



**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, SEPTEMBER 16, 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 9:05 a.m. by Chairman George Speake.

II. COMMITTEE MEMBER UPDATE

Voting Members

- George Speake was reappointed as the Chairman of SANAC for another year.
- Carlos Ramirez, Head of Flight Safety at Acron Aviation has agreed to be the General Aviation Representative to SANAC.
 - He will fill an unexpired term through September 2027.
- Ryan Johannsen, Chief Pilot for Allegiant Airlines, has been reappointed as Airline Representative to SANAC.
 - His new appointment is for a term expiring in September of 2028.

Non-Voting Members

- The City of Lake Mary replaced Michael Lopez with the appointment of Sydney Boswell as the City of Lake Mary Representative.
 - She will fill an unexpired term through September 2028.

These appointments were all approved at the August/September Airport Authority Board Meetings.

Chairman Speake said we now have all 7 voting members appointed and in current terms.

Introductions were made for the benefit of the new members.

III. APPROVAL OF MARCH 18, 2025 & JUNE 17, 2025 MINUTES

Motions to approve the minutes of the March 18, 2025 meeting and the minutes of the June 17, 2025 meeting made by Scott Runkel, 2nd by Charles Lacey. Both sets of minutes approved as presented.

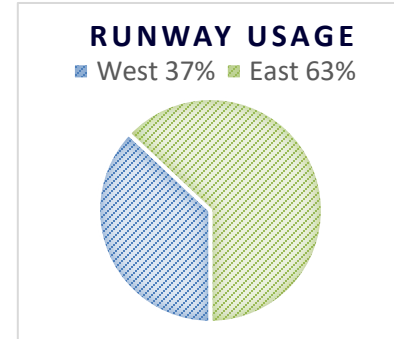
IV. NOISE REPORT: REVIEW OF JUNE, JULY & AUGUST 2025

June 2025

Total Complaints:	271	(2024: 239)
Total Operations:	34,441	(2024: 24,718)

Complaints by Location:	
Geneva	266
Sanford	5

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

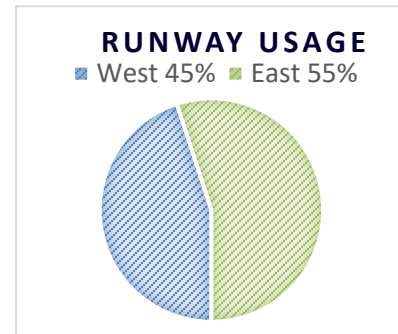


July 2025

Total Complaints:	310	(2024: 175)
Total Operations:	33,953	(2024: 29,063)

Complaints by Location:	
Geneva	302
Heathrow	3
Longwood	1
Sanford	4

Number of Households:	7	(2024: 4)
New Households:	3	(2024: 0)

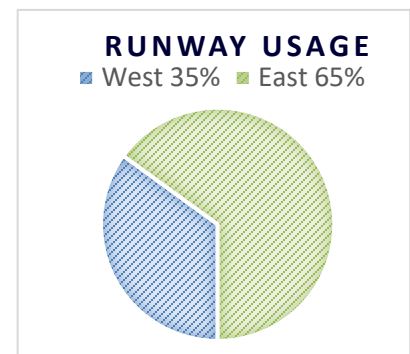


August 2025

Total Complaints:	240	(2024: 163)
Total Operations:	32,713	(2024: 20,617)

Complaints by Location:	
Geneva	236
Heathrow	1
Sanford	3

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



New Complainants

There were 3 new complainants in July, two were from Sanford, and one was from Longwood.

1. Ms. Madnick lives in a newer neighborhood in Sanford, up on the north side, called Riverbend. Ms. Madnick had sent an email to all SANAC voting members; and she said she had been trying to call the Airport, but she was not getting a response from anyone. Chairman Speake said we could not find any missed calls; and he had tried to call Ms, Madnick back but could not get through to her. There was no voicemail set up, so he couldn't leave a message, but he did respond to the email, and a copy of his response is included in the meeting packets.

Chairman Speake summarized his response. He talked about the State of Florida Sunshine Laws and the fact that he could not reply to all, and he said he would share the response with the Committee at the September SANAC meeting and noted that we could not find any complaints filed by Ms. Madnick.

Chairman Speake explained that Ms. Madnick lives .62 miles from the closest Airport pavement, the north main runway, and he talked about the fact that there are a lot of planes based here. Her primary complaint was that she was getting the same plane going overhead (flight training activity). Chairman Speake advised that this is part of normal training for new pilots, repetitive landing and take offs and pattern work.

Ms. Madnick also had questions about commercial flights. Chairman Speake spoke about when they are typically scheduled, and he also spoke about the funding we receive that requires us to remain open as a public service airport, and the fact that includes 24 hour service.

Chairman Speake said he has not heard back from Ms Madnick, but she has since filed another 2 complaints through the Vector portal.

2. Ms Moore lives in Sanford, immediately south of the Airport on Ohio Avenue. Chairman Speake said there was a belief a long time ago that the Airport would not use the south runway until a certain time of day. Chairman Speake said he wasn't in his position when that runway was first opened, so he does not know what kind of verbal agreements were made, but it was not stated in writing that there would be a limitation on the use of that runway. Per our grant assurances, we are not allowed to restrict the use of that runway. Chairman Speake said Ms. Moore had got quite upset with him and ended the phone call. Chairman Speake said there are several neighbors over there that he talks to routinely, and she has lived there a long time, so he is sure that Ms. Moore communicates with her neighbors.
3. Ms. Coy lives in Longwood, and she asked whether the flight pattern had changed. Chairman Speake said Ms. Coy could potentially get traffic out of Orlando Executive as well. We have not heard back from her since then. This was due to pattern work on the



south runway. That runway was built as the primary flight training runway for the airport, and so it was being used for that purpose.

Chairman Speake said he tries to call everyone who is new or who requests a call back.

Chairman Speake said our operations are growing; we are getting considerably busier. In 2024, we reached 330,000 operations; this year we will probably finish at around 380,000. General aviation traffic is primarily responsible for that increase, mostly the flight school, but some new commercial flights have been added as well.

Other Liaison Reports

Allegiant Air

Chairman Speake advised that Allegiant were not able to join the meeting and he provided a brief update. Allegiant have dropped 4 destinations since March, in North Dakota and South Dakota. They have added Atlantic City, and Huntsville, Alabama will start in February. They have also increased frequency at Evansville, Indiana, and a couple of other destinations as well. Their operations are about equivalent to what they were last year. July was a little heavier, the first 6 months were a little heavier than the last 6 months are expected to be.

Chairman Speake said he believes we will see an increase in Allegiant operations at the beginning of January 2026. He said the industry seems to be opening up a little bit, and with Spirit potentially going out of business, there are lots of airlines vying for destinations that Spirit fly to.

General Aviation

Carlos Ramirez said Acron are trying to work with the Tower to limit how much pattern work they are doing. He said they will try to limit the time that they are flying between 5am and 6am in the coming months, so that might help.

Chairman Speake said if Acron are able to do that, it may help some people, but that means they could be flying later, and there are some people that do not like the late night flights.

Mr. Ramirez said Acron are the busiest they have been since 2019. They have signed some new contracts with the Air Force, so we will start to see an increase in activity in November.

Acron are up to 700 students right now. They have fewer planes than they had in 2019; they share planes between Sanford and Jacksonville.

FAA

Chairman Speake reported that the FAA are still unavailable to join SANAC meetings, and he had nothing to share from them.

Chairman Speake advised that SpaceX are planning to bring their Starship rocket to the Cape. Those rockets require a much larger aircraft hazard area to be declared and will require re-routing of traffic that would typically fly over the ocean, or possibly over the peninsula as it is coming from the south, and that means traffic is going to push west from the Cape, or you may see ground stops.

Chairman Speake said it is going to impact our traffic as well. Right now, our commercial aircraft get held down to an extent on departures by the traffic out of Orlando. The traffic out of Orlando could now get held down by traffic coming out of the south, which would hold our traffic down more. We have done some work at getting our traffic higher when they depart, but that might go back in the opposite direction again if they are trying to accommodate everything that needs to be done to safely launch the Starship.

Chairman Speake said the Jacksonville center already has issues with Air Traffic Controllers being able to control the airspace safely, therefore they put some restrictions in place when they have a concern about how much traffic they are handling. This is going to take that to another level and you are going to see different traffic patterns when this happens.

The Environmental Impact Statement (EIS) is open for comment right now, it closes on September 22nd. The Airport are putting comments in, expressing our concern about the changes to the airspace and the impacts to the Airport, both to commercial and general aviation. The Florida Airports Council is also submitting comments because of the overall impacts to the state. This is a much larger rocket and you will hear sonic booms on launch and recovery. The recovery of the capsule will come over Tampa and then land on the Cape when it's not doing a barge landing in the ocean, which means it is going to come right over central Florida.

Chairman Speake said he does not believe the comments that get put forward on the EIS are going to prevent this from happening. He said we hope there will be some mitigations that would be considered as far as air traffic goes, but he believes that this is going to happen and there are going to be impacts to airspace.

Mr. Lacey asked what period of time is impacted for each launch. Chairman Speake said they are going to have 44 launches per year on the commercial side of the Starship; 22 day time launches and 22 night time launches. Day time is from 7am until 10pm, and night time is from 10pm to 7am. Chairman Speake said this came out in the federal register. He saw it and signed up for the hearings that they had.

At the hearing it was discovered that the DoD has already completed their EIS (he has been told it may get re-opened) and they have 77 launches scheduled. Therefore, you are really looking at 111 launches for the year, and that's just the Starship launches. They have also just recently completed an Environmental Assessment on the Falcon 9 and they are going to increase those launches by 79. Chairman Speake said his concern about the cumulative effect of all of these launches is, right now we sometimes have multiple Falcon 9s on the same day; if you have multiple Starships and multiple Falcons on the same day, they are saying the impacts will be ground stops as long as 40 minutes to 2 hours on a launch and 40 minutes to an hour on recovery. You could wind up with 2, 3, 4, or 5 hour stretches.



Chairman Speake said there are a lot of unknowns; the EIS is very minimal in its statements, and that is one of the comments that we are sharing. We feel that there needs to be more analysis done, and the lady Chairman Speake spoke to at the FAA Space Operations Office agreed.

Brett Renton said this is open for public comment since this subject was not on the agenda.

Mr. Carew asked when the Starship year begins.

Chairman Speake said he is not sure. He said there is a 7 step process that they have to go through; the EIS and the comment period is the 4th step. His guess is that it will be sooner rather than later, but we will probably have 6 to 8 months before we are going to see anything. They are also still perfecting the rocket. Chairman Speake advised Mr. Carew to google SpaceX Starship Environmental Impact Statement. It's about 400 pages long, and there are around 13 to 14 pages that are relevant to aviation, there are some pages at the front, and there is a section on airspace. He said you have until September 22nd to make a comment.

Chairman Speake said he could share the letters we send at the next SANAC meeting in December if there is any interest.

Mr. Lacey asked if they are still going to launch Starship from Texas as well. Chairman Speake said his understanding is that they will.

Chairman Speake said there were 130 million visitors to the state of Florida last year, and he thinks that this is going to have an impact. When you have somebody sitting on the ground for 2 hours on an airplane, or it goes to 4 hours because of delays, plus multiple launches, people are going to go to Palm Springs instead of Florida. It has the potential to have an impact on tourism. Chairman Speake said he had done some rough calculations before the Falcon 9 increased launches came out, and he estimated that it could impact a minimum of 2.5 million passengers in a year.

V. COMMENTS FROM THE COMMITTEE

Mr. Runkel asked about the upcoming airshow, and he remarked that Ms Marsden had previously complained about the airshow.

Chairman Speake advised that the airshow would take place on October 25th and 26th, and there will be arrivals from October 22nd. The Thunderbirds will do their practice on Thursday; there should be little to nothing on Friday and then the airshow on Saturday and Sunday.

The Thunderbirds will not depart until the Thursday after the airshow, and they will not be flying on the Monday and Tuesday after. 1 aircraft will depart on Wednesday, and the rest will leave on Thursday.



Ms. Marsden said she has to sedate her horses during this time, and she tries to leave the property so she doesn't have to deal with it. She said it's breaking the sound barrier, and it's pretty intense. Chairman Speake said they do not break the sound barrier, it's not allowed and they do not. Ms. Marsden said it sure seems like it.

VI. PUBLIC COMMENT

Response to Public Comments in the June Meeting

Chairman Speake responded to the comments made by Ms. Marsden in the June meeting.

Question: Ms. Marsden said Chairman Speake had stated that the number of complaints doesn't matter, but he repeatedly says that complaints are down when the number of complaints is lower, which is not necessarily the case.

Answer: Chairman Speake stated (and he has said repeatedly), we always note if the complaints increase or decrease, as he did today. They obviously went up over the last year; it is an obvious fact each month. They either decrease or they increase. Regardless of that number, we know where the people who are concerned about noise are, and he does not believe that Ms. Marsden or several others are going to say at any point "I'm good with the noise coming from the Airport." We completely understand that it is a concern.

Question: Ms. Marsden said she had recently consulted with a professional and she had provided some 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.

Answer: Chairman Speake advised that the last update to the noise exposure map was done in 2017; they are updated every time we do a master plan update. We will do an update again when the FAA authorizes the Airport to complete another master plan update. The Airport can request a master plan update, but ultimately the FAA approve it, because they fund it. It would cost around \$1.2 or \$1.3 million now. They are driven by activity at the Airport; they are also driven by the completion of projects associated with the master plan. We have 5, 10, and 20 year projects in the plan. The FAA would typically say they could approve another master plan when we are nearing the completion of most of our 10 year projects.

Chairman Speake said the number of operations Ms. Marsden noted in 2011 was correct, but the percentage increase in operations that she noted (42%), actually occurred between 2011 and 2017. In 2017 we had a total of 306,242 operations, so that increase really occurred between the 2 updates. In 2024 we had a total of 308,000 operations, so the increase between 2017 and 2024 was minimal.

There were years between 2017 and 2024 that were much higher, for instance 356,000 in 2023, and we also had a year at 172,000 because of Covid. We should finish this year at around 380,000

operations, which we last reached in 2003. Noise exposure maps are updated when the master plans are updated, assuming that the FAA approve that. When we do a new master plan, there is a master plan checklist, and we go through and tell the FAA what we would like to see done. We are at their mercy because they are funding it.

Question: 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 the professional had said that it was not an updated map, it was a conditional approval.

Answer: We follow the process that is provided to us by the FAA. It was completed in 2017, it's the exact same process that was completed in 2011, and the two were identical. Chairman Speake said he would guess that the professional meant that a complete Part 150 study and analysis was not done. That was last done in 2001, and in 2002 it had an update.

Considering we were at 372,000 in 2000, 398,000 in 2001, 373,000 in 2002 and 385,000 in 2003, we are just getting back to the numbers that we were at when that last Part 150 study was done. It would be a very difficult to get the FAA to approve a complete Part 150 study. They could argue that we are in a better environment now than we were then, as we were seeing 727s, MD-80s and 747s in here routinely. At that time, 747s were much louder than a 747 being built today because of the engine technology, so it would be highly unlikely that they would approve an update even if the Airport were interested in doing one. The updates that have occurred since are really what the FAA would point to, to say that should be done.

Chairman Speake said ultimately, there is no compelling reason for the FAA to fund a complete Part 150 and we will not be lobbying them to fund such a study.

Speaker Request Form/Comments from the Public

Ms. Marsden said her understanding is that the Part 150 program is voluntary, it is not something that has to be approved by the FAA, and there has been a substantial change. Ms. Marsden said her understanding is the Part 150 study has to do with all noise in the area; years ago, they had no traffic, it was extremely quiet and they didn't even hear road noise. She said things have changed tremendously over the years compared to what that study has shown.

Ms. Marsden asked Chairman Speake how the noise exposure map had been updated. Did they just do it by computer? Or did they actually take the whole area into consideration? Ms. Marsden said when she spoke to that one gentleman, he said they did not take all the other noise in the area into consideration.

Chairman Speake said he would answer all of Ms. Marsden's questions at the next meeting. Ms. Marsden said it is very frustrating that she has to wait 3 months, she has to go through this over and over again. Ms. Marsden said she will go back to the professional she previously spoke with who does the noise study programs and confer with her about some of this information.



Ms. Marsden said she has been coming to this Committee for 20 years and nothing has changed. She said one gentleman who worked with the Tower tried to make a change, but the Committee backfired on it and suggested she had said that it didn't work. Ms Marsden said she has stated numerous times that she didn't make that comment.

Ms. Marsden said he at least tried to make a difference, but the only reason you guys do this is to be able to get money from the FAA. It's a voluntary program, it's not something you have to do, but that's how you get your funding, that's how you have bought most of your land. But nothing changes.

Ms. Marsden said it's very frustrating to deal with the noise, first thing in the morning, late at night. She said she is going to keep coming to SANAC meetings and she's not giving up.

Mr. Runkel asked Ms. Marsden what she would like the Committee to do.

Ms. Marsden said if the Airport are supposed to own all the land in the 65 DNL zone, and if they came out to her property and discovered that she is in the 65 DNL zone, then they would have to buy the land, which she does not want to happen. Otherwise, they can do what that gentleman did, he went to the FAA and had the standard departure changed to 70 instead of 80. She said it made a big difference when they did that, but at the time when they were doing the study, they didn't even finish it.

Ms. Marsden said she was dealing with arrivals not departures, and she has witnessed the arrivals coming in, they take lots of different paths. A lot of them turn in before her property and it's not a problem whatsoever. But when they are stacked coming in 3 or 4 at a time, they get lower and lower, so they are louder and louder. She said there has to be something that can be done, and they should have done this a long time ago. They take advantage because she lives in a rural area, there's hardly anyone else around, and they are the ones who are mainly affected.

Mr. Runkel asked Ms. Marsden if she was requesting that the zone is changed so the Airport have to buy her property. Ms. Marsden responded "no, I would rather you could figure it out, I would rather they turn sooner. There are days when they turn sooner, but Chairman Speake says he can't tell me why." She said she has seen the arrivals come in and turn before her property, so why can't that happen on a regular basis?

Mr. Runkel said he has been on the Committee for many years, and at one of the meetings when Ms. Marsden was upset, he and another Committee member had asked what she wanted done and she had said, "buy my property." Mr. Runkel said that's not a function of this Committee and we had said you could sell your property, but now you are saying that is not what you want. You want something to change, but the runway is not going to change. We did talk about going up quicker and higher and moving it to some degree and sometimes that changed, and some of the flights do vary coming in and going out and we talked about coming in over Heathrow/ I4, so there have been some changes. The runway is not going to get moved, so the traffic is going to go in those directions. Mr. Runkel said he is going to get traffic over his house as well. Ms Marsden asked Mr. Runkel if it hurts his ears when they go over his house when he is outside. She said it is deafening. Mr. Runkel said he had lived in his property for over 20 years.

Ms. Marsden said none of the Committee had come out to see what she is dealing with. She said Chairman Speake did a long time ago with another gentleman who was the Chairman at the time, and they said to Ms. Marsden and her neighbors “move, it’s only going to get worse,” but Chairman Speake says he never said that. She said she shouldn’t have to be dealing with this, especially if there are standards put in place. It shouldn’t be where she is having above 65 DNL and still stuck with it. That’s why they bought all the land in the designated DNL zone. She said Chairman Speake has made comments in the past (which of course he said he doesn’t mean now) that they are at their loudest when over her property, so why isn’t that a factor?

Mr. Runkel said there had not been a study showing that the noise is above 65 DNL at Ms. Marsden’s house. Chairman Speake agreed. Ms. Marsden said she was not included in the original study. The Airport have come out at times and done their own monitoring and they have seen aircraft exceed the noise level, but it is based on a 24 hour period, so if it exceeded the noise level and then it was quiet at times, it lowers the DNL. She said it has changed since then; she never used to hear road traffic. 46 has grown tremendously, and traffic from the other airports. Orlando said they have increased their flights, and she also gets those, but they are not near what the Sanford jets are.

Chairman Speake said he would reply to Ms. Marsden’s comments at the next meeting, and he explained, since there were 2 new Committee members, why he does not respond to comments in person any longer. He said his comments get taken out of context, they get repeated incorrectly, and we have also had some hostile comments.

Ms. Marsden said she has it in writing where Chairman Speake said these things.

Chairman Speake said he was not going to argue with Ms. Marsden, and because of that he now answers everything at the next meeting. He said for the comments today, we will go back to the minutes, we have the recordings too, and he will address some of the things that are being noted incorrectly. That is why we handle public comments the way we do now. He used to see this as an open forum where we could have conversation and discussion, but that doesn’t work.

VII. FUTURE MEETING DATES

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

Meeting adjourned at 9:50am.



Voting Members

Chairman George Speake, SAA
Scott Runkel, City of Lake Mary
Carlos Ramirez, General Aviation
Charles Lacey, Seminole County

Non-Voting Members

Sydney Boswell, City of Lake Mary

Others Present

Mr. Carew, Heathrow resident
Jane Marsden, Geneva resident
Brett Renton, Shutts & Bowen