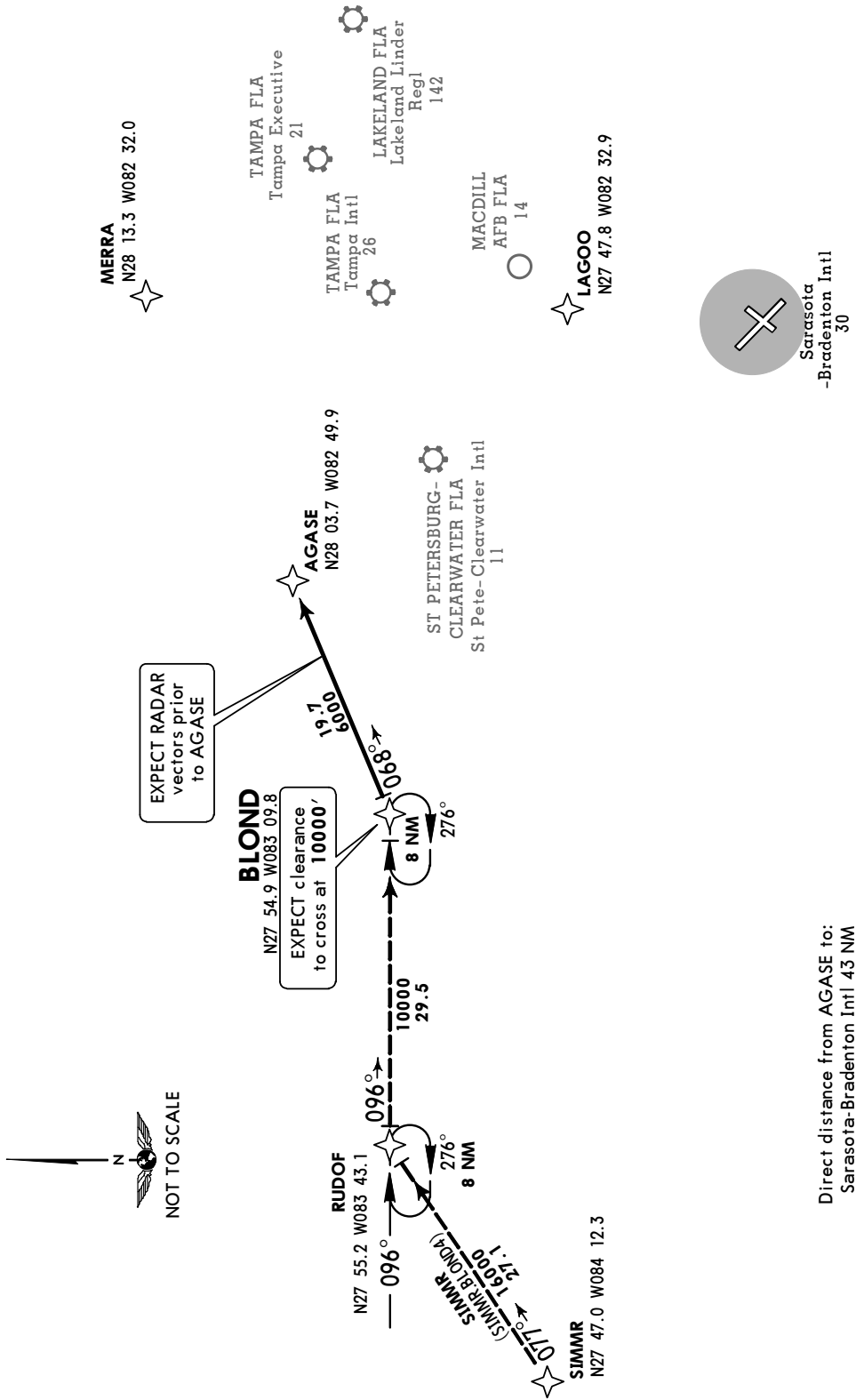


ATIS
(ASOS when
Twr inop)
124.37

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1. 4. Turbojet/turboprop aircraft only.

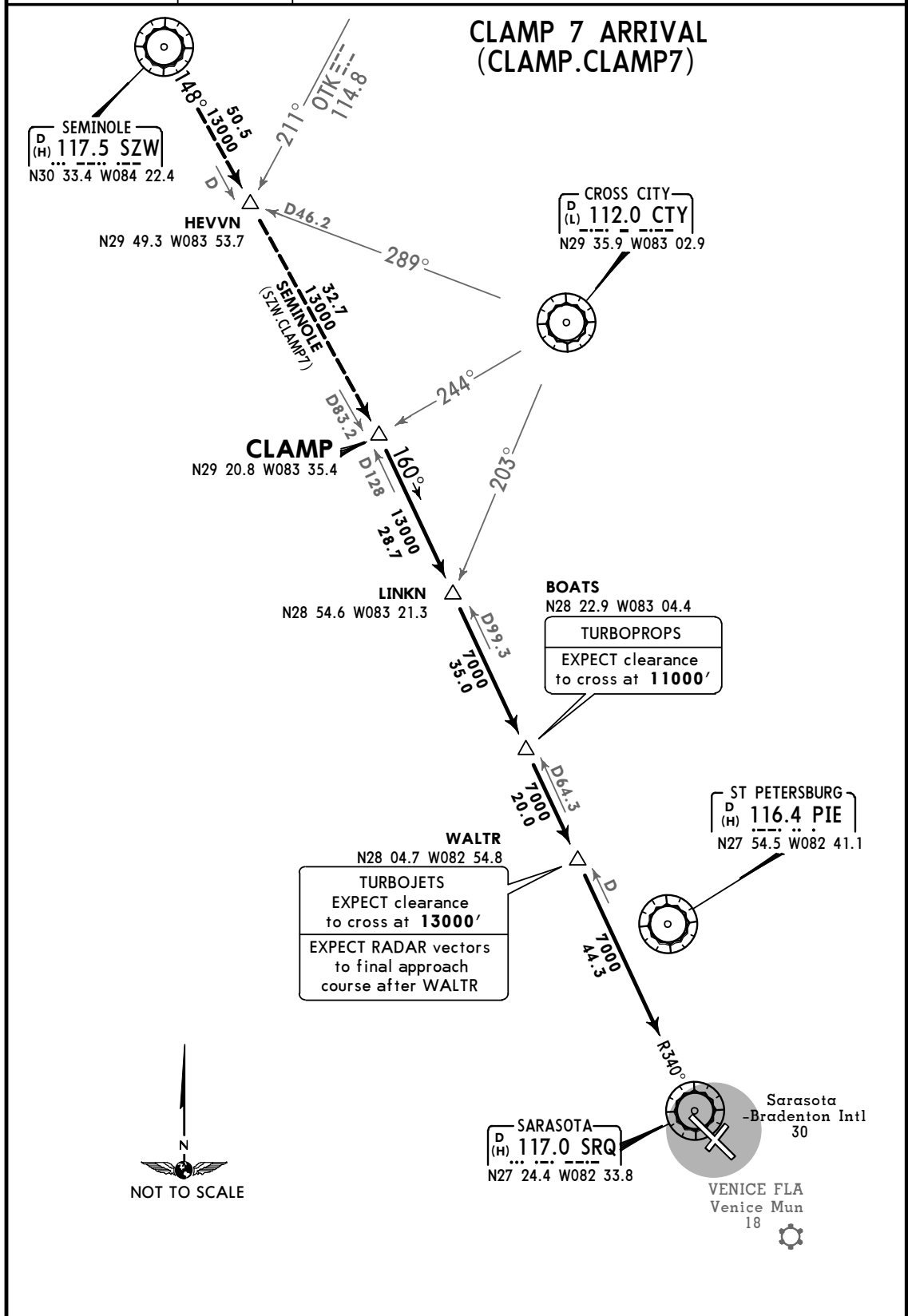
BLOND FOUR RNAV ARRIVAL (BLOND.BLOND4)



Direct distance from AGASE to:
Sarasota-Bradenton Intl 43 NM

ROUTING
From BLOND on track 068° to AGASE, then via assigned runway transition.

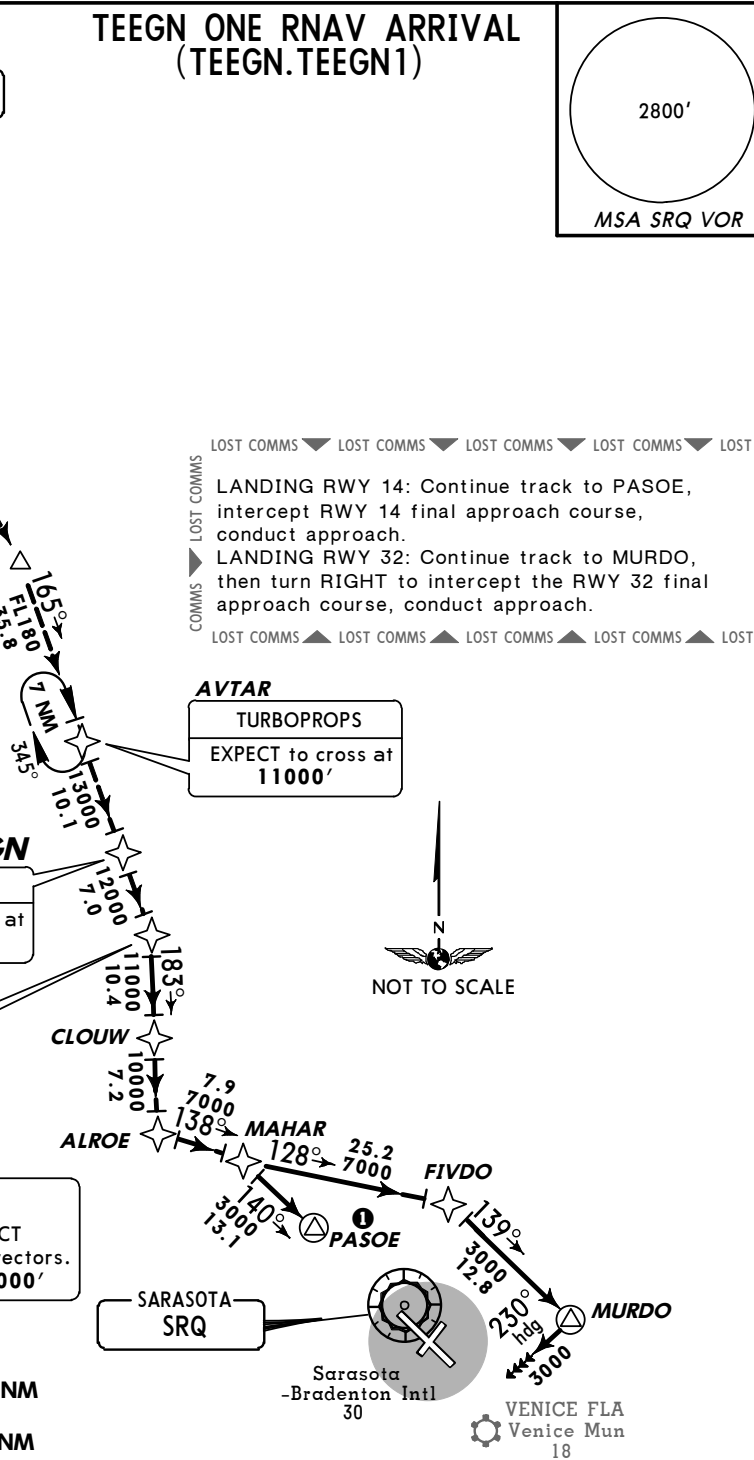
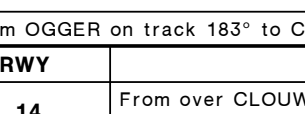
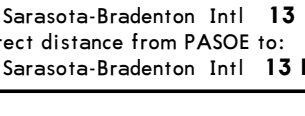
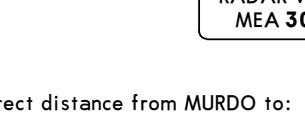
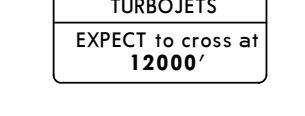
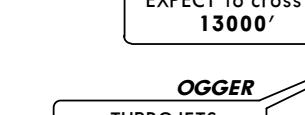
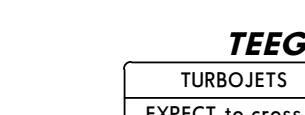
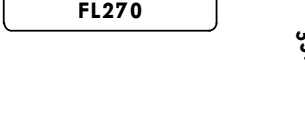
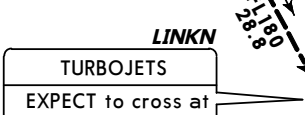
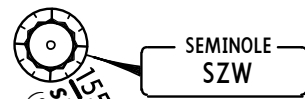
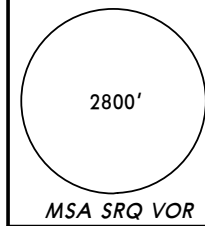
ATIS (ASOS when Twr inop) 124.37	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
---	----------------------------	--



ROUTING
From over CLAMP via SRQ R-340 to SRQ VOR. EXPECT RADAR vectors to final approach course after WALTR.

ATIS (ASOS when Twr inop) 124.37	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojet and turboprop only.
---	----------------------------	---

**TEEGN ONE RNAV ARRIVAL
(TEEGN.TEEN1)**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LANDING RWY 14: Continue track to PASOE, intercept RWY 14 final approach course, conduct approach.
 LANDING RWY 32: Continue track to MURDO, then turn RIGHT to intercept the RWY 32 final approach course, conduct approach.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Direct distance from MURDO to:
Sarasota-Bradenton Intl **13 NM**
 Direct distance from PASOE to:
Sarasota-Bradenton Intl **13 NM**

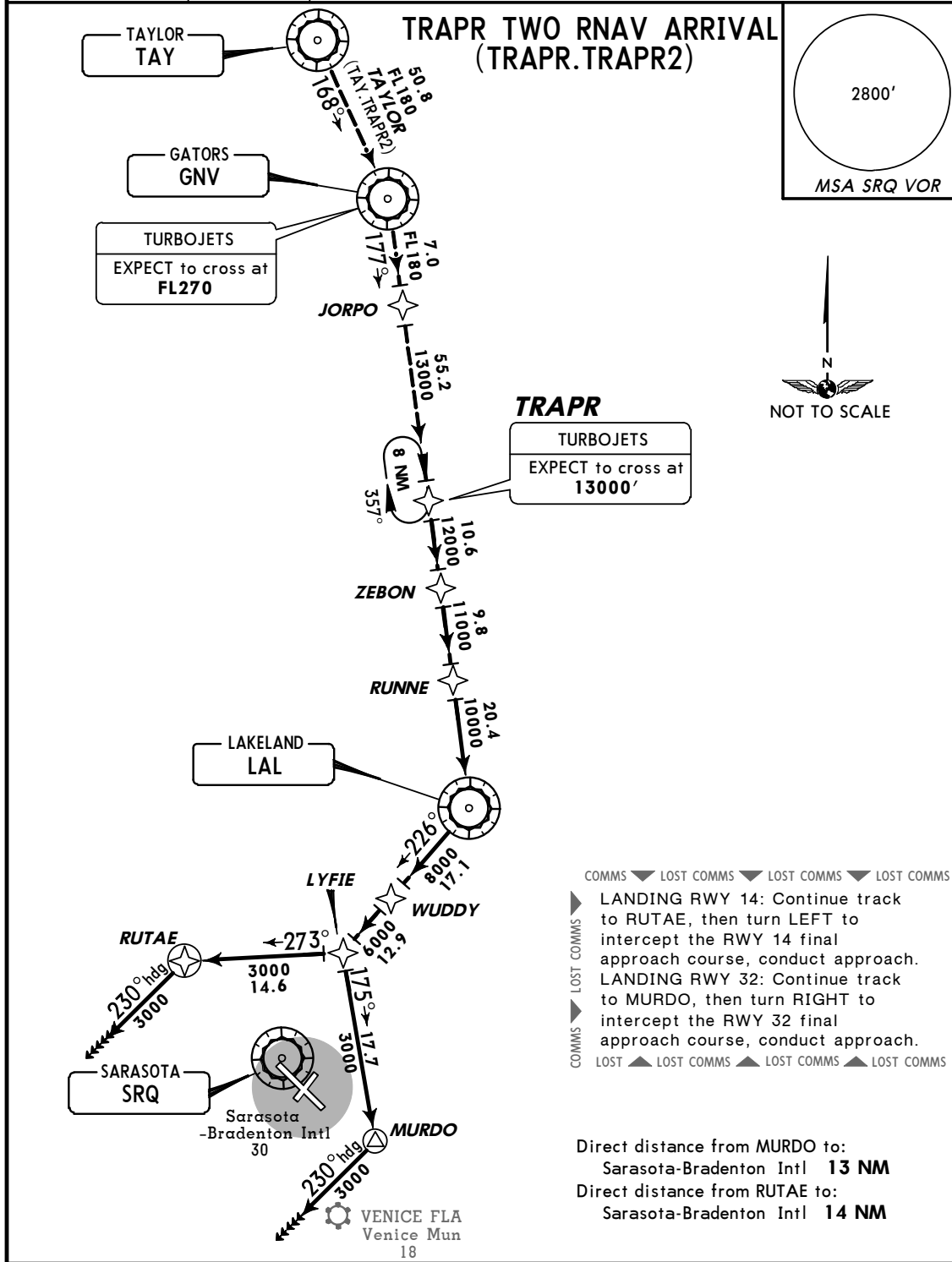
1
EXPECT
RADAR vectors.
MEA 3000'

ROUTING

From OGGER on track 183° to CLOUW.

RWY	LANDING
14	From over CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on track 140° to PASOE. EXPECT RADAR vectors.
32	From over CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on track 128° to FIVDO, then on track 139° to MURDO, then on heading 230°. EXPECT RADAR vectors.

ATIS (ASOS when Twr inop) 124.37	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojet and turboprop aircraft only.
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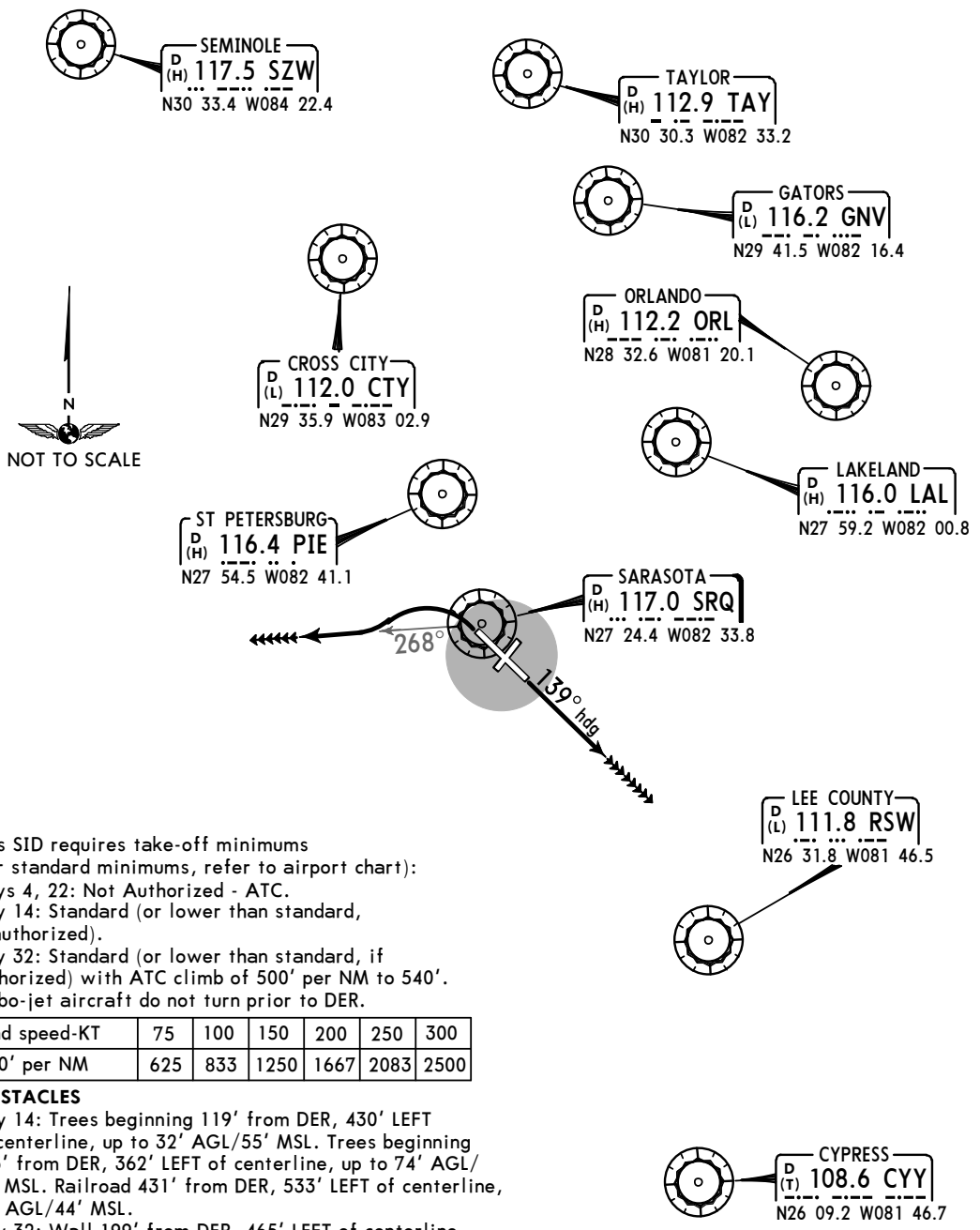
ROUTING

From TRAPR on track 177° to ZEBON, then on track 177° to RUNNE, then on track 177° to LAL.

RWY	LANDING
14	From over LAL on track 226° to WUDDY, then on track 226° to LYFIE, then on track 273° to RUTAE, then on 230° heading. EXPECT RADAR vectors.
32	From over LAL on track 226° to WUDDY, then on track 226° to LYFIE, then on track 175° to MURDO, then on 230° heading. EXPECT RADAR vectors.

TAMPA Departure (R) 119.65	Apt Elev 30'	Trans level: FL180 RADAR required.	Trans alt: 18000'
---	------------------------	--	-------------------

SARASOTA 5 DEPARTURE (SRQ5.SRQ)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 4, 22: Not Authorized - ATC.
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 540'.
 Turbo-jet aircraft do not turn prior to DER.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 14: Trees beginning 119' from DER, 430' LEFT of centerline, up to 32' AGL/55' MSL. Trees beginning 345' from DER, 362' LEFT of centerline, up to 74' AGL/94' MSL. Railroad 431' from DER, 533' LEFT of centerline, 24' AGL/44' MSL.
 Rwy 32: Wall 199' from DER, 465' LEFT of centerline, up to 39' AGL/49' MSL. Antenna 732' from DER, 168' LEFT of centerline, 44' AGL/54' MSL. Trees beginning 775' from DER, 274' LEFT of centerline, up to 78' AGL/88' MSL. Trees beginning 606' from DER, 645' RIGHT of centerline, 61' AGL/71' MSL.

RWY	INITIAL CLIMB	TOP ALTITUDE
14	Climb heading 139°.	3000'
32	Climbing LEFT turn to intercept SRQ R-268 WESTBOUND or as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to join assigned route. MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.

KSRQ/SRQ
SARASOTA-BRADENTON INTL

TAMP A departure (R)
119.65
Apt Elev see Graphic
Trans level: FL180
Trans alt: 18000'

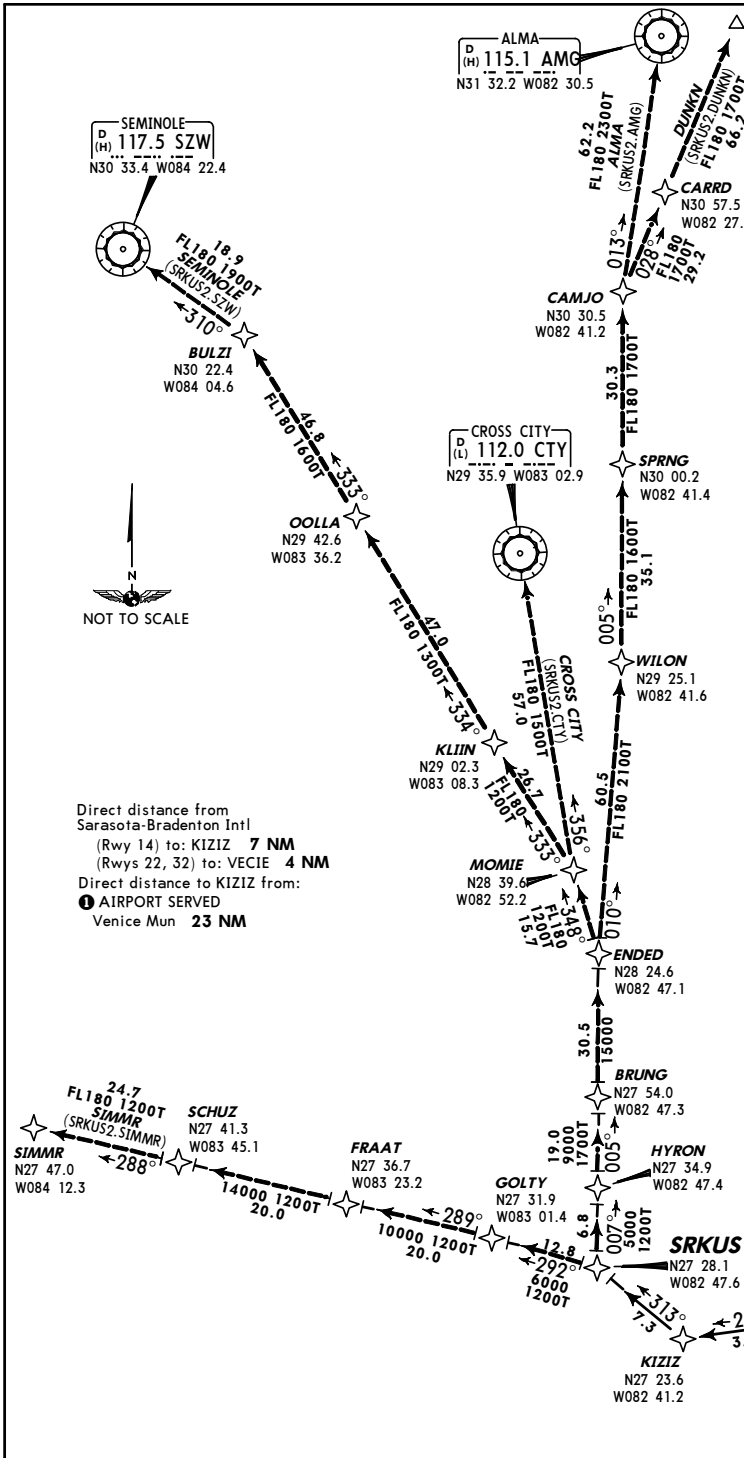
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. Turbojets only.
4. RNAV 1.
5. Sarasota/Bradenton Intl: Take-off Rwy 4 not authorized - ATC. 6. Also serves: ①

SRKUS TWO RNAV DEPARTURE
(SRKUS2:SRKUS)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
SARASOTA-BRADENTON INTL:
Rwy 4: Not authorized - ATC.
Rwys 14, 22, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
VENICE MUN:
Rwys 5, 13, 23, 31: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
SARASOTA-BRADENTON INTL:
Rwy 14: Trees beginning 119' from DER, 430' LEFT of centerline, up to 32' AGL/55' MSL. Trees beginning 345' from DER, 362' LEFT of centerline, up to 74' AGL/94' MSL. Railroad 431' from DER, 533' LEFT of centerline, 24' AGL/44' MSL.
Rwy 22: Vehicles on road 125' from DER, through centerline, up to 17' AGL/38' MSL. Trees beginning 235' from DER, 518' RIGHT of centerline, up to 103' AGL/113' MSL. Trees beginning 819' from DER, 18' LEFT of centerline, up to 95' AGL/102' MSL. Poles/signs beginning 346' from DER, 528' RIGHT of centerline, up to 39' AGL/53' MSL. Poles/signs beginning 882' from DER, 38' LEFT of centerline, up to 46' AGL/63' MSL. Buildings beginning 1689' from DER, 61' LEFT of centerline, up to 65' AGL/75' MSL.
Rwy 32: Wall 199' from DER, 465' LEFT of centerline, up to 39' AGL/49' MSL. Antenna 732' from DER, 168' LEFT of centerline, 44' AGL/54' MSL. Trees beginning 775' from DER, 274' LEFT of centerline, up to 78' AGL/88' MSL. Trees beginning 606' from DER, 645' RIGHT of centerline, 61' AGL/71' MSL.
VENICE MUN:
Rwy 5: Trees beginning 511' from DER, 586' RIGHT of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from DER, 578' LEFT of centerline, up to 50' AGL/64' MSL.
Rwy 13: Trees beginning 861' from DER, 419' LEFT of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from DER, 610' RIGHT of centerline, up to 40' AGL/49' MSL.
Rwy 23: Building 805' from DER, 327' LEFT of centerline, 30' AGL/39' MSL.
Rwy 31: Trees beginning 691' from DER, 617' LEFT of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from DER, 693' RIGHT of centerline, up to 50' AGL/69' MSL. Tower 1193' from DER, 515' LEFT of centerline, 40' AGL/50' MSL.



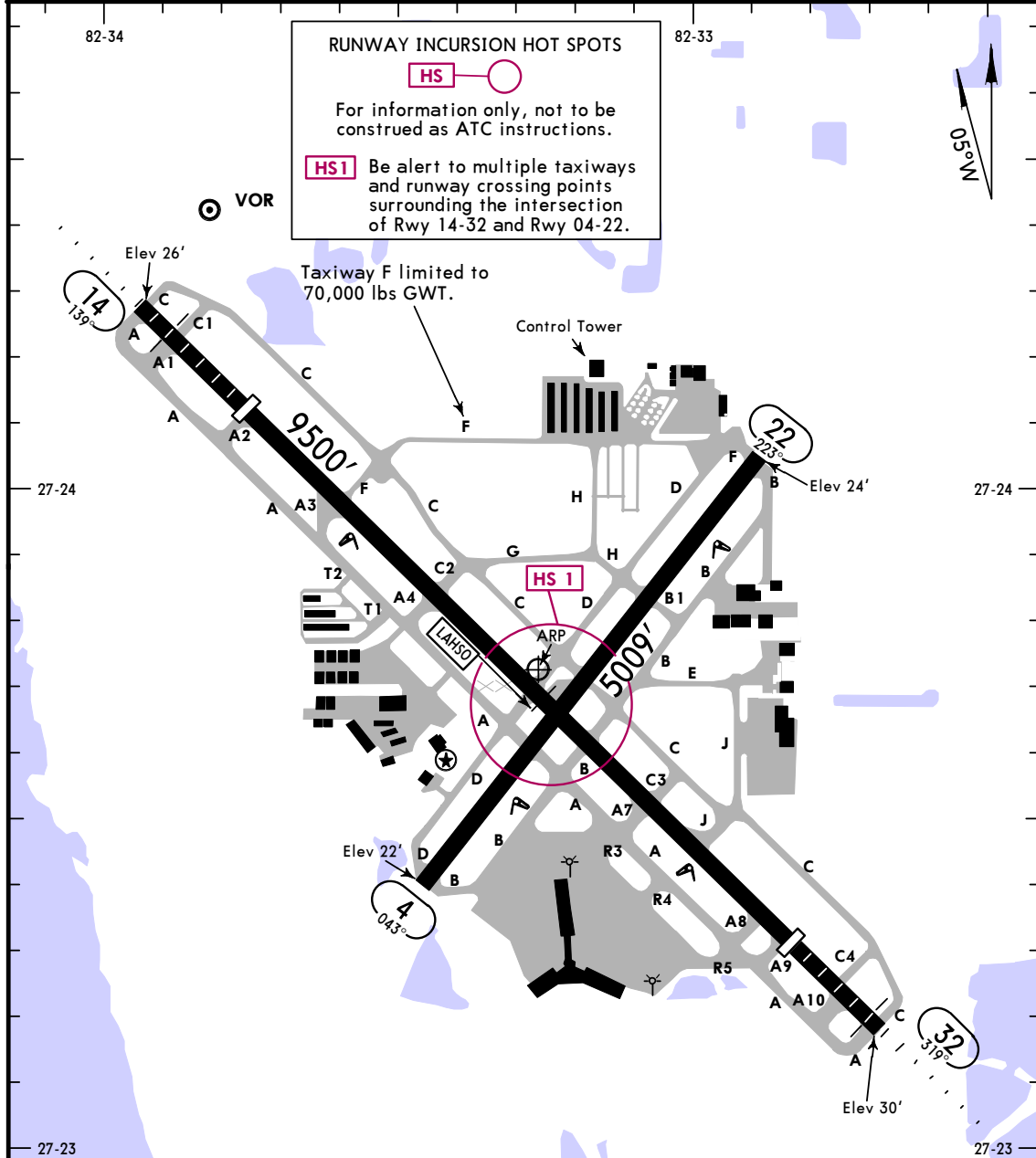
AIRPORT	INITIAL CLIMB	ALTITUDE
SARASOTA-BRADENTON INTL	Rwy 14: Climb heading 139° or as assigned by ATC to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS. Rwy 22: Climb heading 223° to at or above 540', then RIGHT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. Rwy 32: Climb heading 319° to at or above 540', then LEFT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 3000' or as assigned by ATC
VENICE MUN	Rwys 5, 13, 23, 31: Climb on assigned heading to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 2000' or as assigned by ATC

ROUTING
At SRKUS EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Venice Mun runway number change, new format.

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ATIS (ASOS when Twr inop)	*SARASOTA Clearance (Cpt)	*Ground	*Tower	UNICOM	TAMPA Departure (R)
124.37	118.25	121.9	CTAF 120.1	122.95	119.65



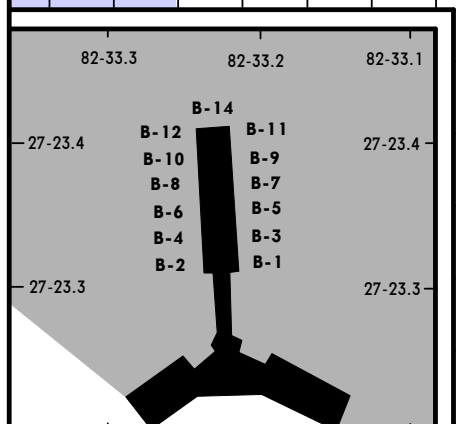
RUNWAY INCURSION HOT SPOTS

HS —○—

For information only, not to be construed as ATC instructions.

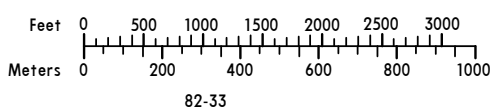
HS1 Be alert to multiple taxiways and runway crossing points surrounding the intersection of Rwy 14-32 and Rwy 04-22.

When ATCT closed, all aircraft are required to hold at the ILS hold position signs abeam the thresholds of runway 14 and 32 during all weather conditions. The approach to runway 14 and 32 are considered clear when aircraft are beyond runway 14 and 32 thresholds base upon landing direction.



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
B-1 thru B-6	N27 23.3 W082 33.2
B-7 thru B-12	N27 23.4 W082 33.2
B-14	N27 23.4 W082 33.2



GENERAL

Low-level wind shear alert system.
 Birds in vicinity of airport.
 Airport has strict noise abatement procedures for departing jet aircraft. Follow SARASOTA FOUR or SKRUS TWO and do not turn prior to departure end of runway.
 Diverted Air Carrier aircraft advised to use terminal ramp.
 NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi.
 PPR for high speed taxi test. Contact Airport Operations.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
4 ① ② 22	③ HIRL ③ PAPI-L (angle 3.0°)						150'
	③ HIRL ③ REIL ③ PAPI-L (angle 3.0°)						

- ① Maximum GWT 25,000 lbs, except in excessive crosswinds.
- ② Grooved.
- ③ Activate on 120.1 when Twr inop.

14 ④ 32	⑤ HIRL ⑤ MALSR ⑤ PAPI-L (angle 3.0°)	⑥ 7540'	6506'	4/22 3800'	8350'	150'
		⑦ 7510'	6460'		8150'	

- ④ Grooved.
- ⑤ Activate on 120.1 when Twr inop.
- ⑥ Last 610' unavailable for landing distance computations.
- ⑦ Last 840' unavailable for landing distance computations.

TAKE-OFF

All Rwy's

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32 VOR Rwy 14
A	ILS Rwy 14 ILS Rwy 32	LOC Rwy 14 LOC Rwy 32	800-2
B			
C			
D			

600-2

800-2

800-2

AMEND 2 A

KSRQ/SRQ

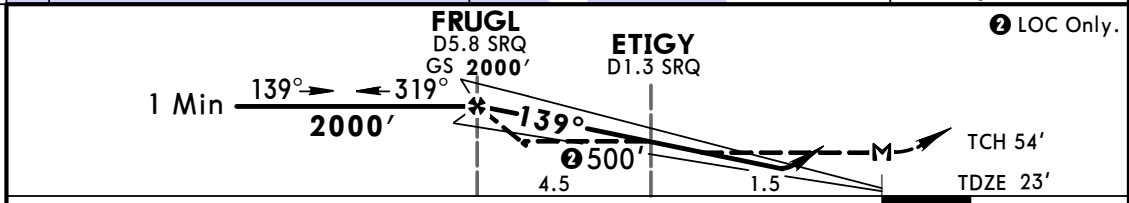
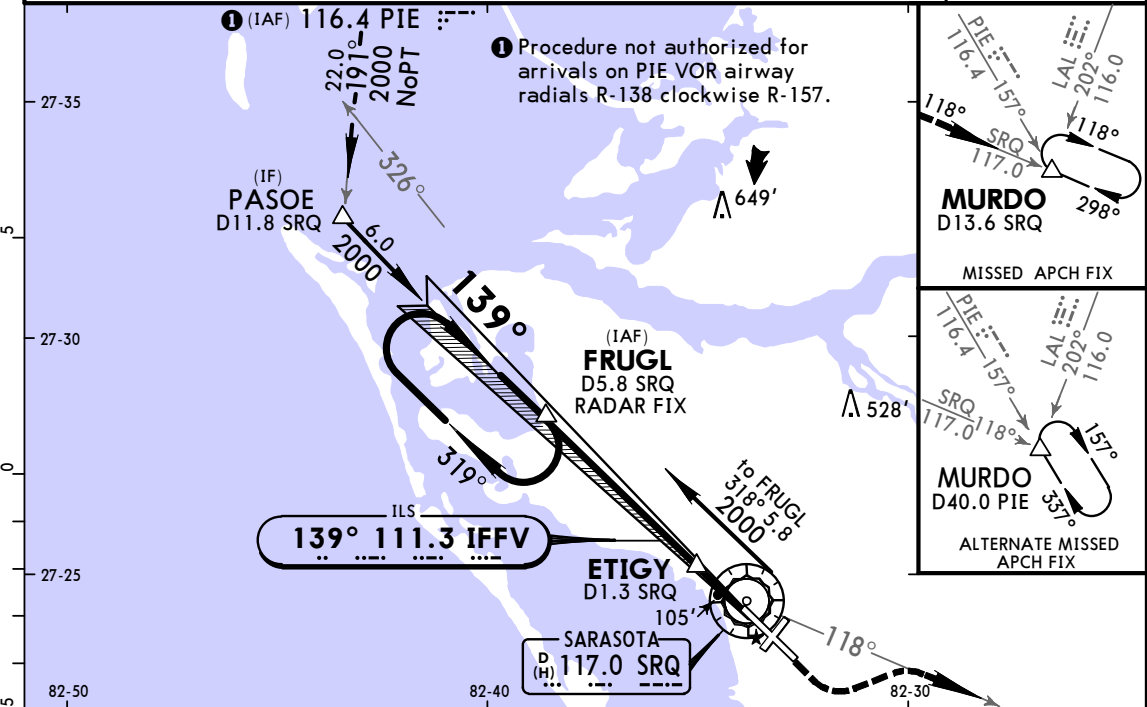


SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL 22 MAY 15 (11-1)

ILS or LOC Rwy 14

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
LOC IFFV 111.3	Final Apch Crs 139°	GS FRUGL 2000' (1977')	ILS DA(H) (CONDITIONAL) 223' (200')	Apt Elev 30' TDZE 23'		2800' MSA SRQ VOR	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' outbound on SRQ VOR R-118 to MURDO INT/D13.6 SRQ and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required. 2. Pilot controlled lighting 120.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1000'	2000'	SRQ	MURDO R-118
GS	3.00°	377	484	538	646	753		861	↑	LT	
FRUGL to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

STRAIGHT-IN LANDING RWY 14								CIRCLE-TO-LAND		
When Twr Operating								With ETIGY		
ILS		LOC (GS out)				Without ETIGY		Without ETIGY		
DA(H) 223' (200')		MDA(H) 360' (337')		MDA(H) 500' (477')		Without ETIGY		MDA(H)		
FULL		RAIL or ALS out		With ETIGY		Without ETIGY		Max Kts		
				RAIL out		ALS out				
A				3/4	1	1/2	3/4	1	90	500'(470') - 1
B	1/2	3/4	1/2						120	500'(470') - 1
C				5/8	1	1	1 1/8	1 3/8	140	500'(470') - 1 1/2
D									165	580'(550') - 2
When Twr Inop								Without ETIGY		
ILS		LOC (GS out)				Without ETIGY		Without ETIGY		
NA		MDA(H) 360' (337')		MDA(H) 500' (477')		Without ETIGY		MDA(H)		
		With ETIGY		Without ETIGY		Without ETIGY		Max Kts		
		RAIL out		ALS out		RAIL out		ALS out		
A						1			90	500'(470') - 1
B									120	500'(470') - 1
C						1	1 1/8	1 3/8	140	500'(470') - 1 1/2
D									165	580'(550') - 2

1 Night landing: Rwy 4, 22 not authorized.

CHANGES: TDZE, notes.

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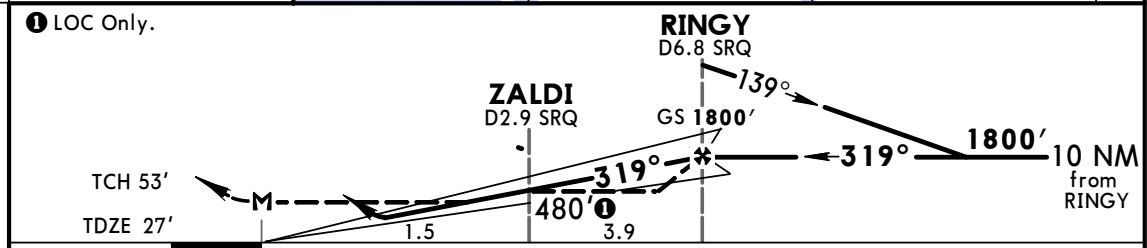
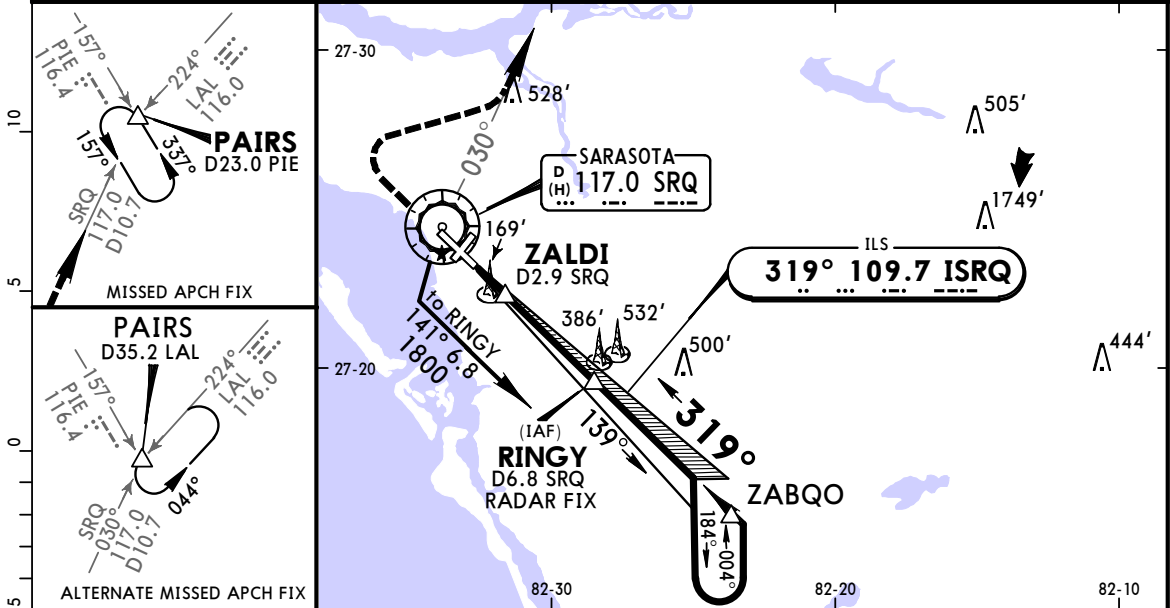
TERPS AMEND 6A 28 MAY 2015

KSRQ/SRQ

SARASOTA-BRADENTON INTL 22 MAY 15 (11-2)

SARASOTA/BRADENTON, FLA
ILS or LOC Rwy 32

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
LOC ISRQ 109.7	Final Apch Crs 319°	GS RINGY 1800' (1773')	ILS DA(H) (CONDITIONAL) 227' (200')	Apt Elev 30' TDZE 27'		2800'	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' on heading 065° and outbound on SRQ VOR R-030 to PAIRS INT/D23.0 PIE and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA SRQ VOR	
1. DME or RADAR required. 2. Autopilot coupled approach not authorized below 840'. 3. Pilot controlled lighting 120.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	3000'	SRQ	PAIRS
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	on 117.0 R-030	
RINGY to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02					

TERPS STRAIGHT-IN LANDING RWY 32								When Twr Operating		CIRCLE-TO-LAND	
ILS		LOC (GS out)				With ZALDI		Without ZALDI		With ZALDI	
DA(H) 227' (200')		MDA(H) 360' (333')		MDA(H) 480' (453')		With ZALDI		Without ZALDI		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	
A										90	500'(470') - 1
B	1/2	3/4	1/2	3/4	1	1/2	3/4	1		120	500'(470') - 1
C										140	500'(470') - 1 1/2
D										165	580'(550') - 2
When Twr Inop								LOC (GS out)		Without ZALDI	
ILS		MDA(H) 360' (333')				MDA(H) 480' (453')		Without ZALDI		MDA(H)	
NA		With ZALDI		Without ZALDI		With ZALDI		Without ZALDI		Max Kts	
		RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	90	
		1		1		1		1		120	500'(470') - 1
				1		1 1/8		1 3/8		140	500'(470') - 1 1/2
										165	580'(550') - 2

1 Night landing: Rwy 4, 22 not authorized.
 CHANGES: TDZE, notes. © JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

KSRQ/SRQ

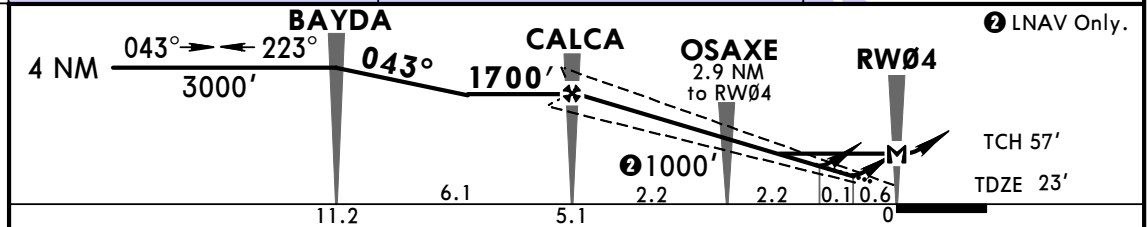
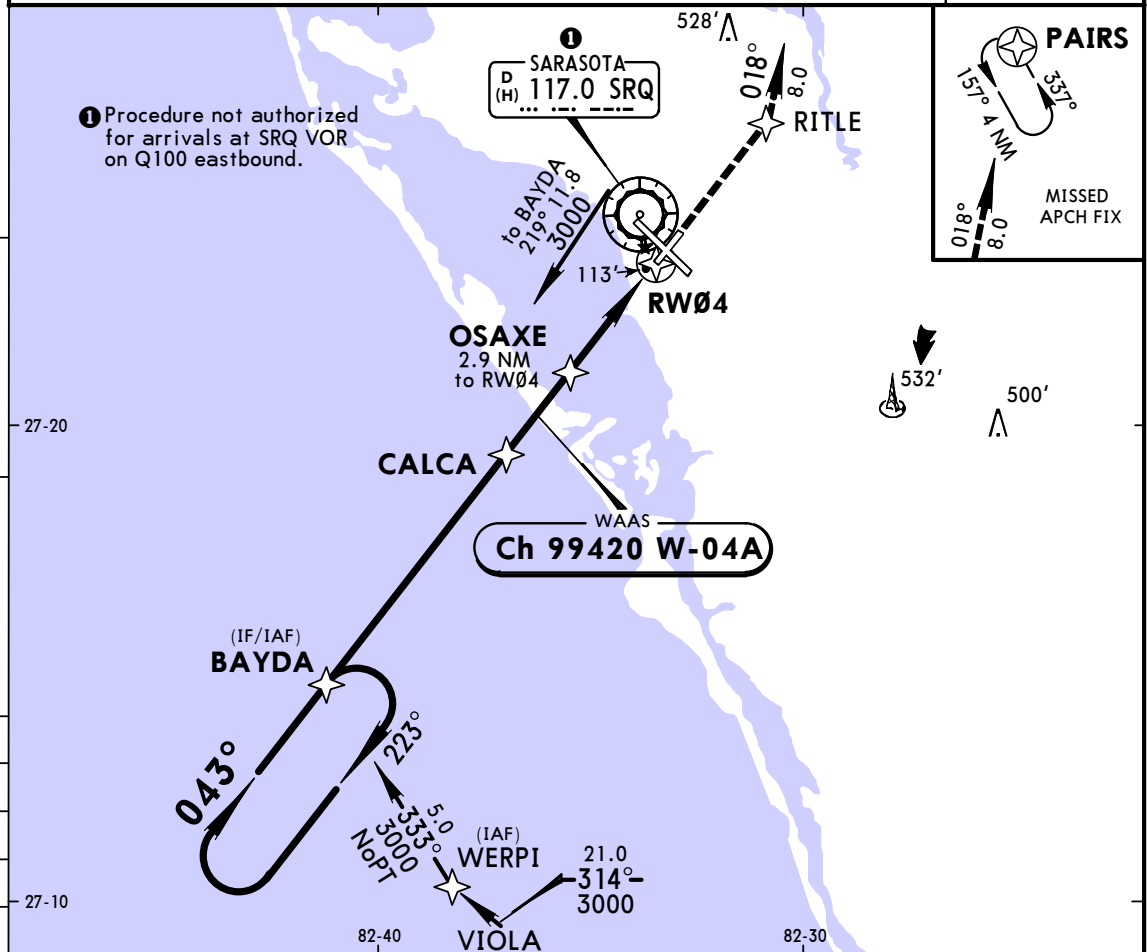


SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL 22 MAY 15 (12-1)

RNAV (GPS) Rwy 4

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 99420 W-04A	Final Apch Crs 043°	Minimum Alt CALCA 1700' (1677')	LPV MDA(H) 273' (250')	Apt Elev 30' TDZE 23'			
MISSED APCH: Climb to 3000' direct RITLE and on 018° track to PAIRS and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below 1 SM not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 120.1.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	RITL E
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW04										

TERPS			1 STRAIGHT-IN LANDING RWY 4			2 CIRCLE-TO-LAND		
	LPV DA(H) 273' (250')		LNAV/VNAV DA(H) 295' (272')		LNAV MDA(H) 380' (357')	Max Kts	MDA(H)	
A						90	500' (470') - 1	
B						120	500' (470') - 1	
C	1		1		1	140	500' (470') - 1 1/2	
D						165	580' (550') - 2	

1 Night landing: Rwy 4, 22 not authorized.
 CHANGES: TDZE, minimums, notes, G/S box format. © JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

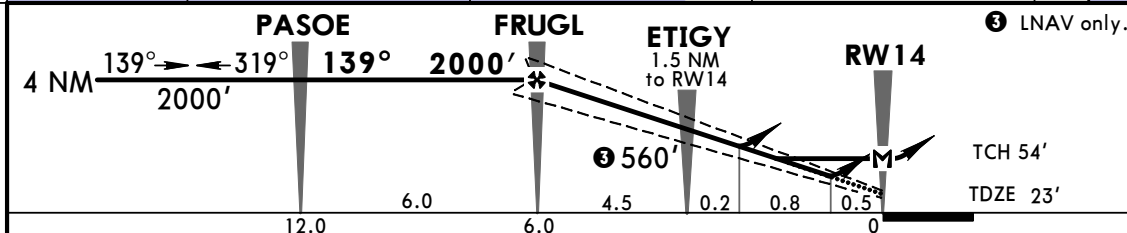
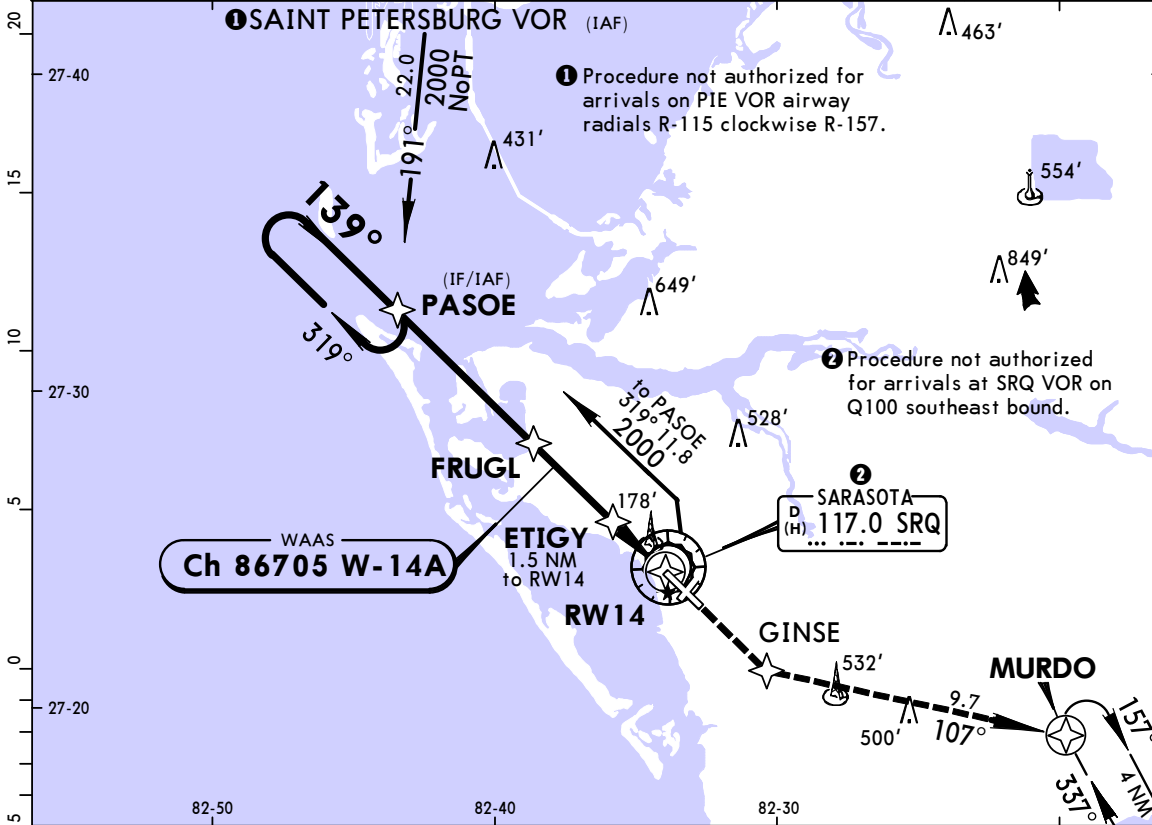
KSRQ/SRQ

JEPPESEN SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL 22 MAY 15 (12-2)

RNAV (GPS) Rwy 14

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9		
WAAS Ch 86705 W-14A	Final Apch Crs 139°	Minimum Alt FRUGL 2000' (1977')	LPV DA(H) (CONDITIONAL) 223' (200')	Apt Elev 30' TDZE 23'				
MISSED APCH: Climb to 3000' direct GINSE and on 107° track to MURDO and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. Pilot controlled lighting 120.1.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	GINSE
Glide Path Angle	3.00°	372	478	531	637	743		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW14								

TERPS STRAIGHT-IN LANDING RWY 14								2 CIRCLE-TO-LAND	
1 LPV DA(H) 223' (200')		1 LNAV/VNAV DA(H) 489' (466')		LNAV MDA(H) 440' (417')					
				When Twr Operating		When Twr Inop			
				RAIL out	ALS out	RAIL out	ALS out	Max Kts	
A				1/2	3/4	1	1	90	500'(470') - 1
B								120	
C	1/2	3/4	1 1/8	1 1/2				140	500'(470') - 1 1/2
D					3/4	1	1 1/8	165	580'(550') - 2

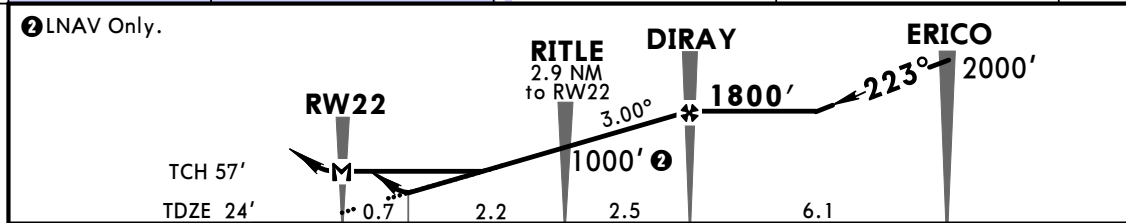
1 Not authorized when Twr inop. 2 Night landing: Rwy 4, 22 not authorized.

KSRQ/SRQ

SARASOTA-BRADENTON INTL 22 MAY 15 (12-3)

JEPPESEN SARASOTA/BRADENTON, FLA
RNAV (GPS) Rwy 22

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
RNAV	Final Apch Crs 223°	Minimum Alt DIRAY 1800' (1776')	RNAV/VNAV DA(H) 295' (271')	Apt Elev 30'	TDZE 24'		
MISSED APCH: Climb to 2000' direct BAYDA and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Helicopter visibility reduction below 1 SM not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 120.1.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'	D	BAYDA
Descent angle	3.00°	372	478	531	637	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW22										

TERPS		1 STRAIGHT-IN LANDING RWY 22		1 CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 295' (271')		LNAV MDA(H) 400' (376')		Max Kts	MDA(H)
A				90	500' (470') -1
B				120	
C	1		1	140	500' (470') -1½
D				165	580' (550') -2

1 Night landing: Rwy 4, 22 not authorized.

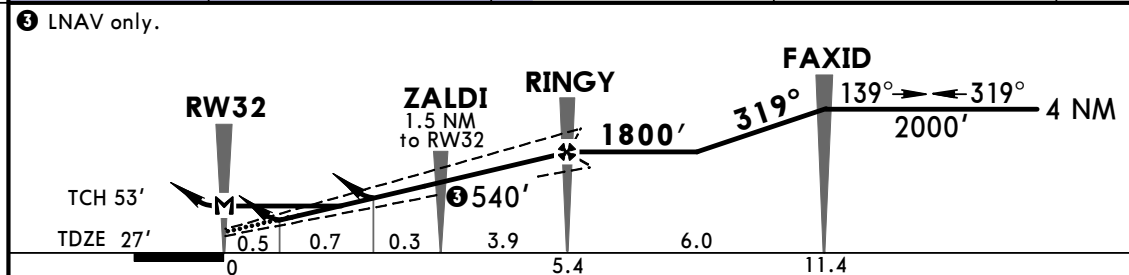
TERPS AMEND 2A 28 MAY 2015

KSRQ/SRQ

SARASOTA-BRADENTON INTL 22 MAY 15 (12-4)

JEPPESEN SARASOTA/BRADENTON, FLA
RNAV (GPS) Rwy 32

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 72605 W-32A	Final Apch Crs 319°	Minimum Alt RINGY 1800' (1773')	LPV DA(H) (CONDITIONAL) 227' (200')	Apt Elev 30' TDZE 27'		2800' MSA RW32	
MISSED APCH: Climb to 3000' direct ACIPU and on 047° track to PAIRS and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 120.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → ACIPU
Glide Path Angle	3.00°	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW32									

TERPS STRAIGHT-IN LANDING RWY 32								CIRCLE-TO-LAND	
1 LPV DA(H) 227' (200')		1 LNAV/VNAV DA(H) 463' (436')		LNAV MDA(H) 440' (413')				Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		When Twr Operating		When Twr Inop			
A				RAIL out	ALS out	RAIL out	ALS out	500'(470') - 1	
B				1/2	3/4	1	1		
C	1/2	3/4	1	1 1/2					500'(470') - 1 1/2
D				3/4	1	1 1/8	1		1 1/8

1 Not authorized when Twr inop. 2 Night landing: Rwy 4, 22 not authorized.

KSRQ/SRQ



SARASOTA/BRADENTON, FLA

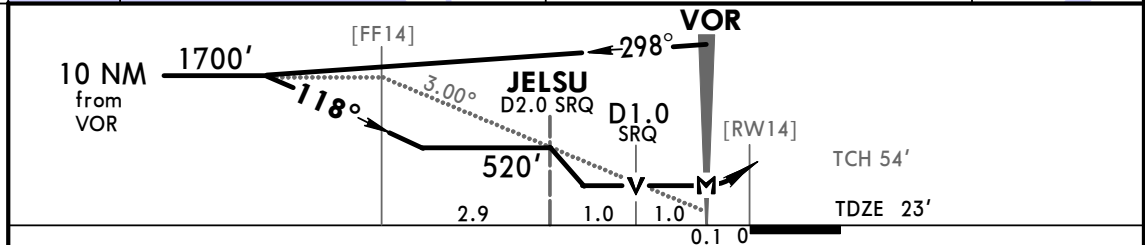
SARASOTA-BRADENTON INTL 4 DEC 15

13-1

Eff 10 Dec

VOR Rwy 14

BRIEFING STRIP™	ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
	VOR SRQ 117.0	Final Apch Crs 118°	No FAF		MDA(H) (CONDITIONAL) 440' (417')	Apt Elev 30' TDZE 23'		2800'
	MISSED APCH: Climb to 3000' outbound on SRQ VOR R-118 to MURDO INT/D40.0 PIE and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			MSA SRQ VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	SRQ on 117.0 R-118	MURDO
Descent angle [3.00°]	372	478	531	637	743	849			

TERPS	STRAIGHT-IN LANDING RWY 14										CIRCLE-TO-LAND	
	With JELSU					Without JELSU					With JELSU	Without JELSU
	When Twr Operating		When Twr Inop			When Twr Operating		When Twr Inop			MDA(H)	MDA(H)
	RAIL out		ALS out		RAIL out		ALS out			Max Kts		
A	1/2	3/4	1	1	1/2	3/4	1	1	1	90	500'(470') -1	520'(490') -1
B	3/4	1	1 1/8	1	1 1/8	1	1 3/8	1	1 1/8	13/8	500'(470') -1 1/2	520'(490') -1 1/2
C										140		
D										165	580'(550') -2	580'(550') -2

1 Night landing: Rwy 4, 22 not authorized.