

**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, MARCH 24, 2026 – 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. APPROVAL OF DECEMBER 16, 2025, MINUTES

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

III. NOISE REPORT

Review of December 2025 and January & February 2026

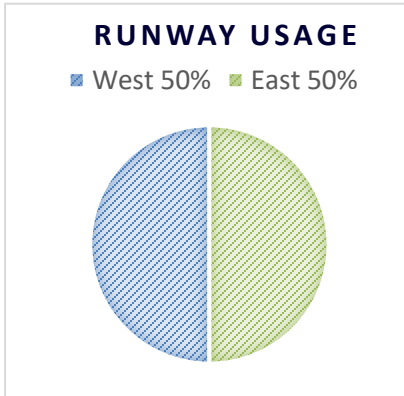
December 2025

Total Complaints:	331	(2024: 405)
Total Operations:	31,515	(2024: 22,287)

Complaints by Location:

Geneva	324
Heathrow	2
Longwood	1
Sanford	4

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



Operations are continuing to increase; they are now expected to reach 30,000 to 36,000 almost every month.

There was one new complaint in December from a lady who lives in Longwood, and she was complaining about a helicopter flying over her house. Chairman Speake rang her and explained that it was a Sheriff’s helicopter. She understood, and there have been no further complaints from this lady.

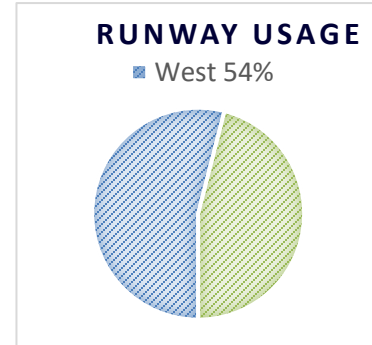
January 2026

Total Complaints: 299 (2025: 294)
 Total Operations: 34,004 (2025: 28,585)

Complaints by Location:

Casselberry	4
Geneva	293
Heathrow	1
Sanford	1

Number of Households: 4 (2025: 3)
 New Households: 1 (2025: 0)



There was one new complaint from Sanford in January which was due to an engine run. Chairman Speake explained that we do track engine runs, and we found out this was from an engine run on the Romeo ramp which is just south of the tower. We are having to use that area right now because of some work that is happening on the runways; they would typically use 18/36 or taxiway Bravo late at night for those engine runs, but they have had to relocate on to the Romeo ramp. That work will wrap up in the near future, and we will be able to get those aircraft back to their normal run-up areas.

We have not heard from this complainer since then.

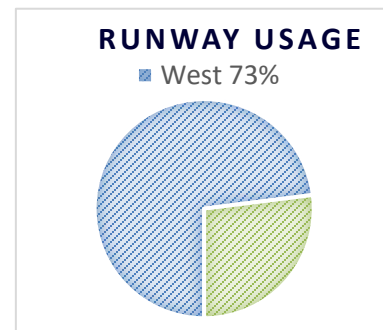
February 2026

Total Complaints: 430 (2025: 324)
 Total Operations: 32,409 (2025: 27,113)

Complaints by Location:

Casselberry	2
Geneva	428

Number of Households: 2 (2025: 7)
 New Households: 0 (2025: 3)



The Casselberry complaints are from a lady who lives on the flight path for Orlando International Airport, every time that we have looked at her complaints (minus one or two exceptions), they have been from another airport. Chairman Speake said he had spoken to this lady numerous times and she has also talked with Orlando International Airport, and she has said she does not want any more calls, but she will continue to file complaints. Chairman Speake has sent her diagrams of what is flying over her house because you can tell whether or not it is arriving/departing from this airport, or an overflight (which would not be from this



airport). Even the one or two planes that have been from this airport have been ½ mile to ¾ mile away from her property.

Review of Annual Data for 2025

Total operations for 2025 were 392,464 and there were 3,128 complaints from 29 households. Total operations for 2024 were 308,867 and there were 2,967 complaints from 21 households.

Chairman Speake said we may reach 410,000 to 415,000 operations in 2026. He does not believe the airspace and the runway could handle more than that. This does not include all of our flights because the tower is open from 6:30am until 11:00pm and anything occurring outside of those hours is not officially counted. We do keep track of the commercial arrivals because we log those as they come into the gates, so there could be as many as 150 to 220 commercial operations after hours each month, but he could not say how many general aviation operations there are after those hours.

Our software system should be able to start telling us some of that. We have discovered through a study we are doing related to our master plan that Vector was not tracking touch and goes. The south runway is primarily touch and go traffic, and that would be an aircraft that is doing training. They touch down and take back off and they might do a low approach and stay in the pattern. We have asked Vector to start tracking those again, and with that, we should be able to get a better idea of our nighttime traffic as well.

The tower is still working to try and get their hours extended, but that is probably not going to happen in the next year. It’s a process, they have to provide their operations counts after hours. The FAA does have the ability to track that; they don’t share it with us. F11 are able to track that, but it does not become part of the official count because there’s nobody here. That data gets sent to the FAA Region Headquarters and they decide whether they are going to add staffing to the tower.

List of highest complainers:

NAME	ADDRESS	COMPLAINTS	AIRCRAFT TYPE
Jane Marsden	2681 Shad Lane, Geneva, FL 32732	3,053	Jet
Peter Buis	5376 Ohio Ave, Sanford, FL 32771	16	Jet
George Dimitrakakis	1290 Tadsworth Terrace, Heathrow, FL 32746	7	Jet
Hayden Moolchan	872 Kersfield Cir, Heathrow, FL 32746	5	GA
Rebecca Unknown	1630 Grand Rue Dr, Casselberry, FL 32707	5	GA/Jet
Ellen Heinis	3359 Scarlet Dr, Sanford, FL 32773	4	GA
Julia Madnick	4404 Blue Rock Dr, Sanford, FL 32771	4	GA
Dawn Kruger	1752 Cherry Ridge Drive, Heathrow, FL 32746	4	Jet
Matthew Mills	3890 Skyway Dr, Sanford, FL 32773	4	GA
Rhonda Reece	3875 Kruger Rand Cove, Sanford, FL 32771	3	GA
Lynne Hunter	5104 Blacknell Ln, Sanford, FL 32771	2	Jet
Mary Ellen Brower	165 Rosedale Drive, Deltona, FL 32738	2	Jet
Mary & Mike Ferrante	257 Bella Rosa Cir, Sanford, FL 32771	2	Jet
Sally Moore	3370 Ohio Ave, Sanford, FL 32773	2	GA



Full list of complainers for 2025:

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Dawn Kruger	1752 Cherry Ridge Drive, Heathrow, FL 32746	4	Jet
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Lynne Hunter	5104 Blacknell Ln, Sanford, FL 32771	2	Jet
Mary Ellen Brower	165 Rosedale Drive, Deltona, FL 32738	2	Jet
Mary & Mike Ferrante	257 Bella Rosa Cir, Sanford, FL 32771	2	Jet
Sally Moore	3370 Ohio Ave, Sanford, FL 32773	2	GA
Barbara Coy	731 Sandpiper Cir, Longwood, FL 32750	1	GA
Christie O'Hanlon	4008 Night Heron Dr, Sanford, FL 32773	1	GA
Dr Beverly Baird Boothe	3358 Whitner Way, Sanford, FL 32773	1	GA
Jim Frilot	982 Cherry Branch Ct, Heathrow, FL 32746	1	Jet
Joanne Grey	871 Paddington Terrace, Heathrow, FL 32746	1	GA
Karen Morales	141 Stenhouse Ln, Longwood, FL 32779	1	Heli
Gwent Diggins	842 Ashby Way, Osteen, FL 32764	1	GA
Linda Barker	3405 S Mellonville Ave, Sanford, FL 32773	1	Jet
Lisa Harrison	1331 Bi Wood Dr, Geneva, FL 32732	1	GA
Melissa Fletcher	3310 Ohio Ave, Sanford, FL 32773	1	Unknown
Michael Gindlesberger	115 Kirk Hill Rd, Deltona, FL 32738	1	Unknown
Nancy DeBoer	1207 Chantry Pl, Heathrow, FL 32746	1	Jet
Sara Lardizabal	3355 Hammond Pt, Sanford, FL 32771	1	Jet
Regan White	205 Hurst Ct, Lake Mary, FL 32746	1	GA
Ralph Unknown	2620 Vineyard Cir, Sanford, FL 32771	1	Jet
Total		3,128	

IV. COMMENTS FROM THE COMMITTEE

Chairman Speake responded to comments made by Mr. Runkel during the December SANAC meeting. Mr. Runkel had suggested that we let Acron know that the SANAC Committee would like them to consider helping the residents. Chairman Speake had said that he would speak with Acron and Gary Tucker from the tower to see if anything could be done in that immediate area.



Chairman Speake said there is not much that the tower can do. It's based partly on the pattern (as discussed in the last meeting). If there are 8 aircraft in the pattern, it's going to be extended out a lot further. If there are 1 or 2 aircraft in the pattern, it's going to be a closer in pattern.

In the past, they have been asked to try and make their turns on Mellonville Ave (to the extent that they can). If you have 2 or 3 aircraft in the pattern, you can make that turn consistently, more than that, it's going to go beyond, but it would still help those folks over there.

The reason the tower doesn't have much control over it is because where that turn occurs, it is not absolutely dictated by the tower, it is partially up to the pilot to make that decision. Chairman Speake said he has talked to Acron, and they are talking to their students and instructors about doing the best they can to make that turn over Mellonville Ave.

Mr. Runkel had also asked about Ms. Marsden and her complaints. Chairman Speake asked the tower to consider looking back at the 10° alternate path that they put in place in the past. Gary Tucker at the tower said there is no way to do that as the airspace is much more congested now, and that is not something that he believes they could undertake. Right now, we fall under Orlando as far as radar coverage, Mr. Tucker mentioned that there is a chance that we could fall under Daytona in the future. If that happens, this would be something that could be brought back up; it may be something that Daytona would be willing to entertain. The airspace that they control would be different than what Orlando International Airport/F11 control. So, it is not something that is forever off the books, but it's not something they are going to be able to undertake at this point in time.

Liaison Reports

Allegiant Air

Ryan Johannsen said it is busy season for Allegiant right now because of Spring Break travel.

He said Allegiant are concerned and they do want to be good neighbors. Allegiant are limited by procedures set forth by other entities including the government, FAA, and air traffic control, so they fly to those profiles. The Boeing Maxes are definitely a much quieter aircraft than the MD80s that were used in the past. He said new engine technology will keep progressing and will make things quieter.

Mr Johannsen said when they depart aircraft out of SFB, there are not a lot of obstacles around the airport and we have a long runway here, so that gives them the opportunity to do reduced thrust take off, so they are not going to be doing full power take-offs and that helps to limit noise as well. Allegiant are definitely doing their best to keep the noise down.

Allegiant has a couple of new flights starting later this year, La Crosse, Wisconsin and Columbia, Missouri. Huntsville, Alabama, and Atlantic City started recently and we lost Columbia, South Carolina.

General Aviation

Chairman Speake advised that Acron were unable to be at the meeting today. Acron is at 700/750 students; they are currently training Air Force cadets here, and that has bumped up the student population.

They are flexing the number of aircraft they have between Jacksonville and here; as they get more students here, they push more planes this way, if it is higher in Jacksonville, they will push some that way.

Chairman Speake said their goal is to get to 1,000 students. In the late 1990s/early 2000s, it was common to have flight training activity until 2am, starting at 5am, 7 days a week. Chairman Speake said we are probably heading back towards that; they are flying after midnight and they start at 5am.

Chairman Speake gave an update on other general aviation activity around the airport.

- We have new hangar being built in the T-hangar complex that will accommodate an up to 100ft wingspan jet. That's not what is going to be in the hangar, a Phenom and a twin-prop will be in there. It should be completed next month.
- Million Air just started building a new hangar, and it will be 6 to 8 months before it is completed. It may generate a couple more aircraft at the airport. The hangars they have right now will not accommodate all of their tenants, so they have some aircraft that sit on the ramp. This will give them the opportunity to put some of those inside the hangar and maybe one or two new aircraft.
- There is a developer that has a lease on the southern portion of the airport, west of the South East Ramp, and they are going to build hangars to accommodate 31 additional aircraft in the first phase, and then they have 2 more proposed phases in that area as well. Chairman Speake said he expects ground to break in the next 3 months. They will be smaller aircraft, the largest door will be a 50ft wide door (the largest door on our T-hangars is 45 ft), so there will be more aircraft coming in.

FAA

Chairman Speake advised that the tower still can't come to SANAC meetings, and Mr. Tucker has no idea when they might get the training that will allow them to start coming. Chairman Speake said he does not foresee the tower or F11 attending this meeting in the near future.

Chairman Speake said the shutdown did not affect our Air Traffic Controllers this time. We have screening personnel here that are not employed by TSA, they work here under a contract with TSA. We have private screening; therefore, the long lines don't exist here because we have private screeners. They continue to get paid because their employer is under a contract with TSA that is already funded. When the contract gets written, it gets funded. Therefore, shutdown does not affect our screening here. There are 19 other airports around the country in that same scenario.

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

Chairman Speake said there wasn't anything to respond to. He said Ms. Marsden's comments today continue in the same vein as her comments last time, so he would respond to what was said today at the next meeting. Essentially, Ms. Marsden was requesting a study be done, which is the same thing she requested today. As he noted last time, we have had the same conversations for a very long time, and there is not much, if anything, that can be done to change anything, so he will go deeper based on her comments today at the next meeting.

VI. **PUBLIC COMMENT**

Speaker Request Form/Comments from the Public

Ms. Marsden said, per Chairman Speake, a complete Part 150 study was done in 2001, and an update was done in 2002. He has also said that the airport is just getting back to the numbers they were at when the last Part 150 study was done, giving examples for 2000, 2001, and 2002. Ms. Marsden said this statement is very misleading to her.

Ms. Marsden provided the following documents:

- A printout of the monthly activity report from the airport website for July 2000 showing that the total number of domestic and international air carrier flights for that month was 580, and for the 12-month year to date for 2000, the total combined flights was 5,208.
- A printout of the monthly activity report from the airport website for December 2025, showing that the total number of domestic and international air carrier flights for that month was 2,075, and for the 12-month year to date for 2025, the total combined flights was 21,855.
 - In 2000, the total domestic and international flights for the year were 5,208, and in August of 2025, that figure was 21,855; that is a significant increase.
- A copy of a letter that Chairman Speake sent to Congressman Mica where he stated "further impacting Ms. Marsden is the fact that the aircraft departing Sanford are turning northwest at the point where they are near/over her property. This means that they are on the power to make the turn and gain altitude and therefore are about as noisy as they get during a flight."
- The front page of SANAC meeting minutes where Chairman Speake basically says the same thing.
- A letter the FAA sent to Congressman Mica where the FAA recommend that Ms Marsden continue to attend SANAC meetings and express her concerns directly to the Committee, as well as contact Chairman Speake directly, and continue to file complaints, which she has been doing for years.

Ms. Marsden requested that the airport does a complete Part 150 study, to include her property. The 65 DNL is supposed to include all noise over a 24-hour period, not just air traffic. She said this airport is able to abuse her health and quality of life by playing with the numbers due to the fact that in the past there was little to no noise over her property aside from the airport's flights. It is not as quiet as it used to be, there has been a tremendous increase in road traffic in her area as well as the increase in air traffic. Ms Marsden said she realizes that some complaints do come from the smaller planes, however her complaints are from the large air carrier, and to say that this airport is just getting back to the numbers they had in the past is very misleading.

The domestic and international air carrier flights for a 12-month period in 2000 were 5,208, and in 2025 they were 21,855. That is a significant increase in the noise level, coupled with the increase in road traffic and other airport traffic. Seminole County has grown tremendously over the last ten years; she never used to hear road traffic and now she does. Ms. Marsden said each time she is told that the newer planes are quieter, but that has not been her experience when they fly over her property. They might be quieter in other respects, but when they are arriving and departing over her property, they are louder. Ms. Marsden said she feels that this airport has been taking advantage of her property for their gain.

Chairman Speake said he would reply to Ms. Marsden's comments at the next meeting.

Mr. Runkel asked if there was something abnormal about these numbers; did the traffic go up tenfold over that time?

Chairman Speake replied in July 2000 it shows the 12 months to date, so that would have been as of July at 5,208. He said he would need to look back at what our domestic traffic was in July 2000, he believes we had Pan Am then, a much smaller air carrier than Allegiant. The 727s were flying then and they were much noisier aircraft, and we also had 747s coming in then, but general aviation was considerably higher, and he understands that Ms. Marsden's concern is with the jets.

Ms. Marsden said the only reason she used July 2000 is because she had it documented in her records and you can't access that information on the website anymore; it only goes back to 2006. Chairman Speake said we do have that information if Ms. Marsden wants it.

Mr. Carew said on the standard instrument departure, on the clearance for departure, you got a waiver off the 2,000 ft altitude in the past. He asked Mr. Johannsen if his crews are still able to program the flight management computer for the standard instrument departure. Mr. Johannsen confirmed this. Mr. Carew said what was happening before was with the level off at 2,000 ft, the noise footprint was further along and they had the brakes off on the noise abatement departure that we have. He said his observation, since the Subcommittee we had in 2018, was that we were able to get some relief on a voluntary basis for a clearance to 5,000 ft. He asked if that is something they are still getting.

Mr. Johannsen replied that they do sometimes. It's not very common; more common would be before the level off, we still get a climb on the hand off. It's less coordinated, so typically you don't get it from the tower, you would get it after departure.



Mr. Carew said he uses atc.net and in most cases when the hand off is made to F11, guys are getting 5,000 ft and they are still getting the almost immediate turn. Mr. Johannsen said the vast majority do, it's rarer to level off than get the climb. Mr. Carew said the whole point of programming the noise abatement departure is to complete it. Mr. Johannsen said at non-busy times, the tower just holding short, they will give you 5,000 ft.

Mr. Johannsen said the other consideration is, even if we got the 2,000 ft for level off, we're still in Charlie and below the Bravo shelf, so we are going at 200 knots at that point, so definitely much quieter than 250. It doesn't take much thrust in the Boeing to do 200 knots.

Chairman Speake advised that the Vector system we use is now live; it is no longer restricted to a 15-minute delay on the public portal, so the public now has the ability to see flight data real time. Mr. Carew said that it is very helpful to him, as you can match it up with atc.net.

Mr. Runkel asked about the airshow because that is a noise concern for some residents. Chairman Speake advised that right now, the dates are September 26th and 27th. Because of the government shutdown last year at airshow time, the airshow promoter bumped it up because that would be before the new federal year on October 1. We are still working through some law enforcement support issues, and if those are resolved, there will probably be an airshow this year, but there will not be a Thunderbirds or Blue Angels demo team at the airshow this year, which means that attendance will be a lot lower. What it boils down to is what the cost is for law enforcement support, and whether the airshow promoter believes the airshow will generate enough money to cover that cost. The F-22 is scheduled to be there, and probably the F-35 and the F-18 demo teams, but they don't have the same draw as the Thunderbirds and Blue Angels.

Chairman Speake said he expects to have a definite answer on the airshow by the next SANAC meeting. The Thunderbirds will be back in 2027, but we will still have to work out the law enforcement support issues.

VII. FUTURE MEETING DATES

- June 16, 2026
- September 15, 2026
- December 15, 2026

The meeting was adjourned at 9:38am.

Voting Members

Chairman George Speake, SAA
Scott Runkel, City of Lake Mary
Erin Archey, Seminole County (remote)
Charles Lacey, Seminole County
Ryan Johannsen, Airline Representative

Non-Voting Members

Sydney Boswell, City of Lake Mary (remote)



Others Present

Brett Renton, Shutts & Bowen

Mr. Carew, Heathrow resident

Jane Marsden, Geneva resident

John Casavant, Sanford resident

Warda Yakub, Sanford Airport Authority