



2011 SE Airport Road,
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

Friday, April 25, 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 April 25th, 2025 meeting was called to order by Scott Saunders, the Vice Chair at 10:04 a.m.

ROLL CALL

Everyone was in attendance with the exception of Sarah Heard, Stephen Sedor, Alexander Beringer, and Ronald Rowars.

MINU APPROVAL OF MINUTES

MINUTES OF THE JANUARY 23, 2025; ANAC MEETING

Approval of the January 23, 2025, ANAC Meeting minutes.

Agenda Item: **25-0923**

Attachments: [ANAC Minutes 012325.pdf](#)
[ANAC Priorities 042525.pdf](#)

The Chair requested a motion to approve the minutes of the January 23rd meeting. Eula Clarke made a motion to pass the minutes and Doug Davis seconded. The motion was passed unanimously.

PRES PRESENTATIONS

MARTIN COUNTY AIRPORT OPERATIONS INFORMATION

This document lists airport operations, the percentage of operations during curfew, jet operations, and other relevant airport information for the first quarter of 2025.

Agenda Item: **25-0924**

Attachments: [2025 Q1 Operations & Noise Report.pdf](#)
[2025 Q1 Noise Calls.pdf](#)
[2025 Q1 Rolling NoiseCalls.pdf](#)

Andrew McBean, the Airport Director, reviewed the operations information for the first quarter of 2025. He mentioned that there were a number of new noise callers, with a monthly average of 9 noise calls in 2025. 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. Scott S. commented that there seems to be an increase in nighttime violations and wanted to confirm if these aircraft are accounted for in the airport statistics. Andrew reminded the committee that the tower collects data during the daytime hours and that there is a system in place that collects data for nighttime operations. Scott asked if Andrew knew how many of the curfew violators are new users. Andrew stated he would need to look at the data to confirm, but anyone that operates past curfew is sent a letter to be made aware of the curfew guidance and procedures to avoid future curfew violations. Andrew and George S. both explained that nighttime violations remained consistent compared to March 2024

George went on to explaining that the increase in new callers is linked to the presidential Temporary Flight Restrictions (TFRs), that began late January, which are in place over Palm Beach International Airport (PBI) when the President is in town. He went on to state that the president's visits are a lot less predictable compared to his first term and airports are often receiving notice of upcoming TFRs with less than 8 hours advanced notice. He further explained that when these TFRs are active, operators often divert to Martin County.

Scott S. pointed out that, during the first quarter of 2025, there have been more departures to the north, which could explain the new callers north of the airport. Davis K. stated that during a recent conversation outside with a committee member, a plane flew over their house at 100 feet and stated this was illegal. He also mentioned that more community members have been reaching out to him about these concerns. He stated that no one wants to submit a complaint at 3am, that aircraft should fly over the water before coming in to land at night, and that these occurrences are happening with increased frequency. He continued to elaborate that it isn't only jet aircraft creating this concern, but the piston aircraft and flight schools as well.

RSIP – Andrew moved on to discuss the status of the Residential Sound Insulation Program (RSIP). He stated that ESA has draft window treatment design packages and a rough estimate of cost. The airport must first submit the draft designs to the FAA for their concurrence before they can begin working on the grant application to receive funds to move forward with the product installation. Andrew estimated that it could take up to 45-days for the airport to review the draft design packages before submitting them to the FAA. He then stated that it may take an additional 90-days for FAA review and to provide any comments they may have. He continued, saying the timeline becomes

more unclear once the grant application is submitted because the FAA must adhere to certain grant cycles. Andrew mentioned that he included the costs in the Capital Improvement Plan (CIP) to the board of County Commissioners for fiscal year 2026.

Scott S. asked if any conversations with the FAA have been had regarding treatment for homes that did not qualify under the new advisory circular. Andrew responded that the Airport and ESA are working to put together the discussion with the FAA. George S. stated that the priority is to secure grant funding for all eligible houses. He continued, saying only after funds have been secured will they pursue any conversations with the FAA for homes that did not qualify under the existing RSIP program. George concluded this discussion topic by stating the staff can provide updated timeframes for the sound insulation treatment once applications have been submitted to the FAA.

NEW NEW BUSINESS

VERBAL DISCUSSION AND UPDATES

The ANAC Committee requested that the Airport Director to prepare options to address the issue of two vacancies on the committee, Friends of Witham, and Witham Airport Action Majority.

Agenda Item: **25-0925**

Attachments: [Options for Filling Vacancies on the ANAC Committee.pdf](#)

ANAC Vacancies – Andrew moved on to discuss the issue of two vacancies on the committee, **Friends of Witham** and **Witham Airport Action Majority** as well as the issue with absences and cancellations due to quorum. He provided two options for the committee to consider. He proposed **Option One**, which involves advertising one seat while the airport recruits the other. The first seat would be reserved for residents within a two-nautical-mile radius of the airport, while the second seat would be filled by an active member from groups such as the Experimental Aircraft Association, Aircraft Owners and Pilots Association, National Business Aviation Association, or an airport tenant. Andrew highlighted that airport tenants play a critical role in addressing neighborhood concerns and stressed the importance of inclusive representation.

Option Two involved reducing the number of committee members from 13 to 11. Andrew emphasized that a smaller group would streamline discussions, improve decision-making, and better manage quorum requirements. He noted that five meetings were canceled between 2021 and 2025 due to a lack of quorum, with several members demonstrating ongoing attendance issues.

During this discussion, Werner B. informed the committee that this will be his last meeting. Andrew and George both confirmed that Werner's seat will be advertised for, and filled by, an appropriate Aircraft Owner representative.

Andrew and George went on discussing attendance concerns with Ronald R. Andrew will contact Ronald and ask if he wishes to resign from the committee. He went on, stating should he chose to continue his duties on the committee but fail to attend these meetings, he will contact the president of AeroClub to let them know of the absence of their representative. He added that it might be possible to retain a primary and secondary representative from the AeroClub, should it be necessary.

The committee continued discussing the two options Andrew presented. David K. suggested adding an additional resident to the committee would be most beneficial and that a smaller ANAC would not necessarily result in more quorums. George stated that reducing the size of the committee could make it more effective because, as board members, they're bound by sunshine public records laws. This means our communications, motions, and decisions are open to public scrutiny, which can sometimes lead to challenges with community members. A smaller group not only simplifies discussions but also allows members to engage with the community more informally and effectively, without the constraints of official board business. This would help ensure our work is more impactful and productive.

Eula C. asked if there were any laws that would hinder the committee from reducing membership from 13 to 11. George responded that the committee would need to make a recommendation to reduce the overall size and that he and Andrew would bring it to the board for approval.

Doug asked if there were any downsides to reducing membership and Scott S responded by stating there would be nothing stopping them from reinstating two additional seats should they choose to in the future. George agreed with this statement.

George further explained that should the committee choose to fill the vacant seats, they will be advertised on MCTV, social media, and newspapers, notifying local organizations and municipalities. George reminded the committee members to avoid email discussions about applicants, but they can individually share recommendations with the Board of Commissioners. He stated the only action the committee needs to take is to choose option 1 or option 2.

Doug asked if the committee pursues option 1 and they do not receive any applicants to fill the vacant seats by the July meeting, then they will pursue option 2. Eula C. asked for a motion on these options. Scott S. agreed to the motion and Eula C. seconded the motion.

Eula C. asked if the motion is approved during the meeting, can the Airport provide written confirmation so that she has documentation to bring back to the city to inform them of the situation. George agreed, stating that they would provide her with an email.

Scott S. asked if they could amend the motion to choose option 1 with a timeline for filling the vacancies, and if the seats are not filled by a certain date, then it defaults to option two, reducing the size of the committee from 13 to 11. The Airport asked to be given until December to backfill the vacancies.

Doug requested the motion to move forward with option 1, with staff reporting the progress by the October 2025 ANAC meeting. Scott agreed to the motion and Eula seconded the motion.

OLD OLD BUSINESS

None

COMMITTEE COMMENTS

None

PUBLIC COMMENTS

Kathy S. explained that she has lived in Palm City for 20 years, and the planes have become much louder and much more frequent. The way of life has changed significantly with planes flying low, every four and a half minutes, and flying during nighttime hours.

She stated that she's been informed to contact the FAA as soon as planes take off, but this situation has reached the point where additional conversations need to happen because it's simply not acceptable. She is aware of many people that haven't called the hotline but share similar frustrations with the Airport.

Judy L. stated that she lives off Becker Road near Miranda Gardens in St. Lucie County. She continued to explain that planes fly directly over her home. She mentioned that she has submitted some complaints and noticed that very few complaints come from Becker Road as depicted in the presentation. She echoed Kathy's statement that many people have concerns but haven't stepped forward to file complaints. She also explained that areas under flight paths used to be orange orchards, but it's now residential. Planes fly so low that she can see everything written on them as they pass over our streets. She has lived in this neighborhood for two and a half years and has noticed an increase in flight operations. She noted that beginning in January, planes have been flying overflying every four and a half minutes.

She continued, stating that St. Lucie County doesn't have representation on this board, but the southeastern portion of St. Lucie County is heavily affected by operations. She continued by stating with new homes being built, including in communities like Tesoro, Mosaic, Miranda Oaks, Miranda Gardens, Harbor Ridge, and others, the impact is growing.

Jeff O. Stated that statistics show curfew violations are increasing significantly, aircraft are flying lower, and adherence to noise abatement measures and curfew hours often remain ineffective as pilots are either unaware or choose not to comply. He explained that in conversations he had with pilots, it was revealed that many are unfamiliar with curfew hours and many often climb slowly citing comfortability for their passengers.

He spoke to Shane Jackson, the FAA regional representative, who suggested implementing signs around the airport promoting a voluntary noise curfew from 11 PM to 7 AM. He continued that the FAA recommended placing signage at check-in counters and other airport access points as an awareness initiative.

George explained that the airport currently advertises curfews in the airport directory and on airport property. Andrew went on to explain that signage is posted at each runway end. Jeff O. responded that efforts should be increased, such as adding illuminated signs at key entry points and ensuring visibility for all pilots.

George responded, saying that noise curfew signage currently exists at flight school pedestrian gates and vehicle gates, but the Airport will conduct a thorough inventory of access points and add signage at vehicular and pedestrian entry points to help improve curfew compliance.

Action Item: Determine number and placement of noise abatement signage.

ADJOURN

Scott S. requested a motion to adjourn. Doug made the motion, Steve S. seconded. The meeting was adjourned at 11:02am.

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