

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see KSRQ airport Runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Sarasota/Bradenton International Airport (KSRQ) is a medium sized primarily business and general aviation facility. It does have a modest air taxi/air carrier operation as well. Located on Florida's west coast and some 30 miles south of the larger Tampa International Airport, it is a convenient starting point for international business and GA flights. The airport configuration consists of two intersecting runways.

KSRQ Tower Administrative Office

Business Phone 941-556-3500

Open 0800L to 1600L - Monday through Friday

- ✓ KSRQ consists of two intersecting RWYs 04/22 and 14/32.
- ✓ Parallel TWY A runs the entire length of RWY 14/32 and has been the source of several wrong surface misidentification events.
- ✓ FBOs are located on the north, east and west sides of the airport and the passenger terminal is located to the south.
- ✓ HS 1 is an area of 4 intersecting TWYs and 2 intersecting RWYs, which increases the incursion risk.
- ✓ For example - aircraft leaving the FBO (located on the west side of the airport) and taxiing to RWY 32 for an intersection departure at TWY D, have missed turning on TWY D and continued across RWY 04/22.
- ✓ Some aircraft rolling out on RWY 14/32 and clearing at TWY C2, are cleared to taxi via TWY G then left on TWY H, or TWY D to parking. Aircraft have missed the turn and continued on TWY H and crossed RWY 04/22.

Airspace

The **airspace** at KSRQ is **Class C** with a 4000' MSL Ceiling. To the north, KSRQ airspace lies directly adjacent to KTPA Class B airspace and underlies the KTPA 30 NM MODE C & ADS-B Out veil. (Refer to Sectional Chart)

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- | | |
|------------------------|---|
| ○ Visibility | 3 statute miles |
| ○ Distance from Clouds | 500 feet below 1,000 ft above 2,000 ft horizontal |
| ○ Communications | Establish communications (controller response) |
| ○ Pilot | No special certification required |
| ○ Equipment | Two-way radio, operable radar transponder with altitude reporting and ADS-B Out |



Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds
- Communications Must obtain ATC clearance prior to entering/departing
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

Cautions**Hot Spots**

HS 1 Be alert to multiple TWY and RWY crossing points surrounding the intersection of RWY 14/32 and RWY 04/22.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ When TWR is closed, hold at ILS hold position signs abeam RWY 14 and RWY 32 during all weather conditions.
- ✓ Follow current published departure procedures and do not turn prior to the departure end of the RWY.

Landing

- ✓ Wrong surface landing risk exists due to adjacent parallel TWYS immediately next to and running full length of RWYs.
- ✓ Land and Hold-Short Operations (LAHSO) RWY 14.

Surface Risk – Movement Area

- ✓ Terminal Ramp is uncontrolled.

Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ RWY 14 threshold displaced.
- ✓ RWY 32 threshold displaced.
- ✓ Strict noise abatement procedures in effect for departing jet aircraft.

Communications

KSRQ TWR operates from 0600L-2400L.

When TWR is closed:

- ✓ The airspace becomes Class G and is serviced by Tampa Approach Control.
- ✓ Use CTAF 120.1
- ✓ Clearance Delivery. If unable to contact FSS, contact Tampa Approach at 813-878-2528.
- ✓ Closing Flight Plan. Contact Tampa Approach on 119.65.
- ✓ Use CTAF to control Runway lighting when TWR is closed.



From the KSRQ Control Tower

Local information directly from your KSRQ TWR controllers.

General

- ✓ KSRQ is the home of three different flight schools, and we ask that pilots be aware of our student pilots and try to be vigilant while we have training in the airspace.
- ✓ We also ask that, if able, practice approaches and tower pattern work be accomplished early in the morning or later in the evening. KSRQ becomes very busy with jet traffic between the hours of 1000L-1600L, making it very difficult to accommodate practice approaches and tower pattern work.
- ✓ Please be aware of ongoing construction at KSRQ that is resulting in current taxiway closures and will result in the renaming of multiple taxiways in the future.

Traffic Patterns

- ✓ Tower pattern work will normally be put on either 04/22 and will be given a closed pattern, with downwind legs over the approach end numbers of the main runway 14/32.

Ground

- ✓ **Terminal Ramp is uncontrolled.**
 - Do not call for push/power-back.
 - Advise Ground Control when ready for taxi.

Take-off/Departure

- ✓ Follow current published departure procedures.
- ✓ Do not turn prior to departure end of RWY.

Arrival/Landing

- ✓ VFR aircraft can expect to contact Tampa Approach Control for sequencing into KSRQ.

Special Traffic (Military / Commercial / Helicopter / etc.)

- ✓ Every third Saturday of the month, the Young Eagles program flies out of KSRQ and does tours along the coast. We can have up to 12-15 aircraft on any given Young Eagles Saturday. We ask pilots to be aware and try to keep practice approaches or tower pattern work to a minimum on these Saturdays.



Additional Information for KSRQ

- ✓ Touch and Go Landings and multiple approaches prohibited 0500Z-1100Z.

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