SECOND ADDENDUM TO AIRPORT MASTER PLAN

INTRODUCTION

On March 22, 2021, the Sarasota Manatee Airport Authority (SMAA) approved a Master Plan Update (the" 2021 Master Plan Update") for the Sarasota Bradenton International Airport ("the Airport" or "SRQ"). The study assessed current and future needs and proposed a plan to properly address those needs. The Master Plan Update was completed in accordance with 49 U.S.C. section 47101, FAA Advisory Circular 150/5070-6B, Change 2, Airport Master Plans, and section 333.06(4), F.S. and FDOT's 2021-2022 Guidebook for Airport Master Planning; and a summary of that updated plan may be viewed on the Airport website at this link: https://flysrq.com/masterplan.

During the months following the Authority's approval of the plan, SRQ continued to experience record-breaking increases in passenger enplanements and was also engaged in design services for construction of a new Concourse A which resulted in revisions to the plan. These revisions were subsequently documented in an Addendum that was added to the front of the master plan report. The revised report was published in November 2021. The Addendum describes and illustrates intended changes to the proposed terminal expansion as well as other Airport facilities.

The revised master plan report containing the Addendum and a revised Airport Layout Plan were subsequently transmitted to the Federal Aviation Administration and the Florida Department of Transportation's Aviation Office. The FAA approved the Airport Layout Plan on December 21, 2021. A further update to the Airport Layout Plan Drawing was conditionally approved by FAA on September 3, 2025. This update depicted capital improvements completed after the initial ALP approved in 2021. In addition, the SMAA plans to undertake a more comprehensive update of the master plan beginning in 2027, which will include airspace planning, strategic planning, terminal and roadway planning, airport forecasting, financial analysis, land use planning, transportation planning, engineering assessments, cost estimating, noise compatibility planning, resiliency and sustainability planning, and public outreach.

In 2025, the Florida Legislature enacted Section 16 of chapter 2025-149, Laws of Florida. It created s. 332.136, F.S., establishing an Airport Pilot Program at the Airport. Subsection (2) of that statute directs the FDOT to adopt rules as necessary to implement the pilot program. In accordance with that directive, on _____, 2026, FDOT has adopted Fla. Admin. Code Ann. R.. 14-60.013 (the "Rule").

Subsection (3) of the Rule provides for the SMAA to update its Airport master plan as a permissive alternative to compliance with local to government land development regulations. The SMAA intends to utilize this permissive alternative.

The requirements of the updated Airport master plan are specified in subsection (3)(b) of the Rule:

> *The updated Airport master plan must address public facilities and services including roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and public transportation. For each of such facility or service, it shall identify the level-of-service standard established by the applicable host local government, identify the entity that will provide the service to the Airport, and describe any financial arrangements between the authority and other entities relating to the provision of the facility or service. It shall also determine the impact of existing and proposed Airport development reasonably expected over the term of the Airport master plan on each service or facility and any deficiencies in such service or facility which the development will create or to which it will contribute.*

Subsection (3)(d) of the Rule provides that the "host local governments" (which are Manatee and Sarasota Counties and the City of Sarasota) will have 90 days to review the updated master plan and provide comments. It also calls for an informal informational session for public participation; the holding of a public hearing by the SMAA governing board; and the publication of the updated plan on the SMAA's website.

Subsection (4) of the Rule provides that, upon adoption of the updated Airport master plan:

> *... the authority* [SMAA] *shall constitute the exclusive local enforcement agency under Part IV of Chapter 553, F.S., having jurisdiction within the lands subject to the Airport master plan, to conduct plans reviews, issue permits, and*

make inspections of buildings and to enforce and to ensure compliance with the Florida Building Code and the Florida Fire Prevention Code regarding development undertaken within the Airport boundaries, whether undertaken by the authority, itself, or by one of its tenants.

Moreover, subsection (5) of the Rule provides that:

Preemption. Except as otherwise provided herein, this section supersedes the requirements of Part II of Chapter 163, F.S., and all existing land use approvals granted by local governments to the authority [SMAA] *upon adoption of an updated Airport master plan in accordance with the provisions of this rule.*

The sole purpose of this Second Addendum to the Updated Airport Master Plan is to bring it in compliance with subsection (3)(b) of the Rule.

General Infrastructure and Utilities

The overarching goal of the General Infrastructure and Utilities Element is to implement systems that adequately meet the present and future needs of SRQ, without limiting long-term growth. By increasing the efficiency of utility infrastructure and reducing the consumption and depletion of resources, the Airport can better ensure these systems are adequate to support this growth.

Stormwater Management

The SRQ master stormwater management system provides water quality and quantity management for the majority of the contiguous Airport property and for out-parcels located east of 15th St. E. that are accessed by either Lindbergh Court or by the Team Success entry drive. The Southwest Florida Water Management District (SWFWMD) and Manatee County permitted the system construction and subsequent operation. Those permits included consultation with and concurrence from Sarasota County for those areas the system within Sarasota County, despite there being no stormwater discharge in that county. Projects served by the system are evaluated for a SWFWMD Environmental Resource Permit (ERP) based on a ledger system which confirms that system capacities for quantity and quality management are not exceeded. The ledger is maintained by the SMAA as an ERP requirement and updates are submitted with each project. The SWFWMD ERP has been accepted by both Sarasota and Manatee Counties for system capacity. However, both counties routinely include site specific questions for Airport drainage as part of the permitting process. In its various airfield leases, the SMAA grants

individual tenants the non-exclusive right to use a specified number of acres of the SMAA's stormwater management infrastructure for stormwater attributable to the tenant's development. The SMAA assumes the site-specific drainage responsibilities for developments served by the master system with a continuing requirement to permit each development through SWFWMD. For those areas of contiguous Airport property and for Airport outparcels that are not served by the master drainage system, SMAA proposes that water management and drainage reviews and project permitting continue to be performed through SWFWMD. If in the future an issue arises with neighboring parcels, the SMAA will coordinate resolution of issues associated with impacts with the host local governments, and develop memoranda of understanding or inter-local agreements necessary to provide a resolution.

Potable Water

Potable and fire protection water is supplied by the Manatee County water treatment plant, including within areas of the Airport located in Sarasota County and the City of Sarasota. The SMAA intends to continue this relationship into the future. Manatee County is presently installing meters along the perimeter connectors of the Airport, and the SMAA assumes responsibility for the lines within the Airport's boundaries pursuant to an agreement with Manatee County dated February 23, 1995. The parties intend to update that agreement to comport with existing and future conditions. If the level of service hereafter falls below:

1. 0.24 GPD per square foot of building area,
2. 3,000 GPM for four hours for fire protection, or
3. 40 psi of operating pressure throughout the building systems,

the SMAA will coordinate resolution of issues associated with projected impacts to required level of service with Manatee County and develop memoranda of understanding or inter-local agreements necessary to meet the Airport's future needs.

Sanitary Sewer

Currently, improvements of the Airport and its tenants are served by the Manatee County Southwest Sewage Treatment Plant, even those improvements located in Sarasota County and the City of Sarasota. This service is via a system of gravity sanitary sewer mains and lift stations owned by the SMAA. It is proposed that this

service will continue into the future. The adopted level of service for this facility is 115 gallons of wastewater treatment per day (average daily flow) per capita. Monitoring of lift stations will continue to be the responsibility of the SMAA. If in the future it is determined that increased Airport growth will cause the adopted level of service to be exceeded, the SMAA will coordinate resolution of issues with Manatee County and enter into memoranda of understanding or inter-local agreements necessary to meet the Airport's future needs.

Solid Waste

Currently the SMAA has separate agreements with a Manatee County franchise provider for the Airport main campus. The Airport terminal and support buildings are served on an on-call basis. Airport tenants have separate agreements with the franchise provider. The SMAA proposes to maintain this arrangement in the future.

Reclaimed Water

The SMAA purchases reclaimed water from the City of Sarasota to meet a portion of its irrigation needs, the remainder being provided through onsite wells.

Roads

Currently the Airport has an internal roadway system for which it is responsible. Those onsite roads intersect with external roadways maintained by the host local governments. At the present time, the external roadways have capacity to serve forecasted passenger loads. The maintenance and upkeep of the internal roadway system will continue to be the responsibility of the SMAA while the maintenance and upkeep of the traffic signals where the internal and external roadways intersect will continue to be the responsibility of the applicable host local government. Each of the impacted offsite roads has an adopted level of service of D by their respective host local governments. If in the future, there is a need to increase capacity for offsite roadways, the SMAA will coordinate resolution of issues with the host local governments and develop memoranda of understanding or inter-local agreements necessary to address the Airport's future needs.

Intermodal Transportation

Currently the SMAA has agreements with both Sarasota County Area Transit (SCAT) and Manatee County Area Transit (MCAT) and SRQ serves as a transition

hub between the two systems at the Airport's new ground transportation center. The recent construction and long-term maintenance of that center is the sole responsibility of SMAA. The SMAA has maintained its taxi and limousine capabilities, expanded its ride share services capabilities and has been exploring the possibilities of other intermodal conveyance systems such as advanced air mobility (AAM) and electric vertical takeoff (eVTOL).

Law Enforcement

The SMAA has its own Airport Police Department (APD) which is authorized under chapter 2003-309, Laws of Florida. It employs law enforcement officers of the state and conservators of the peace with the authority to arrest any person for a violation of state or federal law or an applicable county or municipal ordinance if the violation occurs on Airport grounds, whether in Manatee or Sarasota Counties, or in the City of Sarasota. The officers may also make arrests in fresh pursuit off Airport grounds for such violations if pursuit originated on Airport grounds, and they have full authority to bear arms in the performance of their duties and to execute search warrants within the Airport grounds. The officers, when requested by the Sheriff of Sarasota County, the Sheriff of Manatee County, or the chief administrative police officer of the City of Sarasota, may serve subpoenas or other legal process and may make arrests of persons against whom arrest warrants have been issued or charges have been made for violations of federal or state laws or county or municipal ordinances. The officers may enforce all applicable laws or ordinances pertaining to traffic, parking, or security on the Airport grounds and may issue citations for such violations. They meet the requirements of the Federal Aviation Administration prescribed in Title 14, Chapter 1, Parts 107 and 108, of the Code of Federal Regulations, relating to Airport security and airplane operator security. They also have authority to enforce each security program, and each passenger-screening program, required by the Aviation and Transportation Security Act, Public Law 107-71, or any successor statute. Each officer meets the minimum standards established by the Criminal Justice Standards and Training Commission of the Department of Law Enforcement and chapter 943, Florida Statutes, for law enforcement officers. The ADP also works directly with the United States Department of Homeland Security in adherence to Transportation Security Administration (TSA) regulations, and it maintains interagency agreements with other law enforcement agencies in Sarasota and Manatee Counties. The APD is staffed with a police chief, police captain, police lieutenant, police sergeants, corporals, officers, and civilian traffic control specialists.

Fire Protection

The SMAA maintains an Aircraft Rescue and Fire Fighting (ARFF) department as required by 14 CFR Part 139, Subpart D - Operation. It provides daily aircraft fire protection and Airport medical services, 24 hours per day. It employs Florida State certified firefighters/emergency medical technicians (EMT's)/paramedics as well as fire marshals certified under Part XII of Chapter 468, F.S., to perform plan reviews and inspections required by the codes. Chapter 2015-185, which amended chapter 2003-309, Law of Florida, gives the SMAA the power to enforce the Florida Fire Prevention Code within those lands owned by it in unincorporated Manatee County, including the air operations area and various tenant parcels, which are not within the boundaries of the Cedar Hammock Fire Control District and not within the boundaries of the Southern Manatee Fire and Rescue District. It includes the power to carry out the following functions: (a) read, interpret, and enforce federal, state, and county fire prevention and life safety codes and regulations; (b) perform detailed inspections of buildings and facilities for compliance with pertinent codes and regulations; (c) investigate complaints or allegations of code violations and instruct tenants and owners on required corrections; (d) provide information to the public on fire prevention and fire safety measures; (e) prepare detailed factual reports of inspections and investigations; (f) conduct annual inspections of all Airport hangars and buildings. (g) review and approve building and construction plans; and (h) issue permits for activities, including, but not limited to, welding and burning, and follow-up inspections. Pursuant to interagency agreements with adjacent fire districts, the SMAA has authority to perform those same functions on all other SMAA-owned lands. ARFF personnel have undergone extensive training to comply with FAA regulations for Airport Certification. The ARFF department is equipped with four state-of-the-art ARFF vehicles together with supporting vehicles and equipment to respond to any aircraft emergency on the Airport. The SMAA has earned the highest rating given by the FAA for its ARFF service. In addition, the department is linked to all surrounding emergency agencies which operate under a mutual aid condition should additional services be required on or off the Airport.

Parks & Recreation

In 2025, the SMAA, in partnership with Manatee County, developed an 825-square foot shaded aircraft observation area just outside the airfield perimeter fence at 8330 15th Street E, Sarasota. It includes an aviation-themed playground, striped parking spaces and an audio system that broadcasts control tower communications with aircraft. On the third floor of the Airport main terminal, there is also an observation platform. These facilities are the sole responsibility of the SMAA.

Impact and Mobility Fees

Upon assuming responsibility for construction permitting and land use jurisdiction on Airport grounds under the Airport Pilot Program, the SMAA will collect impact and mobility fees from permit applicants and remit them to the applicable host local government pursuant to interlocal agreements.

Existing Land Use Approvals/Code Enforcement Actions

Upon adoption of this Second Addendum to the Airport master plan in accordance with the provisions of Fla. Admin. Code Ann. R.. 14-60.013, the requirements of Part II of Chapter 163, F.S., and all existing land use approvals theretofore granted by local governments to the SMAA will be superseded, and the SMAA will thereafter assume responsibilities as the exclusive local enforcement agency under Part IV of Chapter 553, F.S., having jurisdiction within the lands subject to the Airport master plan, to conduct plans reviews, issue permits, and make inspections of buildings and to enforce and to ensure compliance with the Florida Building Code and the Florida Fire Prevention Code regarding development undertaken within the Airport boundaries, whether undertaken by the SMAA or by its tenants. The SMAA will thereafter petition the host local governments to terminate those prior approvals, thus relieving those local governments of further responsibility, and will coordinate with the host local governments to transition any open permits, land use applications and code enforcement actions on Airport lands.

Compliance with Procedural Requirements for Updating Airport Master Plan

On _____, 2026, the SMAA sent a draft of it to the host local governments, Manatee and Sarasota Counties and the City of Sarasota, who then had 90 days to conduct a review and provide comments to the Airport authority. On _____, 2026, the SMAA advertised the commencement of this review period in the *Sarasota Herald-Tribune* and the *Bradenton Herald*, two newspapers of general circulation. On _____, 2026, the SMAA held an informal informational session for public participation, which was announced in an advertisement published in the foregoing newspapers on _____, 2026. On _____, 2026, following receipt and consideration of all comments, the governing board of the SMAA held a public hearing, after which, it adopted the Second Addendum to the Airport Master Plan as it was revised based on the comments received from the host local governments and members of the public. On _____, 2026, the SMAA transmitted copy of the Addendum to the Orlando Airports District Office of the Federal Aviation Administration and to the Florida Department of Transportation's

Aviation Office for their review and acceptance. On _____and _____, 2026, respectively, those agencies gave their approval.

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