



**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, JUNE 16, 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 9:01 a.m. by Chairman Speake.

II. APPROVAL OF MARCH 24, 2026, MINUTES

Motion to approve the minutes of the March 24, 2026, meeting made by Kenneth Starnes, seconded by Scott Runkel. Minutes approved as presented.

III. NOISE REPORT

Review of March, April & May 2026

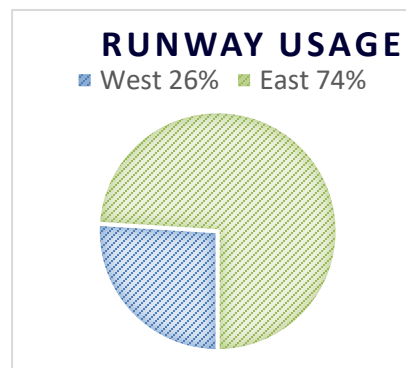
March 2026

Total Complaints:	373	(2025: 360)
Total Operations:	40,332	(2025: 31,316)

Complaints by Location:

Casselberry	1
Geneva	358
Heathrow	2
Sanford	12

Number of Households:	8	(2025: 4)
New Households:	2	(2025: 1)



Runway usage was primarily east.

There were 2 new complainers in March, both from Sanford:

1. The first new complainer is at the end of the runway, and he complained about things falling from shelves and the whole house rattling.

Chairman Speake said he does not know if there was a particular plane that was overly hard on the power on take-off on this occasion. He said when the MD80s were still here, this was a somewhat common complaint from this neighborhood, but this is the first complaint we have had related to this issue in 7 or 8 years. Hopefully, this will not be something that is a reoccurrence.

We have not heard back from this complainer.

2. The second new complaint was about the Sheriff's helicopter. There were no comments, but there is really nothing we can do about this because they are responding to something that is happening.

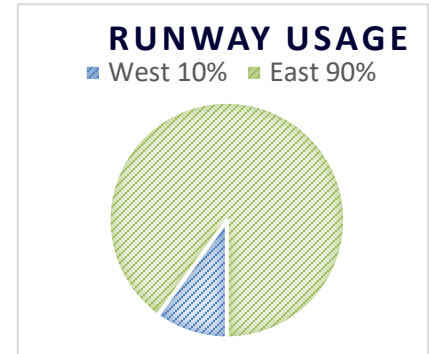
April 2026

Total Complaints: 180 (2025: 192)
Total Operations: 40,110 (2025: 36,092)

Complaints by Location:

Casselberry	3
Deltona	1
Geneva	168
Heathrow	2
Sanford	4
Sorrento	2

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



Again, the runway usage was heavily from the east.

There were two new complainers, from Sorrento and Deltona.

1. The new complainer from Sorrento stated that incoming flights are much louder this year compared to the last 4 years. Chairman Speake said this is because we are getting back to pre-Covid numbers, and traffic is increasing to what it was in the past.
2. The new complainer from Deltona would like us to fly somewhere over Seminole County, and not over Volusia County. Chairman Speake explained that is where the aircraft have to go when they depart here heading north.

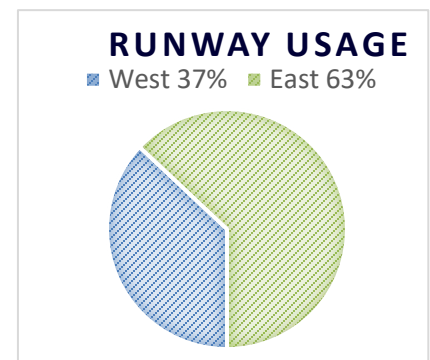
May 2026

Total Complaints: 281 (2025: 193)
Total Operations: 41,491 (2025: 33,977)

Complaints by Location:

Casselberry	1
Deltona	1
Geneva	272
Heathrow	3
Lake Mary	1
Sanford	3

Number of Households: 7 (2025: 4)
New Households: 0 (2025: 1)





May was our highest ever month in terms of operations.

Again, the runway usage was heavily from the east.

There was a complaint in May about an engine run on 18/36. Chairman Speake said they weren't positioned where we would normally put them, and that situation has now been corrected.

IV. COMMENTS FROM THE COMMITTEE

Mr. Runkel enquired about the airshow.

Chairman Speake advised that the airshow will be held on September 26 & 27, 2026. The Thunderbirds and the Blue Angels will not be appearing this year, so there won't be a practice day for the demo team on Thursday like there has been in previous years. Friday will be a practice day for other performers. The F22, F18 and F16 demo teams have been announced, and other civilian and military acts will appear. A lot of the military bases are not able to have their airshows because the bases are restricted due to the current situation, so the demo teams are looking for other places to go. The airshow started selling tickets last weekend and they will make additional announcements leading up to the event to generate interest.

Chairman Speake said we anticipate lower attendance this year due to the absence of the Thunderbirds and Blue Angels, but there will still be thousands of people.

Mr. Runkel said, so it will still be a noisy weekend; Ms. Marsden said, it always is.

Chairman Speake said we will have more details on the airshow at the next meeting.

Liaison Reports

Allegiant Air

Captain Ryan Johannsen was unable to join the meeting, so Chairman Speake gave an update for Allegiant. He advised that Allegiant has completed the acquisition of Sun Country, and they are now working on the merging of operational manuals and employees etc. It is expected that both airlines will operate under a single certificate within 12-18 months.

Allegiant will remain the name of the airline, but they are acquiring more aircraft, and we believe it will lead to additional international service out of this airport because Sun Country flies to around 30 international destinations, and we believe we will see some of that here. It will most likely lead to some additional domestic destinations as well, such as Minneapolis (which is where Sun Country has been based out of). It will increase activity at the airport on the commercial side.

Other New Airlines

Chairman Speake advised that the airport has 2 new airlines:

1. Arjet fly to Punta Cana, and they have recently added Saturdays, so they will be flying 4 days a week.

2. BermudAir will be shifting their operations from Orlando International Airport to here, and they will be flying to Bermuda and Belize. Both of those are twice a week.
 - Flights to Bermuda will start in October and flights to Belize will start in December.

Chairman Speake said we expect expansion from both new airlines. Arajet has advised that they intend to add Santa Domingo in the future, and BermudAir has indicated that they plan to grow.

Mr. Runkel asked if the traffic patterns will change with the addition of the two new airlines. Chairman Speake advised they will still head east and then south if we are on an east operation, and if we are on a west operation, they will work into the traffic that is going south over Orlando, but they will get altitude and over a lot of that. The change should be minimal, as there are only 3 flights a week from Arajet (and they are adding 1 per week) and 2 flights a week for each BermudAir destination.

Arajet fly 737s (similar to what Allegiant fly here), and BermudAir currently fly Embraer 190s and 175s which are older aircraft. BermudAir have an order in for Air Bus A220s, which they may start taking delivery of by the end of the year. They are new aircraft, and they are quieter than the aircraft they are currently flying. It will be the first A220s we have had at the airport other than charters.

General Aviation

Acron

Carlos Ramirez advised that Acron have 2 locations, Sanford and Jacksonville. Jacksonville have started to wind down operations for the summer, and a lot of their aircraft will move to Sanford. Sanford normally have 60 to 70 aircraft operating, and it is expected to reach 80 to 90 for the summer, and then they will return to Jacksonville.

Acron has around 750 students in total, and it is expected to increase around 10% over the next couple of months. The goal is to reach 1,000 students between Sanford and Jacksonville (mostly Sanford).

Other General Aviation

Chairman Speake advised that a new hangar just been completed in the t-hangars on the southwest side of the airport. It will house 2 aircraft that are already based here.

Million Air are building a new hangar that could generate 1 or 2 additional aircraft, because it will increase their storage space. It is about 70% complete, and it should be finished in around 3-4 months.

There will be a new development on the southern end of the airport, west of the South East Ramp. There will be 31 hangars going in there. There are currently some permitting issues with the City of Sanford. Chairman Speake said he believes it may break ground in the next couple of months, and it will probably take about a year for construction to be complete. That would probably generate 31 new aircraft at the airport. He expects that some of our t-hangar tenants will shift over there, and then our t-hangars will get back-filled.



FAA

The Tower are still unable to attend SANAC meetings.

V. RESPONSE TO PUBLIC COMMENTS MADE AT THE MARCH 24, 2026, MEETING

At the last meeting, Ms. Marsden requested that the airport do a complete Part 150 study, to include her property.

Chairman Speake said the airport will not be undertaking a new complete Part 150 study; these are voluntary and we do not see a need for it now or in the foreseeable future.

Chairman Speake said you can slice and dice statistics any way you want; One month this year will not resemble the same month next year exactly, it depends on the type of aircraft that are flying during that month.

The aircraft mix we had operating at the airport in the early 2000s is not the same as today. In fact, as he has previously stated, today's aircraft are much quieter than the aircraft that operated in the 2000s. Chairman Speake said he and Ms. Marsden would have to agree to disagree on that fact, but it is scientifically proven.

Chairman Speake shared some statistics.

In December 2000, we had 5,863 commercial operations, and total operations at the airport was 371,821, which is similar to where we are today in terms of total operations. The commercial operations were lower, but they were 747s, MD80s and 727s. The MD80s and 727s were loud aircraft.

In December 2005, we had grown to 9,309 commercial operations, and total operations had dropped off a little bit to 319,243.

In December 2010, there were 8,337 commercial operations, and total operations were quite a bit lower at 219,745. That was due to the recession. Air traffic had dropped off, people weren't buying as many airplanes, and attendance at the flight school had changed because of some regulations related to the GI bill. By 2010, the 747s had dropped off and we had started seeing more of the airbus A330s, and 767s, but they were still older and louder aircraft.

By December 2019, we were at our busiest ever passenger wise, with 23,286 commercial operations, and that included the 787s, which were the quietest planes, with minimal noise. We were at 357,483 total operations.

In 2025 there were 21,855 commercial operations, and total operations were at 394,203, which was not our busiest year. 2001 was our busiest year ever, when we were at over 397,000 operations.

Chairman Speake said in any one of those years, you could come up with a variety of reasons why the community might have felt that things were a little quieter or louder, and people would have felt both ways in different parts of the county.

In response to Ms. Marsden's comments, Chairman Speake said he does not believe it matters what we do, because Ms. Marsden has previously stated many times that the only thing that would make her happy is for the airport to close or buy her property, and neither is going to happen.

Chairman Speake said he would continue to respond to Ms. Marsden's public comments, but only if there is something new that needs to be responded to. He said he has gone over the same subject many times, and there is nothing new to share.

VI. PUBLIC COMMENT

Speaker Request Form/Comments from the Public

Chairman Speake said Ms. Marsden had just written "noise" on the speaker request form. He advised Ms. Marsden that she needs to enter a specific subject on the Speaker Request Form in future.

Ms. Marsden responded that in the past, Chairman Speake told her that all she had to do was to write "noise," so that's what she did.

Ms. Marsden said she found it amazing that Chairman Speake could say there isn't a significant difference. Everyone she has talked to finds it unbelievable.

Ms. Marsden asked Chairman Speake, what is the purpose of this committee if all you do is manipulate your numbers and make all these things up, and nothing happens, and you just admitted that it's only going to get worse.

Ms. Marsden said half of what she said at the last meeting was left out of the minutes. She asked why the FAA letter and the attachments she handed out at the last meeting (which show what Chairman Speake had said in the past) were not attached to the minutes.

Ms. Marsden said that is a significant increase, and it's only going to continue. The reason you are able to get away with this is you have said we had no noise between your flights. That is not the same anymore, it was on the news last night how much traffic has increased in this area, and the noise.

Ms. Marsden asked what she is supposed to do. Does she need to get an independent noise study? And would that be acceptable to the airport? Who does she get it from? What does she need to do to prove what she is dealing with?

Ms. Marsden said what Chairman Speake told her is from now on, she basically just needs to shut up and deal with it because he is not going to respond to her anymore. But this is the purpose of the committee. The letter she attached from the FAA said go to these meetings, talk to George, file your complaints, that's what you need to do. That is what she has been doing, and she will keep doing it, but she needs to know what else she needs to provide to him to show what is actually going on and what she is actually dealing with, other than the fact that he doesn't care.



Ms. Marsden asked what privately owned jets are classified under on the system, as some of those are pretty bad too. Chairman Speake advised that they come under general aviation.

VII. FUTURE MEETING DATES

- September 8, 2026
- December 15, 2026
- March 16, 2027

The meeting was adjourned at 9:30am.

Voting Members

Chairman Speake, SAA
Carlos Ramirez, General Aviation Representative
Charles Lacey, Seminole County (remote)
Erin Archey, Seminole County (remote)
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

Brett Renton, Shutts & Bowen (virtual)
Warda Yakub, Sanford Airport Authority
Steve Smith, SAA Board Member
Jane Marsden, Geneva resident