

**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, DECEMBER 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 due to some technical difficulties.

II. APPROVAL OF SEPTEMBER 16, 2025 MINUTES

Motion to approve the minutes of the September 16, 2025 meeting made by Kenneth Starnes, seconded by Scott Runkel. Minutes approved as presented.

III. NOISE REPORT

Review of September, October & November 2025

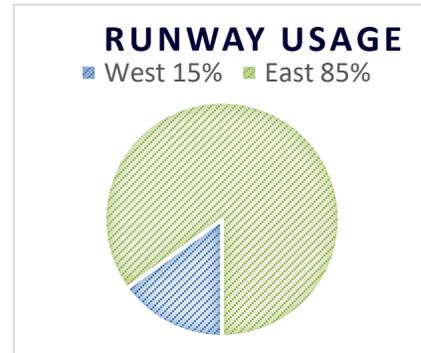
September 2025

Total Complaints:	110	(2024: 187)
Total Operations:	32,095	(2024: 25,403)

Complaints by Location:

Geneva	106
Heathrow	1
Lake Mary	1
Sanford	2

Number of Households:	5	(2024: 8)
New Households:	3	(2024: 0)



Chairman Speake reported that runway usage was very much out of the east for September, which is not unusual for that time of the year, and operations were considerably up.

There were 3 new complainers in September, all regarding general aviation. They were from Heathrow, Skyway Drive in Sanford, and Lake Mary.

Chairman Speake contacted two of them, as they had requested a call back. He explained to them why they were experiencing what they were experiencing (they were directly on the flight path). The Lake Mary complainer did not request a call back.

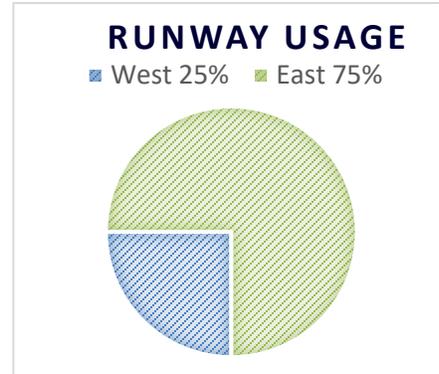
October 2025

Total Complaints: 213 (2024: 214)
Total Operations: 35,178 (2024: 30,843)

Complaints by Location:

Geneva 204
 Casselberry 2
 Heathrow 6
 Sanford 1

Number of Households: 7 (2024: 4)
New Households: 0 (2024: 1)



Chairman Speake reported that runway usage was again very heavily from the east in October, and operations were up quite a bit.

There were no new complainers in October.

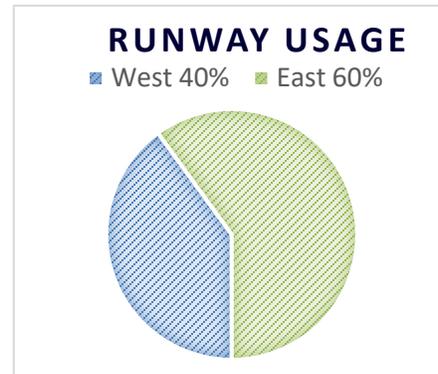
November 2025

Total Complaints: 272 (2024: 220)
Total Operations: 35,486 (2024: 31,505)

Complaints by Location:

Casselberry 1
 Geneva 264
 Heathrow 5
 Osteen 1
 Sanford 1

Number of Households: 8 (2024: 6)
New Households: 4 (2024: 2)



Chairman Speake reported that runway usage was less easterly in November because the winds were shifting for the winter. There was not such a big difference in operations, as we had started to see an increase in traffic last November.

There were four new complainers in November. The new complaints from Sanford, Osteen, and Heathrow were all regarding general aviation, and there was one new complaint from Heathrow regarding a jet.



The new jet complainer from Heathrow is pretty much on the flight path. This person did not leave a comment and did not request a call back.

Chairman Speake contacted the three other new complainers regarding general aviation.

Mr. Runkel asked if Acron could vary the training; could they fly further out over Lake Jesup to reduce the noise for these people? Chairman Speake said the flight paths are prescribed by ATC, the further south they go, the more they get into airspace that impacts Orlando. They are staying in the pattern for the south runway.

Carlos Ramirez said they are typical traffic patterns. They could not fly over the lake. He doubts anything will change as the lake is too close to the Airport to do maneuvers; they need ground reference.

Mr. Runkel inquired if we could ask Acron to consider varying the flight path a little bit. Chairman Speake said the flight path does change when there are more/less aircraft in the pattern. They are further out if there are more aircraft in the pattern. It is getting stretched out and does distribute noise somewhat.

Chairman Speake said the FAA would like to see runway 9C closed. The Airport Authority and ATC do not want 9C to be closed as that would put more traffic on the south runway and the north runway. The FAA were pushing to close 9C 20 years ago, and they did an environmental analysis at the end of the construction of the south runway. It was determined that by closing that runway, it would unfairly put more traffic onto the two runways concentrating noise over those two areas. It stayed open, but there is a renewed push to close it.

We are doing a capacity analysis of the airfield right now to determine whether the center runway should remain open. It doesn't get pattern work on it, but it does get departures and recoveries, which keeps some traffic off that south runway.

Mr. Runkel suggested we let Acron know the Noise Abatement Committee would like them to at least consider it to help our residents. Chairman Speake said he would speak to Acron and Gary Tucker from the Tower to see if anything could be done.

Mr. Runkel said Ms. Marsden has many complaints, and he suggested the Noise Abatement Committee could advise the Tower that there are numerous complaints out there and ask them to vary it to some extent if they can. At least let them know that we are concerned and we are trying to listen to the residents and ask if there is anything they can do to vary it more. Mr. Runkel said it has been brought up and the Committee should let them know there is a concern and we would like to help Ms. Marsden out to the extent we can.



Chairman Speake said he would address Ms. Marsden's comments from the last meeting in the Public Comments section.

Airshow Update

We did not have an Airshow in October. The government shutdown impacted the Airshow because the military aircraft were not able to fly. The 2026 Airshow has been scheduled for October 3rd & 4th, 2026 (the dates may change to early November). The 2027 Airshow is scheduled for October 30th & 31st, 2027. Chairman Speake said the Airport do not make any money from the Airshow; we see it as a marketing effort for additional development and additional airline attractions.

Liaison Reports

Allegiant Air

Chairman Speake advised Allegiant have added 4 new destinations; Huntsville, Alabama, La Crosse, Wisconsin, Atlantic City, New Jersey and Columbia, Missouri. They also decreased 4 destinations, all out of North and South Dakota. The frequency of Allegiant flights has increased.

We will most likely finish this year at about 3.1 million passengers (in and out), which puts us around 100,000 to 150,000 passengers short of 2019, which was our busiest passenger year. We may have a record year in 2026 in terms of passengers here.

General Aviation

Carlos Ramirez said Acron have increased their student population to around 800, and they have around 170 to 200 flight instructors. Operations have increased with the addition of the Air Force contract. Acron have increased operations to 7 days a week from 5am to 11pm.

Steve Smith asked Mr. Ramirez how many planes Acron have on the apron. There are a total of 94 active planes (20 are at Jacksonville). We will see an increase here at the end of December/mid-January as Jacksonville University wind down for the season, and those aircraft will come down here. 128/129 is the maximum number of planes that Acron have had here.

Chairman Speake said general aviation makes up the bulk of our operations. In 2019, we were the 22nd busiest airport in the country; we are getting back to the numbers we used to see prior to Covid.

Chairman Speake said if things stay the way they are, we will probably see another 10,000 or 15,000 bump in operations in 2026. There is a point where the airspace and infrastructure here is saturated, and we are close to that. That is another reason we are telling the FAA we can't get rid

of that 3rd runway. Even their own Advisory Circulars say we should have a 3rd runway at the level we are at.

FAA

Chairman Speake reported that the tower are still unable to attend SANAC meetings because of training, and he does not know if they will ever be able to come back to them. He said he would check with Gary Tucker for an update and share the response at the March SANAC meeting.

IV. SPACEX/STARSHIP UPDATE

The letters the Airport sent to the FAA were included in the packets.

Chairman Speake advised that the Air Force have approved construction of the Starship site on the base. He said that is not addressed in the letters because the comment period for that site was kept very quiet (nobody in the State of Florida knew about it). The FAA, the military, and SpaceX did not send anything out about it.

Chairman Speake said he does not believe the letters will do any good, and it will happen anyway. They were written by a lot of different airports; a lot of people were worried about the beaches closing, animals being disturbed and a host of reasons why they did not believe that this was a good move, but if you don't put a comment in, you are not heard.

The second letter related to launches out of Texas. That will have trajectories over the State of Florida, whereas in the past they were only going south of Cuba. This will create additional sonic booms and airspace closures, so that will impact air traffic in Florida, just the same as the launches on our east coast will.

Chairman Speake said he does not expect to include this subject in future SANAC meetings because we have submitted our letters. If we get any response, or if there is any action as a result of the airports in Florida writing the letters, he will share it, but it won't be an ongoing subject on our agenda.

V. RESPONSE TO PUBLIC COMMENTS MADE AT THE SEPTEMBER 16, 2025 MEETING

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

Comment: 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.

Answer: The part 150 study process and what is used to complete it was discussed in great detail in a previous meeting. Chairman Speake advised Ms. Marsden to review the minutes of that meeting as well as the presentation.

Comment: *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.*

Answer: Chairman Speake agreed that it is frustrating working on answers to questions every 3 months versus being able to discuss things in person. However, much of what he has said in the past has been twisted and misrepresented, so this is the only way forward. Chairman Speake said he and others had tried their best to explain how things work and that little to nothing is going to change, yet Ms. Marsden continues to ask the same questions repeatedly.

Comment: *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.*

Answer: Chairman Speake said he remembered Ms. Marsden stating that the degree change made no difference, so they would have to agree to disagree on that. Regardless, the change back was made by the FAA with no input whatsoever from the Airport, and now the FAA have stated that they will not be able to make that change again.

Chairman Speake advised Ms Marsden that we get no money from the FAA due to our noise program unless there is property that the FAA deem eligible for purchase.

Comment: *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 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.*

Answer: Chairman Speake advised Ms. Marsden that he did not tell her to move because it's only going to get worse. He said the previous Chairman may have stated that, but he does not recall that. He said he had heard that from other people in the SANAC meetings, but he himself had never said that.

Chairman Speake encouraged Ms. Marsden to go back and read the two letters that she had received from the FAA Ombudsman. He said everything Ms. Marsden has brought forward has



already been answered repeatedly. Therefore, in the future he will state “previously answered” to questions that have already been answered.

VI. PUBLIC COMMENT

Speaker Request Form/Comments from the Public

Chairman Speake noted that Ms. Marsden had filled out a Speaker Request Form, but she had not written anything under Comment. He advised Ms. Marsden that we do require this section to be filled in, or at least a subject entered in the future.

Chairman Speake said as we tend to go over the same things over and over, he would set a timer for 3 minutes to let Ms. Marsden to speak (this is stated in the rules).

Ms. Marsden said the reason she keeps saying the same things is because she is trying to get someone to listen.

Ms. Marsden said she has noticed Chairman Speake has said there are new complaints and he doesn’t understand why. She suggested it could be because these newer planes that are supposed to be quieter are actually louder, especially going over her property.

Ms. Marsden said the main reason she came to this meeting is to get a copy of the meeting minutes so she could provide it to the professional who gave her the information that she read at the meeting Chairman Speake responded to. They are a professional organization that do noise studies for airports, and they are the ones that provided her that information.

Ms. Marsden said this Airport has done studies to monitor noise at her property and they have admitted that the individual flights exceed the noise level, at 98/99. Ms. Marsden said she was told at that time that there is little to no noise over her property, so it lowers the DNL. Ms. Marsden said what she keeps reiterating and trying to tell Chairman Speake is that has changed. Traffic and everything else has increased over the last 5-10 years, they never used to hear road noise before, and that was to the Airport’s advantage. She said if you were to do the same thing now, you would probably find it would be a totally different scenario.

VII. FUTURE MEETING DATES

- March 24, 2026
- June 16, 2026
- September 15, 2026

The meeting was adjourned at 9:42am.

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

Kristina Gilmore, Sanford Airport Authority

Warda Yakub, Sanford Airport Authority