

|   |  |                        |  |   |  |
|---|--|------------------------|--|---|--|
| Facility Name: Sarasota/Bradenton International Airport |  |                        |  | Inspection Date: 1/30/2025              |  |
| Facility Type: Airport                                  |  | Status: Active         |  | Inspector: FAA Southern Region - Favors |  |
| 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.

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

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

|                              |                       |                    |                  |                    |
|------------------------------|-----------------------|--------------------|------------------|--------------------|
| <b>Based Aircraft</b>        |                       |                    |                  |                    |
| <b>Year:</b>                 | <b>Single Engine:</b> | <b>Jet Engine:</b> | <b>Glider:</b>   | <b>Ultralight:</b> |
| <b>Source:</b>               | <b>Multi Engine:</b>  | <b>Helicopter:</b> | <b>Military:</b> | <b>Seaplane:</b>   |
| <b>Total Based Aircraft:</b> |                       |                    |                  |                    |

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

FAR 139 Certificated Class

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

Facility Name: Sarasota/Bradenton International Airport

Inspection Date: 1/30/2025

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Favors

## Services

## Fuel:

|         |                                     |
|---------|-------------------------------------|
| A       | <input checked="" type="checkbox"/> |
| A1      | <input type="checkbox"/>            |
| A1+     | <input type="checkbox"/>            |
| B       | <input type="checkbox"/>            |
| B+      | <input type="checkbox"/>            |
| Diesel  | <input type="checkbox"/>            |
| E85     | <input type="checkbox"/>            |
| G100UL  | <input type="checkbox"/>            |
| Mogas   | <input type="checkbox"/>            |
| SAF     | <input type="checkbox"/>            |
| UL102   | <input type="checkbox"/>            |
| 80      | <input type="checkbox"/>            |
| 85UL    | <input type="checkbox"/>            |
| 87      | <input type="checkbox"/>            |
| 91/96   | <input type="checkbox"/>            |
| 91/96UL | <input type="checkbox"/>            |
| 100     | <input type="checkbox"/>            |
| 100LL   | <input checked="" type="checkbox"/> |
| 100VLL  | <input type="checkbox"/>            |
| 115     | <input type="checkbox"/>            |

## Bottle Oxygen:

|      |                                     |
|------|-------------------------------------|
| High | <input checked="" type="checkbox"/> |
| Low  | <input checked="" type="checkbox"/> |

## Bulk Oxygen:

|      |                                     |
|------|-------------------------------------|
| High | <input checked="" type="checkbox"/> |
| Low  | <input checked="" type="checkbox"/> |

## Transient Storage:

|           |                                     |
|-----------|-------------------------------------|
| Buoy      | <input type="checkbox"/>            |
| Hangar    | <input checked="" type="checkbox"/> |
| Tie Downs | <input checked="" type="checkbox"/> |

## Airframe:

|       |                                     |
|-------|-------------------------------------|
| Major | <input checked="" type="checkbox"/> |
| Minor | <input checked="" type="checkbox"/> |

## Power Plant:

|       |                                     |
|-------|-------------------------------------|
| Major | <input checked="" type="checkbox"/> |
| Minor | <input checked="" type="checkbox"/> |

## Other Services:

|                        |                                     |
|------------------------|-------------------------------------|
| Aerial Surveying       | <input type="checkbox"/>            |
| Air Ambulance          | <input type="checkbox"/>            |
| Air Freight            | <input type="checkbox"/>            |
| Aircraft Rental        | <input checked="" type="checkbox"/> |
| Aircraft Sales         | <input checked="" type="checkbox"/> |
| Avionics               | <input checked="" type="checkbox"/> |
| Beaching Gear          | <input type="checkbox"/>            |
| Car Rental             | <input checked="" type="checkbox"/> |
| Cargo                  | <input type="checkbox"/>            |
| Courtesy Car           | <input checked="" type="checkbox"/> |
| Charter                | <input checked="" type="checkbox"/> |
| Crop Dusting           | <input type="checkbox"/>            |
| Glider                 | <input type="checkbox"/>            |
| Glider Towing          | <input type="checkbox"/>            |
| Instruction            | <input checked="" type="checkbox"/> |
| Internet               | <input checked="" type="checkbox"/> |
| Lodging                | <input checked="" type="checkbox"/> |
| Parachute Jumping Area | <input type="checkbox"/>            |
| Restaurant             | <input checked="" type="checkbox"/> |
| Restrooms              | <input checked="" type="checkbox"/> |
| Taxi                   | <input checked="" type="checkbox"/> |
| Telephone              | <input checked="" type="checkbox"/> |

.5 miles

## Aircraft Charging Stations:

|                            |                          |
|----------------------------|--------------------------|
| Electric Charging Stations | <input type="checkbox"/> |
| Hydrogen Charging Stations | <input type="checkbox"/> |
| Battery Charging Stations  | <input type="checkbox"/> |
| Solar Charging Stations    | <input type="checkbox"/> |
| Auto Charging Stations     | <input type="checkbox"/> |

## Aircraft Electric Charging Power Rating:

|                     |                          |
|---------------------|--------------------------|
| Alternating Current | <input type="checkbox"/> |
| Direct Current      | <input type="checkbox"/> |

## Aircraft Electric Charging Station Plug Type

|                |                          |
|----------------|--------------------------|
| AC - J1772     | <input type="checkbox"/> |
| AC - Mennekes  | <input type="checkbox"/> |
| DC - GB/T      | <input type="checkbox"/> |
| DC - CCS Type1 | <input type="checkbox"/> |
| DC - CCS Type2 | <input type="checkbox"/> |
| DC - MCS       | <input type="checkbox"/> |
| DC - CHAdeMO   | <input type="checkbox"/> |
| Other          | <input type="checkbox"/> |

## Support Infrastructure:

|   |                          |
|---|--------------------------|
| Passenger Waiting Facility                    | <input type="checkbox"/> |
| Aircraft Tug Station                          | <input type="checkbox"/> |
| Deicing Equipment                             | <input type="checkbox"/> |
| Battery Thermal Conditioning System           | <input type="checkbox"/> |
| Maintenance Platforms, Ladders, Inspection    | <input type="checkbox"/> |
| Provider of Services                          | <input type="checkbox"/> |
| Fire Suppression/Extinguishing System         | <input type="checkbox"/> |
| Aircraft Cabin Thermal Conditioning Equipment | <input type="checkbox"/> |
| Passenger/Cargo Loading Equipment             | <input type="checkbox"/> |

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Sarasota/Bradenton International Airport

Inspection Date: 1/30/2025

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Favors

| 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<br>Obstruction | Displacement<br>Distance | Slope | Controlling<br>Obstruction | Marked/<br>Lighted | Height<br>Above<br>Runway | Distance<br>From<br>Runway | Direction<br>From<br>Runway End | Controllin<br>g<br>Offset |
|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|

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<br>Obstruction | Displacement<br>Distance | Slope | Controlling<br>Obstruction | Marked/<br>Lighted | Height<br>Above<br>Runway | Distance<br>From<br>Runway | Direction<br>From<br>Runway End | Controllin<br>g<br>Offset |
|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|

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/<br>Estimate | Distance<br>from<br>Centerline | Direction<br>from<br>Centerline | Height | Fixed by<br>Function | Frangible | Marked | Aeronautical<br>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<br>Obstruction | Displacement<br>Distance | Slope | Controlling<br>Obstruction | Marked/<br>Lighted | Height<br>Above<br>Runway | Distance<br>From<br>Runway | Direction<br>From<br>Runway End | Controllin<br>g<br>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<br>Obstruction | Displacement<br>Distance | Slope | Controlling<br>Obstruction | Marked/<br>Lighted | Height<br>Above<br>Runway | Distance<br>From<br>Runway | Direction<br>From<br>Runway End | Controllin<br>g<br>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/<br>Estimate | Distance<br>from<br>Centerline | Direction<br>from<br>Centerline | Height | Fixed by<br>Function | Frangible | Marked | Aeronatical<br>Study | Determination |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
| BERM   | 27° 24' 14.43 | 82° 34' 01.36 | Estimated           | 465 ft                         | SW                              | 20 ft  | No                   | No        | No     |                      |               |

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Status: Active

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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 |   |
| 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 1/30/25

Next Inspection 1/31/26

**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(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.

Multiple areas of pavement failure cracks generating FOD noted on Runway 14/32.

The airport has provided a planned correction date of April 30, 2025 pursuant to the FAA's Compliance Letter.

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 airport design standards in FAA AC 150/5300-13B. Obstacle departure notes also advise flight crews of the wall's 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 ¾ 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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Status: Active

Inspector: FAA Southern Region - Favors

## License

Effective: 04/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 04/30/2026

☐ VFR Use Only

## Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

## A. This Airport has the following landing areas and 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: