



2011 SE Airport Road
Stuart, FL 34996

Martin County Airport Noise Advisory Committee Minutes

Alexander Heinz Beringer
Eula Clarke
Douglas Davis
John Garwood
Sarah Heard
David Kurzman
John Moran
Christina Ouillette
Scott Saunders
Steve Schimming
Stephen Sedor
Stephen Stasiak

Thursday, April 23, 2026

10:00 AM

Airport Administration Building

In accordance with Martin County Resolution 03.8.22, the ANAC shall have the duty and responsibility to make recommendations to the Board of County Commissioners concerning the implementation of the operational and land use mitigation measure adopted in the Martin County Airport FAR Part 150 Noise

PLEASE TURN OFF ALL CELL PHONES AND PAGERS

CALL TO ORDER

The April 23rd, 2026, meeting was called to order by Alex Beringer, the Chair at 10:00 am.

ROLL CALL

Welcome and introduce new committee members: John Moran (Aero Club) and Stephen Stasiak (Representative from an Industry trade group or airport tenant).

Everyone was in attendance except for Sarah Heard, John Gower, and Eula Clark, who were excused.
A quorum was present.

MINU

APPROVAL OF MINUTES

MINUTES OF THE JANUARY 22, 2026; ANAC MEETING

Approval of the January 22, 2026; ANAC Meeting

Agenda Item: **26-0821**

Attachments: [ANAC Minutes 012226.pdf](#)

The Chair requested a motion to approve the minutes of the January 22nd ANAC meeting. Mr. Doug Davis made a motion to approve the minutes and Mr. David Kurzman seconded. The motion passed unanimously.

PRES PRESENTATIONS

MARTIN COUNTY AIRPORT OPERATIONS INFORMATION

This document outlines airport operations, the percentage of operations during curfew, jet operations, and other relevant information for the first quarter of 2026. These reports have been updated for ADA compliance and improved reporting clarity.

Agenda Item: 26-0822

Attachments: [VOLUNTARY CURFEW Q1 2026.pdf](#)

Martin County Airport Operations Information

Mr. George Stokus reviewed the total operations, noting that 11,273 aircraft operations occurred in March 2026, of which 4,551 were jet operations. Total operations in March were up from 10,787 in February 2026. Curfew violations totaled 303 in March and included 116 jet/turboprop and 178 piston aircraft operations. A total of 14 noise calls were also received in March. George also pointed out the general increase in voluntary curfew compliance since December 2025 and stated that the airport has sent out a total of 69 letters to aircraft operators that had an operation at the airport during the voluntary curfew in March.

Lastly, George shared the graphical map of noise calls in first quarter of 2026 and a rolling calendar year between April 2025 and March 2026. It was noted that it appears there are more frequent calls that originate from east of the airport. George explained the airport will now be using ADS-B to track flights by creating "gates" to assess the flight paths that may be contributing to noise calls. George continued, explaining that there are runway utilization factors due to prevailing winds coming from the east. Mr. Beringer posed a question related to ADS-B. Specifically about the precision and if they can identify where the aircraft are in relation to the abatement procedure flight path. George explains that he isn't familiar with the new tool that Mr. Andrew McBean (Airport Director) is using but will make a note to get further details from Andrew.

NEW NEW BUSINESS

VERBAL DISCUSSION AND UPDATES

George Stokus to provide a status on the Residential Sound Insulation Program.

Agenda Item: 26-0823

Mr. Scott Saunders asks about the RSIP status and when construction will begin. George explained that a purchase order has been issued to move forward with bidding for construction. George continued, stating that current FAA funding may cover all the homes in the existing, eligible group. Mr. Saunders asked if a definitive timeline could be provided to share with the community members. George responded that a timeline will be shared after a contractor is selected and that the FAA has not committed to expanding eligibility to the additional homes outside of those previously approved.

OLD OLD BUSINESS AIRPORT UPDATES

George Stokus to provide updates on the Airport Capital Projects.

Agenda Item: **26-0824**

Mr. Beringer asks if there is any construction occurring soon and if there are any new capital improvement projects. George states that the construction of Taxilane Bravo is scheduled to restart but should have minimal noise impacts. Additionally, the hold bay expansion on Runway 12/30 is designed to improve traffic flow and reduce ground delays. Lastly, Runway 7-25 will be milled/resurfaced in the next fiscal year, likely starting in December 2026, and will not affect the scheduled airshow. He continued to explain that the runway will keep the existing dimensions and that there will be no extension, widening, or strengthening of the runway weight bearing capacity.

Mr. Beringer asks how the Air Traffic Control Tower (ATCT) is funded, specifically if it is federally funded. George replied that the ATCT is a contract tower and is not federally funded. The airport is required to maintain the building, some radio and digital equipment, etc., with an 80/20 split between the Department of Transportation and the Airport. George continued that the FAA did provide a radar scope for the ATCT, which they "slave in" with PBI so they can deconflict airspace traffic.

Mr. Beringer followed up by asking if the ATCT staffing is based on traffic counts. George replied that funding is based on operation counts, but there have been staffing shortages. For normal operations, current staffing is sufficient at the Airport. However, when the Airport is under a temporary flight restriction (TFR), tower staffing is more challenging. The ATCT manager does well with juggling the staff assignments, but controllers often have to put in free overtime. George continued that the Airport strives to keep ATC staff happy with equipment and comforts, but the ultimate challenge is that the FAA ranks towers based on total operations. Lastly, George stated that the Airport tries to discourage flight school traffic if possible. Touch-and-go traffic does not generate revenue and increases wear on airport facilities. The Airport's focus is on based tenants, fuel sales, and maintenance/manufacturing facilities.

COMMITTEE COMMENTS

Mr. Beringer introduced new ANAC seat Mr. Stephen Stasiak from Daher Aero. Mr. Stasiak gave a brief outline of Daher Aero. Daher is a structure plus TBM program from France for final assembly at the Airport. A new hangar is ready to begin construction. Daher Aero will provide jobs and private sector investment. Currently, Daher Aero employs about 550 and will be expanding once the TBM program comes in.

Mr. Beringer introduced new ANAC member John Moran. Mr. Moran gave a brief overview of his experience. He explained he is a private pilot with a hangar at the Airport, an Aeroclub member, and his interest is related to capital improvements and airport development.

After introductions, Mr. Beringer gives a small overview of the ANAC and its mission and asked if there are any questions related to airport development. Mr. Saunders asks about the status of the grass landing strip. George explained that the problem with the landing strip is the length required. FAA standards would require approximately 2,500 feet, but the Airport believes that only 1,000 feet is needed. Mr. Saunders asks for an update on this at the next meeting. He believes that having a grass strip will foster air show attendance as more people may fly in to utilize it. George further explained that the Airport is working on some additional promotional events. This includes "Aviation Day" to

showcase job opportunities, family-friendly activities at the airport, and is trying to garner more community interest in the Airport.

Mr. Berringer inquired about the status of the new hangars and what piston-aircraft facilities will be installed once Public Works vacates in 2028. George replied that the Airport suggested shade hangars, but the Commissioner prefers T-hangars. George continued by stating there will also be self-service 100LL and a wash rack.

Mr. Berringer also inquired how the Airport plans to keep the balance between aeronautical versus non-aeronautical land uses. For example, Mr. Berringer asked if Daher Aero is considered an aeronautical use. George replied that he believes that it is, however, the FAA recently changed their definition of an “aeronautical use”, and it may not qualify as aeronautical under the new definition. George concluded by stating that it is better for the community to proactively tell the airport and FAA what they desire to replace vacated facilities with when tenants leave, as opposed to simply saying they do not want anything to replace the vacancy, as development will always continue.

PUBLIC COMMENTS

A resident from 21 W. High Point Rd claimed that she had called the noise hotline hundreds of times and never received a call back. She has a log of all the calls, which shows she has received no response from the airport. Her concerns included frequent nighttime overflights, lack of response after filing noise complaints, increase in noise due to increases in operations, and the airport operating as a “commercial airport”. George and Mr. Beringer responded that the nighttime curfew is voluntary and cannot be enforced. George also asked her to provide contact information, and Andrew will follow up with her. George and Mr. Berringer explain the differences between scheduled commercial airline service, on-demand charter service, and general aviation.

ADJOURN

Mr. Beringer noted the date of the next ANAC meeting and requested a motion to adjourn. Mr. Kurzman made the motion, Mr. Schimming seconded. The meeting was adjourned at 10:53 am.

Recorded and prepared by:

Sabrina Ferrara

Date

Alex Beringer, Chair

Date