



**SCOTTSDALE AIRPORT ADVISORY COMMISSION  
PUBLIC MEETING  
Scottsdale Airport Aviation Business Center  
Stearman/Thunderbird Meeting Room  
15000 N. Airport Drive, Second Floor  
Scottsdale, Arizona  
Wednesday, September 17, 2025**

**PRESENT:** Peter Mier, Chair  
April Beauboeuf, Vice-Chair  
Michael Goode (telephonic)  
Thomas Kube (telephonic)  
Peter Lenton  
John Spalj

**STAFF:** Rick Wielebski, Aviation Director  
Matthew Johnson, Director of Airport Operations & Maintenance  
Kelli Kuester, Aviation Planning and Outreach Coordinator  
Angela Calabresi, Assistant City Attorney

**GUESTS:** Thomas Thomassen, Execucare Detail Service, LLC  
Michael Baker, Velocity Maintenance Solutions, LLC  
Robert Mrofka, MN Designs, Inc  
Rachel Pearson, Experience Scottsdale  
Greg Bloemberg, Principal Planner

**CALL TO ORDER**

The meeting was called to order at 5:02 p.m.

**ROLL CALL**

A formal roll call confirmed the presence of Commissioners as noted above.

**PLEDGE OF ALLEGIANCE**

Chair Mier led the Commission in the Pledge of Allegiance.

## **AVIATION DIRECTOR'S REPORT**

Aviation Director Rick Wielebski announced that David Mecartney will be a new commissioner on the Airport Advisory Commission, and his first meeting will be next month. He expected to make an announcement soon regarding the vacant assistant aviation director position. He promoted Barrett-Jackson's fall event, which may result in an increase in business.

## **APPROVAL OF MINUTES**

### **Regular Meeting: August 20, 2025**

COMMISSIONER LENTON MADE A MOTION TO APPROVE THE AUGUST 20, 2025, REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

## **PUBLIC COMMENT**

There was no response to the call for public comment.

## **REGULAR AGENDA            ITEMS 1-12**

### **1. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Execucare Detail Service, LLC to conduct Mobile Aircraft Washing services at Scottsdale Airport.**

Aviation Director Rick Wielebski indicated that Execucare Detail Service, LLC, has met the requirements for an ABP. He introduced Execucare owner Thomas Thomassen, who discussed his experience with detailing and a polymer that works well with urethane paints, which he said exceeds industry appearance and durability standards. This product also reduces the amount of deicing solution needed, thus reducing both maintenance costs and wastewater.

VICE-CHAIR BEAUBOEUF MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR EXECUCARE DETAIL SERVICE, LLC, TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

### **2. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Velocity Maintenance Solutions, LLC to conduct Mobile Aircraft Maintenance and Repair services at Scottsdale Airport.**

Aviation Director Rick Wielebski indicated that Velocity Maintenance Solutions, LLC, has met the requirements for an ABP. He introduced Velocity owner Michael Baker, who spoke about his Delaware-based company, saying they were in Scottsdale by request of their customers. Their primary focus is servicing private jets. He noted he lives in the Cincinnati area.

VICE-CHAIR BEAUBOEUF MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR VELOCITY MAINTENANCE SOLUTIONS, LLC, TO CONDUCT MOBILE AIRCRAFT MAINTENANCE AND REPAIR SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER LENTON SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

**3. Discussion and Possible Action regarding application for Airpark Aeronautical Business Permit for MN Designs, Inc to conduct Hangar/Shade Leasing services at Scottsdale Airport.**

Aviation Director Rick Wielebski indicated that MN Designs, Inc., has met the requirements for an ABP. He introduced Robert Mrofka, representing the design company who owns the hangar, described the history of the Blue Eagle aircraft that will be kept in MN Designs' hangar.

COMMISSIONER LENTON MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR MN DESIGNS, INC TO CONDUCT HANGAR/SHADE LEASING SERVICES AT SCOTTSDALE AIRPORT. VICE-CHAIR BEAUBOEUF SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

**4. Discussion and Input regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations and Revocations.**

Aviation Director Rick Wielebski noted the airport and airpark tenant list is included in the agenda packet, and the three companies approved earlier today are listed in green in the report. In response to the Commission questions, he noted WC Aviation Inc. has requested a cancellation for aircraft maintenance, but that was at their own request.

**5. Annual Update from Experience Scottsdale.**

Rachel Pearson, Vice President of Community and Government Affairs with Experience Scottsdale, conducted a slideshow presentation and reviewed slides with the following titles: Target Leisure Markets; Target Meetings Market; Promoting Scottsdale; Reaching High-Value Travelers; Booking Meeting & Events; Garnering Positive Publicity; and Educating Luxury Advisors.

Ms. Pearson stated Experience Scottsdale is a nonprofit destination marketing organization (DMO) that contracts with the City to promote Scottsdale as a luxury destination for meetings, events, and leisure travelers. She reviewed the results of a recent visitation study, noting that occupancy is still higher than in 2024, though rates are slowing a bit. She expected occupancy to remain flat throughout the remainder of the year as compared to 2024. She described the role of DMOs and how Experience Scottsdale properly targets the right customers. They target an incredible variety of domestic and international markets, noting that Scottsdale shares its visitor pool with other cities like Los Angeles, Denver, and Las Vegas, among others.

Ms. Pearson indicated that the majority of business travelers come from the medical, financial, insurance, tech, and retail industries. She described some of the ancillary financial benefits to

Scottsdale hosting these conferences. The company breaks down visitors by their motivations for travel in audience personas including luxury travelers, family units, foodies, sportsgoers, wellness warriors, and indulgent individuals. Experience Scottsdale has developed unique marketing campaigns for each persona, and the convention sales team secured more than a record 238,000 room nights last fiscal year, generating an economic impact of over \$140 million.

Ms. Pearson spoke about the duties of Experience Scottsdale's customer advisory board in helping them obtain unique sponsorships to help Scottsdale stand out, which she then discussed. She remarked that more than 4,000 media hits about Scottsdale as a luxury travel destination were made last year, and she described how they work with journalists through Scottsdale Media Showcase. She mentioned partnerships with luxury travel consortiums that give them access to invitation-only events. Her team also shares luxury amenities unique to Scottsdale Airport.

In response to Commissioner queries, Ms. Pearson stated the sharp decline in rates and occupancy in February were due to traffic from the Superbowl in prior year vs 2024 numbers. Chair Mier praised Experience Scottsdale's goal of confirming that Scottsdale is a great place to live, do business in, and visit. Responding to additional questions, Aviation Planning and Outreach Coordinator Kelli Kuester stated a 2024 economic impact study will show the impacts of the airport and the airpark, and that should be finalized by the beginning of next year. Ms. Pearson added that tourism is a solid contributor to economic vitality and residents' quality of life.

With respect to Old Town Scottsdale, Ms. Pearson said Experience Scottsdale's focus is on people who do not already know about the community, though it does partner with the City of Scottsdale's Tourism and Events Department to promote Old Town Scottsdale, which she considered to be an integral part of the community. Experience Scottsdale is funded through a 5 percent bed tax, through which it received around \$14 million, roughly two-thirds of their budget.

Vice-Chair Beauboeuf expressed concern about a decline in Canadian visitors. Ms. Pearson said that is being tracked closely, and though Canadian flights are down, most international markets are holding strong. She believed there is still interest coming from Canada, but it is dependent on the customer. Dips have happened in the past, but Scottsdale has always been able to rebound.

**6. Request by owner for a zoning district map amendment from Planned Community District with P-C comparable Industrial Park District (P-C I-1) to Planned Community District with P-C comparable Commercial Office (P-C C-O), for a new medical campus including full-service hospital with helipad, on a +/- 31-acre portion of an overall +/- 48-acre site located at 18500 N. Hayden Road.**

Chair Mier reminded the Board that one of its duties is to ensure that all aviation development proposals do not conflict with aviation-related laws, regulations, and planning documents. City Planner Greg Bloemberg conducted a slideshow presentation and reviewed slides with the following titles or descriptions: General Plan; map; Airport Vicinity Summary; Site Plan; noise; and Flight Paths Exhibit (3 slides).

Mr. Bloemberg reviewed the zoning designations for the subject parcel, adding that the site is in the airport influence zone and requires FAA high analysis and fair disclosure notice. He went over the details of the building being proposed, which he added would be well outside the noise exposure area.

On the call for public comment, Ms. Michelle Ugenti-Rita expressed concern about safety risks posed to the three hospital helipads should this facility be approved. She urged caution against damaging the reputation of the Scottsdale Airport if helicopter pads are built 1.4 miles from their runways, especially as Scottsdale is a premier luxury destination. She asked the Commission to consider this when making their decision.

Former Scottsdale City Councilmember Bob Littlefield stressed the importance of protecting the airport, which he pointed out is crowded enough to basically be a major airline airport. Citing a recent helicopter accident in Washington D.C., he urged the Commission not to approve more buildings near the airport or anything that would increase traffic. Mixing helicopter and plane traffic is dangerous, he opined, and he saw no way to approve this proposal without increasing risk.

Ashley Marsh with Gammage & Burnham conducted a slideshow presentation on behalf of Banner Health and reviewed slides with the following titles: About Heli Planner; About Smithgroup; Project Overview; Original Site Plan; History – Banner Health Center; Context; Proximity to Airport; 2025 City Noise Exposure; Airport Vicinity; 2025 City Noise Exposure; Site Plan; Helipads; and Flight Path & Sound Attenuation.

Ms. Marsh provided background information on Banner Health, Heli Planners, and Smithgroup, as well as their roles in planning this facility. She expected that buildout would not be complete for 10 to 30 years, and she reviewed the size and scope of the medical facility. In response to community feedback, she remarked, the locations of the hospital portion and the medical office building, moving the hospital further from airport operations. She thought the location of the facility would be a benefit given the significant growth in North Scottsdale.

Ms. Marsh pointed out that hospitals are considered permitted uses in AC-1 noise zones. The helipad would not be a high-volume pad since the facility is not a trauma hospital; the helipad is more designed to transport high-need patients to level 1 trauma centers. She indicated they are compliant with all healthcare facility guidelines, though they will need to go through the FAA 7460 process again since their approval has expired. She spoke about the noise mitigation efforts that will be undertaken.

Commissioner Kube felt like the encroachment issues that arose during the Axon matter will also arise with this project. Assistant City Attorney Angela Calabresi opined that issues such as traffic and impacts to the community are not under this Commission's purview; it can consider conflicts with Federal Regulation 14 Part 150 and other aviation-related laws.

Responding to Commissioner queries, Ms. Marsh explained the medical facility will have an emergency room and will be able to service a wide range of non-intense healthcare needs. Troy Freeman with Banner Health added that this will be a community-serving hospital and not a level 1 trauma center. The first phase will include just over 100 beds, necessitating the helipad. The entitlement will carry through the totality of the site, but he did not expect anything other than phase 1 to happen anytime soon. Phase 1 is anticipated to take three years.

Commissioner Kube reiterated his concern over encroachment of the airport. Kathryn Wright with Heliplanners Inc. said her company's primary goal is eliminating all helicopter accidents through safe infrastructure. She noted her company has been approved to build helipads the same distance or even closer to airports in other areas, and on taller buildings. She discussed the rigorous training of medical helicopter pilots. The proposed flight paths will be published with the

FAA. She noted phase 1 will only include a ground helipad; the higher helipad will be part of phase 2.

Commissioner Spalj felt comparing this airport to Sky Harbor was a false equivalence, and an accident like the one that occurred in Washington D.C. could result in the airport closing. Chair Mier wondered how this proposal's 30-year plan fits with the airport's 20-year plans. Aviation Director Rick Wielebski reminded the Board that its purview deals with noise impacts and land use. Discussion ensued about a fatal accident at this airport and the long-term viability of the airport. Ms. Wright discussed the intensive FAA review process, adding that the FAA does not have the authority to approve heliports unless they are publicly funded. She expected this project will meet all necessary criteria, an opinion echoed by Ms. Marsh.

Aaron Zeligman with Banner Health stated that, despite the low expected usage, the helipad is critical to ensure patients can receive the proper standard of care at St. Joseph's Hospital, Dignity Health, or Valleywise Health. He noted it is prohibited to build the helipad on the first tower because it would not allow a second tower to be added.

Responding to the Chair's question, Ms. Calabrasi explained the nature of the Board's vote in this matter and what the enabling legislation allows the Board to consider. Traffic patterns and airspace, for instance, are in the FAA's purview. Ms. Marsh pointed out that hospitals are statutorily required to have helipads.

Discussion ensued where Chair Mier, Vice-Chair Beauboeuf, and Commissioner Spalj, Goode, and Kube voiced concerns about safety, but more relevantly about noise, particularly in 20 or 30 years. Commissioner Goode called the question. Responding to the Vice-Chair's question about how the airport and project's long-term plans fit together, Mr. Wielebski said they are not yet at that phase of the master plan, but this will be considered then.

COMMISSIONER SPALJ MOVED TO DENY A ZONING DISTRICT MAP AMENDMENT FROM PLANNED COMMUNITY DEVELOPMENT WITH P-C COMPARABLE INDUSTRIAL PARK DISTRICT (P-C 1-1) TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE COMMERCIAL OFFICE (P-C C-O), FOR A NEW MEDICAL CAMPUS INCLUDING FULL-SERVICE HOSPITAL WITH HELIPAD, ON A +/- 31-ACRE PORTION OF AN OVERALL +/- 48-ACRE SITE LOCATED AT 18500 N. HAYDEN ROAD. COMMISSIONER LENTON SECONDED THE MOTION, WHICH CARRIED 5/1 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE, AND COMMISSIONER GOODE CASTING A DISSENTING VOTE.

## **7. Discussion and Input regarding Public Outreach Programs and Planning Projects.**

Aviation Planning & Outreach Coordinator Kelli Kuester reviewed the agenda packet materials for this item, noting 30 members attended the September 9 Runway Safety Action Team meeting. She promoted the PAC Meeting and Open House on November 13, an event Chair Mier also encouraged board members to attend.

## **8. Discussion and Input regarding Monthly Operations Report.**

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Operations Report included in the agenda packet, including statistics and providing details about based aircraft,

operations, alerts, incidents. He brought up a discussion that was held to determine a solution to the hydraulic leaks that have recently occurred. He reviewed several of the enforcement actions, Customs and Border Protection figures, and airport operations statistics.

**9. Discussion and Input regarding Monthly Financial Report for July 2025.**

Aviation Director Rick Wielebski reviewed the Monthly Financial Report included in the agenda packet for this item, including the operating budget, the Aviation Cash Fund Balance, the monthly revenue and expenditure comparison, and fuel flowage numbers, noting there has been significant growth.

**10. Discussion and input regarding Monthly Construction Report.**

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Monthly Construction Report included in the agenda packet, providing an update on the Taxiway A Seal Coat project. He spoke about the future Gate 1 Taxilane rehabilitation project.

**11. Discussion and Input regarding the Administrative Report from the Aviation Director, or designee, regarding the status of pending aviation-related items.**

Aviation Director Rick Wielebski reviewed the Monthly Planning Report included in the agenda packet, mentioning that there are not many updates from a planning perspective.

**12. Discussion and Possible Action to modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar.**

Aviation Director Rick Wielebski reminded the Board that they changed the October 15 Airport Advisory Commission meeting from October 15 to October 22 to accommodate most of staff attending a conference.

**PUBLIC COMMENT**

There were no public comments.

**FUTURE AGENDA ITEMS**

There were no future agenda items noted.

**ADJOURNMENT**

With no further business to discuss, Chair Mier called for a motion to adjourn at 6:59 p.m.

VICE-CHAIR BEAUBOEUF MADE A MOTION TO ADJOURN THE MEETING. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

SUBMITTED BY:

eScribers, LLC