

State of Florida Department of Transportation
Aviation Office

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7/21/2026

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

Airport Inspection Record

Facility Name: Okeechobee County Airport		Inspection Date: 7/17/2026	
Facility Type: Airport		Status: Active	
Inspection Date: 7/17/2026		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 Board of County Commissioners		Facility Physical Address	
Address: 304 NW 2nd Street		Address: 2800 NW 20th Trail	
Room 123			
City: Okeechobee	State: FL ZIP: 34972	City: Okeechobee	State: FL ZIP: 34972
Phone: (863) -76-6441	Fax: (863) -76-0118	Phone: (863) 467-5505	
Email: bcc@okeechobeeountyfl.gov			
Owner Representative: Jessica Bezares		Facility Manager: John Zarycki	
Address: 304 NW 2nd Street		Address: 2800 NW 20th Trail	
City: Okeechobee State: FL ZIP: 34972		City: Okeechobee State: FL ZIP: 34972	
Phone: (863) 763-6441		Phone: (863) 634-1474	
Email: jbezares@okeechobeeountyfl.gov		Email: jzarycki@okeechobeeountyfl.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.okeechobeeountyfl.gov/departments/airport
		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: ☒ PIE	Clearance Delivery: ☐
FSS on Airport: ☒ No	Ground Control: ☐
Toll Free: ☒ (800) WX-BRIEF	Control Tower: ☐
VorTac: ☒ PHK 115.4 344d/30 nm	Approach Control: ☒ 132.250
AWOS/ASOS: ☒ 118.675	Unicom: ☒ 123.000
Instrument Approach: ☒ LPV, LP, LNAV/VNAV, LNAV	ATIS: ☐
	CTAF: ☒ 123.000

Facility Name: Okeechobee County Airport

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Facility Type: Airport

Status: Active

Inspector: David Smith

Services

Fuel:

A	☒	FSII available upon request
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 (Delivers to F
Cargo	☐	
Courtesy Car	☒	Ford E350 15-passenger
Charter	☐	
Crop Dusting	☐	
Glider	☐	
Glider Towing	☐	
Instruction	☒	
Internet	☒	
Lodging	☒	Hampton Inn 2.8 miles
Parachute Jumping Area	☐	
Restaurant	☒	Landing Strip Cafe on-site
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	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Okeechobee County Airport				Inspection Date: 7/17/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
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									
	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
14	27° 16' 11.73	80° 51' 19.25	Surveyed	24:1	NPI-P	P4L	No	No	NONE

Obstruction Data

					Height	Distance	Direction	Controlling
	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marks/ Lighted	Above Runway	From Runway End	Offset (Over)
Primary Surface	No		24:1	TREES		28 ft	Before Runway End	205 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

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	No		0:1	FENCE	L	5 ft	200 ft	Before Runway End	215 ft L
<i>Runway End</i>	No		23:1	TREES		26 ft	585 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
BRUSH	27° 16' 08.68	80° 51' 16.48	Estimated	45 ft	SW	2 ft	No	No	No		
GND	27° 16' 07.21	80° 51' 14.88	Estimated	46 ft	SW	1 ft	No	No	No		
GND	27° 15' 47.57	80° 50' 52.93	Estimated	46 ft	SW	1 ft	No	No	No		
GND	27° 15' 46.69	80° 50' 51.95	Estimated	46 ft	SW	1 ft	No	No	No		
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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Facility Type: Airport

Status: Active

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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-F	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	Controlling Offset (Over)
Primary Surface	No		40:1	TREES		44 ft	1,925 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-F	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	Controlling Offset (Over)
Primary Surface	No		28:1	TREES		43 ft	1,430 ft	Before Runway End	190 ft L
Runway End	No		34:1	TREES		43 ft	1,430 ft	Before Runway End	190 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	Aeronautical 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	1.13 Miles	1.13 Miles	
32	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
32	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Status: Active

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Deficiencies

Inspection Date 7/17/26

Next Inspection 7/31/27

Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A1)

Taxiway A1 hold position marking at Runway 23 is stained and/or discolored.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A3)

Taxiway A3 hold position marking at Runway 05 is faded and/or in poor condition.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C)

Taxiway C hold position marking at Runway 05/23 is faded and/or in poor condition.

05/23 : 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 (C)
Hold
Position

Taxiway C hold position marking black outline at Runway 05/23 is faded and/or 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 (A)

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

Rwy End: 14 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 14 designation markings are stained and/or discolored.

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Rwy End: 14 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.

Runway

Centerline

Runway 14/32 runway centerline marking black outline is faded and/or in poor condition.

Rwy End: 32 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 32 designation markings are stained and/or discolored.

Mitigated Deficiencies

Rwy End: 14 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.

Surface variation, 605 feet after the approach end of the runway, 46 feet right of centerline is located inside the Runway Safety Area of Runway 14/32.

Spoke with Mr. John Zarycki, Airport Manager, after the inspection on July 17, 2026 and he stated that surface variations inside the Runway Safety Area will be graded out by June 30, 2027.

Rwy End: 14 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.

Brush 2 feet tall, 394 feet after the approach end of the runway, 45 feet right of centerline penetrates the Primary Surface of Runway 14/32.

Spoke with Mr. John Zarycki, Airport Manager, after the inspection on July 17, 2026 and he stated that the brush would be removed by June 30, 2027.

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 ¾ 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 190 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(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.

Surface variation, 467 feet after the approach end of the runway, 46 feet left of centerline is located inside the Runway Safety Area of Runway 14/32.

Surface variation, 592 feet after the approach end of the runway, 46 feet left of centerline is located inside the Runway Safety Area of Runway 14/32.

Spoke with Mr. John Zarycki, Airport Manager, after the inspection on July 17, 2026 and he stated that surface variations inside the Runway Safety Area will be graded out by June 30, 2027.

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.

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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Airport Inspection Record

Facility Name: Okeechobee County Airport

Inspection Date: 7/17/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 11/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2027

☐ 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.

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. Brush 2 feet tall, 394 feet after the approach end of Runway 14, 45 feet right of centerline penetrates the Primary Surface of Runway 14/32.

2. Surface variations, in scattered locations for the entire length of Runway 32, 46 feet southwest of centerline is located inside the Runway Safety Area for Runway 14/32.

Additional Licensing Remarks: