

State of Florida Department of Transportation
Aviation Office

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7/16/2025

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Okeechobee County Airport		Inspection Date: 7/14/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 7/14/2025		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: airport@okeechobeecountyfl.gov			
Owner Representative: Deborah Manzo		Facility Manager: Chris Georges	
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) 467-5505	
Email: dmanzo@okeechobeecountyfl.gov		Email: cgeorges@okeechobeecountyfl.gov	

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

Facility Name: Okeechobee County Airport

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Services

Fuel:

A ☒
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☒
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☒

Power Plant:

Major ☐
 Minor ☒

Other Services:

Aerial Surveying ☐
 Air Ambulance ☐
 Air Freight ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☐
 Beaching Gear ☐
 Car Rental ☒ Enterprise
 Cargo ☐
 Courtesy Car ☒
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☒ 2 miles
 Parachute Jumping Area ☐
 Restaurant ☒ Onsite
 Restrooms ☒
 Taxi ☒
 Telephone ☒

Aircraft Charging Stations:

Electric Charging Stations ☐
 Hydrogen Charging Stations ☐
 Battery Charging Stations ☐
 Solar Charging Stations ☐
 Auto Charging Stations ☐

Aircraft Electric Charging Power Rating:

Alternating Current ☐
 Direct Current ☐

Aircraft Electric Charging Station Plug Type

AC - J1772 ☐
 AC - Mennekes ☐
 DC - GB/T ☐
 DC - CCS Type1 ☐
 DC - CCS Type2 ☐
 DC - MCS ☐
 DC - CHAdeMO ☐
 Other ☐

Support Infrastructure:

Passenger Waiting Facility ☐
 Aircraft Tug Station ☐
 Deicing Equipment ☐
 Battery Thermal Conditioning System ☐
 Maintenance Platforms, Ladders, Inspection ☐
 Provider of Services ☐
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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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-P	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	190 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-P	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 C.

RWY 23

FAR 77 Category C.

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

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	27° 15' 43.72	80° 51' 19.26	Surveyed	40:1	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	No		40:1	TREES		43 ft	1,920 ft	Before Runway End	300 ft L
Runway End									
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	28:1	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	No		28:1	TREES		43 ft	1,430 ft	Before Runway End	195 ft L
Runway End	No		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
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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	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 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 7/14/25

Next Inspection 7/31/26

Deficiencies

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (A)

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 (A)
Hold
Position

Taxiway A hold position marking black outline at Runway 14/32 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@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)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(B@32)

Taxiway B hold position markings at Runway 32 are stained and/or discolored.

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: 23 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 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 28:1 due to trees 43 feet tall, 1,430 feet before the approach end of the runway, and 195 feet left of centerline.

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

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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License

Effective: 11/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 10/31/2026

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

a. Runway 05 is FAR 77 category C.

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

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

Additional Licensing Remarks: