

Facility Name: Sarasota/Bradenton International Airport				Inspection Date: 12/7/2023	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Fotiadis	
Location ID: SRQ		FAA Site No.: 03484.*A		FDOT District: 1	
3.00 Miles N of Sarasota				County: Sarasota	
ARP Latitude: 27° 23' 43.641		Source: Surveyed		Ownership: Public	
ARP Longitude: 82° 33' 15.803				Use: Public	
Elevation: 29.9		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Sarasota-Manatee Airport Authority		Facility Physical Address	
Address: 6000 Airport Cir		Address: 6000 Airport Cir	
City: Sarasota	State: FL ZIP: 34243	City: Sarasota	State: FL ZIP: 34243-2105
Phone: (941) 359-2770	Fax: (941) 359-5054	Phone: (941) 359-2770	
Email: fredrick.piccolo@srq-airport.com			
Owner Representative: Fredrick Piccolo		Facility Manager: Fredrick Piccolo	
Address: 6000 Airport Cir		Address: 6000 Airport Cir	
City: Sarasota	State: FL ZIP: 34243-2105	City: Sarasota	State: FL ZIP: 34243-2105
Phone: (941) 359-2770		Phone: (941) 359-2770	
Email: fredrick.piccolo@srq-airport.com		Email: fredrick.piccolo@srq-airport.com	

Acreeage: 1,102	Residential Airpark: No	Beacon: C-G	
Section: 36	Township: 36S Range: 17E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: No	Lighted: No
ALL / ALL / ALL		Facility Website: https://flysrq.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	Multi Engine:	Helicopter:	Military:	Seaplane:
Total Based Aircraft:				

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated Class

FAA NavCom				
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 118.250	
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.900	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 120.100	
VorTac:	<input checked="" type="checkbox"/> SRQ 117.0	Approach Control:	<input checked="" type="checkbox"/> 119.650	124.950
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.375	Unicom:	<input checked="" type="checkbox"/> 122.950	130.225
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR	ATIS:	<input checked="" type="checkbox"/> 124.375	
		CTAF:	<input checked="" type="checkbox"/> 120.100	

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Services

Fuel:

A ☒
 A1 ☐
 A1+ ☒
 B ☐
 B+ ☐
 Mogas ☐
 80 ☐
 100 ☐
 100LL ☒
 115 ☐

Airframe:

Major ☒
 Minor ☒

Power Plant:

Major ☒
 Minor ☒

Bottle Oxygen:

High ☒
 Low ☒

Bulk Oxygen:

High ☒
 Low ☒

Transient Storage:

Buoy ☐
 Hangar ☒
 Tie Downs ☒

Other Services:

Aerial Surveying ☐
 Air Ambulance ☐
 Air Freight ☐
 Aircraft Rental ☒
 Aircraft Sales ☒
 Avionics ☒
 Beaching Gear ☐
 Car Rental ☒
 Cargo ☐
 Courtesy Car ☒
 Charter ☒
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☒ .5 miles
 Parachute Jumping Area ☐
 Restaurant ☒
 Restrooms ☒
 Taxi ☒
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
04/22	Existing	5,006 x 150	Asph	Good	HIRL

Comments:

RWY 04

FAR 77 Category C.

RWY 22

FAR 77 Category C.

Approach ratio required is RWY 04 34:1 and RWY 22 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 04

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	27° 23' 23.9475	82° 33' 27.5325	Surveyed	34:1	NPI-F	P4L	No	No	NONE

Obstruction Data

Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

34:1

NONE

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 22

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	27° 24' 2.9543	82° 32' 53.2557	Surveyed	9:1	NPI-F	P4L	Yes	No	NONE

Obstruction Data

Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

9:1

ROAD

L

15 ft

335 ft

Before Runway End

270 ft L

Runway End

No

22:1

ROAD

L

15 ft

335 ft

Before Runway End

270 ft L

Marked Displaced Threshold

Required Displaced Threshold

No

175 ft

34:1

ROAD

L

15 ft

335 ft

Before Runway End

270 ft L

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
EQUIP	27° 24' 02.34	82° 32' 51.68	Estimated	152 ft	W	1 ft	No	Yes	No		
EQUIP	27° 24' 04.20	82° 32' 54.36	Estimated	152 ft	E	1 ft	No	Yes	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	9,500 x 150	Asph	Fair	HIRL

Comments:

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RWY 14**FAR 77 Category PIR.****RWY 32****FAR 77 Category PIR.****Approach ratio required is RWY 14 50:1 and RWY 32 50:1.****Primary surface required is 1,000 feet wide.****Transitional surface required is 7:1.****Safety area required extends 240 feet beyond each runway end.****Runway 14**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 24' 16.6397	82° 33' 56.3163	Surveyed	0:1	PIR-F	P4L	No	No	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	Yes		0:1	BERM		20 ft	200 ft	Before Runway End	465 ft R
Runway End	Yes		5:1	FENCE		18 ft	90 ft	Before Runway End	500 ft R
Marked Displaced Threshold	Yes	1,350 ft	50:1	NONE					
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 23' 10.8420	82° 32' 40.9901	Surveyed	50:1	PIR-F	P4L	No	No	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold	No	1,150 ft	50:1	NONE					
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
BERM	27° 24' 14.43	82° 34' 01.36	Estimated	465 ft	SW	20 ft	No	No	No		

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Instrument Approach

04/22	Type	A	B	C	D	E
04	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
04	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
04	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
22	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
22	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14/32	Type	A	B	C	D	E
14	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
14	LOC	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
14	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
14	LNAV	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
14	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
14	VOR	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
32	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
32	LOC	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
32	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	

Declared Distances

Runway	04/22	TORA	TODA	ASDA	LDA
04		5,006	5,006	5,006	5,006
22		5,006	5,006	5,006	5,006
Runway	14/32	TORA	TODA	ASDA	LDA
14		8,350	9,500	8,890	7,540
32		8,150	9,500	8,660	7,510

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Deficiencies

Inspection Date 12/7/23

Next Inspection 12/31/24

Non-Deficiency Remarks

A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Mitigated Deficiencies

Rwy End: 14 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 14 approach surface ratio 0:1 due to berm/wall 20 feet tall, 200 feet before the approach end of the runway, 465 feet right of centerline.

Runway 14 threshold is displaced 1,350 feet.

Rwy End: 14 In accordance with Chapter 14-60.007(2)(b)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: width of the primary surface is 1,000 feet.

Berm and wall 20 feet tall, 200 feet to 90 feet before the approach end of the runway, 465 feet to 500 feet right of centerline penetrates the primary surface of Runway 14/32.

Declared distances have been calculated for Runway 14/32.

The berm and wall are located outside of the Runway Object Free Area (ROFA) with the declared distances for Runway 14/32 as required pursuant to the design guide standards in FAA AC 150/5300-13B. Obstacle departure notes also advise flight crews of the walls proximity to the end of Runway 14.

Rwy End: 22 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 22 approach surface ratio 9:1 due to road 15 feet tall, 335 feet before the approach end of the runway, 270 feet left of centerline.

Runway 22 threshold is displaced to the approach end of the runway.

Runway 22 approach surface ratio meets approach clearance requirements to the approach end of the runway as outlined in FAA AC 150/5300-13B for runways with non-precision instrument approaches with visibility minimums greater than 3/4 of a mile. Additionally, Mr. Lionel Guilbert, Inspection contact, advised that future plans for Runway 04/22 will displace the thresholds on each end.

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License

Effective: 05/01/2024

Category: Public

Limitations: ☐ Day Use Only

Expires: 03/31/2025

☐ VFR Use Only

Conditions:

A. This Airport has the following approach limitations.

1. Runway 04/22 is available for non-precision instrument and visual approaches.

a. Runway 04 is FAR 77 category C.

b. Runway 22 is FAR 77 category C.

2. Runway 14/32 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 14 is FAR 77 category PIR.

b. Runway 32 is FAR 77 category PIR.

3. Runway 14 threshold is displaced 1,350 feet.

4. Runway 22 threshold is displaced to the approach end of the runway.

5. Runway 32 threshold is displaced 1,150 feet.

6. Runway 04 TODA-5006 TORA-5006 ASDA-5006 LDA-5006

7. Runway 14 TODA-8350 TORA-9500 ASDA-8890 LDA-7540

8. Runway 22 TORA-5006 TORA-5006 ASDA-5006 LDA-5006

9. Runway 32 TORA-8150 TODA-9500 ASDA-8660 LDA-7510

Additional Licensing Remarks: