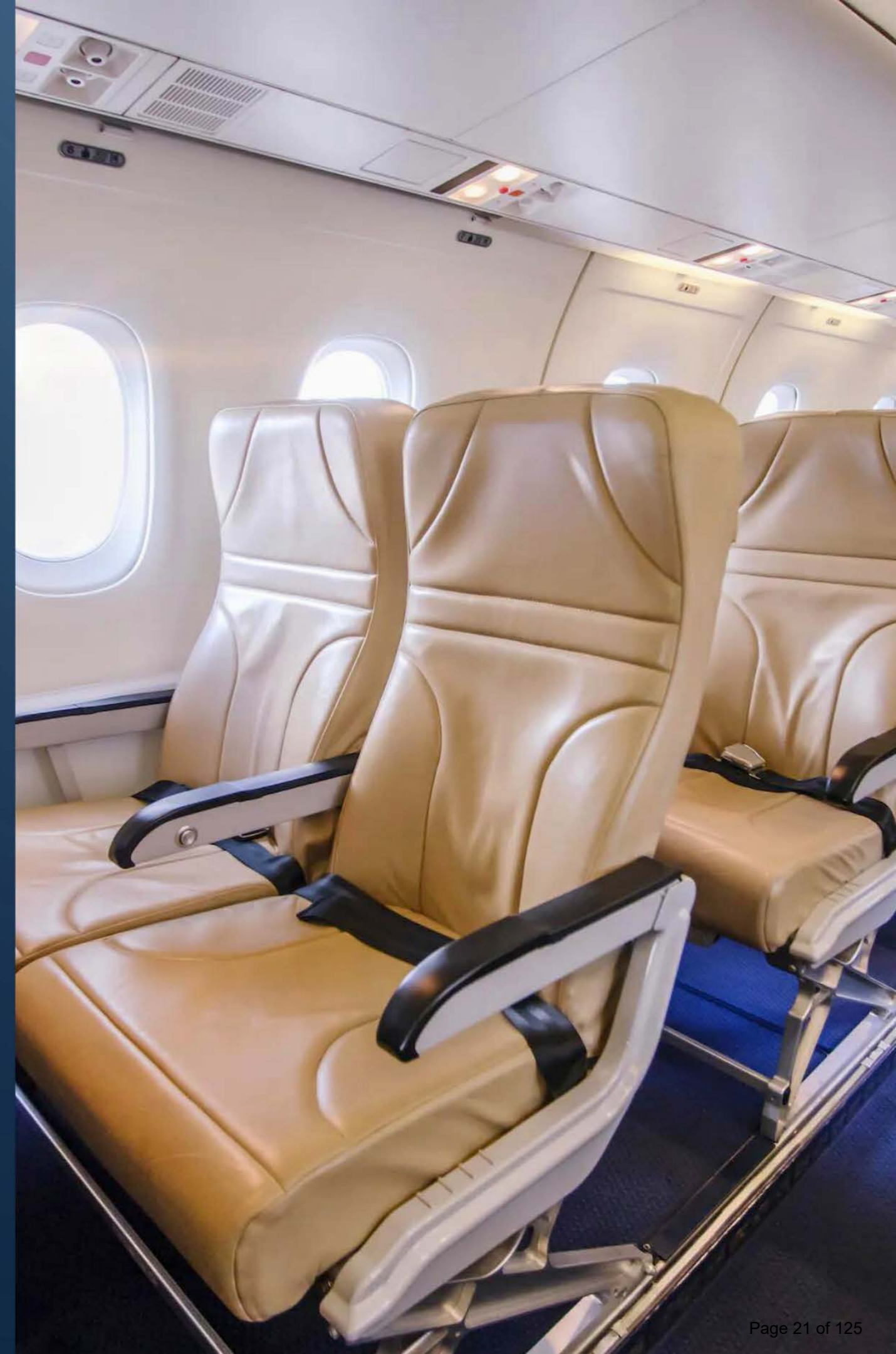
Annual Flights: 1,560

Annual Seats: 40,248

Average Fare: \$75 one-way



This service provides Page, AZ residents with same-day access to Phoenix's major medical facilities, business centers, and connecting flights—transforming hours of driving across northern Arizona into a comfortable and efficient short flight.



Proposed Service:

PGA <-> RQE

Route Details

Origin: Page, AZ

Destination: Window Rock, AZ

Weekly Service: 3 round-trip flights

Aircraft Type: King Air 350 (9 Passenger)

Annual Flights: 312

Annual Seats: 2,808

Average Fare: \$50 one-way



This service provides Page, AZ and Window Rock, AZ residents with same-day access to Phoenix medical facilities, business centers, and connecting flights - transforming hours of driving into a comfortable quick flight.

Flight Pattern: Phoenix, AZ → Page, AZ → Window Rock, AZ → Page, AZ → Phoenix, AZ








Scheduled Service

EAS/RASE, AEAS, and our Semi-Private Network

Advanced Air's Scheduled Service operations cater to two diverse demographics: Support for Federal (EAS) and State (RASE) Air Service programs that provide much-needed air service to the country's rural communities and a Semi-Private network offering seasonal flights to popular tourist destinations.

Current Federal and State Subsidized EAS, AEAS, and RASE Contracts: These markets are served by our King Air 350, PC-12 aircraft, and Dornier 328 Jet and connect these rural communities to medium and large hubs including Albuquerque, Phoenix, Los Angeles, Oakland, and Las Vegas.



-  **Proposed Route**
-  **EAS/RASE**
-  **AEAS**
-  **Semi-Private Network**
-  **Hubs**

Interline Connectivity with Alaska Airlines

Advanced Air has an interline agreement with Alaska Airlines. Our passengers can book connecting flights on-line via the major distribution systems and connect to our partner in Phoenix and Denver.



The cities shown in white are some of the options flyers will have when connecting through Phoenix, AZ with Alaska Airlines.

For the full list, check Alaska Airlines website.

Additional Interline Agreements currently pending.

Advanced Air at a Glance

A Proven Regional Carrier Since 2005



Established Operator

Founded in 2005 and based at Hawthorne Municipal Airport (HHR) in Los Angeles, California



Robust Fleet

Approximately 20 aircraft including turboprops, small, midsize, and heavy jets; and 30-passenger regional jets.



High Volume Operations

Over 11,000 annual departures across EAS, AEAS, and charter services nationwide & 65,000 passengers annually.



Exceptional Reliability

96-98% system-wide completion factor with strong dispatch and maintenance infrastructure



Rural Connectivity Experts

Specialized in connecting small communities to regional hubs across multiple states



Operational Excellence

Experienced IROP management with licensed dispatchers and dedicated staff for weather events and schedule recovery.

ADVANCED AIR



An Airline That
Feels Like Family



Safety Credentials

Uncompromising Commitment to Safety



Perfect Safety Record

A testament to our rigorous safety culture and protocols.



ARGUS Platinum

The highest level of aviation safety audit, awarded to operators demonstrating best practices.



IS-BAO Stage 3

International Standard for Business Aircraft Operations (IS-BAO) Stage 3, indicating a fully mature SMS.



Robust SMS

A comprehensive Safety Management System driving continuous improvement and risk mitigation.



Department Of Defense (DOD) Civil Airlift Review Board (CARB)

Advanced Air is certified as a DOD approved air carrier. This certification is among the highest safety standard certifications that can be achieved by an air carrier.



Advanced Maintenance

Proactive maintenance programs ensuring peak aircraft performance and reliability. Maintenance bases at HHR and PHX.



Advanced Air's unwavering dedication to safety is the cornerstone of our operations. We adhere to the highest industry standards, ensuring every flight is meticulously planned and executed, giving our passengers complete peace of mind.

Southwest Airlines Destination 225° Program

Advanced Air is a proud partner of the **Southwest Airlines Destination 225° Pilot Pathways Program**, offering a direct pipeline for aspiring pilots to build experience before transitioning to **Southwest Airlines**. Candidates enter through four pathways—University, CAE Cadet, Military, or Employee—and, once vetted by Southwest, join Advanced Air for 24 months of flight experience. After completing this phase, pilots flow directly into a Southwest Airlines flight deck opportunity.



Understanding Page, AZ

A Strategic Gateway for Tourism, Energy, Healthcare Access, and Regional Connectivity



Healthcare Access

Critical access to larger medical centers in **Phoenix** helps Page residents reach specialized care not always available locally. Reliable air service reduces long-distance travel across remote desert highways and allows for faster access to scheduled medical appointments, benefiting families, seniors, and medical travelers throughout northern Arizona.



Family, Student, & Community Connections

Air service helps families, students, and workers stay connected between northern Arizona communities and Phoenix. Direct flights make travel easier for education, family visits, and personal commitments while reducing the long driving distances common in the region.



Energy, Government & Business Travel

Direct connections between Page and Phoenix, Arizona support engineers, contractors, government personnel, and business travelers working across northern Arizona. Efficient air access helps facilitate meetings, inspections, and project coordination while strengthening relationships between regional organizations and the state's primary economic center.



Tourism & Outdoor Recreation

Page is a gateway to some of the Southwest's most iconic destinations, including Lake Powell, Antelope Canyon, and Glen Canyon National Recreation Area. Improved connectivity from Phoenix makes it easier for visitors to experience these landscapes while supporting tourism growth and local businesses.



Industry & Regional Commerce

Dependable connectivity between Page and Phoenix supports northern Arizona's tourism economy and regional business activity. Faster access to Phoenix's corporate offices, logistics networks, and transportation hubs helps local businesses reach partners, clients, and markets more efficiently.



Distance, Weather & Highway Safety

Travel between Page and Phoenix typically involves several hours of highway driving across desert terrain. Air service provides a safer and more reliable alternative, particularly during peak tourism seasons, helping residents and visitors travel more efficiently.

Page, Arizona serves as a vital gateway to the Colorado Plateau and the Lake Powell recreation region. Its role in tourism, energy infrastructure, and regional connectivity—combined with its distance from major metropolitan centers—makes reliable air service to Phoenix essential for economic growth, healthcare access, and long-term regional mobility.

Demographics & Market Insights

Understanding Page's Travel Needs

7.5K

City Population
Page, Proper

15K

County Population
Regional Service Area

Key Market Characteristics

Workforce Composition: A tourism-heavy workforce centered on Lake Powell (Glen Canyon NRA), Antelope Canyon, and regional utilities. Supported by tribal government, hospitality, and retail sectors serving both residents and over 4 million annual visitors.

Tourism & Hospitality Presence: High demand from international and domestic tourists visiting Horseshoe Bend and the Lake. Local businesses include houseboating outfitters, tour operators, and a dense concentration of hotels that require consistent corporate and vendor travel.

Travel Patterns: Extreme isolation makes Page a "remote island" for travel. Residents face 270+ mile drives to Phoenix or Las Vegas. Reliable air service to major hubs is a critical "lifeline" for business, government, and leisure, cutting 4 hours of driving down to a 1-hour flight.

Medical Needs: Limited local specialized healthcare requires frequent trips to Phoenix, AZ. Air service is vital for patient transport, visiting specialists, and government officials traveling between the Navajo Nation and state capitals.

Seasonal Demand: While summer is the peak for water recreation, Page sees significant year-round "Grand Circle" road-trippers and winter tourism, creating a more balanced outbound resident demand during the off-season.

Targeted Marketing Strategy



Hyper-Local Targeting

Focus on **Page residents**, LeChee tribal members, National Park Service staff, and hospitality management seeking to avoid the long desert drive for shopping or transit.



Geographic Focus

Geofenced outreach across **Page, Greentown, and the Western Navajo Nation**, with inbound targeting in **Phoenix and Las Vegas** to capture "Fly-Drive" tourists.



Value Messaging

Emphasize **avoiding the US-89 drive**, "Gateway to the Lake" convenience, and seamless connections to international flights via major hub airports.

Why Window Rock, AZ?

Regional Air Connectivity: Phoenix – Page – Window Rock

Connecting Communities, Expanding Opportunity, and Supporting the Navajo Nation and Northern Arizona

- Strengthens **collaboration** between **Page** and the **Navajo Nation**.
- Creates new tourism and cultural travel opportunities benefiting both communities.
- Creates additional capacity to **increase enplanements** in Page with six additional weekly departures beyond the current 12x.
- Establishes Page as a Regional Transportation Hub, allowing expanded tourism access, business, and government connectivity.
- Provides long-needed **commercial air access for Window Rock** and surrounding communities with connectivity to the National Transportation System.
- Expands **access to healthcare, employment, education, and training opportunities** for both communities.
- Supports local hospitality, tourism operators, and small businesses in both Page and Window Rock.
- Increased **visitor access to Navajo Nation cultural sites**, events, and local businesses.

Window Rock, Arizona serves as a vital link between the Navajo Nation, Northern Arizona communities, and the Phoenix metropolitan region. Its role in government access, healthcare mobility, economic development, and cultural tourism—combined with the long travel distances common across the region—makes reliable air service essential for stronger regional connectivity and long-term opportunity.

Dornier 328 JET or ERJ-145

Why Regional Jet Service is the Right Fit for Page

Right-Sized Capacity: A 30-passenger regional jet provides the scale needed to support sustainable Essential Air Service for Page, AZ, aligning with forecast demand while creating meaningful seat availability for residents, business travelers, and visitors.

Faster Hub Connectivity: Regional jet performance supports faster, more competitive service to Page, AZ, improving total trip times and making the service more attractive for both local passengers and inbound travelers.

Reliable Scheduled Service: Both the Dornier 328 JET and ERJ-145 are proven regional aircraft designed for dependable scheduled operations, making them well suited for the consistency required in EAS markets.

Passenger Comfort: A fully pressurized cabin and regional jet experience provide a comfortable, efficient ride for passengers traveling for business, medical appointments, family needs, and leisure.

Efficient EAS Platform: This aircraft category offers a strong balance of capacity, speed, and operating efficiency, helping support reliable service levels while maximizing the usefulness of each scheduled departure.

All-Season Utility: Regional jets are well suited for year-round service in markets that can experience weather variability, seasonal travel fluctuations, and long-distance surface travel challenges.

Pressurized Jet Cabin

Comfortable regional jet experience

30-Seat Capacity

Sized for scalable EAS service

Faster Regional Connectivity

Supports efficient service to hub airports

Built for Scheduled Service

Proven regional airline platform

30

Passenger Seats

Comfortable cabin layout

50+

Pounds

Luggage per passenger

405

Knots

Maximum cruise speed

King Air 350

Perfectly Sized for Window Rock

Why the King Air 350 is Perfect for RQE

Right-Sized Capacity: 9 comfortable passenger seats matched to realistic Page, Arizona demand, maximizing load factors and minimizing subsidy requirements

Pressurized Cabin: Smooth flight experience at higher altitudes with comfortable cabin pressure

Twin-Engine Efficiency: Twin-engine design, enhancing performance and reliability.

Rugged Performance: Proven track record in challenging terrain, short runways, and adverse weather conditions

Hot Weather Performance: Strong operating capability in extreme desert temperatures common in Imperial County and the Southwest.

Quiet Operation: Respectful of airport neighbors with lower noise footprint than jets

Enclosed Lavatory

Private, clean facilities onboard

Generous Baggage

50+ lbs per passenger capacity

Comfortable Seating

No middle seats, ample legroom

Climate Control

Pressurized, temperature-controlled cabin

9

Passenger Seats

Comfortable cabin layout

50+

Pounds

Luggage per passenger

312

Knots

Maximum cruise speed

Passenger Experience

Comfortable, Simple, Reliable

01

Seamless Online Check-In

Convenient regional airport in Page and international airport in Phoenix with minimal security lines and a fast, stress-free check-in process.

02

Comfortable Full-Service Flight

Settle into your window or aisle seat (**no middle seats**) and enjoy attentive in-flight service with complimentary refreshments and snacks during the scenic flight between the **Valley of the Sun and Northern Arizona**.

03

Convenient Arrival

Land minutes from **Phoenix's central business districts and sports entertainment** hubs, or arrive directly at the gateway to **Lake Powell and the Colorado Plateau in Page**, with quick access to ground transportation, rental cars, and nearby attractions.

No Middle Seats

Every passenger enjoys either a **window or aisle seat**, offering comfort, personal space, and incredible aerial views of the desert Southwest.

Experienced Crews

Pilots and flight staff with extensive experience serving regional and tourism routes across the American Southwest, ensuring safe and smooth travel between **Page and the Phoenix metropolitan area**.

Personal Service

Friendly, attentive service from check-in to arrival—delivering a personalized travel experience that connects **Phoenix travelers** directly with the adventure destinations of **Northern Arizona**.



Perfect For: Travelers heading between the Phoenix metropolitan area and northern Arizona for outdoor adventures at Lake Powell, Antelope Canyon, and Horseshoe Bend, as well as business trips, family visits, weekend escapes, and anyone who values their time and prefers a quick flight over a long desert drive.

Route Schedule

Convenient Schedule Designed Around Page, AZ to Phoenix, AZ

15

Weekly Round Trips

Consistent, reliable service

2+

Daily Flights

7 days a week

60

Flight Minutes

Average for PGA and PHX



Regional Synergy for Page & Window Rock: Our schedule is designed to align with major connecting flight banks at Phoenix Sky Harbor International Airport, facilitating efficient onward travel to destinations across the Southwest, West Coast, and nationwide. The 15 weekly round trips are strategically timed to support the residents, businesses, and government agencies in Northern Arizona. Our additional flights between Page and Window Rock will serve as a vital link between the Navajo Nation, Northern Arizona communities, and the Phoenix metropolitan region.

Reliability & Performance

Proven Performance in Rural Markets

Why Our Reliability Stands Out

- **Specialized Aircraft:** The Dornier 328 Jet & ERJ-145's proven performance in extreme weather conditions minimizes weather-related cancellations
- **Experienced Crews:** Pilots trained specifically for Intermountain West weather patterns and terrain
- **Proactive Maintenance:** Rigorous preventive maintenance schedules prevent mechanical delays
- **IROP Management:** Dedicated irregular operations team to quickly recover from weather events
- **Fleet Redundancy:** Backup aircraft available to maintain schedule during maintenance periods



Minimum Completion Factor

Across all comparable rural EAS markets



On-Time Performance

Flights departing within 15 minutes of schedule



Peak Completion

During favorable weather conditions



Transparency Commitment: Advanced Air will provide monthly performance reports to the city of Page, AZ, including completion factor, on-time performance, and load factor statistics.

**Perfect
Safety
Record**

Marketing Commitment

Driving Ridership Through Strategic Marketing

\$75,000 Annual Investment in Page, AZ



Digital Advertising

Targeted campaigns across Google and social media focused on Page, Arizona and key Southwest travel markets, promoting convenient regional air service for residents, visitors, and outdoor travelers. Campaigns will highlight fast connections to northern Arizona's iconic destinations and position Page as an easily accessible gateway to the Colorado Plateau.



Traditional Media

Strategic placements in northern Arizona, regional Southwest publications, and travel outlets highlighting Page as a gateway to Lake Powell and surrounding natural attractions. Media coverage will promote convenient access for tourism, leisure travel, and regional business activity.



Seasonal Campaigns

Special promotions aligned with peak tourism seasons at Lake Powell and nearby attractions. Campaigns will support summer boating, spring and fall outdoor recreation, and regional events that bring visitors to Page and the surrounding canyon country.



Business Outreach

Direct marketing to northern Arizona businesses, tourism operators, tour companies, hospitality providers, and regional organizations highlighting the benefits of improved air access to Page for business travel, tourism operations, and regional connectivity.



Airport & Community Presence

Professional signage at Page Municipal Airport (PGA) and participation in local tourism and community events to build awareness of Page's role as a gateway to northern Arizona's outdoor recreation economy.



Email Marketing

Leveraging traveler databases, tourism partners, and regional visitor networks to promote travel opportunities to Page, with messaging tailored to outdoor travelers, adventure seekers, and visitors exploring the American Southwest.



Co-Branded Partnerships

Collaborative campaigns with the Page Lake Powell Chamber of Commerce, regional tourism partners, outdoor recreation businesses, and Arizona travel organizations to build destination awareness and support sustained tourism demand for Page and the greater Lake Powell region.

FLY FROM
PAGE
TO
PHOENIX

AS LOW AS
\$75



ADVANCED AIR



Advanced Air

ADVANCED AIR

FLY FROM
PAGE
TO **PHOENIX**

AS LOW AS
\$75



ADVANCED AIR



FLY FROM
PAGE
TO
PHOENIX

ADVANCEDAIRLINES.COM

ADVANCED AIR




ONLY \$75

Altitude In-Flight Magazine

Showcasing Page, AZ and Inspiring Travel Across Our Network

Altitude is Advanced Air's in-flight magazine, offered on every flight throughout our network. It serves as a powerful platform to:

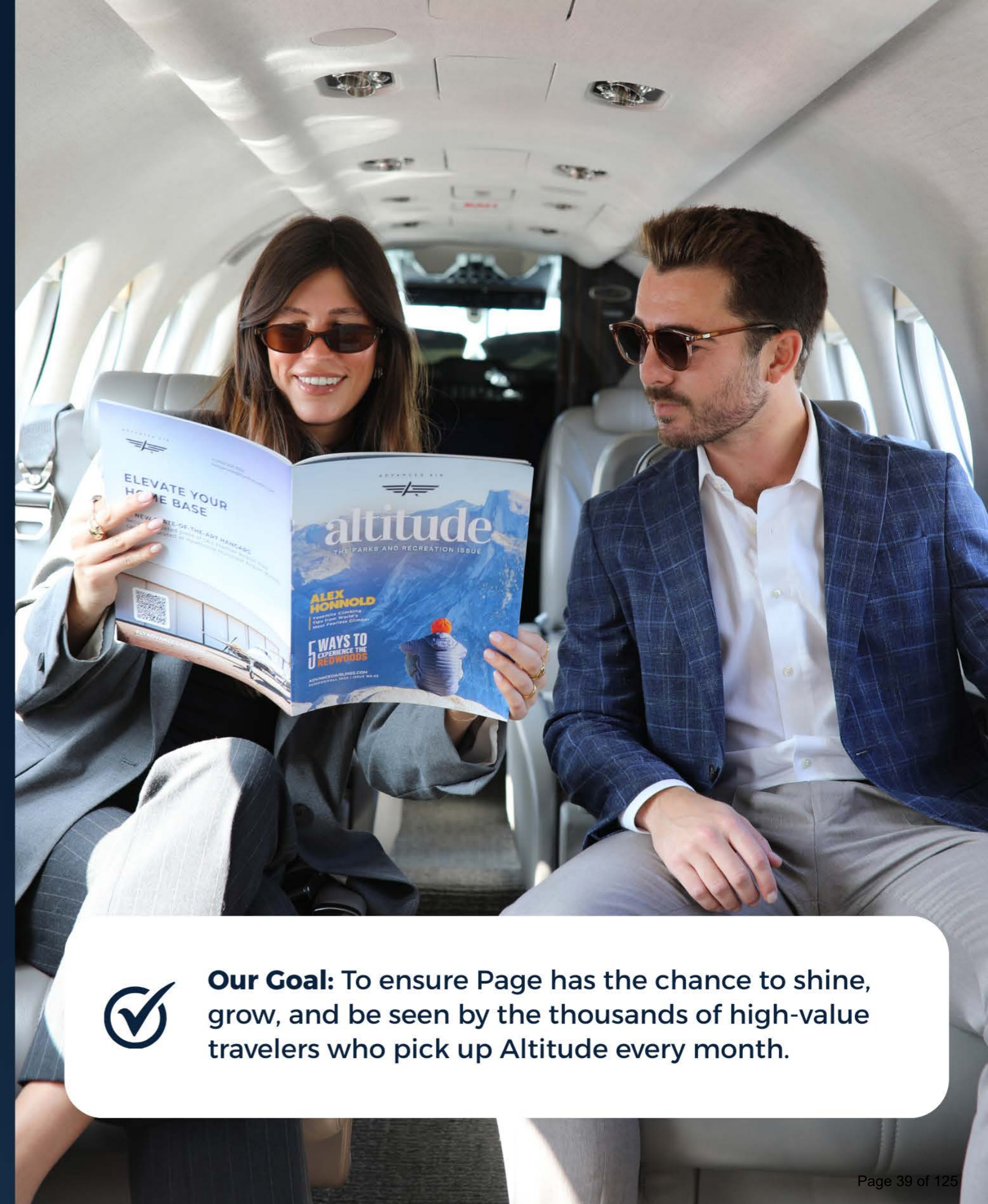
Promote Local Business: Feature world-class outfitters, Lake Powell resorts, Antelope Canyon tours, restaurants, boutique hotels, that make Page, Arizona, a vibrant gateway to adventure in northern Arizona.

Tell Community Stories: Spotlight the people and cultures that shape the region, including Navajo Nation storytellers, outdoor guides, and local entrepreneurs who share the rich history and living traditions of the Colorado Plateau.

Boost Tourism & Economic Development: Articles inspire travelers to experience the breathtaking landscapes surrounding Page, from the iconic curves of Horseshoe Bend to the vast waters of Lake Powell, helping drive sustainable tourism and year-round economic activity.

Increase Destination Awareness: Passengers flying throughout our network discover the "hidden gem" of Page Municipal Airport and the ease of reaching northern Arizona's most iconic destinations with fast and convenient air service.

Support Community Pride: By showcasing the natural beauty, culture, and entrepreneurial spirit of Page, the magazine highlights the community's role as a premier gateway to the American Southwest.



Our Goal: To ensure Page has the chance to shine, grow, and be seen by the thousands of high-value travelers who pick up Altitude every month.

Startup Timeline

Smooth, Efficient Launch Plan



Flexibility: While 90 days is our standard timeline, Advanced Air can accelerate launch if needed to meet specific community deadlines or urgent travel demand.



Key Milestones

Pre-Launch Activities

- Crew base establishment and training
- Ground services contracts for Page (PGA).
- Maintenance coordination with facilities at Phoenix Sky Harbor and Page regional centers.
- Ticketing system integration and testing
- Website and booking portal updates
- Customer service training for the Arizona market

Community Engagement

- Launch events with Page, Arizona officials, and local media
- Arizona Chamber of Commerce presentations (Page & Greater Phoenix)
- Major employer outreach meetings with regional tourism and healthcare partners
- Airport open house for Page (PGA) community tours
- Promotional ticket giveaways for Arizona residents

Long-Term Partnership

Committed to Serving Page, AZ for the Long Run

Periodic Performance Reviews

Regular meetings with **Page, Arizona** and regional stakeholders to review ridership data, on-time performance, and community feedback. Coordination with tourism partners and regional transportation leaders helps ensure the service continues meeting the needs of residents, businesses, and visitors traveling to and from Page.

Schedule Flexibility

Willingness to adjust flight frequency and timing to align with **Page's seasonal tourism** patterns, including peak visitation to Lake Powell and nearby recreation areas. Scheduling will support both local travel needs and visitor demand throughout the year.

Transparent Reporting

Monthly performance updates shared with **city and regional leaders** in northern Arizona, providing clear data on service reliability, passenger demand, and operational performance to maintain strong accountability and service standards.

Community Involvement

Active participation in community and tourism initiatives in Page, working closely with **local organizations, civic groups, and regional partners** to stay aligned with the needs of residents and the local visitor economy.

Multi-Year Vision

A strong commitment to a **multi-year partnership** that supports long-term air service sustainability for **Page Municipal Airport** while strengthening reliable connectivity between Page and Arizona's major metropolitan areas.

Economic Development Focus

Collaboration with **local leaders and tourism organizations** to support expanded visitation to Page's iconic destinations—including Antelope Canyon and Horseshoe Bend—while improving access to business, healthcare, and economic opportunities for northern Arizona residents.

Our Promise

Advanced Air commits to being more than just an airline serving Page, Arizona. We will be an active community partner, responsive to feedback, transparent in our operations, and dedicated to enhancing connectivity for Northern Arizona. We understand that reliable air service is critical infrastructure for communities that are geographically distant from major metropolitan centers, and we take that responsibility seriously as we support regional mobility, tourism, and economic opportunity.

Proposed Financial Summary

Page, AZ (PGA) | 15 weekly round trips to PHX and 3 weekly round trips to RQE

Operations

Scheduled Flights	1,872
Scheduled Block Hours	1,269
Scheduled Seats	43,056

Revenue

Passengers	29,702
Average Net Fare (o/w)	\$72
Load Factor	70%
Passenger Revenue	\$ 2,132,000

Expenses

Fuel	\$ 2,161,914
Maintenance and Reserves	\$ 1,496,258
Flight Crew	\$ 683,783
Ownership and Insurance	\$ 1,634,269
Airport Rent and Operations	\$ 559,125
Overhead Staff	\$ 580,200
Marketing and Distribution	\$ 75,000
Total Costs	\$ 7,190,550

Profit Element

Margin (@ 5%) \$ 359,527

Requested Annual Subsidy

Year 1	\$ 5,418,077
Year 2	\$ 5,743,162
Year 3	\$ 6,087,752
Year 4	\$ 6,453,017

NOTE:

Seat Pricing (one-way):
Approximately \$75 for Phoenix (PHX) and \$50 for Window Rock (RQE)

12 weekly round trips using Do328J or EMB145 and 3 round trips using KA350

30-passenger flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent upon community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

Summary: Why Advanced Air The Best Choice for Page AZ

24 Weekly Flights

12 round trips per week delivering consistent, high-frequency service between **Page, Phoenix, and Window Rock**

\$72 Average Fares

Transparent pricing with no hidden fees for a full-service experience with a flight attendant, drinks, and snacks

30-Seat Regional Jet Service

Right-sized capacity aboard a **Dornier 328 JET or ERJ-145 and King Air** designed for scalable, reliable EAS operations

\$75,000 Marketing Commitment

Annual investment promoting service in **Page**

Interline Connectivity

Advanced Air has an interline agreement with Alaska Airlines to make connections in Phoenix and Window Rock seamless

Community Partnership

A dual-market approach built around long-term commitment to **Page, Phoenix and Window Rock**

Proven EAS Operator

7+ years of experience serving rural America through EAS

96-98% Completion

Industry-leading reliability across all markets

Outstanding Safety Culture

Perfect Safety Record, ARGUS Platinum, and industry-leading credentials

We're Ready to Serve Page



Essential Air Service Proposal

Page, Arizona

DOT-OST-1997-2694

Corporate Flight Management Inc. d/b/a Contour Airlines
A Tennessee Corporation
808 Blue Angel Way, Smyrna, TN 37167



Dear Mr. Gormas,

Contour Airlines is pleased to submit this proposal to continue providing Essential Air Service to Page, Arizona (PGA). As part of our proposal, we are offering the community 12-weekly nonstop flights, including options for Las Vegas (LAS), Phoenix (PHX), and Salt Lake City (SLC). Contour prefers a 48-month term for the award.

Contour Airlines will continue to utilize twin-engine regional jet aircraft, comfortably configured with 30 seats. Passengers will be able to connect to Contour partners Alaska, American, Delta, JetBlue, and United Airlines. We believe that this proposal well positions the community to continue to see enplanement growth and the corresponding economic growth that means for the community.

We are confident that Contour's continued service to Page would be beneficial to the region, and we hope to continue our important partnership with this community.

Thank you for your consideration.



Ben Munson
President



Company History & Overview



Corporate History

- Founded in 1982 in Nashville, Tennessee
- New management team introduced airline growth strategy in 2015

The Platform

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



35 Cities
in Network



40
Regional Jets



800+
Employees

Our Fleet



Bombardier CRJ Aircraft



Embraer ERJ Aircraft

**Contour Exclusively Operates Twin-Engine Regional Jet Aircraft
in Our Essential Air Service (EAS) Network**



Contour Amenities



Flight Attendant
on every flight



36" pitch
at every seat



Food & Beverage on
every flight



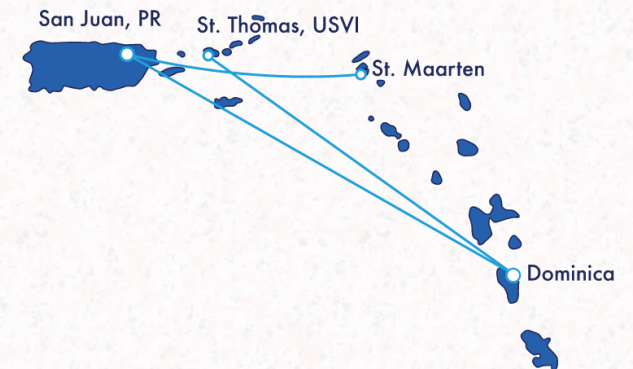
Free Carry-On &
Free Checked Bag



Our Network



- Contour has significantly scaled into the **largest independently branded airline in EAS**
- Commercial platform purpose built to **optimize for EAS markets**
- Connecting EAS communities with **most relevant hubs** for business and leisure travel
- Serving **multiple hubs** proving successful in multiple markets



Notes

El Dorado, AR and Carlsbad, NM service starting in March 2026

Safety and Security

Safety Accreditations



CARB CERTIFIED CARRIER



WINGMAN

Contour Is One of Few Part 135 Carriers with a FAA Approved Safety Management System

Leading Safety Culture

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

Partner Portfolio

Five Major Connecting Airline Partners



- Contour currently has active partnership agreements with **Alaska, American, JetBlue, and United**
- **Delta Air Lines** moving forward with interline agreement with Contour in 2026
- Contour **continuously expanding interline portfolio** to maximize service options for our communities

Distribution Strategy

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

Promoting Traffic Growth

Contour Marketing Difference

- Independent brand supported by professional agencies to build awareness
- Contour has included a proposed marketing budget of \$75,000 to work collaboratively with community to promote service and grow passenger traffic to and from Page
- Promotional fares with discounted price point relative to most regional travel options
- Emphasis on traffic stimulation in partnership with community to maximize service value

Contour Airlines
Sponsored · Published by [Contour Aviation](#)

Beginning April 1st, Contour is proud to announce that Moab, UT and Vernal, UT will be adding an additional route to Denver, CO!!

While both locations will still be flying to/from Phoenix, AZ, Moab will offer 7 weekly flights and Vernal will offer 5 weekly flights to Denver. Plus, connect beyond Denver with our newest partner, United Airlines.

Hurry, tickets start at \$69 one way*. Book now at www.contourairlines.com.

*Terms and Conditions Apply. Please visit [fare-sales](#) for details.

Contour Airlines
Sponsored · Published by [Contour Aviation](#)

Beginning October 1st, Contour is proud to announce new jet service from Show Low, AZ to Phoenix, AZ!! Plus, connect worldwide with our partner, American Airlines.

To book your flight now, go to www.contourairlines.com. Terms and Conditions apply*.

*For details, please visit www.contouraviation.com/fare-sales.

Airline
Fares starting at **\$49** one way*

There's a New Sheriff in Town

New jet service from **Show Low** to **Phoenix** begins October 1st.

CONTOUR Connections available worldwide with our partner, **American Airlines**

CONTOURAIRLINES.COM
Home
Corporate Flight Management d.b.a Contour Airlines.

[Book now](#)

Contour Bid (Option A)

Bid Overview

Essential Air Service Market	Page, AZ
Frequency*	12 weekly Round-Trips
Hub(s)	PHX (12)
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*Represents annual average of 12-weekly flights. Subject to the community's waiver of 49 U.S.C. § 41732(b)(1)(A), Contour Airlines to make seasonal adjustments based on monthly requested frequencies by hub from the community.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	21,630
Average Fare	\$90
Total Revenue	\$1,946,700

Expenses

Departure Costs	\$1,328,208
Aircraft Operating Costs	\$4,154,520
Overhead and Ownership	\$1,364,049
Marketing	\$75,000
Total Expenses	\$6,921,777
Profit Component (5%)	\$346,089

Proposed Subsidy Year 1	\$5,321,166
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Proposed Subsidy Year 2	\$5,587,224
Proposed Subsidy Year 3	\$5,866,585
Proposed Subsidy Year 4	\$6,159,915

Contour Bid (Option B)

Bid Overview	
Essential Air Service Market	Page, AZ
Frequency*	12 weekly Round-Trips
Hub(s)	PHX (7) + LAS (5)
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*Represents annual average of 12-weekly flights. Subject to the community’s waiver of 49 U.S.C. § 41732(b)(1)(A), Contour Airlines to make seasonal adjustments based on monthly requested frequencies by hub from the community.

Operations	
Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30
Revenue	
Forecast Passengers	23,896
Average Fare	\$90
Total Revenue	\$2,150,640
Expenses	
Departure Costs	\$1,685,163
Aircraft Operating Costs	\$4,154,520
Overhead and Ownership	\$1,364,049
Marketing	\$75,000
Total Expenses	\$7,278,732
Profit Component (5%)	\$363,937
Proposed Subsidy Year 1	\$5,492,029
Proposed Subsidy Year 2	\$5,766,631
Proposed Subsidy Year 3	\$6,054,962
Proposed Subsidy Year 4	\$6,357,710

Contour Bid (Option C)

Bid Overview

Essential Air Service Market	Page, AZ
Frequency*	12 weekly Round-Trips
Hub(s)	PHX (7) + SLC (5)
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*Represents annual average of 12-weekly flights. Subject to the community's waiver of 49 U.S.C. § 41732(b)(1)(A), Contour Airlines to make seasonal adjustments based on monthly requested frequencies by hub from the community.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	22,660
Average Fare	\$94
Total Revenue	\$2,130,040

Expenses

Departure Costs	\$1,921,549
Aircraft Operating Costs	\$4,154,520
Overhead and Ownership	\$1,364,049
Marketing	\$75,000
Total Expenses	\$7,515,118
Profit Component (5%)	\$375,756

Proposed Subsidy Year 1	\$5,760,834
--------------------------------	--------------------

Proposed Subsidy Year 2	\$6,048,875
Proposed Subsidy Year 3	\$6,351,319
Proposed Subsidy Year 4	\$6,668,885



CONTOUR

www.ContourAirlines.com





Todd M. Homan, Director
United States Department of Transportation
Office of Aviation Analysis
1200 New Jersey Ave SE
Washington, D.C. 20590

March 16, 2026

Re: Response to Order: 2026-2-9/Proposal to Provide Essential Air Service at Page Municipal Airport

Via e-mail to: EAS@dot.gov and michael.gormas@dot.gov

Dear Mr. Homan,

Attached is Denver Air Connection's proposal to provide air service at the Page Municipal Airport serving Page, Arizona to PHX, DEN or LAX in a combination that best suits the needs of the community.

We look forward to the opportunity to support the region's transportation needs and economic growth by providing safe, reliable, scheduled passenger service.

Denver Air Connection provides passengers with seamless access to the most comprehensive route networks through convenient connections with United, American, and Delta, offering travel options tailored to meet a wide range of passenger needs.

Our service is developed with airline schedules in mind to ensure seat availability and direct flights to and from these hub airports. The communities we serve praise our excellent completion and on-time performance rates.

As directed by the RFP, we will offer the community 12 round-trip flights per week, flown under the highest safety standards afforded via Part 121, in 50-seat Embraer 145s for up to a four-year term.

We will work closely with local leadership to set the best possible schedule to maximize connection possibilities. Denver Air Connection believes this proposal meets the needs of the community and provides the best overall option for air service to the region.

Thank you for your consideration,

A handwritten signature in blue ink that reads "Marcus Hesting".

Marcus Hesting,
Director of Finance
Denver Air Connection

13252 E. Control Tower Rd. | Englewood Colorado 80112 | O: 303.768.9626 | M: 720.635.5903
mhesting@keylimeair.com | denverairconnection.com

Proposal to Provide Essential Air Service

Page, Arizona



Filed: March 16, 2026

**Via e-mail to: EAS@dot.gov and michael.gormas@dot.gov with the title
"Proposal to provide EAS to Page, Arizona"**

Order: 2026-2-9

Served: February 13, 2026

Docket: DOT-OST-1997-2694

Under 49 U.S.C. § 41731 et seq.

27 Years Of Service



With its passenger service brand Denver Air Connection, Key Lime Air is a regional airline committed to advancing transportation equity and economic opportunity in partner communities. Since 1996, we have delivered safe, reliable air service to rural and emerging markets—ensuring connectivity and vital access to the national and global transportation network.

Operating under both 14 CFR Part 121 and Part 135, we offer solutions that align with federal and state transportation goals. Our flexible certifications allow us to serve communities of all sizes, from Essential Air Service (EAS) routes to specialized charter operations, ensuring efficient use of public funds while maximizing community impact.

Our mission is simple: To empower economic and community growth through transportation access. With a deep understanding of logistical and regulatory complexities of regional aviation, Denver Air Connection is a proven partner in advancing public transportation infrastructure where it matters most.

We are excited for the opportunity to begin a new partnership with Page Municipal Airport and the surrounding community. We love what we do, and our passion shows by providing an extraordinary experience for both passengers and the regions we serve with safe, reliable, and on-time airline service.

The growing list of communities we serve is a testament to the quality service offered by Denver Air Connection. Our partner communities praise our impressive on time performance rate and onboard experience

Safety+Skill = Reliability



Safety

Safety is at the core of Denver Air Connection's culture. We maintain a Safety Management System that is integrated into every aspect of our operation.



Skill

Denver Air Connection pilots and mechanics are trained to the highest standards in the world. Our pilot culture aspires to perfection on every flight.



Reliability

All aircraft are maintained in house under our FAA approved maintenance program. This in conjunction with our Part 145 Repair Station gives us the ability to maintain, inspect, and alter our aircraft and components at all levels. We pride ourselves on never leaving passengers stranded due to maintenance issues. Our communities know that we will use our fleet to bring maintenance to a location to fix an issue or send a replacement aircraft to get the passengers to their destination



Performance

Denver Air Connection has demonstrated an impressive completion rate of better than 98% for our EAS communities.



Compliance

DOT EAS requirements, Denver Air Connection certifies it is in compliance with:

- 49 CFR Part 20 – New restrictions on lobbying; and
- 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; and
- 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from federal financial assistance; and
- 14 CFR Part 382 – Nondiscrimination on the basis of disability in air travel; and
- 2 CFR Part 1200 – Government-wide debarment and suspension (non-procurement) and government-wide requirements for drug-free workplace (grants).

The Communities We Serve



Telluride, CO – Denver Air Connection established the first and only scheduled passenger jet service to this mountain destination. Service to Phoenix began on December 16, 2021.

Alamosa, CO – Denver Air Connection began service to Denver in June 2022. In 2024, Alamosa selected Denver Air Connection to continue providing service through 2026.

Cortez, CO – Denver Air Connection began service to Denver and Phoenix in October 2022.

Pueblo, CO - Denver Air Connection began service to Denver International Airport on May 1, 2025.

Clovis, NM – Denver Air Connection began service to Denver on May 1, 2020. Service was expanded to include Dallas Ft. Worth International Airport on November 1, 2021. In 2022, Denver Air Connection was selected to continue serving the community for another four years.

Muskegon, MI - Denver Air Connection began service to Chicago O’Hare in November 2024.

Ironwood, MI – Denver Air Connection began service to Chicago O’Hare and Minneapolis on October 1, 2021. In 2023, the Ironwood community reselected Denver Air Connection for a four year term to provide service through 2027.

Thief River Falls, MN – Denver Air Connection began service to Minneapolis on June 1, 2020. In 2022, Denver Air Connection was selected to continue serving the community for another five years.

Alliance, NE– Denver Air Connection began service to Denver on June 1, 2019. In September 2025, Denver Air Connection was selected to continue service for another four years.

McCook, NE – Denver Air Connection began service to Denver in June 2022. In 2024, McCook reselected Denver Air Connection for an additional 4-year term extending service through 2028.

Chadron, NE - Denver Air Connection begins service to Denver International Airport on September 1, 2025.

Jackson, TN - Denver Air Connection began service to Atlanta Hartsfield Jackson and Chicago O’Hare on December 1, 2024.

Greenville, MS - Denver Air Connection began service to Atlanta and Dallas Ft. Worth on October 1, 2025.

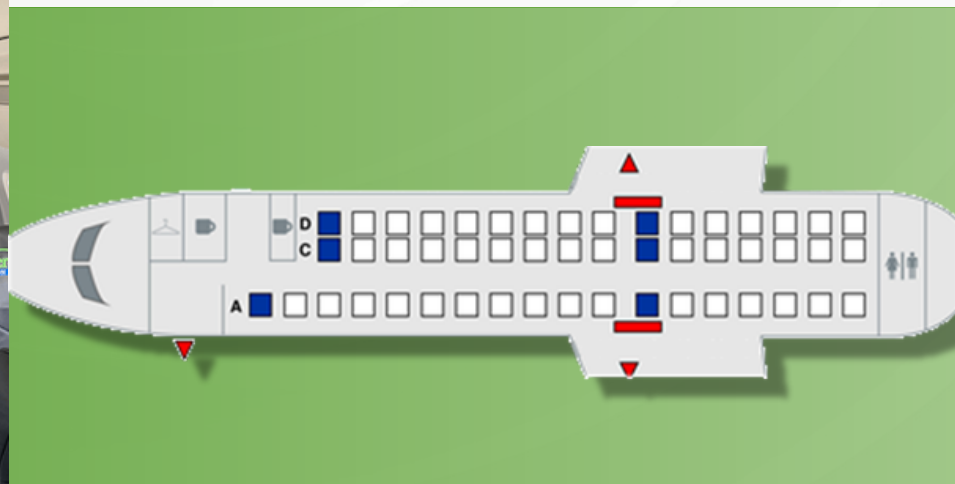


Investment in Our Fleet



With 20 years in operation, over 26 million flight hours, in service with 36 airlines in 26 countries, the ERJ-145 is a proven runway legend. The ERJ-145 has a 50-seat capacity and a 1550-mile range fully loaded. In addition to our initial fleet, that underwent an Embraer refurbishment in the Summer of 2019, Denver Air Connection purchased two additional ERJ-145XRs in January of 2024. The latest additions to the fleet arrived in February and April 2025 - two 30 passenger, custom configured ERJ-145s.

In the cabin, every detail has been considered. Overhead stowage compartments feature space-saving retractable panels and with no middle seat and the three-abreast, 31" seat pitch, every passenger has a comfortable window or aisle seat. Our 50 seat jets provide flexibility and choice to meet the community's emergent needs.



Code Share vs. Interline



BETTER than Code Share. DAC gives you access to ALL our partners on EVERY flight.



GLOBAL CONNECTIONS WITH A SINGLE ITINERARY ON AMERICAN, UNITED, AND DELTA



EASY BOOKING – IT'S YOUR CHOICE - BOOK THROUGH AIRLINE WEBSITES OR YOUR PREFERRED SOURCE



NO HASSLE BAG TRANSFER - BAGS ARE CHECKED THROUGH TO YOUR FINAL DESTINATION



PRICING ADVANTAGE – LOCAL PRICING NOT CONTROLLED BY BIG THREE



CONVENIENT GATE LOCATIONS - WE OFFER CENTRAL PROXIMITY FOR EASY TRANSFERS



MILEAGE PROGRAM – ACCRUE ON DAC – REDEEM ANYWHERE*



24 - HOUR CUSTOMER SERVICE - OUR EMPLOYEES ARE NOT OUTSOURCED



AMENITIES – DAC'S UNIQUE CHARTER-LIKE ATMOSPHERE OFFERS THE BEST SERVICE AND SNACKS IN THE SKIES

*Partner redemption program coming Spring 2026.



Investment in Our Passengers



We take pride in our dedication to our passengers. Whether it's our 24-hour customer service team, our dedicated station agents, or our friendly flight attendants, Denver Air Connection is here to joyfully serve our guests. We share our dedication through our reliable service to each of our partner communities.

Frequent Flyer Program - Passengers on Denver Air Connection now earn points for every time they fly. With our Mile High Elite Program, passengers can redeem their points for future flights

King Sized Service - Passengers experience a true charter-like flight. Known for our king sized service and even bigger snacks, The Points Guy (<https://thepointsguy.com/news/best-snack-basket/>) described our inflight service as “the best snack basket in the sky.”





Marketing Through Community



Denver Air Connection recognizes the critical role that marketing plays in the success of a community's airline service. To support this, we have allocated a minimum of \$25,000 annually to raise awareness and promote the utilization of the service.

This budget will support a comprehensive and coordinated marketing campaign, developed in close partnership with the community. Our strategy integrates traditional media—including print and broadcast—with robust digital outreach through our social media platforms. The goal is to enhance awareness, increase visibility, and improve customer satisfaction among the community's passengers.

Our marketing efforts are grounded in collaboration. We work closely with local professionals to craft and distribute compelling messaging, ensuring we reach the highest possible utilization rates for the service.





A Partner in Growth

Denver Air Connection represents the airline partner that truly listens to the community’s needs and customizes service to meet those needs. The Department is directed to consider five factors when making a carrier selection:

1. The demonstrated reliability of the applicant in providing scheduled air service.

- Denver Air Connection delivers an exceptional rate on completed flights and impressive on-time performance rate.

2. The contractual and marketing arrangements the applicant has made with a large carrier to ensure service beyond the hub airport.

- Denver Air Connection has established interline agreements with United Airlines, American Airlines, and Delta Air Lines which provides seamless access to these Airlines’ networks.
- Denver Air Connection maintains close contractual and marketing relationships with our airline partners and the communities we serve to ensure service beyond the hub airport.

3. The interline agreements that the applicant has made with larger carriers to allow passengers and cargo of the applicant at the hub airport to be transported by the larger carrier(s) through one reservation, ticket, and baggage check in.

- Denver Air Connection has interline agreements with American Airlines, United Airlines, and Delta Air Lines.

4. Community views. The preferences of the actual and potential users of air transportation at the eligible place, giving substantial weight to the views of the elected officials representing the users of the service.

- Denver Air Connection enjoys high levels of customer support from our passengers. We are happy to provide references for all the communities we serve to hear firsthand how we deliver on our promises every day.

5. The air carrier has included a plan in its proposal to market the service.

- Denver Air Connection will work with the community on how to best spend marketing dollars and to ensure marketing budgets are utilized and implemented effectively.

ESSENTIAL AIR SERVICE BID March, 16 2026

Denver Air Connection will provide a total of 12 weekly, nonstop, roundtrip flights in a schedule that best suits regional needs. Scheduled operations will take into account the needs and wants of the community and maximize connection potential. This proposal is for up to a four-year term.

Option I:

Denver Air Connection Essential Air Service Bid March 16, 2026	
Round trips per week	PGA-PHX <u>12</u>
Aircraft Data	
Aircraft	ERJ-145
Block Hours	1,252
Available Seats	62,400
Load Factor	40%
Passenger Revenue	
Passengers	24,960
Average Fare	<u>120.00</u>
Revenue	2,995,200
Expenses	
Aircraft Lease	1,080,000
Crew Cost	1,539,464
Maintenance	647,481
Insurance	357,600
Overhead Facilities & Staff	1,068,000
PHX Operating Expense	587,596
PGA Operating Expense	478,405
Deice, Catering and Misc.	62,400
Marketing	25,000
Set-Up	10,000
Fuel Cost	<u>1,750,320</u>
Total Expense	7,606,266
Annual Subsidy Requirement	
Operating Income	(4,611,066)
Profit (5%)	<u>380,313</u>
Total Subsidy Year 1	4,991,379
Total Subsidy Year 2	5,141,120
Total Subsidy Year 3	5,295,354
Total Subsidy Year 4	5,454,215
Effective Subsidy Rates	
Subsidy per Trip (98% completion)	4,081
Subsidy per Passenger	200

ESSENTIAL AIR SERVICE BID **March 16, 2026**

Option 2:

**Denver Air Connection
Essential Air Service Bid
March 16, 2026**

	<u>PGA-DEN</u>
Round trips per week	12
Aircraft Data	
Aircraft	ERJ-145
Block Hours	1,628
Available Seats	62,400
Load Factor	40%
Passenger Revenue	
Passengers	24,960
Average Fare	<u>130.00</u>
Revenue	3,244,800
Expenses	
Aircraft Lease	1,080,000
Crew Cost	1,550,620
Maintenance	803,504
Insurance	357,600
Overhead Facilities & Staff	1,068,000
DEN Operating Expense	587,596
PGA Operating Expense	478,405
Deice, Catering and Misc.	62,400
Marketing	25,000
Set-Up	10,000
Fuel Cost	<u>2,275,416</u>
Total Expense	8,298,540
Annual Subsidy Requirement	
Operating Income	(5,053,740)
Profit (5%)	<u>414,927</u>
Total Subsidy Year 1	5,468,667
Total Subsidy Year 2	5,632,727
Total Subsidy Year 3	5,801,709
Total Subsidy Year 4	5,975,760
Effective Subsidy Rates	
Subsidy per Trip (98% completion)	4,471
Subsidy per Passenger	219

ESSENTIAL AIR SERVICE BID **March 16, 2026**

Option 3:

**Denver Air Connection
Essential Air Service Bid
March 16, 2026**

	PGA-LAX/DEN
Round trips per week	12
Aircraft Data	
Aircraft	ERJ-145
Block Hours	1,753
Available Seats	62,400
Load Factor	40%
Passenger Revenue	
Passengers	24,960
Average Fare	130.00
Revenue	3,244,800
Expenses	
Aircraft Lease	1,080,000
Crew Cost	1,635,458
Maintenance	873,815
Insurance	357,600
Overhead Facilities & Staff	1,068,000
LAX/DEN Operating Expense	837,196
PGA Operating Expense	478,405
Deice, Catering and Misc.	62,400
Marketing	25,000
Set-Up	10,000
Fuel Cost	2,594,592
Total Expense	9,022,466
Annual Subsidy Requirement	
Operating Income	(5,777,666)
Profit (5%)	451,123
Total Subsidy Year 1	6,228,789
Total Subsidy Year 2	6,415,653
Total Subsidy Year 3	6,608,123
Total Subsidy Year 4	6,806,366
Effective Subsidy Rates	
Subsidy per Trip (98% completion)	5,093
Subsidy per Passenger	250



SWC
SkyWest Charter®



Page Municipal Airport

Dear Mr. Gormas,

SkyWest Charter (SWC) is pleased to submit this proposal to provide Essential Air Service (EAS) at Page Municipal Airport. While we propose a **two-year term** operating **12 subsidized weekly round-trips** via our 30-seat CRJ200 regional jets, our vision extends far beyond the contract dates. We view this as the beginning of a long-term partnership designed to scale alongside the Page community.

Our service is strategically engineered to catalyze regional growth:

- **Optimized Connectivity:** By aligning schedules with major hubs in PHX, DEN, SLC, or LAX, we provide the seamless global access necessary to attract high-end tourism and community investment.
- **Capacity for Growth:** The 30-seat CRJ200 offers a premium cabin experience that elevates the airport's profile, ensuring Page is perceived as a premier, accessible destination.
- **Operational Stability:** We provide the reliability of an experienced partner, giving the local community the confidence to plan for long-term expansion.

This proposal is more than a flight schedule; it is a commitment to the economic vitality of the region. SkyWest Charter is dedicated to working hand-in-hand with airport leadership to ensure that air service remains a robust engine for Page's future development.

Thank you for your time and for the opportunity to grow together.

Trent Moss

Director – SWC SkyWest Charter



We will offer 12 subsidized weekly round-trip flights for a two-year term utilizing the CRJ200.



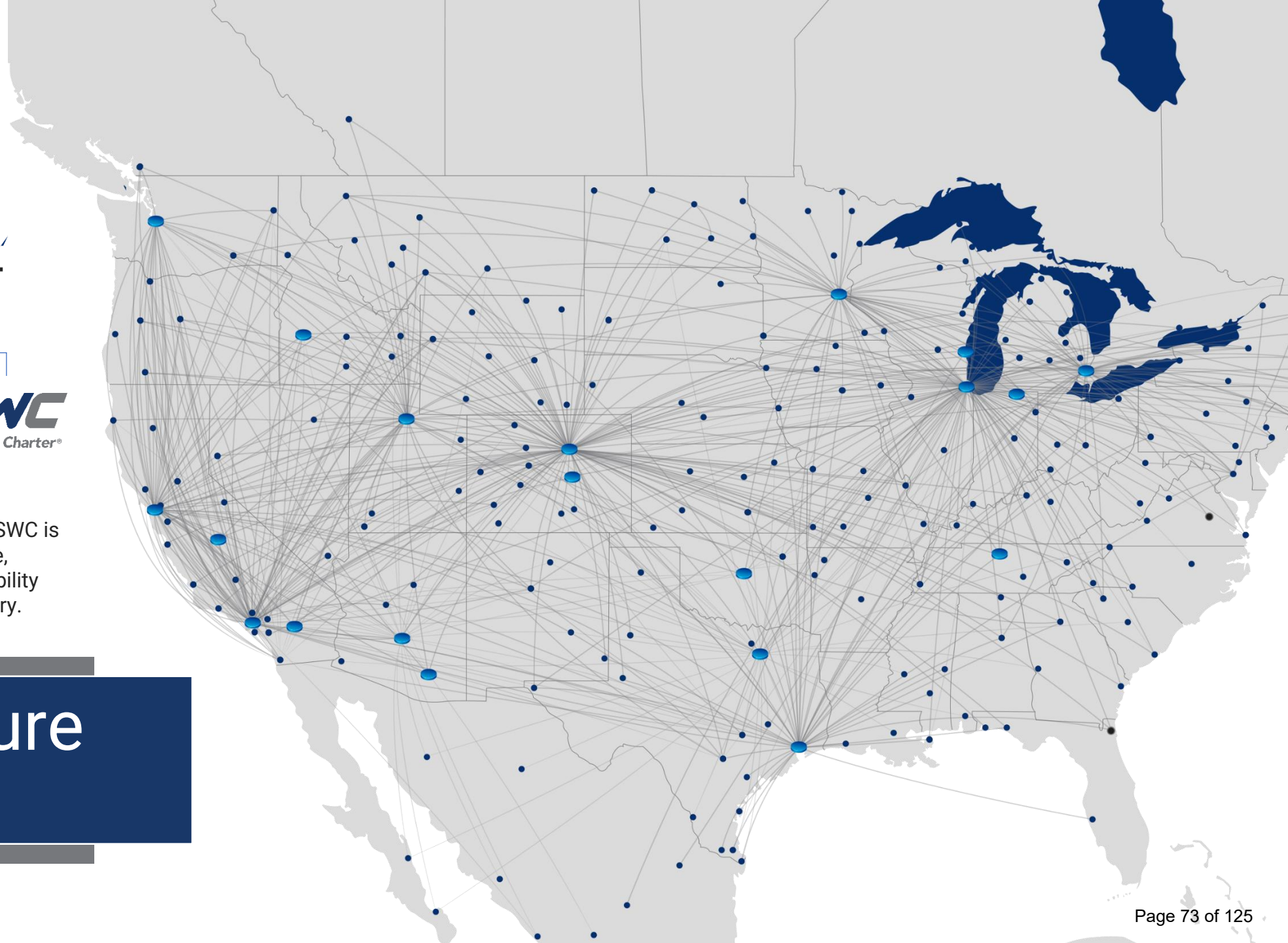
SWC
SkyWest Charter®

SWC welcomes the opportunity to offer service to the Page, AZ community. Our combination of safe and reliable aircraft, well-timed schedules, and access to a large airline network via interline agreement will provide passengers with quality air service and stimulate economic growth in the region. SWC will also actively partner with the community to market the service with a variety of promotions including print, digital, radio, and online.



As a subsidiary of SkyWest, Inc., SWC is supported by a vast infrastructure, offering unmatched product reliability and service in the Part 135 industry.

Infrastructure Strength



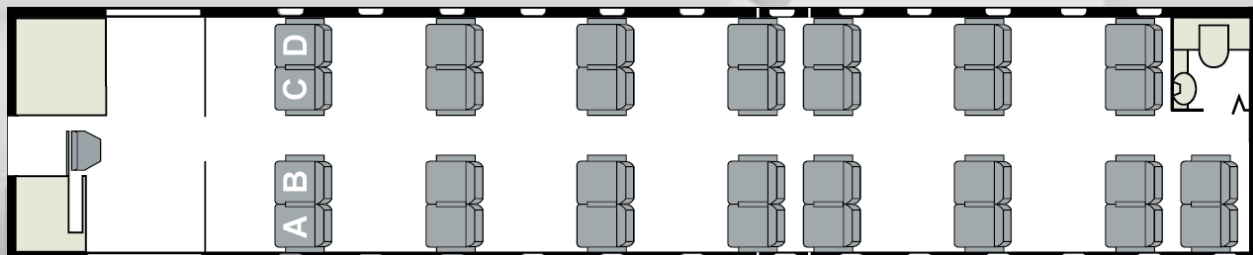
Safety Programs

SWC is dedicated to the highest safety standards. The SWC team is proud to incorporate the following safety programs and certifications, reflecting our overall commitment to safety.





30-SEAT JET SERVICE



Number of
round trips
per week from
PGA to
PHX/DEN/SLC/LAX
12.0

**30-SEAT
CRJ200**



Passenger Revenue	
Passengers	20,592
Revenue	\$ 2,162,160

Block Time		Minutes
Trip block time - Average		66
Total scheduled block time		1,373
Total completed block time		1,332

RPMs	
Passengers	20,592
Stage length - Average	243
Total RPMs	5,003,856

ASMs	
Scheduled departures	1,248
Completed departures	1,211
Stage length	243
Available Seats	30
Total ASMs	9,097,920

Revenue	\$ 2,162,160
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Marketing costs	\$ 25,000
Direct operating expenses	\$ 3,520,442
Departure related	\$ 3,851,297
ASM related	\$ 84,793
Total expenses	\$ 7,481,531

Operating income (loss)	\$ (5,319,371)
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5% profit margin	\$ 374,077
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Annual subsidy requirement (Year 1)	\$ 5,693,448
Annual subsidy requirement (Year 2)	\$ 5,864,251
Annual subsidy requirement (Year 3)	\$ 6,040,179
Annual subsidy requirement (Year 4)	\$ 6,221,384

Effective subsidy rate per unit	
Subsidy per trip	\$ 4,703
Subsidy per passenger	\$ 276



Backed by the strength of its parent company SkyWest, Inc., SWC is among the strongest CRJ200 operators in the world.

SWC

SkyWest Charter®

www.skywestcharter.com





SkyWest
AIRLINES®

Page Municipal Airport Page Arizona



Dear Mr. Gormas:

SkyWest Airlines is pleased to submit two comprehensive proposals for Essential Air Service at **Page Municipal Airport**. Our mission is to provide the Page community with reliable, high-quality regional jet service that leverages our industry-leading partnerships to ensure global connectivity.

Proposal Highlights

SkyWest intends to operate **624 subsidized annual round-trip flights**—averaging 12 flights per week—to accommodate seasonal demand. Both options offer a stable, long-term commitment for a term of up to **four years**, utilizing our proven CRJ-series regional jet fleet.

Strategic Service Options

- **Option 1: American Airlines Partnership** Dedicated service to **Phoenix Sky Harbor (PHX)** under our American Airlines Codeshare Agreement. This option utilizes CRJ-700 and CRJ-900 aircraft to provide seamless access to the American Airlines global network.
- **Option 2: Dual-Carrier Connectivity** Expanded service to **Phoenix (PHX) and/or Salt Lake City (SLC)** through our agreements with both **American and Delta Air Lines**. This flexible model utilizes our CRJ-550, -700, and -900 fleet to maximize passenger choice and hub access.



SkyWest
AIRLINES®

Cody Thomas
Managing Director – Market Development



We will offer 12 subsidized weekly round-trip flights for up to a four-year term utilizing a CRJ700, CRJ900, and/or CRJ550 aircraft.



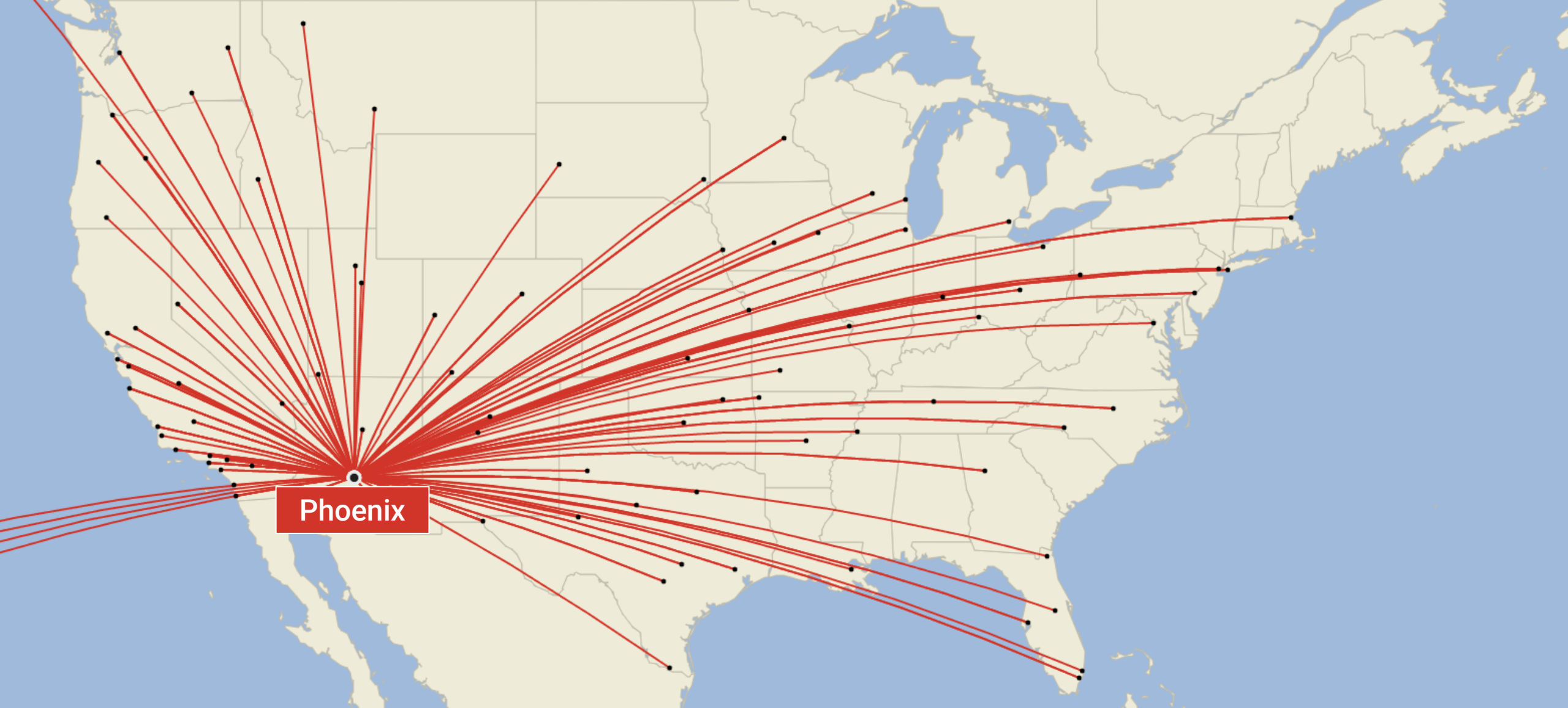
SkyWest
AIRLINES®

SkyWest welcomes the opportunity to offer both American Eagle and/or Delta Connection service to the Page, AZ community. Our combination of safe and reliable aircraft, well-timed schedules, and access to the world's largest airline networks will provide passengers with quality air service and stimulate economic growth in the region. SkyWest will also actively partner with the community to market the service with a variety of promotions including print, digital, radio and online.

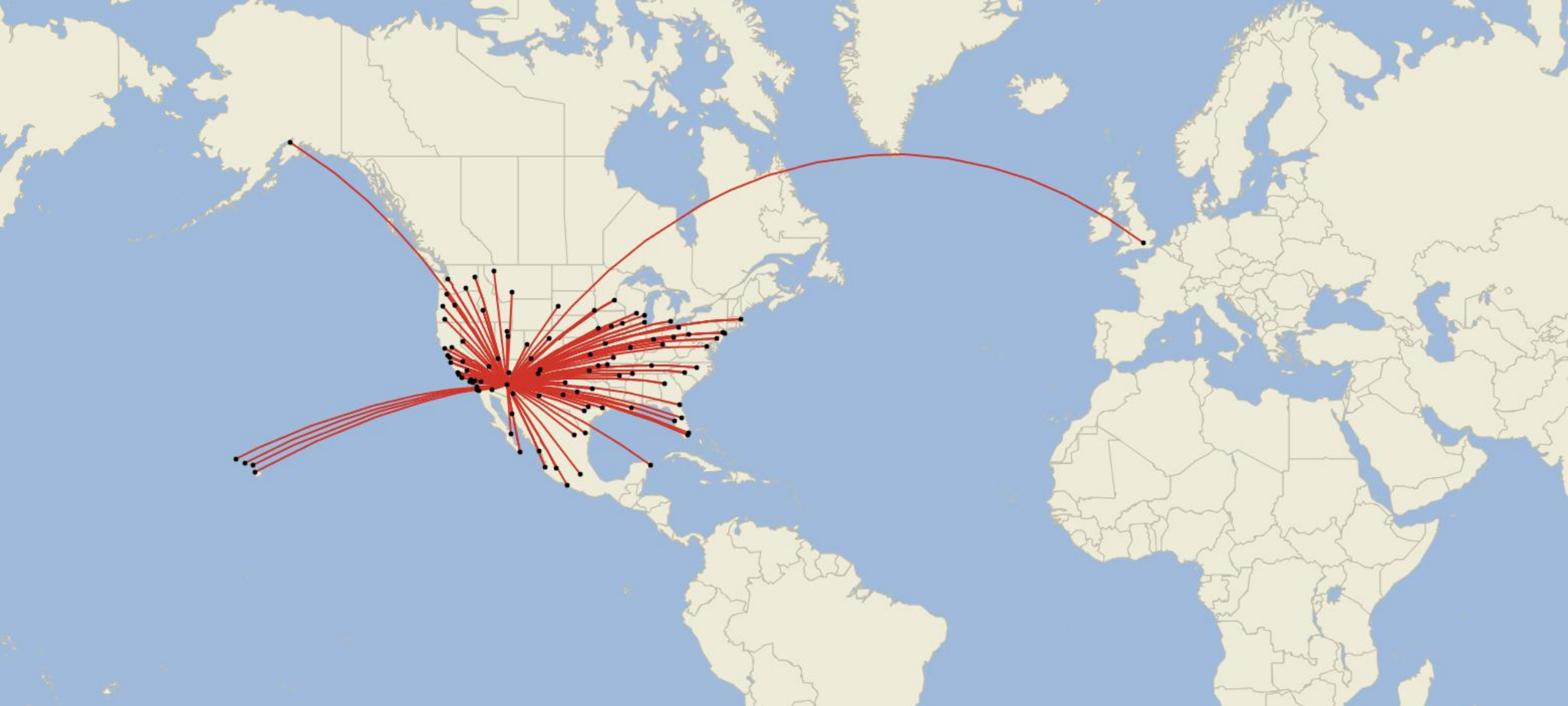
CODESHARE ADVANTAGE

	CODESHARE	INTERLINE
Full Itinerary on Single Ticket for Connecting Flights	✓	✗
Frequent Flyer Miles for Flights From PGA	✓	✗
Auto Bag Transfer on Connecting Flights in Hub	✓	✗
Pricing Advantage – Especially International	✓	✗
Irregular Operations (IROP) Protection	✓	✗
Gate Proximity to Partner Departures	✓	✗
Amenities – Lounge Access and Travel Support	✓	✗





DOMESTIC ROUTES FROM PHX



GLOBAL ROUTE NETWORK



65/76-SEAT JET SERVICE WITH FIRST CLASS CABIN



Professional flight attendant on every flight

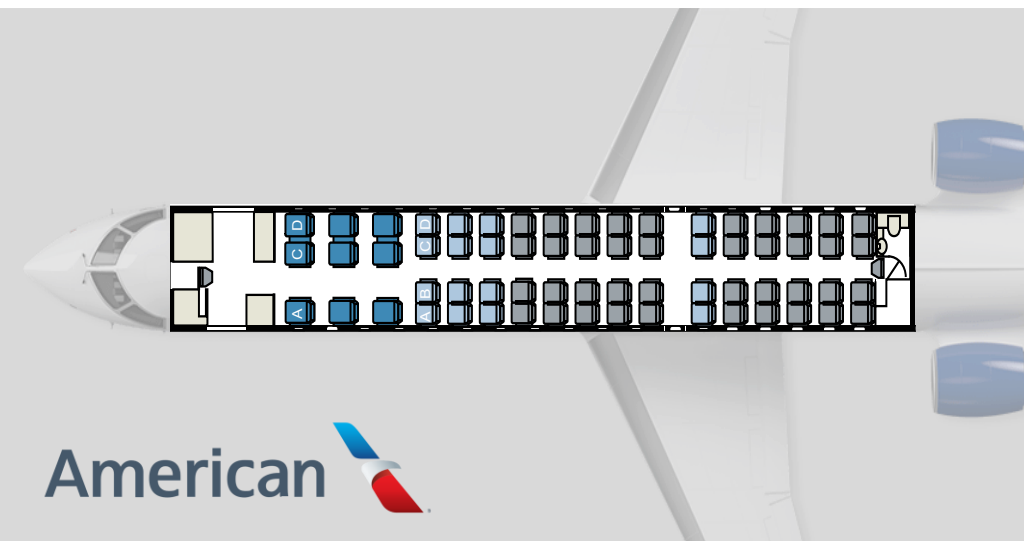
AAdvantage  miles that never expire

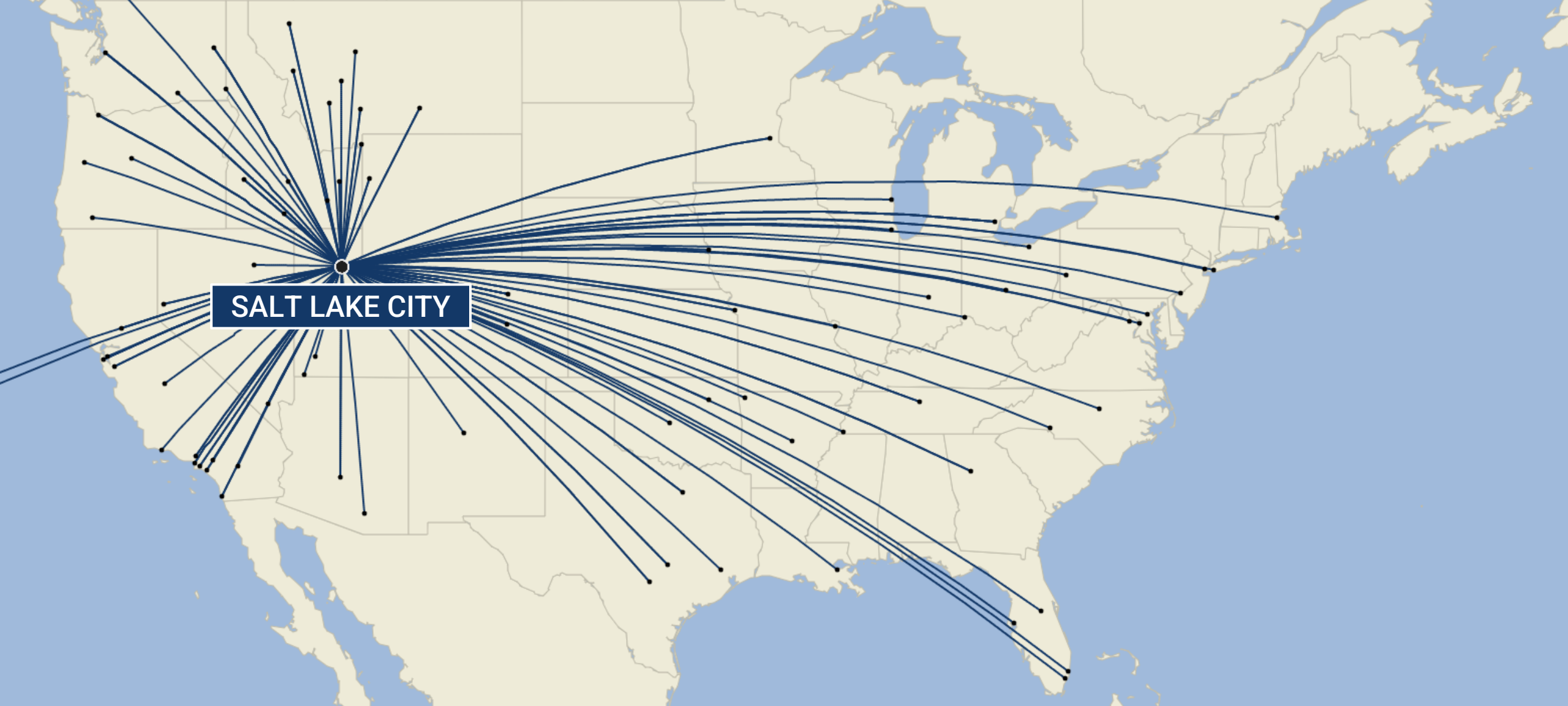


Mobile app & 24/7 customer service



Seamless bag transfer to final destination

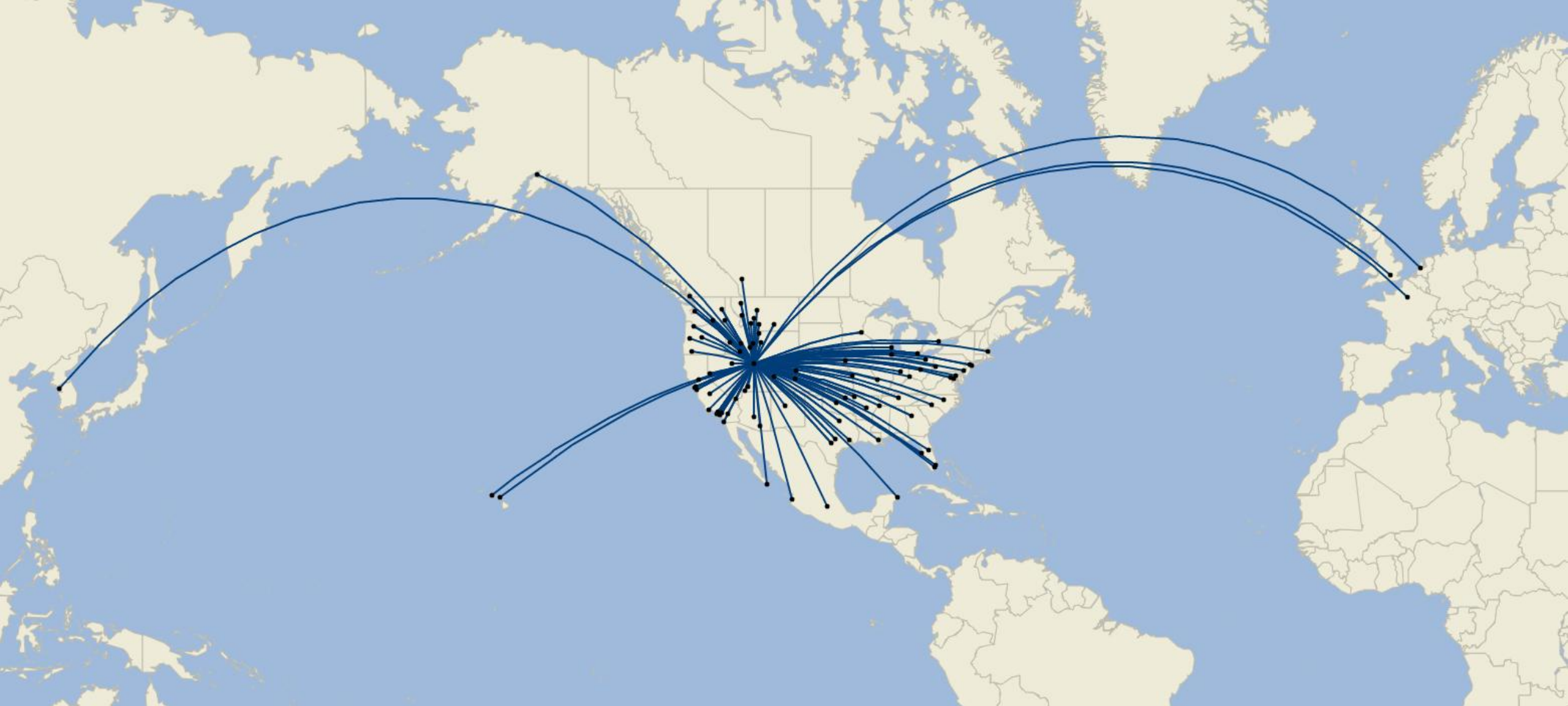




SALT LAKE CITY



DOMESTIC ROUTES FROM SLC



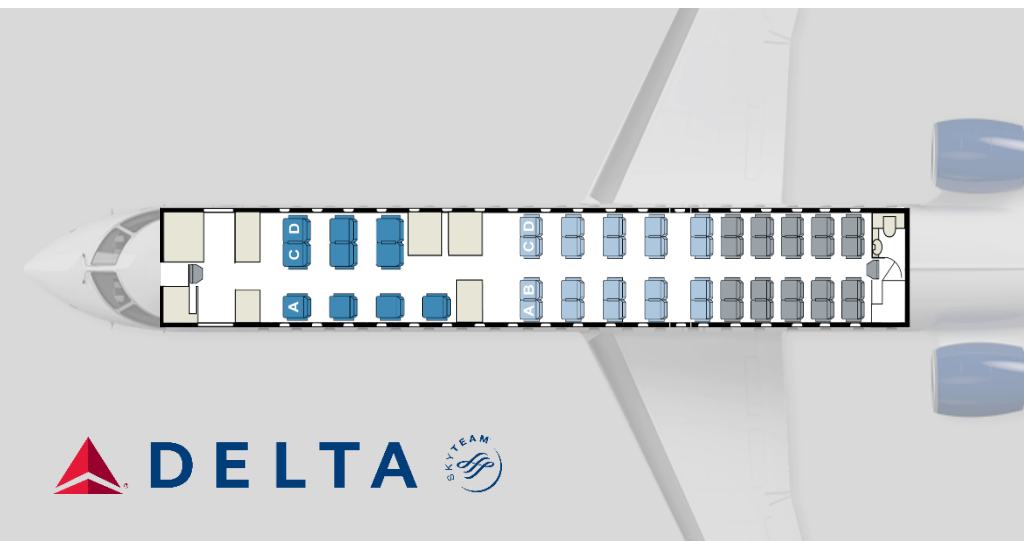
DELTA



GLOBAL ROUTE NETWORK



50-SEAT JET SERVICE



Professional flight attendant on every flight



Delta SkyMiles[®] that never expire



Mobile app & 24/7 customer service



Seamless bag transfer to final destination

Number of
round trips
per week from
PGA to PHX
12.0

65-76 SEATS
CRJ700/900



Passenger Revenue	
Passengers	32,448
Revenue	\$ 3,569,280

Block Time	Minutes
Trip block time - Average	66
Total scheduled block time	1,373
Total completed block time	1,332

RPMs	
Passengers	32,448
Stage length - Average	243
Total RPMs	7,884,864

ASMs	
Scheduled departures	1,248
Completed departures	1,211
Stage length	243
Available Seats per Departure	65
Total ASMs	19,712,160

Revenue	\$ 3,569,280
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Marketing costs	\$ 25,000
Direct operating expenses	\$ 4,018,272
Departure related	\$ 4,253,808
ASM related	\$ 183,717
Total expenses	\$ 8,480,797

Operating income (loss)	\$ (4,911,517)
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5% profit margin	\$ 424,040
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Annual subsidy requirement (Year 1)	\$ 5,335,557
Annual subsidy requirement (Year 2)	\$ 5,495,624
Annual subsidy requirement (Year 3)	\$ 5,660,492
Annual subsidy requirement (Year 4)	\$ 5,830,307

Effective subsidy rate per unit	
Subsidy per trip	\$ 4,408
Subsidy per passenger	\$ 164
Load factor	40%

SkyWest will dedicate \$25,000 annually to market air service

Number of
round trips
per week from
PGA to PHX/SLC
12.0

Passenger Revenue	
Passengers	32,292
Revenue	\$ 3,552,120

Block Time	Minutes
Trip block time	66
Total scheduled block time	1,373
Total completed block time	1,332

RPMs	
Passengers	32,292
Stage length	256
Total RPMs	8,197,956

ASMs	
Scheduled departures	1,248
Completed departures	1,211
Available Seats	58
Total ASMs	18,217,680

Revenue	\$ 3,552,120
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Marketing costs	\$ 25,000
Direct operating expenses	\$ 3,928,518
Departure related	\$ 4,391,509
ASM related	\$ 169,789
Total expenses	\$ 8,514,816

Operating income (loss)	\$ (4,962,696)
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5% profit margin	\$ 425,741
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Annual subsidy requirement (Year 1)	\$ 5,388,437
Annual subsidy requirement (Year 2)	\$ 5,550,090
Annual subsidy requirement (Year 3)	\$ 5,716,592
Annual subsidy requirement (Year 4)	\$ 5,888,090

Effective subsidy rate per unit	
Subsidy per trip	\$ 4,451
Subsidy per passenger	\$ 167
Load factor	45%

SkyWest will dedicate \$25,000 annually to market air service



**50 SEAT CRJ550
& 65-76 SEAT
CRJ700/900**





TOP FAA PART 121 OPERATOR

	PART 121	PART 135
Two Air Transport Pilots in Flight Deck	✓	✗
Active Flight Dispatching	✓	✗
FAR Part 117 Rest Rules	✓	✗
Safety Management Systems	✓	✗
Advanced Qualification Program (AQP) Training	✓	✗



Founded in 1972 and headquartered in *St. George, Utah*



Connects small and medium sized communities to the *global air service network*



Fleet of nearly *500 aircraft*



Over *2,500 daily departures* to over 250 cities

SkyWest
AIRLINES®

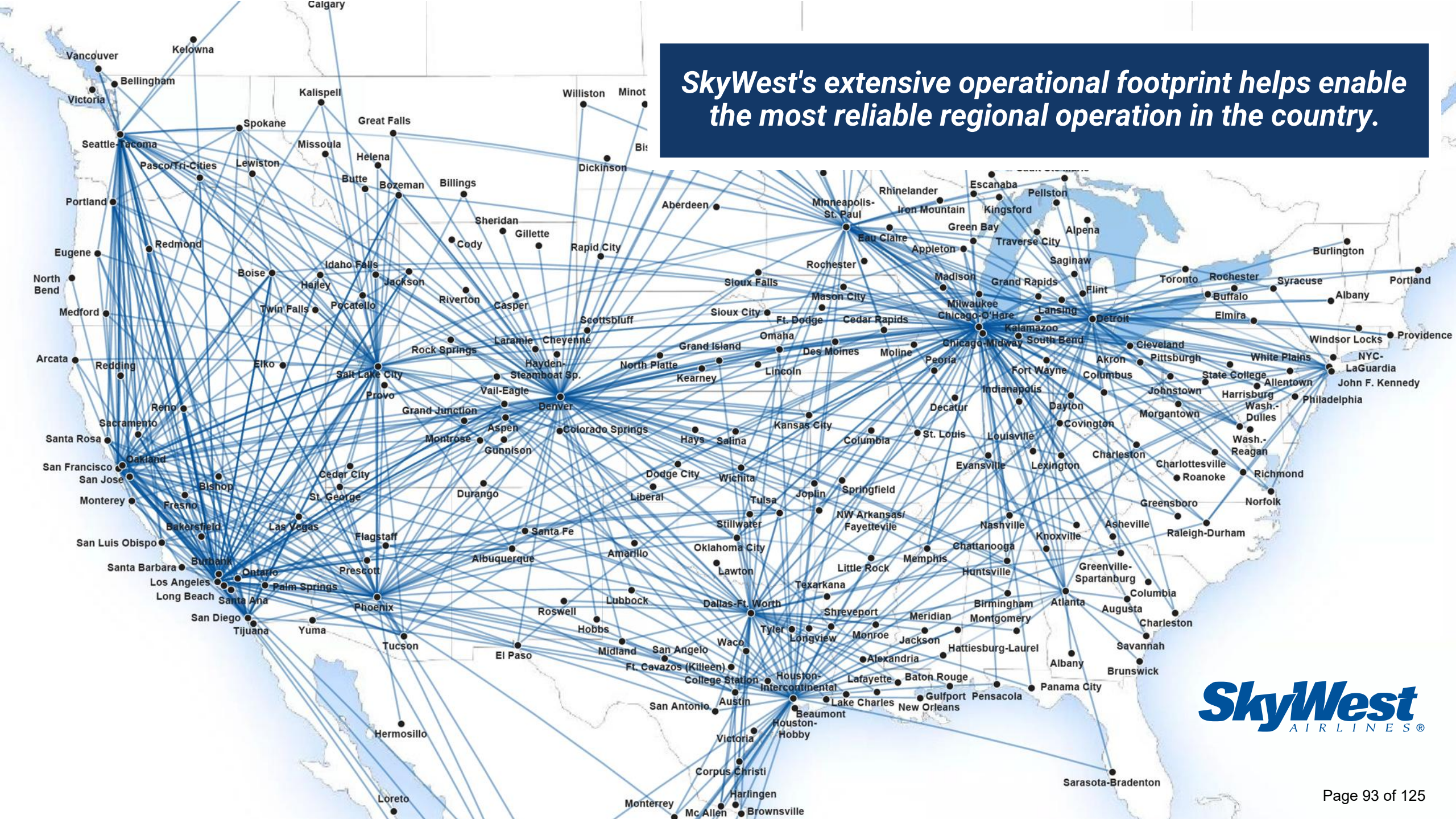
ABOUT SKYWEST



Partnership with four major airlines:



SkyWest's extensive operational footprint helps enable the most reliable regional operation in the country.





SkyWest is a leading CRJ200 operator and has been named the manufacturer's most reliable operator in North America five times.



SkyWest

AIRLINES®

www.skywest.com



PAGE 2026 EAS BID OPTION COMPARISON

		Description					Annual Forecast								
Carrier	Prop #	Aircraft	Seats	Network Partners	Hub	Frequency	Sched Seg	Comp %	Seg	Ttl Pax	Yr 1 Subsidy	Sub/O&D	Seats	RON	Load Factor
Contour	1	ERJ	30	AA DL UA AS	PHX	12x week	1,248	97%	1,211	21,630	\$5,321,166	\$246	36,330	Yes	59.5%
	2	ERJ	30		PHX LAS	12x week	1,248	97%	1,211	23,896	\$5,492,029	\$230	36,330	Yes	65.8%
	3	ERJ	30		PHX SLC	12x week	1,248	97%	1,211	22,600	\$5,760,834	\$255	36,330	Yes	62.2%

Advanced	1	RJ/Prop	30/9	AS	PHX & Window Rock	15x week	1,872	99%	1,844	29,702	\$5,418,077	\$182	42,450	Yes	70.0%
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SWC	1	CRJ	30	AA DL UA	PHX DEN SLC LAX	12x week	1,248	97.0%	1,211	20,592	\$5,693,448	\$276	36,330	Yes	56.7%
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Denver Air Connection (DAC) and SkyWest Proposals Require Airport Infrastructure Upgrades

DAC	1	ERJ	50	AA DL UA	PHX	12x week	1,248	100%	1,248	24,960	\$4,991,379	\$200	62,400	Yes	40.0%
	2				DEN	12x week	1,248	100%	1,248	24,960	\$5,468,667	\$219	62,400	Yes	40.0%
	3				LAX DEN	12x week	1,248	100%	1,248	24,960	\$6,228,789	\$250	62,400	Yes	40.0%

SkyWest	1	CR7	65	AA	PHX	12x week	1,248	97%	1,211	32,448	\$5,335,557	\$164	78,715	Yes	41.2%
	2	RJ	50 & 65	AA & DL	SLC/PHX	12x week	1,248	97%	1,211	32,292	\$5,388,437	\$167	69,633	Yes	46.4%

Although not mentioned in any bids, each bid is assumed to include an overnight (RON) aircraft on one route. This should be confirmed with each carrier.

Each carrier should be required to provide detailed specifications on flight timing and day of week frequency allocation by hub and season.

SWC proposal is specifically for two years. All other proposals are for up to four years, at community & DOT discretion

SWC should be asked to explain status of ticket/bag agreements with AA/PHX, DL/SLC, UA/DEN and all carriers at LAX

SWC forecast average segment fare is \$105, no clarity on pricing by individual hub

Advanced passenger forecast appears optimistic given lack of ticket/bag agreement with American at PHX

The 9th passenger seat in an Advanced King Air appears to be the toilet seat in the back of the aircraft

DAC did not provide a forecast flight completion rate but it appears to be 100%. This is extremely difficult to do on an annual basis.

DAC forecast segment fares are significantly higher than Advanced or Contour.

DAC Part 121 operation may require airport infrastructure improvements.

SkyWest proposals envision larger regional jets (CR7) that would require significant airport infrastructure improvements.

Attributes			
Pricing	Codeshare	Network Partners	Segment Avg Fare
Sum two locals with network	No	AA DL UA	\$90
		AS	\$90
			\$94

Sum two locals	No	AS	\$72
----------------	----	----	------

Sum two locals?	No	?	\$105
-----------------	----	---	-------

Sum two locals	No	AA DL UA	\$120
			\$130
			\$130

Integrated Network	AA	AA	na
	AA & DL	AA & DL	na

PGA EAS BID COMPARISON: CARRIER BIOS								
Carrier	Founded	Based	2024 Annual Revenue	Ownership	EAS Cities	Total Cities	Aircraft	EAS Experience
Advanced Air	1926	Los Angeles	\$60 million (est)	Privately held	3	13	19	Since 2009
SkyWest Charters SWC	1965	St George, UT	Part of SkyWest	Part of SkyWest	0	0	8	SkyWest
Denver Air Connection	1997	Denver	\$130 million (est)	Privately held	12	19	20 pax, 20 cargo	Since 2019
Contour	2016	Nashville, TN	\$250 million (est)	Privately held	21	31	50	Since 2016
SkyWest	1972	St George, UT	\$4.0 billion	Publicly traded	42	256	487	Since 1980s

Annual revenue for privately held companies estimated

Overall Observations

Not all airlines are created equal. There are differences in business model, fleet size, and depth of interline relationship.

Advanced Air serves three EAS cities (pending loss of one).

The carrier also serves three cities in New Mexico under a state EAS program.

The carrier also serves two resort destinations under with resort support arrangements.

Carrier gate at PHX is Terminal 3.....American and Southwest are in Terminal 4.

Carrier has only one ticket and bag agreement, with Alaska Air.

Contour operates 30+ regional jets under the Part 135 FAA/Part 380 DOT regulations. These aircraft have 30 seats.

Contour has interline ticket and bag agreements with American, Alaska, Delta and United.

Contour gates at PHX at Terminal 4 with American.

SkyWest owns 25% of Contour.

Denver Air Connection (DAC) DAC serves 12 EAS cities with regional jets.

The carrier gates at Terminal 3 in PHX, American and Southwest are in Terminal 4.

Payload under those conditions will be approximately 30 passengers, the same as Contour using the same aircraft type.

SkyWest is the largest regional airline in the country with close to 487 aircraft.

Its primary business is flying larger regional jets for network airlines under capacity purchase agreements. (CPA)

Thus the carrier has more influence with network airlines than smaller regional carriers might have.

Should a pilot shortage reemerge SkyWest must put highest priority on staffing its CPA flying, not its EAS flying.

SkyWest is proposing FAA Part 121 service with larger RJs. This requires significant airport infrastructure changes.

The carrier proposals are full codeshare with full pricing and customer integration with AA or DL.

SkyWest Charters is a subsidiary of SkyWest Airlines.

It operates under the same FAA Part 135, DOT Part 380 regulations as Contour Airlines.

It recently won its first EAS contract, Pendleton, Or.

The carrier's interline relationships with network carriers is unclear in terms of gating, bag transfer and connect pricing.

PAGE EAS BID COMPARISON: CARRIER INTANGIBLES

Carrier	REMARKS
Advanced Air	Combination of 30-seat regional jet and 9? seat King Air service
	Proposal is Part 135 FAA/Part 380 DOT and requires either alternative EAS grant app or community waiver of right to scheduled service for duration of contract.
	Only interline agreement is with Alaska Air, no agreement with American (dominate carrier at PHX)
	Carrier gates at Terminal 3, 80% of Phoenix flights are out of Terminal 4 (American and Southwest)
	Given Terminal 3 gate and lack of American interline agreement, passenger forecast seems very high
	Lowest forecast segment fare to PHX
Contour	2nd largest EAS carrier, after SkyWest. SkyWest owns 25% of Contour but the two carriers operated independently at this time
	United ticket and bag agreement began in early 2025, carrier has entered both DEN and IAD connecting to United
	American, Delta, United, Alaska Ticket and Bag agreement in place
	Up to a four year proposal
	Proposal is Part 135 FAA/Part 380 DOT and requires either alternative EAS grant app or community waiver of right to scheduled service for duration of contract.
SkyWest Charters (SWC)	Subsidiary of SkyWest Airlines
	Ticket and Bag agreement, hub terminal gating and interline pricing model status with network carriers not clear at this time
	One EAS route to begin in 2026, Pendleton, OR
	Note from City Staff - May wish to Check on CRJ 200 Performance
	Two year proposal
	Proposal is Part 135 FAA/Part 380 DOT and requires either alternative EAS grant app or community waiver of right to scheduled service for duration of contract.
THE BELOW PROPOSALS ARE FOR FAA PART 121 OPERATIONS AND WOULD REQUIRE SIGNIFICANT PAGE AIRPORT INFRASTRUCTURE WORK	
Denver Air Connection	Forecast segment fare much higher than other bidders
	Note from City Staff - May wish to check on ERJ 145 Performance
	DAC gates at Terminal 3 at PHX, 80% of Phoenix flights are out of Terminal 4 (American and Southwest)
	Proposed Part 121 service requires significant Page airport infrastructure upgrades
	Up to a four year contract
SKYWEST	Full network style service, largest EAS operator in the country, largest regional airline in the country
	Both American and Delta proposals are full code share, including integrated pricing
	Both proposals would require significant airport infrastructure improvements in order to be operated
	Proposal is for a 4 year contract

FAA PART 135 COMBINED WITH DOT PART 380 REGULATIONS (CONTOUR, ADVANCED AND SKYWEST CHARTERS BIDS)

Airline operations in the United States are governed by two sets of FAA regulations and two sets of DOT regulations.

For FAA, Part 121 regulations govern 50-seat and larger regional jet and mainline jet (737s & Airbus) operations.

FAA Part 135 regulations govern smaller scheduled service operations, typically 9-seat but also including 30-seat under select circumstances.

The primary difference between Part 121 and Part 135 is pilot qualification requirements, less for Part 135, more for Part 121.

For DOT, most airline operations are governed by DOT scheduled service regulations.

However, charter flights are governed by a regulation set called Public Charter regulations.

Public Charter regulations are more flexible, as they are designed for ad hoc or occasional charter operations.

Three domestic carriers, Advanced Aviation, Contour and JSX operate daily scheduled service with 30-seat regional jets.

They combined the FAA Part 135 regulations with the DOT Part 380 Public Charter regulations.

This enables them to offer 30-seat regional jet service in EAS cities without the higher standard Part 121 pilot qualifications.

This works well for them when there are pilot shortages.

More than 100 regional jets are operated daily by these three airlines under this combined regulation set.

26 of the 110 EAS cities in the Lower 48 are operated under Part 135/Part 380 regulations.

DAC is operating one EAS route, Greenville MS, under Part 135 Part 380 regulations until that airport upgrades its infrastructure.

SkyWest

Will we have a RON aircraft in both proposals?

Assuming we have a RON, in the AA & DL proposal which hub will get the RON.

Will SkyWest reduce winter frequency in order to increase summer frequency. If so then in the dual hub proposal which is cut?

The Page Airport has significant infrastructure limits (regulatory and physical) that preclude Part 121 large RJ operations.

What happens if a massive pilot shortage reemerges and SkyWest is short of pilots like in 2022?

Out of what crew and maintenance base will SkyWest support Page service?

How can we recommend SkyWest to the DOT when our airport infrastructure cannot accommodate FAA Part 121 operations at this time (Saranac Lake

Where would the nearest spare aircraft and crew be located?

e)

Advanced Air Questions

Will our schedule have a RON aircraft?

What would be the schedule timing for PHX service and for Window Rock service?

Will Advanced be willing to reduce winter schedules in order to have more peak season summer flights?

What will be the fare structure for PHX?

**The ERJ 145 faces significant outbound payload restrictions at Page, how will Advanced deal with that?
If the DO328 is used, what payload restrictions will it see at Page?**

How will Advanced achieve 29,702 annual passengers without AA interline and using Terminal 3 at PHX?

Where will the nearest maintenance base be located?

Where will the flight crews be based that will operate the Page service?

Please provide a current financial statement.

Contour

Will our schedule have a RON aircraft?

Can we have a commitment for Contour to make consistent and timely payments of airport invoices?

Where will the nearest line maintenance base be located?

Where will the pilots and flight attendants be located that will operate Page flights?

Please provide a current financial statement.

DENVER AIR CONNECTIONS

Will our schedule have a RON aircraft?

The forecast average fare is the highest among sum of two locals bidding carriers?

Please provide an example fare structure for PHX with approximate seat allocations per fare.

The passenger forecast seems high given Terminal 3 gate and the higher estimated average fare?

The ERJ-145 would appear to have significant outbound payload limits during warm temperatures?

If the DO328 is used, what payload restrictions will it see at Page?

What would be the schedule timing for PHX service?

Will DAC be willing to reduce winter schedules in order to have more peak season summer flights?

Where will the nearest maintenance base and spare aircraft be located?

Where will the crew domicile be located?

How can we recommend DAC to the DOT when our airport infrastructure cannot accommodate FAA Part 121 operations at this time (Saranac Lak

Please provide a current financial statement.

e)

SKYWEST CHARTERS QUESTIONS

Will our schedule have a RON aircraft?

What would be the schedule timing for each of the hubs?

Will SWC be willing to reduce winter schedules in order to have more peak season summer flights?

Does SWC have interline agreements in place with network airlines?

Does SWC have a functioning reservations system in place?

What will be the fare structure for PHX and for the other hubs?

Will interline connect passenger pricing be sum of two locals?

The CRJ-200 faces significant outbound payload restrictions at Page, how will SWC deal with that?

Our incumbent airline has CRJs with 30 seats but only operates ERJs at Page due to CRJ limitations.

Are interline agreements and terminal gate access in place with United (DEN), American (PHX), Delta (SLC)?

With which network carrier would SWC gate and interline with at LAX?

Where will the nearest maintenance base be located?

Where will the flight crews be based that will operate the Page service?

HAS A LIST OF FIVE KEY CRITERIA FOR SELECTING AN AIR CARRIER FOR AN EAS CONTRACT

A) the demonstrated reliability of the applicant in providing scheduled air service; **All Page bidders are in good standing with the DOT on this.**

(B) the contractual, marketing, code-share, or interline arrangements the applicant has made with a larger air carrier serving the hub airport.

Advanced Air is lacking usable interline agreements to support their bid. SkyWest had network code share, which Contour and DAC have excellent interline agreements in place. It is reasonable to assume SWC has such agreements.

(C) the preferences of the actual and potential users of air transportation at the eligible place, including the views of the elected officials representing the users of the service. **The community**

D) whether the air carrier has included a plan in its proposal to market its service to the community; **All bidders**

(E) the total compensation proposed by the air carrier for providing scheduled air service under this section. **The DOT is unlikely to choose a proposal that is significantly higher in subsidy over comparable proposals.....for example one that is more than \$500,000 per year in higher subsidy.**

NET AWARD

ch is generally better than interline agreements.
ents but this should be confirmed.

s have proposed marketing funds.

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: Airport

Presented by:

Lore Davis-McCluskey , Airport Manager

Brief Title: Bid review and Award for Airport on-call Architectural-Engineering Consultants

Agenda Section: New Business

Agenda Sub-category: Agenda Item

Action: Motion

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Move to award the contract for airport on-call architectural and engineering services to

_____.

Background:

The annual on-call services contract for Airport Architectural/Engineering Services is up for renewal. Proposals were solicited. Two firms submitted proposals and participated in interviews. Those firms were H.W. Lochner, Inc. and C&S Engineers, Inc. The proposals will be reviewed and scored by a staff committee of four. The recommended firm will be presented at the Council Meeting.

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: Airport

Presented by:

Brief Title: Bid Review and Award to Airport on-call Professional Planning Services

Agenda Section: New Business

Agenda Sub-category: Agenda Item

Action: Motion

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Move to award the contract for airport on-call planning services to _____.

Background:

The annual on-call services contract for Airport Architectural/Engineering Services is up for renewal. Proposals were solicited. Three firms submitted proposals and participated in interviews. Those firms were H.W. Lochner, Inc, Kimley Horn, and Coffman Associates. The proposals will be reviewed and scored by a staff committee of four. The recommended firm will be presented at the Council Meeting.

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Manager

Presented by:

Frank Marbury, City Manager

Brief Title: Selling Merchandise at Horseshoe Bend

Agenda Section: New Business

Agenda Sub-category: Agenda Item

Action: Other

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Direction to Staff as to whether or not to pursue future merchandise sales or vendors at Horseshoe Bend.

Background:

This is a Council requested item. Historically there have been no plans to sell merchandise or host vendors at Horseshoe Bend. There is proposed budget only for utilities and street improvements at this time. Any structures at Horseshoe Bend are over one year out, likely three or more. When design begins, there will be need to know if Council desires anything more than office space and restrooms. Is a visitor center desired? Would this involve some sort of merchandise sales or space that could be leased to vendors? Staff would like discussion and direction on these issues.

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Clerk

Presented by:

Brief Title: Resolution 1341-26 Call of General Election

Agenda Section: New Business

Agenda Sub-category: Resolution

Action: Motion

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Move to approve Resolution 1341-26 - Call of General Election

Background:

Call of the 2026 General Election and providing details on the Initiative that will be added to the ballot.

Alternatives Considered:

N/A

Advisory Board/Commission Action:

N/A

Fiscal Impact:

N/A

Attachments:

1. Resolution 1341-26 Call of General Election

RESOLUTION 1341-26

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF PAGE, COCONINO COUNTY, ARIZONA, TO SUBMIT TO THE QUALIFIED ELECTORS OF THE CITY OF PAGE THE PROPOSED INITIATIVE REGARDING THE LANES ON LAKE POWELL BOULEVARD AT THE GENERAL ELECTION TO BE HELD ON NOVEMBER 3, 2026; DIRECTING THE PREPARATION OF THE INFORMATIONAL PAMPHLET; DESIGNATING THE DEADLINE FOR ARGUMENTS; ESTABLISHING THE CONDUCT OF ELECTIONS; SETTING FORTH THE VOTER REGISTRATION DEADLINE AND EARLY VOTING DATES; DESIGNATING THE ELECTION FORMAT; AND SETTING FORTH THE CANVASS DEADLINE.

WHEREAS, it is provided by law for the holding of a General Election pursuant to A.R.S. §§ 16-204(F)(4) and 16-211; and

WHEREAS, the Mayor and City Council has by Resolution called a General Election to be held on November 3, 2026; and

WHEREAS, Page Action Committee submitted an Application for Serial Number on October 30, 2023, and initiative petitions on March 12, 2024, adding Chapter 74 of the City Code regarding the size and lanes on Lake Powell Boulevard as set forth in Exhibit A (“the Initiative”) for placement on the ballot; and

WHEREAS, following litigation between the City and Page Action Committee during 2024 and 2025, the Arizona Supreme Court found the Initiative falls within the legislative authority of the qualified electors of the City and must proceed to the ballot; and

WHEREAS, pursuant to a Settlement Agreement and Release between the City and Page Action Committee, the parties agree that the Initiative be placed on the General Election ballot to be held on November 3, 2026, election.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Page, as follows:

Section 1. Order and Call for Election; Ballot

Pursuant to A.R.S. § 19-143 and City Code § 32.001, a General Election in the City is hereby ordered and called to be held on Tuesday, November 3, 2026 to submit to the qualified electors of the City the Initiative, attached hereto as Exhibit A, and in the form of ballot as set forth as Exhibit B; and for the purpose of electing candidates for the offices of Mayor, three (3) City Council seats, if not already determined at the Primary Election.

Section 2. Informational Pamphlet

That the Informational Pamphlet shall be prepared by the City Clerk pursuant to A.R.S. § 19-141, and the City Clerk is hereby authorized and directed

to cause the Informational Pamphlet to be provided as and under the circumstances described herein in the form she deems acceptable.

Section 3. Arguments; Notice and Submittal

Pursuant to A.R.S. § 19-141(C), the City hereby sets 5:00 p.m. on August 5, 2026, as the deadline to submit arguments for and against the Initiative. Each argument shall not exceed 300 words in length, and the City may offset a portion of the proportionate cost of paper and printing the arguments. The City Clerk is authorized to prepare any notices necessary to publicize the argument deadline and filing requirements.

Section 4. Conduct of Election; Voting Rights Act; Expenditures

The General Election will be held, conducted, and canvassed in the manner provided by law. Ballots shall be counted by the voting system in use by Coconino County Elections Department for the recordation of the electors' choices as authorized by Arizona law. The City shall comply with the Voting Rights Act of 1965 and provide translation if required by law.

The City Council hereby authorizes all expenditures as may be necessary to order, notice, hold and administer the General Election, which expenses shall be paid from current operating funds of the City. The City Clerk is hereby authorized to take all necessary action to facilitate the General Election.

Section 5. Deadline for Voter Registration and Early Voting Dates

To be qualified to vote at the General Election, a City resident must be registered by vote by 11:59 p.m. on Monday, October 5, 2026. Absentee/early voting with respect to the General Election will be permitted in accordance with the provisions of A.R.S. Title 16, Chapter 4, Article 8.

Section 6. Designating Election Format

The election format for the General Election shall be a polling place election. Polls are open from 6:00 a.m. to 7:00 p.m. on November 3, 2026.

Section 7. Canvass of Election

The Coconino County election officials will forward the votes cast to the City Council for canvassing. The City Council will meet within twenty (20) days after the General Election to canvass the returns of the election and to certify the result, as provided by Arizona law.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PAGE, COCONINO COUNTY, ARIZONA this _____ day of _____ 2026, by the following vote:

Ayes _____
Nays _____
Abstentions _____
Absent _____

CITY OF PAGE

By _____
Mayor Steven R. Kidman

ATTEST:

City Clerk Cindy Scott

APPROVED AS TO FORM:

City Attorney Joshua Smith

EXHIBITS ON FILE AT THE PAGE CITY CLERK’S OFFICE:
697 Vista Ave., Page, AZ

- Exhibit A: Proposed Initiative Adding Chapter 74 of the Page City Code
- Exhibit B: Form of Official Ballot

Exhibit A

AN INITIATIVE MEASURE

ADDING CHAPTER 74 TO TITLE VII OF THE GENERAL ORDINANCES OF THE CITY OF PAGE, COCONINO COUNTY, ARIZONA, REELATED TO MAINTAINING THE SIZE AND LANES OF LAKE POWELL BOULEVARD

Be it enacted by the People of the City of Page of the State of Arizona:

Section 1: A new Chapter 74 is added to Title 7 of the General Ordinances of the City of Page, Arizona, as follows:

CHAPTER 74: PRESERVATION OF LAKE POWELL BOULEVARD

74.01. Purpose and Findings

THE CITIZENS OF PAGE, ARIZONA DO HEREBY FIND AND DETERMINE THAT IT IS IN THE BEST INTEREST OF THE CITIZENS TO MAINTAIN THE SIZE AND NUMBER OF TRAFFIC LANES AT LAEK POWELL BOULEVARD FROM RIM VIEW DRIVE TO ASPEN STREET AS PRESENTLY EXISTED ON OCTOBER 1, 2023. AND FURTHER, THAT MAKING CHANGES THAT DEGRADE THE USEFULLNESS OF THIS PORTION OF ROAD IS WASTEFUL OF THE PUBLIC FISC AND HARMFUL TO THE GENERAL WELFARE.

74.02. Definitions

LAKE POWERLL BOULEVARD, RIM VIEW DRIVE AND ASPENS STREET REFERS TO THE PUBLIC ROADWAYS AS CURRENTLY NAMED AND COMMONLY IDENTIFIED IN THE CITY AS OF OCTOBER 1, 2023.

"CURRENT SIZE AND NUMBER OF LANES" REFERS TO THE CONDITION OF A ROADWAY AS OF OCTOBER 1, 2023, ABSENT ANY TEMPORARY RESTRICTIONS OR MAINTENANCE.

74.03. Preservation of Lake Powell Boulevard

NEITHER PUBLIC RESOURCES OF THE CITY NOR OUTSIDE FUNDS FROM ANY SOURCE SHALL BE USED IN ANY WAY TO FACILITATE, ENCOURAGE, SUPPORT, OR ACTUALIZE A REDUCTION IN THE NUMBER OF LANES OR SIZE OF LAKE POWELL BOULEVARD BETWEEN RIM VIEW DRIVE AND ASPEN STREET FROM THE CURRENT SIZE AND NUMBER OF LANES.

74.04. Alteration or Repeal

THIS ORDINANCE MAY ONLY BE AMENDED OR REPEALED BY A MAJORITY VOTE OF THE CITIZENS THROUGH THE INITIATIVE PROCESS.

74.05. Citizen Standing

ANY CITIZEN AND RESIDENT OF THE CITY HAS STANDING TO FILE SUIT IN THE SUPERIOR COURT OF ARIZONA FOR A WRIT OF MANDAMOUS TO ENFORCE THE PROVISIONS OF THIS CHAPTER. IF SUCCESSFUL, ANY SUCH CITIZEN SHALL BE AWARDED REASONABLE COSTS AND ATTORNEYS' FEES.

74.06. Severability.

IF ANY SECTION, SUBSECTION, SENTENCE, CLAUSE, PHRASE, OR APPLICATION OF THIS ORDINANCE IS FOR ANY REASON HELD TO BE INVALID OR UNCONSTITUTIONAL BY A DECISION OF ANY COURT OF COMPETENT JURISDICTION, SUCH DECISION SHALL NOT AFFECT THE VALIDITY OF THE REMAINING PORTIONS OR APPLICATIONS OF THIS ORDINANCE. THE ELECTORS HEREBY DECLARE THAT THEY WOULD HAVE PASSED THIS ORDINANCE AND EACH AND EVERY SECTION, SUBSECTION, SENTENCE, CLAUSE, OR PHRASE NOT DECLARED INVALID OR UNCONSTITUTIONAL WITHOUT REGARD TO WHETHER ANY PORTION OF THE ORDINANCE WOULD BE SUBSEQUENTLY DECLARED INVALID OR UNCONSTITUTIONAL.

RECEIVED
2023 OCT 30 P 2:26
CITY OF PAGE
CITY CLERK'S OFFICE

Exhibit B

CITY OF PAGE
GENERAL ELECTION
NOVEMBER 3, 2026

PROPOSED AMENDMENT TO THE PAGE CITY CODE BY THE INITIATIVE

OFFICIAL TITLE: Adding Chapter 74 to the Page City Code relating to the size and lanes on Lake Powell Boulevard.

DESCRIPTIVE TITLE: The proposed initiative prohibits public resources and outside funds from any source to facilitate, encourage, support, or actualize a reduction in the number of lanes or size of Lake Powell Boulevard between Rim View Drive and Aspen Street as they existed on October 1, 2023.

SHORTENED DESCRIPTION (A.R.S. § 19-125 (F)): Shall the City Code be amended to add Chapter 74 restricting the City from reducing the number of lanes or size of portions of Lake Powell Boulevard between Rim View Drive and Aspen Street as they existed on October 1, 2023, and prohibiting amendments or repeal of Chapter 74, except through another initiative?

The “Yes” and “No” Taglines (A.R.S. § 19-125 (D)):

A “yes” vote shall have the effect of requiring the City of Page to add Chapter 74 to the City Code and restrict the City from reducing the number of lanes or size of portions of Lake Powell Boulevard between Rim View Drive and Aspen Street as they existed on October 1, 2023, and prohibit amendments or repeal of Chapter 74, except through another initiative.

A “no” vote shall have the effect of not adding Chapter 74 to the City Code and allowing the City to retain its authority to reduce the number of lanes or the size of Lake Powell Boulevard between Rim View Drive and Aspen Street without the voters’ consent.

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Manager

Presented by:

Frank Marbury, City Manager

Brief Title: Direction on Potential Purchase of State Land

Agenda Section: New Business

Agenda Sub-category: Purchase

Action: Other

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Staff direction to proceed with reports needed to lead to potential land purchase of State of Arizona Land.

Background:

Bryan Hill, interim City Manager, submitted an land purchase application to the Arizona State Land Department for the section of State Land in the Northwestern part of the City. The State accepted the application and the next steps are for the City to have various reports prepared such as archeological, biological, and environmental surveys. The cost of which, may exceed City Manager spending authority of \$100,000.

If the process proceeds to sale, the City will have the opportunity to purchase the square mile of land. Cost estimates have not been obtained, but the cost for 640 acres would likely exceed \$5 or \$6 million.

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting

Meeting Date: April 22, 2026

Department: City Council

Presented by:

Brief Title: Protecting the Future of Recreation on Red Mesa

Agenda Section: Potential Future Agenda Items

Agenda Sub-category: Agenda Item

Action: Other

PowerPoint Needed?: No

Request for Council Action

Recommended Action:

TBD

Background:

During the recent land sale of a portion of Red Mesa, it was discovered that there is no specific boundary for the recreation area on the mesa and there may be a zoning mismatch. In order to protect the natural environment and recreation opportunities on the mesa, should Council consider establishing clear boundaries and designating the bike trails, disc golf course, parking lot, and slick rock as an official City Recreational Park?

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:

Fiscal Year:

Amount Requested:

Line Item(s):

Budget Impact:

Notes:

Attachments:

None