

Facility Name: Okeechobee County Airport				Inspection Date: 7/19/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: OBE		FAA Site No.: 03396.*A		FDOT District: 1	
3.00 Miles NW of Okeechobee				County: Okeechobee	
ARP Latitude: 27° 15' 59.67		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 51' 01.40				Use: Public	
Elevation: 33.4		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Okeechobee County			Facility Physical Address	
Address: 2800 NW 20th Trl			Address: 2800 NW 20th Trl	
City: Okeechobee	State: FL	ZIP: 34972	City: Okeechobee	State: FL ZIP: 34972
Phone: (863) 467-5505	Fax:		Phone: (863) 467-5505	
Email: tblack@okeechobeecountyfl.gov				
Owner Representative: Deborah Manzo			Facility Manager: Thomas Black	
Address: 304 NW 2nd St, Room 123			Address: 2800 NW 20th Trl	
City: Okeechobee	State: FL	ZIP: 34972	City: Okeechobee	State: FL ZIP: 34972
Phone: (863) 763-6441			Phone: (863) 634-1474	
Email: dmanzo@okeechobeecountyfl.gov			Email: tblack@okeechobeecountyfl.gov	

Acreeage: 864	Residential Airpark: No	Beacon: C-G	
Section: 08	Township: 37S	Range: 35E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / 0800-1700		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://www.co.okeechobee.fl.us/departments/airport-indu	
		Ask in any new facility aerals/photos are available	

Based Aircraft							
Year:	2011	Single Engine:	35	Jet Engine:	Glider:	Ultralight:	
Source:	Inspector	Multi Engine:	3	Helicopter:	4	Military: 1	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

FAA NavCom			
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> PHK 115.4 344d/30 nm	Approach Control:	<input checked="" type="checkbox"/> 132.250
AWOS/ASOS:	<input checked="" type="checkbox"/> 118.675	Unicom:	<input checked="" type="checkbox"/> 123.000
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LP, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 123.000

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Services

Fuel:

A ☒

A1 ☐

A1+ ☐

B ☐

B+ ☐

Mogas ☐

80 ☐

100 ☐

100LL ☒

115 ☐

Airframe:

Major ☐

Minor ☒ Paint Shop

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 ☒ 2 miles

Parachute Jumping Area ☐

Restaurant ☒ Onsite

Restrooms ☒

Taxi ☒

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	4,001 x 75	Asph	Poor	None

Comments:

RWY 14

FAR 77 Category A(NP).

RWY 32

FAR 77 Category A(NP).

Approach ratio required is RWY 14 20:1 and RWY 32 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 16' 11.73	80° 51' 19.25	Surveyed	24:1	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
Primary Surface	No		24:1	TREES		36 ft	1,060 ft	Before Runway End	180 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 15' 43.71	80° 50' 47.92	Surveyed	0:1	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
Primary Surface	No		0:1	FENCE	L	5 ft	200 ft	Before Runway End	215 ft L
Runway End	No		25:1	TREES		24 ft	590 ft	Before Runway End	250 ft L

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	Aeronatical Study	Determination
FENCE	27° 15' 40.78	80° 50' 48.09	Estimated	215 ft	SE		No	No	Yes	2019-ASO -701-NRA	DNH

Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,000 x 100	Asph	Excellent	MIRL

Comments:

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RWY 05

FAR 77 Category D.

RWY 23

FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 34:1.

Primary surface required is 1000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	27° 15' 43.72	80° 51' 19.26	Surveyed	0:1	NPI-G	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
Primary Surface	Yes		0:1	FENCE		5 ft	200 ft	Before Runway End	313 ft R
Runway End	Yes		50:1	TREES		39 ft	1,920 ft	Before Runway End	290 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	27° 16' 18.72	80° 50' 40.06	Surveyed	0:1	NPI-G	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
Primary Surface	Yes		0:1	FENCE		5 ft	200 ft	Before Runway End	400 ft L
Runway End	Yes		34:1	TREES		43 ft	1,430 ft	Before Runway End	195 ft L

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	Aeronatical Study	Determination
FENCE	27° 15' 44.08	80° 51' 13.81	Estimated	313 ft	SE	5 ft	No	No	No		
BLDG	27° 15' 41.02	80° 51' 14.72	Estimated	420 ft	SE	30 ft	No	No	No		
TREES	27° 15' 42.40	80° 51' 15.13	Estimated	320 ft	SE	20 ft	No	No	No		
EQUIP	27° 15' 43.45	80° 51' 14.04	Estimated	340 ft	SE	10 ft	No	No	No		
BLDG	27° 15' 43.26	80° 51' 12.59	Estimated	429 ft	SE	20 ft	No	No	No		
TREE	27° 15' 44.29	80° 51' 13.70	Estimated	315 ft	SE	15 ft	No	No	No		
EQUIP	27° 15' 39.66	80° 51' 16.44	Estimated	465 ft	SE	5 ft	No	No	No		
FENCE	27° 16' 08.42	80° 50' 45.31	Estimated	400 ft	SE	5 ft	No	No	No		
BRUSH	27° 16' 06.67	80° 50' 46.13	Estimated	400 ft	SE	7 ft	No	No	No		

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Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
05	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
05	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
23	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
32	LNAV/VNAV	1.75 Miles	1.75 Miles	1.75 Miles	1.75 Miles	
32	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 7/19/24

Next Inspection 7/31/25

Deficiencies

14/32 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway (A)

Hold

Position

Taxiway A hold position markings at Runway 14/32 are faded and in poor condition.

14/32 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway

(B@14)

Hold

Position

Taxiway B hold position marking black outline at Runway 14 is faded and in poor condition.

14/32 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway

(B@32)

Hold

Position

Taxiway B hold position marking black outline at Runway 32 is faded and in poor condition.

Mitigated Deficiencies

Rwy End: 05 In accordance with Chapter 14-60.007(2)(d)1.f., 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 equal to $\frac{3}{4}$ mile: the transition surface ratio is 7:1.

Aircraft storage hangars 155 feet to 875 feet after the approach end of the runway, 633 feet left of centerline and beyond penetrates the transitional surface for Runway 05/23.

Equipment 200 feet before to 490 feet after the approach end of the runway, 500 feet right of centerline and beyond penetrates the transitional surface for Runway 14/32.

Building 52 feet to 153 feet after the approach end of the runway, 500 feet right of centerline and beyond penetrates the transitional surface for Runway 14/32.

Trees 52 feet to 153 feet after the approach end of the runway, 583 feet right of centerline and beyond penetrates the transitional surface for Runway 14/32.

Building 373 feet to 423 feet after the approach end of the runway, 500 feet right of centerline and beyond penetrates the transitional surface for Runway 14/32.

Trees 373 feet to 475 feet after the approach end of the runway, 510 feet right of centerline and beyond penetrates the transitional surface for Runway 14/32.

Received an e-mail from Mr. John Hurst, the previous Airport Manager, on July 12, 2023 confirming the submission of a request to the FAA to increase the visibility minimums for the instrument approach for Runway 05 to greater than $\frac{3}{4}$ of a mile. Increasing the visibility minimums would reduce the width of the primary surface, effectively removing these obstructions from the transitional surface, and is consistent with the Airport Layout Plan.

Received a follow-up e-mail on December 28, 2023 verifying that the FAA ADO was reviewing the request and it appears that the FAA is processing the change. An expected time to publish the changes is not known at this point.

Rwy End: 05 In accordance with Chapter 14-60.007(2)(c)1.f., 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 equal to $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Facility Name: Okeechobee County Airport**Inspection Date:** 7/19/2024**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

Runway 05 approach surface ratio is 0:1 due to fence 5 feet tall, 200 feet before the approach end of the runway, and 313 feet right of centerline.

Runway 05 threshold is displaced to the approach end of the runway.

Rwy End: 05

In accordance with Chapter 14-60.007(2)(b)1.f., 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 a visibility equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Fence 5 feet tall, 200 feet before to 480 feet after the approach end of the runway, 313 feet to 500 feet right of centerline penetrates the primary surface of Runway 05/23.

Building 30 feet tall, 100 feet after the approach end of the runway, 420 feet right of centerline penetrates the primary surface of Runway 05/23.

Trees 20 feet tall, 170 feet after the approach end of the runway, 320 feet right of centerline penetrates the primary surface of Runway 05/23.

Equipment/vehicles 10 feet tall, 240 feet to 375 feet after the approach end of the runway, 340 feet to 500 feet right of centerline penetrates the primary surface of Runway 05/23.

Building 20 feet tall, 380 feet after the approach end of the runway, 429 feet to 500 feet right of centerline penetrates the primary surface of Runway 05/23.

Tree 15 feet tall, 390 feet after the approach end of the runway, 315 feet right of centerline penetrates the primary surface of Runway 05/23.

Equipment 5 feet tall, 200 feet to 100 feet before the approach end of the runway, 465 feet to 500 feet right of centerline penetrates the primary surface of Runway 05/23.

Received an e-mail from Mr. John Hurst, the previous Airport Manager, on July 12, 2023 confirming the submission of a request to the FAA to increase the visibility minimums for the instrument approach for Runway 05 to greater than $\frac{3}{4}$ of a mile. Increasing the visibility minimums would reduce the width of the primary surface, effectively removing these obstructions, and is consistent with the Airport Layout Plan.

Received a follow-up e-mail on December 28, 2023 verifying that the FAA ADO was reviewing the request and it appears that the FAA is processing the change. An expected time to publish the changes is not known at this point.

Rwy End: 23

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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 23 approach surface ratio is 0:1 due to fence 5 feet tall, 200 feet before the approach end of the runway, and 400 feet left of centerline.

Runway 23 threshold is displaced to the approach end of the runway.

Rwy End: 23

In accordance with Chapter 14-60.007(2)(b)1.f., 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 a visibility equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Fence 5 feet tall, 200 feet before to 2,220 feet after the approach end of the runway, 400 feet to 500 feet left of centerline penetrates the primary surface of Runway 05/23.

Brush 7 feet tall, 115 feet to 2,180 feet after the approach end of the runway, 400 feet to 500 feet left of centerline penetrates the primary surface of Runway 05/23.

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Received an e-mail from Mr. John Hurst, the previous Airport Manager, on July 12, 2023 confirming the submission of a request to the FAA to increase the visibility minimums for the instrument approach for Runway 05 to greater than 3/4 of a mile. Increasing the visibility minimums would reduce the width of the primary surface, effectively removing these obstructions, and is consistent with the Airport Layout Plan.

Received a follow-up e-mail on December 28, 2023 verifying that the FAA ADO was reviewing the request and it appears that the FAA is processing the change. An expected time to publish the changes is not known at this point.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.

Runway 32 approach surface ratio is 0:1 due to fence 5 feet tall, 200 feet before the approach end of the runway, and 215 feet left of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(b)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the width of the primary surface is 500 feet.

Fence from 200 feet to 148 feet before the approach end of the runway, 215 feet left of centerline, penetrates the primary surface of Runway 32.

Runway 32 threshold is displaced to the approach end of the runway. Fence has been studied by the FAA under ASN: 2019-ASO-701-OE. A determination of no hazard has been issued and the fence has been marked with an obstruction light.

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Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 11/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2025

☐ 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 landing areas and approach limitations.

1. Runway 05/23 is available for non-precision instrument and visual approaches.

a. Runway 05 is FAR 77 category D.

b. Runway 23 is FAR 77 category C.

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

a. Runway 14 is FAR 77 category A(NP).

b. Runway 32 is FAR 77 category A(NP).

3. Runway 05 threshold is displaced to the approach end of the runway.

4. Runway 23 threshold is displaced to the approach end of the runway.

5. Runway 32 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. Fence, equipment, buildings, and vegetation 200 feet before to 480 feet after the approach end of Runway 05, 313 feet to 500 feet right of centerline penetrates the primary surface of Runway 05/23.

2. Fence 5 feet tall, 200 feet before to 2,220 feet after the approach end of Runway 23, 400 feet to 500 feet left of centerline penetrates the primary surface of Runway 05/23.

3. Aircraft storage hangars 155 feet to 875 feet after the approach end of Runway 05, 633 feet left of centerline and beyond penetrates the transitional surface for Runway 05/23.

Additional Licensing Remarks: