



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-AWP-19514-OE

Issued Date: 04/18/2023

Adam Robinson
 RPG
 315 S coast Highway 101, suite U-12
 Encinitas, CA 92024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Eddie Jones NW
Location:	Oceanside, CA
Latitude:	33-13-10.36N NAD 83
Longitude:	117-21-24.69W
Heights:	28 feet site elevation (SE)
	45 feet above ground level (AGL)
	73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 10/18/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-19514-OE.

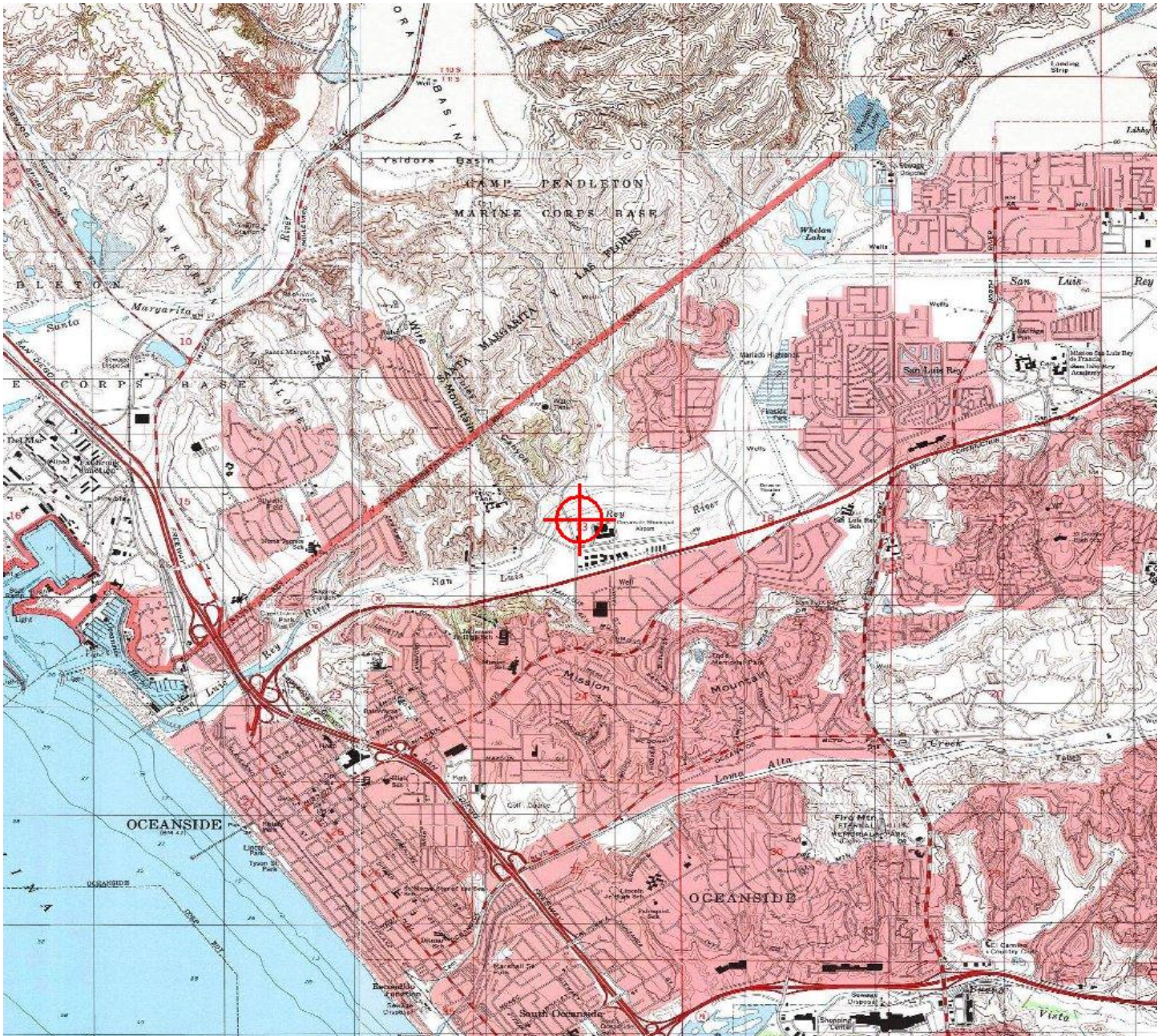
Signature Control No: 558363074-581639665

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-19514-OE



Sectional Map for ASN 2022-AWP-19514-OE





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Aeronautical Study No.
 2022-AWP-19515-OE

Issued Date: 04/18/2023

Adam Robinson
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 315 S coast Highway 101, suite U-12
 Encinitas, CA 92024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Eddie Jones NE
 Location: Oceanside, CA
 Latitude: 33-13-12.46N NAD 83
 Longitude: 117-21-10.94W
 Heights: 28 feet site elevation (SE)
 45 feet above ground level (AGL)
 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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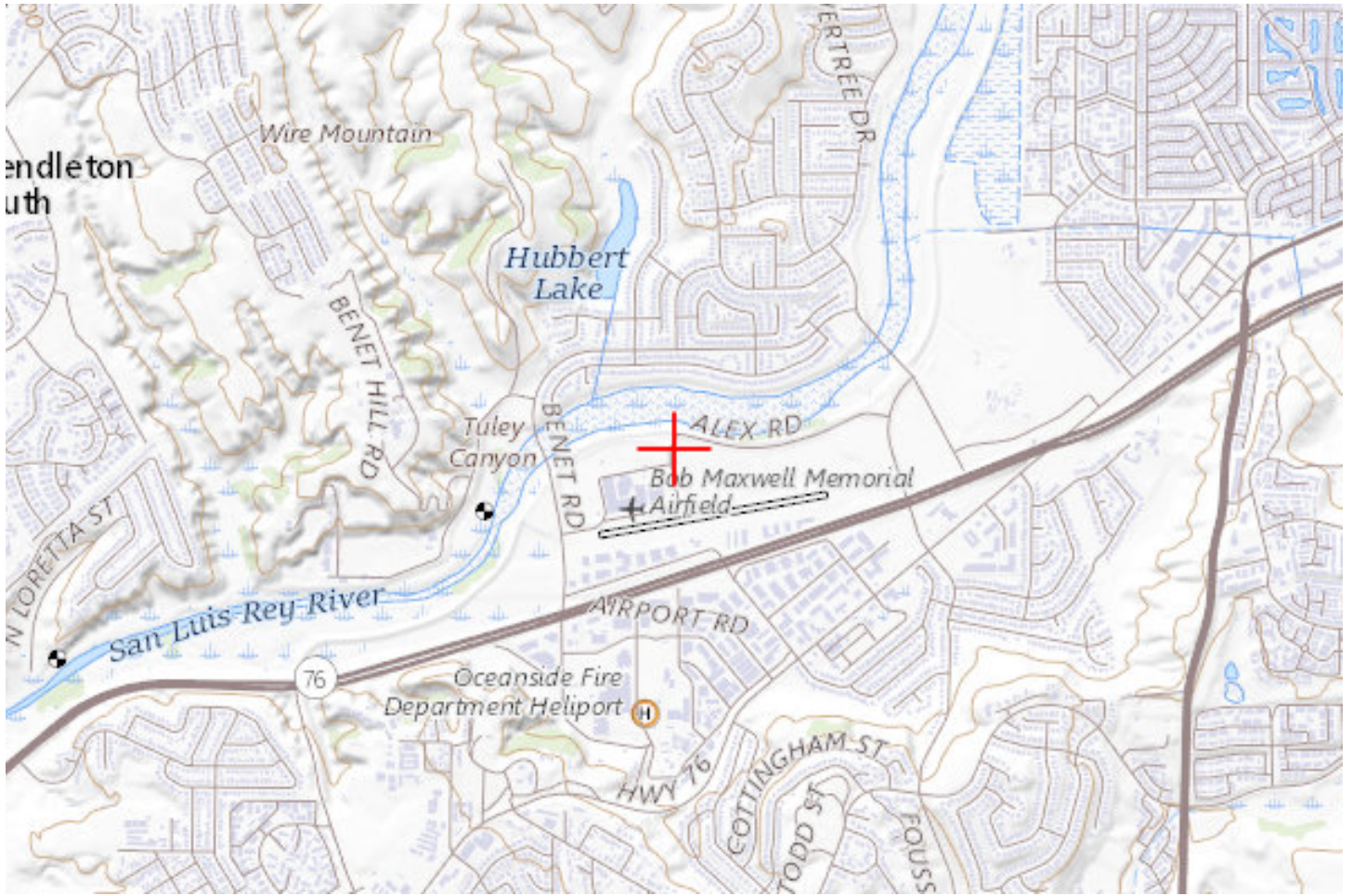
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-19515-OE.

Signature Control No: 558363075-581639666

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







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Aeronautical Study No.
2022-AWP-19516-OE

Issued Date: 04/18/2023

Adam Robinson
RPG
315 S coast Highway 101, suite U-12
Encinitas, CA 92024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Eddie Jones SW
Location:	Oceanside, CA
Latitude:	33-13-06.02N NAD 83
Longitude:	117-21-24.15W
Heights:	28 feet site elevation (SE) 36 feet above ground level (AGL) 64 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 10/18/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 18, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on May 28, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-19516-OE.

Signature Control No: 558363076-581640331

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-19516-OE

AERONAUTICAL STUDY NO. 2022-AWP-19516-19717-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level nm - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Adam Robinson is proposing to construct a Building (Eddie Jones) that has been identified as an obstruction under Part 77 standards. The proposed structure would be located west of the Bob Maxwell Memorial Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 26 feet MSL.

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	Corner
2022-AWP-19516-OE	36/64	0.26 nm	33-13-06.02/117-21-24.15	SW
2022-AWP-19517-OE	45/73	0.09 nm	33-13-08.09/117-21-10.28	SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2022-AWP-19516-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA Obstacle penetrates RWY 25 Initial Climb Area (ICA) 35 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring Take-Off Minimum and (Obstacle) Departure Procedures, NOTE: RWY 25 Building 187 feet from departure end of runway, 408 feet right of centerline, 36 feet AGL/64 feet AMSL.

Section 77.19(e) - These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. The proposed structure would exceed OKB transitional surface for the existing RWY 07/25 by the values shown below:

Aeronautical Study Number	Transitional Surface Exceeds by
2022-AWP-19516-OE	18 feet
2022-AWP-19517-OE	25 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The OKB Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/OKB>. It states that there are sixty (60) single engine and one (1) multi engine aircraft based there with 29,071 operations for the 12 months ending 12/31/2020 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While this structure would exceed RWY 25 40:1 departure surface by 35 feet, it qualifies as a low close in penetration with a minimum climb gradient termination altitude of 200 feet or less above DER, requiring Takeoff Minimums and (Obstacle) Departure Procedures Note as stated above.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on February 28, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

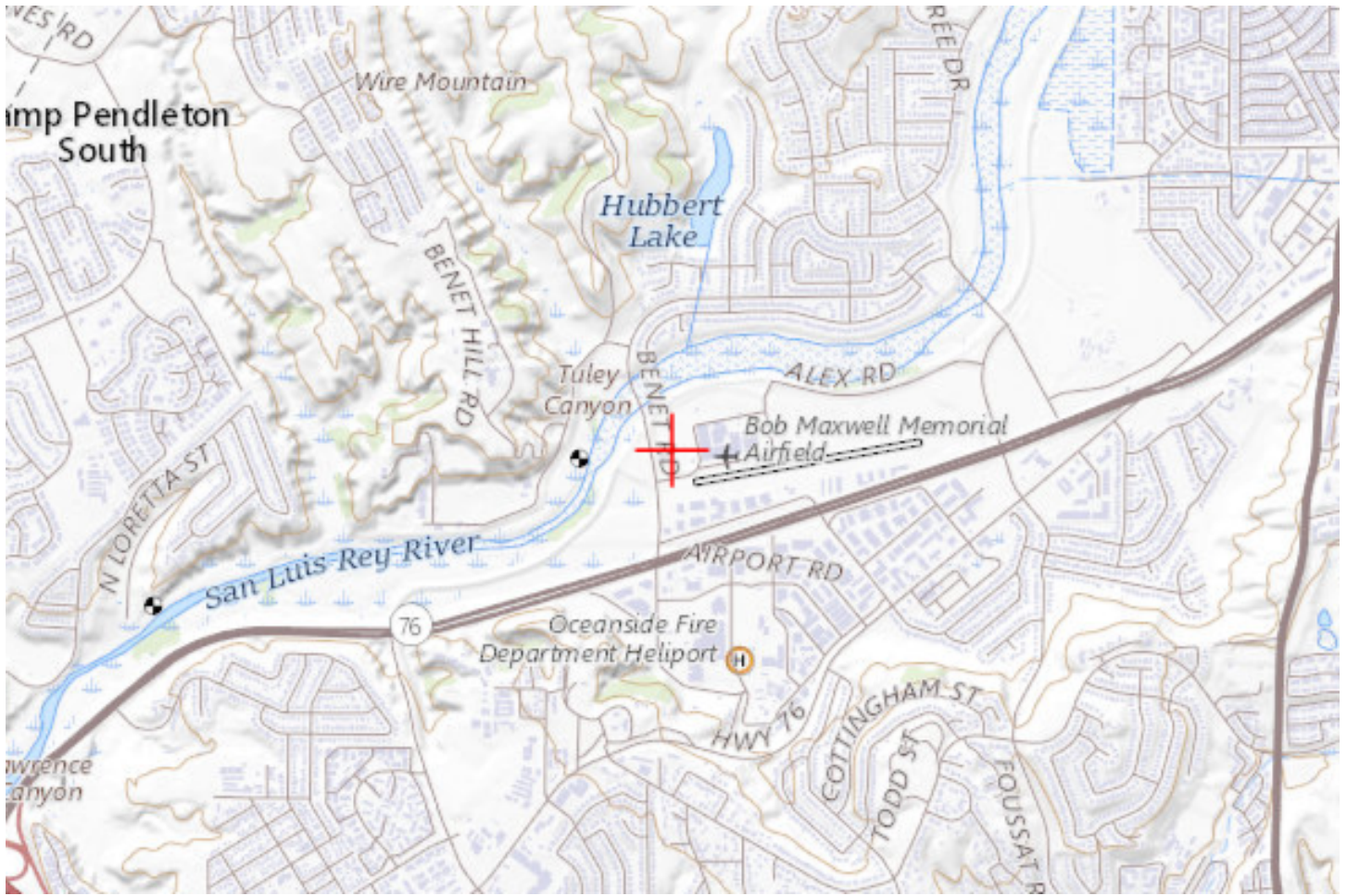
The proposed structure would exceed RWY 25 40:1 departure surface in the initial climb area (ICA) by 35 feet, however, the only IFR impact is to add a Note to the Take-off Minimums and (Obstacle) Departure Procedures. There are no increases to the current OKB climb gradients. The proposal would penetrate the transitional surface by the values shown above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. The VFR traffic pattern airspace is not impacted and no other VFR issues were identified. The incorporation of obstruction light will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of the airport.

7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519

The proponent is required to notify the FAA ten days prior to construction to initiate adding a Note to the Take-off Minimums and (Obstacle) Departure procedures. This can be accomplished by filing a FAA form 7460-2, Actual Construction Notice, Part I, on line at <http://oeaaa.faa.gov/oeaaa>. Detailed instructions are available under the Instruction link.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.







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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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Structure: Building Eddie Jones SE
 Location: Oceanside, CA
 Latitude: 33-13-08.09N NAD 83
 Longitude: 117-21-10.28W
 Heights: 28 feet site elevation (SE)
 45 feet above ground level (AGL)
 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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See attachment for additional condition(s) or information.

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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 18, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

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Signature Control No: 558363077-581640821

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-19517-OE

AERONAUTICAL STUDY NO. 2022-AWP-19516-19717-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level nm - Nautical Mile
AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Adam Robinson is proposing to construct a Building (Eddie Jones) that has been identified as an obstruction under Part 77 standards. The proposed structure would be located west of the Bob Maxwell Memorial Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 26 feet MSL.

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	Corner
2022-AWP-19516-OE	36/64	0.26 nm	33-13-06.02/117-21-24.15	SW
2022-AWP-19517-OE	45/73	0.09 nm	33-13-08.09/117-21-10.28	SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2022-AWP-19516-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA Obstacle penetrates RWY 25 Initial Climb Area (ICA) 35 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring Take-Off Minimum and (Obstacle) Departure Procedures, NOTE: RWY 25 Building 187 feet from departure end of runway, 408 feet right of centerline, 36 feet AGL/64 feet AMSL.

Section 77.19(e) - These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. The proposed structure would exceed OKB transitional surface for the existing RWY 07/25 by the values shown below:

Aeronautical Study Number	Transitional Surface Exceeds by
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3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The OKB Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/OKB>. It states that there are sixty (60) single engine and one (1) multi engine aircraft based there with 29,071 operations for the 12 months ending 12/31/2020 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While this structure would exceed RWY 25 40:1 departure surface by 35 feet, it qualifies as a low close in penetration with a minimum climb gradient termination altitude of 200 feet or less above DER, requiring Takeoff Minimums and (Obstacle) Departure Procedures Note as stated above.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on February 28, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

The proposed structure would exceed RWY 25 40:1 departure surface in the initial climb area (ICA) by 35 feet, however, the only IFR impact is to add a Note to the Take-off Minimums and (Obstacle) Departure Procedures. There are no increases to the current OKB climb gradients. The proposal would penetrate the transitional surface by the values shown above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. The VFR traffic pattern airspace is not impacted and no other VFR issues were identified. The incorporation of obstruction light will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of the airport.

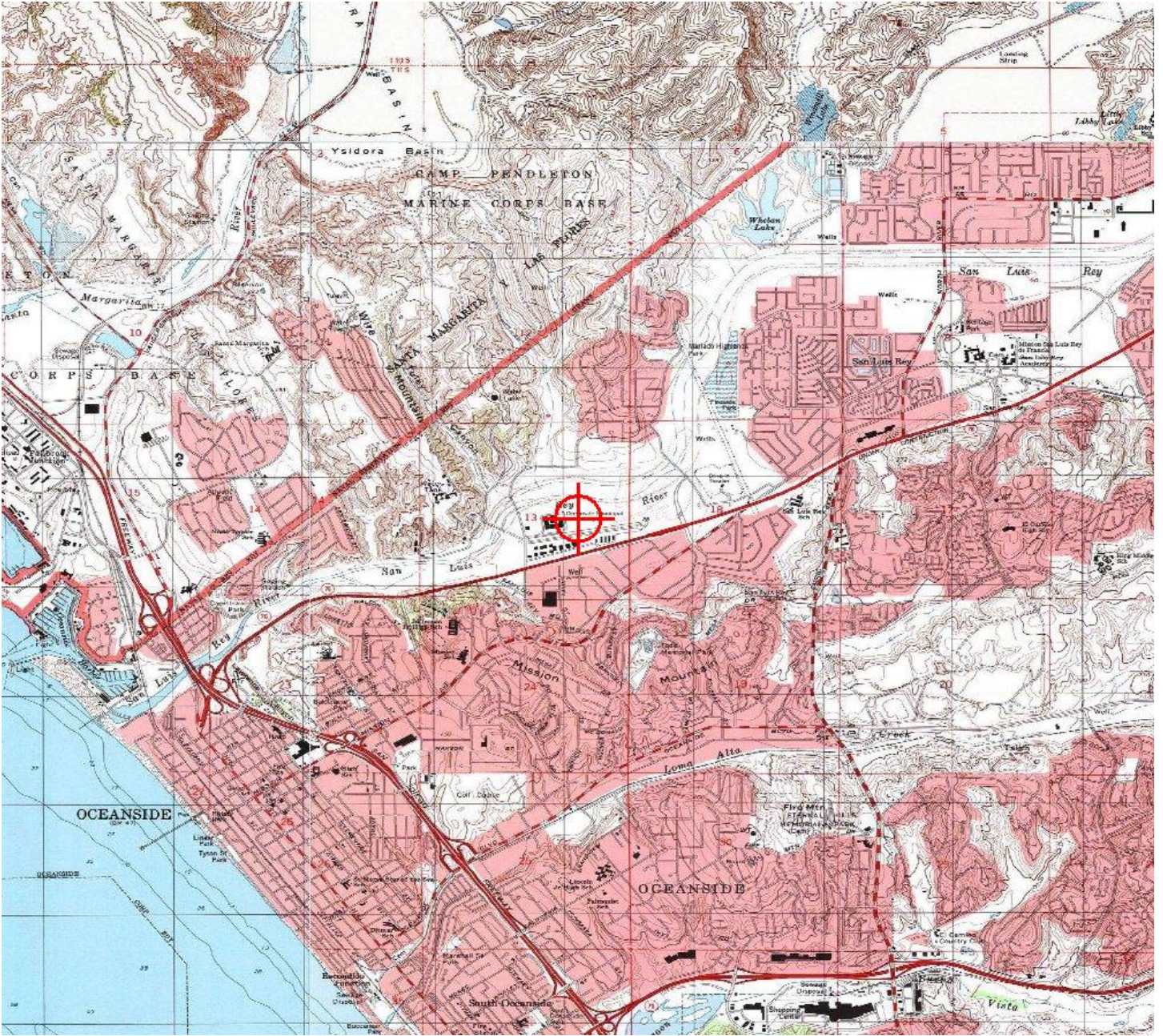
7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519

The proponent is required to notify the FAA ten days prior to construction to initiate adding a Note to the Take-off Minimums and (Obstacle) Departure procedures. This can be accomplished by filing a FAA form 7460-2, Actual Construction Notice, Part I, on line at <http://oeaaa.faa.gov/oeaaa>. Detailed instructions are available under the Instruction link.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2022-AWP-19517-OE



Sectional Map for ASN 2022-AWP-19517-OE

