



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
Jon Chicky
David Kurzman
John Garwood

10:00 AM

Thursday, October 24, 2024

Airport Maintenance 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 meeting was called to order at 10:03am by Alex Beringer, Chair.

ROLL CALL

Roll was called and a quorum was present.

The Chair requested a motion to approve the October 24, 2024, ANAC Agenda. Sarah Heard made a motion and Eula Clarke seconded the motion. The motion was passed unanimously.

MINU

APPROVAL OF MINUTES

MINUTES OF THE APRIL 25, 2024; ANAC MEETING

Minutes of the April 25, 2024; ANAC Meeting

Agenda Item: **25-0222**

Attachments: [ANAC Minutes 042524.pdf](#)
[ANAC Priorities 102424.pdf](#)

The Chair, Alex Beringer requested a motion for the approval of the April 24, 2024, minutes and noted that there was not a quorum at the last meeting. As a result, there are no minutes for that meeting. Werner Bols made a motion to approve the minutes as presented. Doug Davis seconded the motion. Motion was passed unanimously.

PRES PRESENTATIONS

MARTIN COUNTY AIRPORT OPERATION INFORMATION

This is a listing of airport operations, percentages of operations during curfew and jet operations along with other pertinent airport information for the 2nd and 3rd Quarter of 2024.

Agenda Item: **25-0223**

Attachments: [2024 Q2 Operations & Noise Report.pdf](#)
[2024 Q2 Noise Calls.pdf](#)
[2024 Q2 Rolling Noise Calls.pdf](#)
[2024 Q3 Operations & Noise Report.pdf](#)
[2024 Q3 Noise Calls.pdf](#)
[2024 Q3 Rolling Noise Calls.pdf](#)

Andrew McBean, the Airport Director, reviewed the operations information for the first quarter of 2024. It was noted that two quarters of information were included in the packages. Andrew reviewed the operations for the year to date and the most recent month. He reviewed the non-exempt aircraft operations and noted a downward trend in those operations. He indicated that the airport has been working to notify flight schools of the voluntary curfew and how many curfew violations they had to try to reduce those numbers. They have also been working with citizens of the community that have been raising specific concerns about curfew activities and have been sending out letters to target those specific aircraft owners. Andrew reviewed total and average jet operations and noted that number may come up during the start of the season following the Airshow in November. He also reviewed Customs operations and noted that they may see a similar trend with those. Andrew noted the monthly noise call average as 12 with 41 in this quarter which is up from last year.

Alex Beringer asked if the airport compared Customs operations month over month to last year. Andrew noted that the Customs' operations were up for the fiscal year relative to last year (1,413 vs. 1,676). This September had 74 Customs operations versus 60 last September. Andrew indicated that if the committee wanted to add year over year reporting on Customs, that's something that could be done. Alex indicated he wasn't sure it was needed, but glad to see the airport is tracking it.

NEW NEW BUSINESS

VERBAL DISCUSSION AND UPDATES

Andrew McBean to provide an update of the Residential Sound Insulation Program.

Agenda Item: **25-0224**

Andrew McBean indicated that consultants are now in the homes collecting measures of windows, doors etc., to develop the sound insulation treatments for the homes and

prepare the design packages. Michael Arnold from ESA indicated that there will be a second follow-up visit in early December where the design will be finalized and reviewed with the homeowners. Andrew mentioned that in the CFASP meeting the prior day, it appears that there may be additional funding opportunities for the actual construction. If the airport is not able to secure one of those, the construction will need to be programmed in the airport's capital budget. Regardless, the airport is making good progress with the program.

Scott Saunders asked about the status of trying to get other homes included. He indicated that he knew that getting the designs rolling took priority but was wondering where the other homes stood. Andrew indicated that FAA originally indicated that two structures in the current program weren't qualified. We were successful in getting one added and are still working on the other but are continuing with design for all nine structures. The funding opportunity from previous discussions seemed to imply additional monies are available to fund more homes. Scott Saunders asked if it was a funding issue, or the homes don't qualify. Andrew indicated that the funding opportunity appears to allow use of funds for additional community benefit, so perhaps the homes could qualify for some other funding program. It's still early in the process and they are still trying to understand it. Michael Arnold indicated that ESA is at the point of being able to proceed with additional analysis related to which homes would qualify under the original testing methodology or some variation.

Scott indicated that the owner of 3282 Inlet Harbor Trail indicated that she had gotten a letter from the airport indicating that they wanted to back out of doing her home. He never saw the letter, but is the airport aware of it? Andrew indicated that might be one of the properties that included a structure that wasn't eligible. Scott noted she has a separate garage. This would be considered a non-habitable space. Andrew indicated that may be the property that the FAA indicated was noneligible because it was just outside the line. Scott asked Mike if there was any assistance he could provide, and Mike indicated that they had a good idea of what approach to take based on previous conversations.

OLD OLD BUSINESS

There was no old business for discussion.

COMMITTEE COMMENTS

Scott indicated Louis Villar who flies a tail dragger had noted to him that they had a grass landing area years ago. He was asking Scott if it was possible to get it back to use for landings. George Stokus, Assistant County Manager, noted that the grass strip has not existed since sometime prior to 2010. The original strip was located parallel to Runway 12. There are currently nav aids in the area where the strip was that would have to be relocated. Scott asked if that could be added to support Air Show. Andrew noted that it would have to go through a design and approval process. George indicated that he was involved in a landing strip at Lakeland, and they could reach out to Dr. Villar to discuss. Mr. Stokus noted that there were several other considerations such as the pattern that would require environmental analysis depending on where it was. It was noted that Indiantown Airport is a grass strip and that a lot of the older aircraft go out there to practice.

PUBLIC COMMENTS

Jeff Order of 3868 Southeast Old St. Lucie Boulevard handed out a couple of graphics and noted the number of curfew violations were very high in July and August. Mr. Order started watching them online for about 10 days and was able to capture lots of violations which he sent to Andrew. He noted that based on ADSB data, many aircraft were also very low. Mr. Order noted that he's lived there eight years and he's just one of many neighbors who are upset about the increase, and it's not reflected in the complaint numbers. He provided a couple suggestions such as signage in the handout to try to increase awareness. He also suggested letters and e-mails that escalate the tone to try to reduce the number of violations. He also noted that some of the n-numbers are being hidden from the ADSB data. He requested committee feedback on what could be done to help resolve the situation.

Sarah Heard asked who the violators are, flight schools? Andrew confirmed that the majority of the violations are related to the flight schools. The flight schools are conducting an awareness campaign with their students including putting flyers in the airplanes. The airport continues to send them letters. Andrew noted that this is something that takes constant follow-up because the schools have constant turnover. Sarah asked George if there was something that could be done like code enforcement. George indicated that it's a voluntary curfew and according to the FAA, they have the right to use the airport 24 hours a day, seven days a week. The airport does not have any restrictions that were grandfathered in prior to the Airport Noise and Capacity Act of 1990 (ANCA). George noted that even with code enforcement, what really works is education and cooperation. George noted that the tower does not operate at night and there are no services.

Doug Davis asked if the training they were doing requires that it be at a towered airport. George indicated that some training requires a towered airport, but that doesn't need to be done at night. John Garwood indicated that there are two levels of training. When you get too commercial, you need to have an operating control tower. For other activity, an operating control tower is not required. John noted that he works for one of the flight schools and when they are doing night work, there is a lot of traffic that comes from Fort Lauderdale, Pompano, and Fort Pierce. John also noted that he's seen students just departing for training when he is returning around 9:30-10pm. The owner is aware of the issue, but the challenge becomes more difficult when students are checking the aircraft out after hours. The students are primarily doing time building and are aware of the curfew, but it's up to them to follow it. There are around 40 instructors and there is a lot of turnovers so communications is key.

Mr. Order asked a question on whether it was possible to put signage on the airfield and it was noted that signage already exists. Andrew suggested that signs could be added to the flight school's gates as a reminder of the voluntary curfew hours.

Mr. Order also asked a question about why aircraft were flying so low. Mr. Garwood described the altitude transition for arrivals and noted that during departures, aircraft would be 500' climbing to 1000' during the departure turn. George noted that the altitude was regulated federally and up to the discretion of the pilot and could be affected by a wide range of factors such as temperature and wind. Doug asked if extending the climb to 1,000' before the turn would create more noise. Mr. Stokus indicated that it could. Pattern altitude is typically 700'-1,000' with jet activity at 1,500-2,000'. Mr. Stokus indicated that pilots generally want to fly a tight pattern to allow a quick return to the airport if needed.

Doug asked which flight schools were the bulk of the concern. Andrew noted that it was the one based at the airport. George noted that when that one is under control, it's not unusual to have others fill the void so they'll have to pay attention to that. Mr. Garwood noted that the late sunsets in the summer do make night training more challenging as nighttime doesn't start until 9:30pm. Andrew noted that the flight school operator doesn't want their aircraft out past 11pm in the event that something were to happen. It was also noted that some aircraft are far quieter than others.

Dave Shore, past president of WAAM, indicated that he had two items. One was already discussed extensively and that is the nighttime operations. The other was that Jon Chicky has officially resigned and that with the permission of county commission and airport staff they'd like to find a replacement for him. Mr. Shore indicated that in talking to the public, they haven't been happy with the response they've been getting from the airport, and he'd like to set up an appointment to discuss how to improve communication. He also indicated that he would reach out to Commissioner Heard with 2-3 potential candidates.

ADJOURN

Alex Beringer requested a motion to adjourn. Sarah Heard made the motion and Doug Davis seconded. The meeting was adjourned at 10:17am.

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Recorded and prepared by:

Sabrina Ferrara

Date

Alex Beringer, Chair

Date