



**MINUTES OF THE REGULAR MEETING OF THE  
SANFORD AVIATION NOISE ABATEMENT COMMITTEE  
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM  
TUESDAY, JUNE 17, 2025 – 9:00 A.M.**

---

**I. CALL TO ORDER/QUORUM CALL**

The regular meeting of the Sanford Aviation Noise Abatement Committee (SANAC) was called to order at 9:00 a.m. by Chairman George Speake.

**II. COMMITTEE MEMBER UPDATE**

- Chairman Speake advised that Mr. Charles Lacey was appointed and approved as the new voting member for Seminole County (non-impacted).
- Sydney Boswell is new; she is filling the non-voting position for the Planning Department of the City of Lake Mary.
- The Acron Aviation sale went through. Now they are settled, we hope they will recommend someone to fill the General Aviation Representative position.

Chairman Speake said he had reached out to MCO regarding the vacant MCO ANAC non-voting position, but he does not think they will be providing anyone to fill that position.

**III. APPROVAL OF DECEMBER 17, 2024, MINUTES**

Chairman Speake explained that the minutes from the March 18<sup>th</sup> meeting could not be approved as we did not have a quorum; that will be taken care of in the next SANAC meeting on September 16, 2025.

**IV. NOISE REPORT: REVIEW OF MARCH, APRIL & MAY 2025**

**March 2025 Update**

<b>Total Complaints:</b>	360	(2024: 328)
<b>Total Operations:</b>	31,316	(2024: 23,913)

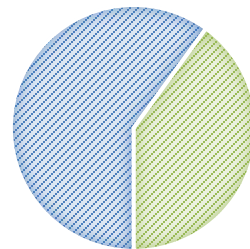
**Complaints by Location:**

Casselberry	1
Geneva	354
Sanford	5

<b>Number of Households:</b>	4	(2024: 7)
<b>New Households:</b>	1	(2024: 0)

**RUNWAY USAGE**

■ West 60% ■ East 40%



Chairman Speake said operations are going up; we have had some months that have been the 6<sup>th</sup> or 7<sup>th</sup> busiest months ever (going back to the late 1990s when we started tracking that). The flight school drives the majority of that.

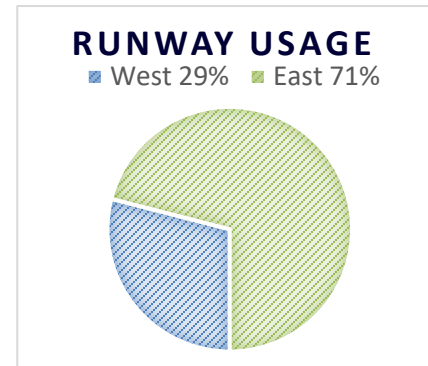
#### April 2025 Update

**Total Complaints:** 192 (2024: 262)  
**Total Operations:** 36,092 (2024: 24,762)

#### Complaints by Location:

Geneva 190  
 Sanford 2

**Number of Households:** 3 (2024: 6)  
**New Households:** 0 (2024: 0)



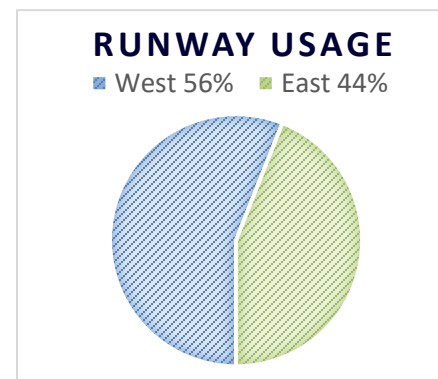
#### May Update

**Total Complaints:** 193 (2024: 262)  
**Total Operations:** 33,977 (2024: 28,076)

#### Complaints by Location:

Geneva 188  
 Sanford 5

**Number of Households:** 4 (2024: 3)  
**New Households:** 1 (2024: 0)



#### New Complainants

The first new complainant during this quarter was Linda Barker; Ms. Barker is a T-Hanger tenant at the Airport and lives in Lake Golden. Her complaint was regarding a jet run up between 4:15am and 4:30am.

Chairman Speake explained that the reason run ups are done when they are done is because the plane is needed for the next day's flights. They try to minimize the noise to the extent they can, but operationally they need the aircraft.

Chairman Speake said it is very rare that we receive complaints about engine runs now because of the newer aircraft we have, and the fact that the sound doesn't travel off the airport now.

The second new complainant this quarter was a lady called Rhonda Rees. Ms Rees lives in the neighborhood across the street from where the new Publix was built. The proximity of her neighborhood to the Airport explains why she is experiencing what she is experiencing from the small planes when they are doing flight training off the main runway. They turn to the north and

they are going over her house repeatedly. It's not the same plane; it appears to be the same plane because it's the same type of plane.

Chairman Speake said this lady has been quite upset, and he has repeatedly tried to call her back, but she has no voicemail set up and she does not answer his calls. Therefore, he has not been able to talk to her, even though she keeps requesting a call back. She has not left an email address either, so he cannot email her.

Chairman Speake said if Ms. Rees calls again, he will continue to reach out to her, and hopefully she will eventually answer her phone.

### **Comments from Committee**

Scott Runkel asked if there had been any different circumstances or issues that have come up.

Chairman Speake said the small planes have been generating more complaints.

The lady from Casselberry did call in again during March. Her traffic is coming from Orlando Executive Airport, but it was standard folks making standard complaints for the most part.

### **Other Liaison Reports**

#### **Allegiant Air**

Chairman Speake advised that Ryan Johannsen (Allegiant Chief Pilot and Airline Representative) was currently in training to transition from the A320s to 737s, so he was unable to be at the meeting.

Allegiant traffic is at its peak right now; Summer time is their busiest time of the year (apart from the weeks for Thanksgiving and Christmas).

Allegiant have added a new destination to Columbia, South Carolina, which started in May, and they have dropped 4 destinations, all from North and South Dakota. We don't anticipate those coming back.

Their frequencies are continuing to increase, for instance Asheville had dropped some of the frequencies because of the hurricane, but they are picking that back up. Also, they are still recovering from Covid. They are not back to their pre-Covid numbers, nor are we back to our pre-Covid numbers in terms of passengers. We feel like this year we will get close, and in 2026 we hope to be back to 2019 passenger numbers.

That does not necessarily mean the same number of aircraft for Allegiant as it did pre-Covid because the 737s hold more passengers and the A320s are being reconfigured as well.

Jeff Yost said it is the height of the busy time for Allegiant. They are pushing very close to 600 flights a day nationwide.

It is thunderstorm season, which has caused some delays and later arrivals into Sanford.

Mr. Yost predicted that the high traffic counts will last until mid-August. He said passenger loads are extremely heavy coming out of Sanford.

### **General Aviation**

Chairman Speake said operations are up quite a bit, he predicted that we will be at 360,000 operations by the end of the year. Last year we were at 308,000. In 2019 we were at 365,000 operations.

The Acron sale has been completed. They continue to grow and they are trying to attract new students. They are working on new programs related to maintenance and continuing with the flight school itself. They have some potential partners they are working on, both DOD and other partners.

### **FAA**

Chairman Speake said the FAA are still unable to attend meetings until they have received training, and we do not know when that will be.

They hope that the tower will be moved over to the east side of the Airport, but that is probably still 4 or 5 years away.

With the Administration's changes to the FAA, manning in the FAA is down. He said he had no idea what kind of impacts that would have on Air Traffic Control.

Mr. Carew asked about staffing in the tower.

Chairman Speake replied that our tower is one of the locations that has been deemed to be understaffed by the FAA. There were 128 towers that had staffing under the minimum. They have had some new Controllers come on board; it takes 1 ½ to 2 years to get them up to speed to be fully proficient on their own.

The Administration has put together a speedier approval process for new Air Traffic Controllers. They have to take a test, in the past, once they had passed that test, it could be 8 months to year before they were sent off to the academy. That timeframe has been cut down to 3 months to get them to the academy, and they have approved new private Universities to be able to train Air Traffic Controllers.

Mr. Carew said they have raised the retirement age of Controllers from 56 to 65 years.

## **V. COMMENTS FROM THE COMMITTEE**

Scott Runkel asked if there are any new airlines.

Chairman Speake advised that we have a new airline starting service on October 26<sup>th</sup>. Arajet are a Dominican carrier, and they will have 3 flights a week to Punta Cana (midday and late afternoon flights). They may expand to Santa Domingo at some point. They are newer aircraft (737-800s),

similar to what Allegiant are flying. They are a 2 year old airline, and it brings international service back to the Airport, which we haven't had since Flair left a year and a half ago.

We continue to try and attract new international service to the Airport as well.

## **VI. PUBLIC COMMENT**

### **Response to Public Comments in the March Meeting**

Chairman Speake said he had mentioned in the last meeting that he would respond to public comments made in the March meeting if they have not already been covered. If they have already been covered, there is not more that he can say to make anyone happier about what the Airport's responses are.

#### **Ms. Marsden**

**Question:** Chairman Speake had asked Ms. Marsden to give examples of when flights turned before they reached her property. Ms. Marsden said she had done that, and Chairman Speake said he couldn't tell her why. There are days when they do turn before reaching her property, but she can't get any reasons for that.

**Response:** Chairman Speake said there isn't anything new he could tell Ms Marsden about her property. We have repeatedly covered all the different scenarios that exist as to why airplanes fly where they fly and when they fly based on weather and a wide variety of other reasons. He said he is not sure what else he could say that would answer any of Ms. Marsden's questions.

Ms. Marsden said she was referring to when the whole day is totally different. She said Chairman Speake had asked her for examples and she gave them to him. She asked Chairman Speake why he could not ask the tower what was different that day when all the flights turned before her property versus another day where they would all come straight over her property (and the weather could be the same).

She said that Chairman Speake asked her to give those examples and when she did he said he couldn't tell her why.

Chairman Speake said he was going to answer Ms. Bower's questions and that plays into what Ms. Marsden was asking as well.

#### **Ms. Bowers**

**Question:** Ms. Bowers said she doesn't understand why the Airport can't change it up. She understands that the wind is a factor, but when they are taking off and heading east, why can't they bend to the south on some days and give them a break?

**Response:** How the planes fly depends upon numerous factors including wind, storms in the area, other traffic, bombing ranges and military airspace being open or closed, launch facility airspace being open or closed, etc. This complex environment is dictated by Air Traffic Control for the safety of aircraft in the air.

That also answers Ms. Marsden's question; Safety comes first.

**Question:** Ms. Bowers asked how many complaints it takes to get things done. She said the Airport doesn't understand how much time it takes to file complaints. It takes a lot of time to get on the website and find out how to do it.

**Response:** The number of complaints does not change anything. If 10,000 complaints come in and the house is located where it's located, unfortunately for some folks, that is what the noise is going to be over that location. Chairman Speake said, as he said in response to the previous question, where aircraft fly is based on safety.

Chairman Speake explained that our system for filing complaints is the best system we can provide (in our opinion). We spend \$40,000 per year on it and it is an expense that we don't have to have. We had an old system that was in-house and cost us very little, but there were a lot of complaints about that system, so we switched. We believe the data provided by the system is beneficial to the Airport and the public, so we continue to spend that \$40,000.

If we were to go back to what we had before, which also received complaints, we would lose all that data.

Chairman Speake said the system is under attack from the general aviation community because it is also being used to charge landing fees at smaller airports using the ADSB data that provides the data that we use for noise tracking.

There are State and Federal bills moving through the legislatures to limit the use of that data. If the Federal bill were to pass, it could impact whether or not we could get the data that we get out of the system now, and we might have to stop using it anyway. Then we would need to figure out what else we are going to do.

He said Vector continue to modify things and they are trying to improve the system routinely.

Chairman Speake advised Ms. Bowers that she can access the noise complaint system on our website: [flysfb.com](http://flysfb.com). It is located right at the bottom of the page and she will see Sanford Aviation Noise Abatement Committee right there. If she clicks on that, it will take her straight to the noise complaint page.

Regarding the process of filing complaints, the process is what it is, unfortunately.

#### **Mr. Buis**

Chairman Speake said the comments from Mr. Buis in the March meeting do not justify a response. Mr. Buis was not at the meeting, but the response would have been the same regardless.

### **Speaker Request Form/Comments from the Public**

Jane Marsden said Chairman Speake had stated that the number of complaints doesn't matter, but he repeatedly says when the number of complaints are lower that complaints are down, which is not necessarily the case. She said she has hundreds or even thousands of complaints that she could be filing, but she doesn't have the time.

Ms. Marsden said she had recently consulted with a professional and she had provided some information. Ms. Marsden then shared some of that information:

The last noise exposure map for existing positions for operations at this airport was done in 2011, 14 years ago. Operations had risen at the airport from 217,815 in 2011 to 308,214 in 2024, which is a 42% increase since the last noise exposure map was prepared.

Ms. Marsden said she would like to push for this airport to update their noise exposure map and review their noise compatibility plan to determine if there could be any changes made.

Chairman Speake said that information is incorrect, but he will address Ms. Marsden's comment at the next meeting, in September.

Ms. Marsden said she had told the professional that Chairman Speake had sent her a letter saying that an updated map had been done, and she said that is not an updated map, it's a conditional airport, they don't plan approval, it's not an updated map.

Ms. Marsden said she is looking forward to Chairman Speake's response and seeing what else they can find out.

### **VII. FUTURE MEETING DATES**

- September 16, 2025
- December 16, 2025
- March 17, 2026

Meeting adjourned at 9:27am.

#### **Voting Members**

Chairman George Speake, SAA  
Kenneth Starnes, City of Sanford  
Scott Runkel, City of Lake Mary

#### **Non-Voting Members**

Maya Athanas, Seminole County  
Sydney Boswell, City of Lake Mary (remote)

#### **Others Present**

Mr. Carew, Heathrow resident  
Jane Marsden, Geneva resident  
Phoebe Bowers, Geneva resident  
Jeff Yost, Allegiant (remote)  
Mike Gore, Shutts & Bowen  
Kristina Gilmore, SAA  
Warda Yakub, SAA Operations