

Facility Name: Bob Sikes Airport		Inspection Date: 3/18/2025	
Facility Type: Airport		Status: Active	
Location ID: CEW		FAA Site No.: 03128.1*A	
3.00 Miles NE of Crestview		FDOT District: 3	
ARP Latitude: 30° 46' 43.81		County: Okaloosa	
Source: Estimated		Ownership: Public	
ARP Longitude: 86° 31' 19.61		Use: Public	
Elevation: 213		Sectional Chart: NEW ORLEANS	
Source: Surveyed			

Note: Primary contact shows below with a background.

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

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

Based Aircraft			
Year: 2011	Single Engine: 35	Jet Engine: 3	Glider:
Source: Inspector	Multi Engine: 13	Helicopter:	Ultralight:
Total Based Aircraft:		Military:	Seaplane:

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"/> GNV	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"/> CEW	Approach Control:	<input checked="" type="checkbox"/> 124.050
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.275	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.950

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Services

Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input checked="" 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 type="checkbox"/>

Bulk Oxygen:

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

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/> Upon availability
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 type="checkbox"/>
Avionics	<input 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 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 type="checkbox"/> 6 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input type="checkbox"/> 3 miles
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

Aircraft Charging Stations:

Electric Charging Stations	<input checked="" type="checkbox"/>
Hydrogen Charging Stations	<input type="checkbox"/>
Battery Charging Stations	<input type="checkbox"/>
Solar Charging Stations	<input type="checkbox"/>
Auto Charging Stations	<input checked="" 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 checked="" 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:	1
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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	Controlling Offset
Primary Surface	No		40:1	TREES		42 ft	1,850 ft	Before Runway End	90 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	Controlling Offset
Primary Surface	No		34:1	TREES		59 ft	2,195 ft	Before Runway End	95 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		

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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 3/18/25

Next Inspection 3/31/26

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Bob Sikes Airport expires on 06/26/2025.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on 05/06/2025.

Mitigated Deficiencies

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 42 feet tall, 1,850 feet before the approach end of the runway, 90 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.

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License

Effective: 07/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 06/30/2026

☐ 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 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 42 feet tall, 1,850 feet before the approach end of the runway and 90 feet left of centerline.

Additional Licensing Remarks: