



1895 SE Flying Fortress
Lane. Stuart, Fl. 34996

Martin County
Airport Noise Advisory Committee
Minutes

Werner Bols
Eula Clarke
Sarah Heard
Stephen Sedor
Alexander Heinz Beringer
Scott Saunders
Douglas Davis
Steve Schimming
Ronald Rowars
David Kurzman
John Garwood
10:00 AM

Thursday, January 23, 2025

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 January 23rd, 2025, meeting was called to order by Alex Beringer, the Chair at 10:06 a.m.

ROLL CALL

Roll was called and a quorum was present.

The Chair requested a Motion to approve the agenda for the Jan 2024 Meeting. A request was made by Scott Saunders to modify the agenda with the addition of a presentation by Mr. Jeff Order during *Presentations* and requested to have a discussion regarding replacing the WAM and "Friends of Witham" seats on the ANAC during *New Business*. Doug Davis made the motion and 'Scott Saunders seconded the motion – motion passed unanimously.

MINU APPROVAL OF MINUTES

MINUTES OF THE OCTOBER 24, 2024; ANAC MEETING

Approval of the October 24, 2024, ANAC Meeting minutes.

Agenda Item: **25-0579**

Attachments: [ANAC Minutes 102424.pdf](#)
[ANAC Priorities 012325.pdf](#)

The Chair requested a motion to approve the minutes of the October 24, 2024 meeting. Sarah Heard made a motion to pass the minutes and Scott Saunders seconded. The motion was passed unanimously.

PRES PRESENTATIONS

MARTIN COUNTY AIRPORT OPERATIONS INFORMATION

This is a listing of airport operations, percentages of operations during curfew and jet operations along with other pertinent airport information for the 4th Quarter of 2024.

Agenda Item: 25-0580

Attachments: [Operations & Noise Report.xlsx](#)
[2024 Q4 Noise Calls.pdf](#)
[2024 Q4 Rolling Noise Calls.pdf](#)
[2024 Q4 Operations & Noise Report.pdf](#)

Andrew McBean, the Airport Director, reviewed the operations information for the last quarter of 2024. It was mentioned that the total annual monthly average operations were slightly elevated over last calendar year. He also noted that this level of operations continues the airport's trend of returning to pre-pandemic level of total annual operations. With no comment from the committee, Andrew then moved on to discuss curfew violations. He noted that just over 96% of operations are following the voluntary noise curfew, which is 11pm to 7am. He discussed the non-exempt and exempt after-curfew operations. He noted for the newer members of the committee that those exempt operations are primarily life flight-type operators. Andrew reiterated that non-exempt aircraft operators were contacted and notified of their curfew operation times.

Andrew moved on to discuss noise calls. Calls were overall down for this quarter, though the monthly average and annual total number of calls were both up 2023 to 2024. After some discussion with the rest of the board, it was noted that the Airport is anticipating increased flight operations at all times of day with the TFRs associated with the airspace around Palm Beach in place during the next presidential administration. George Stokus added that the runway closure earlier in 2024 may have affected total counts with some aircraft counting equipment down at times.

David Kurzman asked whether ATCT can direct aircraft to fly out directly over the water instead of residential areas. Andrew responded with the explanation that explained there are standard instrument departures in place that follow the noise abatement procedures. He acknowledged that there are times when some aircraft cannot fly those standard procedures such as weather conditions, aircraft configurations, a specific pilot's certification, or even due to traffic congestion elsewhere in the regional airspace that would require that ATCT not direct aircraft to use a certain procedure.

George Stokus added that there is no Air traffic controller present when the ATCT is closed (during overnight hours). Andrew reiterated that aircraft that operate during the curfew hours are contacted and provided with the standard instrument departure procedures and reminded to use the established noise abatement procedures, as well as adhere to the curfew when possible. George added that from the county's perspective, Andrew will continue to educate local flight schools of the procedures. And suggested that Mr. Kurzman provide the residents in his neighborhood with information regarding the airport noise line and that the ANAC board meets quarterly. And that the county comms team can work with them to ensure that the information is out in the community. David Kurzman added that many one resident came to him over a year ago with these concerns. George Stokus added usually in the fall and winter (Q4), winds dictate aircraft to use runway 25 more often sending air traffic over Sewell's point area more often and less over the St. Lucie Blvd. area.

A comment from the public, Jeff Order, made mention that there were typos in the non-exempt column skewing the overall total non-exempt curfew violation operations for the year. He also suggested that the report does not reflect "hidden violations", a statement which he later re-categorized as "hidden tail numbers", a practice often used by celebrities and high-profile travelers to shield their aircraft from publicity.

George made the comment that when discussing curfew and "violations" that we are discussing a voluntary nighttime curfew. That the airport and the County have to follow the 1990 Airport Noise and Capacity Act prohibits airport from "instituting mandatory curfew and violating interstate commerce". He added that even the few airports that have mandatory curfews do not have full compliance. George added that nighttime operators are not operating illegally, or breaking any laws, they are simply not following a voluntary program. Today SUA is still at less than 4% non-compliance. Reminder that operators are still operating within the law. He passed his kudos to Andrew and the Airport's efforts for that achievement.

Jeff Order Presentation

Jeff Order prefaced his conversation with the statement that his goal is to "make the neighborhood a better place and make the airport a better [...] thing for everybody." Jeff analyzed the non-exempt curfew flights and identified that the top noise curfew violators are single engine piston aircraft. He identified that there are almost 3000 more nighttime violations than 3 years ago. He said If we're sending out letters, and violations increase, those letters aren't accomplishing anything. He noted that this is a primary reason he got involved with coming to these ANAC meetings.

Jeff moved on to discuss noise barriers. He discussed that with the removal of trees at the golf course, a natural sound barrier has been removed between 2021 and 2024. He spent the next several minutes discussing the removal of trees from the perimeter of the golf course and the implications for that to the surrounding communities and that the golf course is barely played compared to what it used to be. Jeff then moved on to discuss noise levels from the perspective of decibels. He asked the question of George Stokus and Andrew McBean if they know about "65dB DNL". George asked Jeff to elaborate as he knows what DNL is but Mr. Order's question was vague. Jeff then asked George to explain to the room what it means? George deferred the question to Joe Halisky of ESA, the Airport's consultant. Joe asked Mr. Order in what capacity or for what purpose? Mr. Order replied what does it mean from a regulatory standpoint. Joe replied that the 65dB DNL is the FAA's significance trigger or threshold for assessing the impact of aircraft noise on residential communities.

Jeff then moved on to 10dB DNL weight for nighttime operations. He suggested that this means the additional 3,000 nighttime operations between 2021 and 2024 added an additional 30,000dB into the FAA's equation that aren't accounted for in the current noise models. He further suggested that the removal of the vegetative buffer around the golf course could "expand that dB number" [presumably he implying that it expands the noise contours]. Jeff asked when the last time this was studied.

George Stokus and Andrew replied collectively that this was last undertaken during the last NEM update which led to the recently completed NCP program, of which the ongoing RSIP came from. George added that the last noise study utilized historical data from during President Trump's first term as the traffic at SUA was the highest it had ever seen due to TFRs around Palm Beach.

For the next several minutes, George Stokus discussed and stated that the Airport has no control over what the golf course does as it relates to maintaining ground vegetation. He further explained that the clearing of trees and vegetation at the county golf course was done for a water quality improvement project in conjunction with the Water Management District and other environmental reasons including removal of exotic/ invasive plants. The County will be reintroducing vegetation in the coming years as the county received grant to replace with native and "Florida-friendly" vegetation including trees. They discussed the removal, and replacement history of the metal fence that exists between the golf course and airport property. George stated that the fence is a security requirement by the FAA; and that there is a required vegetative cleared zone on either side of the fence and that it is an ongoing task to keep that cleared.

Joe Halisky added that Jeff's previous assumptions regarding DNL contours were incorrect. He added that the DNL contour is an average annual exposure level, not a single-event decibel reading. And further that the "30,000dB" quoted by Mr. Order would not be accurate on multiple counts, the first being that he derived this number based on 3 years of cumulative data, and the second being that the FAA's tool does not quantify exposure in a single-event capacity. He went on to state that the previous NEM update included

both a base year and a future year, the future was based on a forecast of growth for SUA which would have encompassed those additional operations.

George reiterated that the DNL 65 does not leave the airport property aside from a portion that encompasses Monterrey Rd, a state Road. Reiterated that the County adopted the DNL 60 contour – beyond the DNL 65 threshold of the FAA. Andrew reiterated that the 60 is used as the basis for the ongoing RSIP. George mentioned that SUA is one of very few airports performing residential sound insulation on homes within the DNL60 contour.

Mr. Order asked if the increase in nighttime operations was included in the forecast for the DNL contours in the last noise study. Joe Halisky responded that, yes, a forecast for daytime and nighttime operations was generated for the creation of the future contours, but that he couldn't speak to the numbers from memory.

George added that they are happy to share the document with him, as it's a public document. As well as the FAA's Advisory Circulars that describe the methodologies used in producing Part 150 studies. George reiterated that the FAA is very strict on how these studies are conducted.

Mr. Saunders asked specifically how many nighttime operations were included in the last Noise report and how they were calculated? With changing vegetation, can we request another study from the FAA? and would that be beneficial?

George responded that in developing the NEM, SUA and ESA contested with FAA in developing the forecast because the airport has an aircraft tracking system (Vector) that records with photo evidence each time an aircraft lands or takes off between the sensors, so they have a great understanding of what operations are happening at the airport. George added that the FAA would not typically fund a full noise study every year (or in an ongoing basis). Andrew pointed out that the pressing concern is the ongoing RSIP, pursuing another noise contour project at this time could potentially derail the ongoing RSIP project. Alex B added that he would rather see money go to fulfilling the RSIP in the immediate future. Mr. Halisky added that it is possible to update contours in place of performing a full-noise study. But again, reiterated that ultimately the only actionable event that could result would be adding more structures to the sound insulation program. The FAA is not going to implement a permanent or mandatory curfew for flight schools or other nighttime operators.

George pointed out that the BOCC is not interested pursuing additional noise-producing businesses. Andrew added that additional flight schools are not a priority target for new businesses at the airport and would rather see diversification of tenants and businesses located at the airport.

Jeff added that the additional 3000 flights are still a concern for the community. He asked if anyone has communicated with the tower at Palm Beach. George acknowledged that He and Alex B have had conversations with PBI Tower in the past and that Andrew continues this conversation today. He reiterated that the coming TFR is going to influence operations at SUA.

Jeff moved along in his presentation to discuss the noise program at Naples Airport. Listed parts of APF's Fly Safe Fly Quiet Program such as calling noise curfew operators Suggested emulating this program at SUA. Andrew mentioned he is familiar with the program at Naples that these programs predate ANCA of 1990 and that NAA is an Airport Authority, a standalone government organization, not municipal organization. Andrew added that SUA is doing very similar things to what Naples is doing with far fewer resources. He added that SUA's 96% compliance is very similar at just over 96% compliance with the nighttime curfew.

Jeff Order said he is interested in meeting later to share additional ideas for marketing the SUA noise program. Saunders mentioned selective marketing based on a geofencing– that could send push notifications to operators and members of the public when at the airport such as a "reminder to follow the noise abatement procedures" similarly to the way other targeted ads are placed on phones and devices. George and Andrew discussed that these are great ideas and would like to continue the conversation soon as he is assembling the budget for next year now.

Jeff Order asks in summary: Is there anything else we could do to mitigate repeat violators?

Steve Schimming made the comment that the top violators appear to be flight schools and training operators. George answered by saying that marketing efforts such as additional signage on gates near flight schools and FBOs. Reiterated that the BOCC is committed to being a good neighbor. And that any

information provided by Jeff should be circulated to the board or to any staff, needs to be done through official channels to remain in compliance with Florida public information laws.

NEW NEW BUSINESS

VERBAL DISCUSSION AND UPDATES

Andrew McBean to provide an update of the Residential Sound Insulation Program and briefing on the future Presidential TFR's.

Agenda Item: 25-0581

Andrew discussed the status of the status of the Residential Sound Improvement Program (RSIP). For all homes that noise measurements were taken, site surveys and have been completed and the improvements are in the design phase. He indicated that once we have that complete, the cost estimates can be programmed in to update the placeholders currently in the capital improvement program to ultimately move forward with the construction phase of that project. Andrew mentioned that ESA is working with the Airport to put together an analysis to have a conversation with the FAA about including additional residential structures in the program.

An additional topic Andrew brought up is that Mr. Order, in a previous ANAC meeting the addition of additional signage on gates to remind pilots of the voluntary nighttime curfew. One has been posted at the pedestrian gate by the flight school, and an additional sign will be posted on the vehicle gate near the flight school. They have reminders of the curfew times and to be mindful of neighbors.

Alex Beringer moved on to the next item of discussion: **WAM and Friends of Witham**

In a letter to the Airport, Mr. David Shore suggested that Jeff Order be appointed to WAM's seat on the ANAC. Andrew noted that WAM is not currently an incorporated organization and should be reincorporated before the organization can fill a seat on the board of the ANAC.

George S stated that two 2 organizations WAM and friends of Witham are no longer registered. He suggested the opinion of the county attorney's office is that the board do one of the following 1. sunset those positions and reduce board from 13 to 11. 2. Reactivate those organizations LLCs so that those two board seats can be filled by members of active organizations. Or 3, The ANAC formative documents need to be reorganized to better define membership on the ANAC Board. He added that he will work with Andrew before the next ANAC meeting to further vet these actions with the legal team.

David Shore Insisted that "WAM was a part of the inception of the ANAC" as a part of the previous Noise Program many years ago". About 10 years ago, WAM was reorganized as a community group. We were assured that the airport would remain community friendly. "I don't think this is the case" we would like to keep WAM together as a community group. He asserts that WAM should be offered a seat on the ANAC as forming members.

Saunders stated that if these are non-existent groups that have positions, that is not in the best interest of the committee. And added that this isn't defensible or justifiable. He asked the question of what would be required to offer or post those seats as public openings to be filled.

Saunders suggested adding an agenda item to the next ANAC meeting – Discuss seats that have an historic attendance issue. And will discuss how to fill those positions with "WAM", "Friends of Witham", or a member of the public with a member that will be active within the board.

OLD OLD BUSINESS

None

COMMITTEE COMMENTS

David Kurzman gave thanks to Jeff Order for presenting information and made the observation that the top noise violator represents about 6% of the curfew violations. Suggests meeting with the top noise curfew violators to potentially reduce noise violations.

Doug Davis asked how many operations occur throughout the periods of nighttime versus early morning? It was noted that those numbers can be found. Scott Saunders suspects that the top violators are all flight school aircraft. Suggests communicating with the flight schools on a more regular basis. Andrew noted that the flight schools have been receptive to noise abatement discussion in the past. John Garwood reminded the group that nighttime flight training is a necessity and that that training requires operating 1 hour after sunset to count as nighttime operation. Andrew noted that ATCT does not allow "unlimited" operations for T&G. George mentioned again that new areas are going to be affected by Presidential TFRs in the very near future. With traffic being displaced from Palm Beach and surrounding areas.

PUBLIC COMMENTS

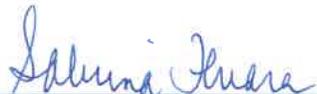
Additional public comment by Ms. Peavy – "Is everyone in the room a member of the ANAC board?" She was curious about the board structure and whether the seats had term limits. The board performed a quick round-table introduction of board members for that interested member of the public.

ADJOURN

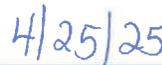
Alex Beringer requested a motion to adjourn. Sarah Heard made the motion, Werner Bols seconded. The meeting was adjourned at 11:39am.

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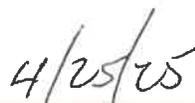
Sabrina Ferrara



Date



Scott Saunders, Vice-Chair



Date