

<b>Facility Name:</b> Bob Sikes Airport		<b>Inspection Date:</b> 3/6/2024	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspection Date:</b> 3/6/2024		<b>Inspector:</b> David Smith	
<b>Location ID:</b> CEW	<b>FAA Site No.:</b> 03128.1*A	<b>FDOT District:</b> 3	
<b>3.00 Miles NE of Crestview</b>		<b>County:</b> Okaloosa	
<b>ARP Latitude:</b> 30° 46' 43.81	<b>Source:</b> Estimated	<b>Ownership:</b> Public	
<b>ARP Longitude:</b> 86° 31' 19.61		<b>Use:</b> Public	
<b>Elevation:</b> 213	<b>Source:</b> Surveyed	<b>Sectional Chart:</b> NEW ORLEANS	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Okaloosa County	<b>Facility Physical Address</b>
<b>Address:</b> Board of County Commissioners 302 N Wilson St	<b>Address:</b> 5545 John Givens Rd
<b>City:</b> Crestview <b>State:</b> FL <b>ZIP:</b> 32536	<b>City:</b> Crestview <b>State:</b> FL <b>ZIP:</b> 32536
<b>Phone:</b> (850) 651-7160 <b>Fax:</b> (850) 651-7164	<b>Phone:</b> (850) 651-7160 <b>4</b>
<b>Email:</b> tstage@myokaloosa.com	
<b>Owner Representative:</b> John Hofstad	<b>Facility Manager:</b> Tracy Stage
<b>Address:</b> 1250 N Eglin Pkwy, Ste 102	<b>Address:</b> 1701 SR 85 N
<b>City:</b> Shalimar <b>State:</b> FL <b>ZIP:</b> 32579	<b>City:</b> Eglin AFB <b>State:</b> FL <b>ZIP:</b> 32542-1498
<b>Phone:</b> (850) 651-7515	<b>Phone:</b> (850) 651-7160
<b>Email:</b> jhofstad@myokaloosa.com	<b>Email:</b> tstage@myokaloosa.com

<b>Acreeage:</b> 1,035 <b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 02 <b>Township:</b> 03N <b>Range:</b> 23W	<b>Wind Indicator:</b> Yes <b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise	<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour ALL / ALL / 0600-2000	<b>Segmented Circle:</b> Yes <b>Lighted:</b> Yes
	<b>Facility Website:</b> <a href="https://www.flycew.com/">https://www.flycew.com/</a> Ask in any new facility aerals/photos are available

<b>Based Aircraft</b>			
<b>Year:</b> 2011	<b>Single Engine:</b> 35	<b>Jet Engine:</b> 3	<b>Glider:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b> 13	<b>Helicopter:</b>	<b>Ultralight:</b>
<b>Total Based Aircraft:</b>			

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>	
<b>FSS ID:</b> <input checked="" type="checkbox"/> GNV	<b>Clearance Delivery:</b> <input type="checkbox"/>
<b>FSS on Airport:</b> <input checked="" type="checkbox"/> No	<b>Ground Control:</b> <input type="checkbox"/>
<b>Toll Free:</b> <input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b> <input type="checkbox"/>
<b>VorTac:</b> <input checked="" type="checkbox"/> CEW	<b>Approach Control:</b> <input checked="" type="checkbox"/> 124.050
<b>AWOS/ASOS:</b> <input checked="" type="checkbox"/> 119.275	<b>Unicom:</b> <input checked="" type="checkbox"/> 122.950
<b>Instrument Approach:</b> <input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR	<b>ATIS:</b> <input type="checkbox"/>
	<b>CTAF:</b> <input checked="" type="checkbox"/> 122.950

Facility Name: Bob Sikes Airport

Inspection Date: 3/6/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

## 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 ☒ Upon availability

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 ☐ 6 miles

Parachute Jumping Area ☐

Restaurant ☐ 3 miles

Restrooms ☒

Taxi ☒

Telephone ☒

Facility Name: Bob Sikes Airport

Inspection Date: 3/6/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
17/35	Existing	8,006 x 150	Asph	Fair	HIRL

Comments:

RWY 17

FAR 77 Category PIR.

RWY 35

FAR 77 Category C.

Approach ratio required is RWY 17 50:1 and RWY 35 34:1.

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 17

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	30° 47' 22.919	86° 31' 26.82	Surveyed	40:1	PIR-G	P4R	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
Primary Surface	No		40:1	TREES		41 ft	1,845 ft	Before Runway End	95 ft L
Runway End	No		46:1	TREES		41 ft	1,845 ft	Before Runway End	95 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	205 ft	50:1	TREES		41 ft	1,845 ft	Before Runway End	95 ft L

## Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	30° 36' 04.65	86° 31' 12.45	Surveyed	34:1	NPI-G	P4R	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
Primary Surface	No		34:1	TREES		59 ft	2,195 ft	Before Runway End	120 ft L
Runway End									
Marked Displaced Threshold									
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	Aeronautical Study	Determination
EQUIP	30° 46' 10.80	86° 31' 11.90	Estimated	142 ft	E	2 ft	No	Yes	No		

Facility Name: Bob Sikes Airport

Inspection Date: 3/6/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

## Instrument Approach

17/35	Type	A	B	C	D	E
17	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
17	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
17	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
17	LOC	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
17	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
35	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
35	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
35	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

## Deficiencies

Inspection Date 3/6/24

Next Inspection 3/31/25

## Mitigated Deficiencies

Rwy End: 17 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Scattered area of trees from 205 feet to 640 feet after the approach end of Runway 17, 540 feet left of centerline penetrate the transition surface of Runway 17/35.

Spoke with Mr. Chad Rogers, Inspection Contact, before the inspection on March 6, 2024 and he stated that internal staff will continue working on obstruction removal to clear penetrations to the transition surface.

Rwy End: 17 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 17 approach surface ratio is 40:1 due to trees 41 feet tall, 1,845 feet before the approach end of the runway, 95 feet left of centerline.

Runway 17 meets obstacle clearance requirements pursuant to FAA AC 150/5300-13B for a runway with a precision instrument approach with visibility minimums equal to or great than 3/4 of a mile visibility.

Additionally, the airport will continue removing obstructions to the approach and a comment is published in the airport's chart supplement to advise pilots of unlighted obstructions in the approach.

Facility Name: Bob Sikes Airport

Inspection Date: 3/6/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

## License

Effective: 07/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 06/30/2025

☐ 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 approach limitations.

1. Runway 17/35 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 17 is FAR 77 category PIR.

b. Runway 35 is FAR 77 category C.

2. Runway 17 threshold is displaced to the approach end of the runway.

## B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 17 approach surface ratio is 40:1 due to trees 41 feet tall, 1,845 feet before the approach end of the runway and 95 feet left of centerline.

2. Trees 205 feet to 640 feet after the approach end of Runway 17, 540 feet left of centerline and beyond penetrates the transition surface of Runway 17/35.

## Additional Licensing Remarks: