



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

Aeronautical Study No.  
 2024-AWP-6714-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 1 B1-1  
 Location: Oceanside, CA  
 Latitude: 33-13-05.37N NAD 83  
 Longitude: 117-21-22.32W  
 Heights: 27 feet site elevation (SE)  
 24 feet above ground level (AGL)  
 51 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6714-OE.

**Signature Control No: 623844546-631295275**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6714-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

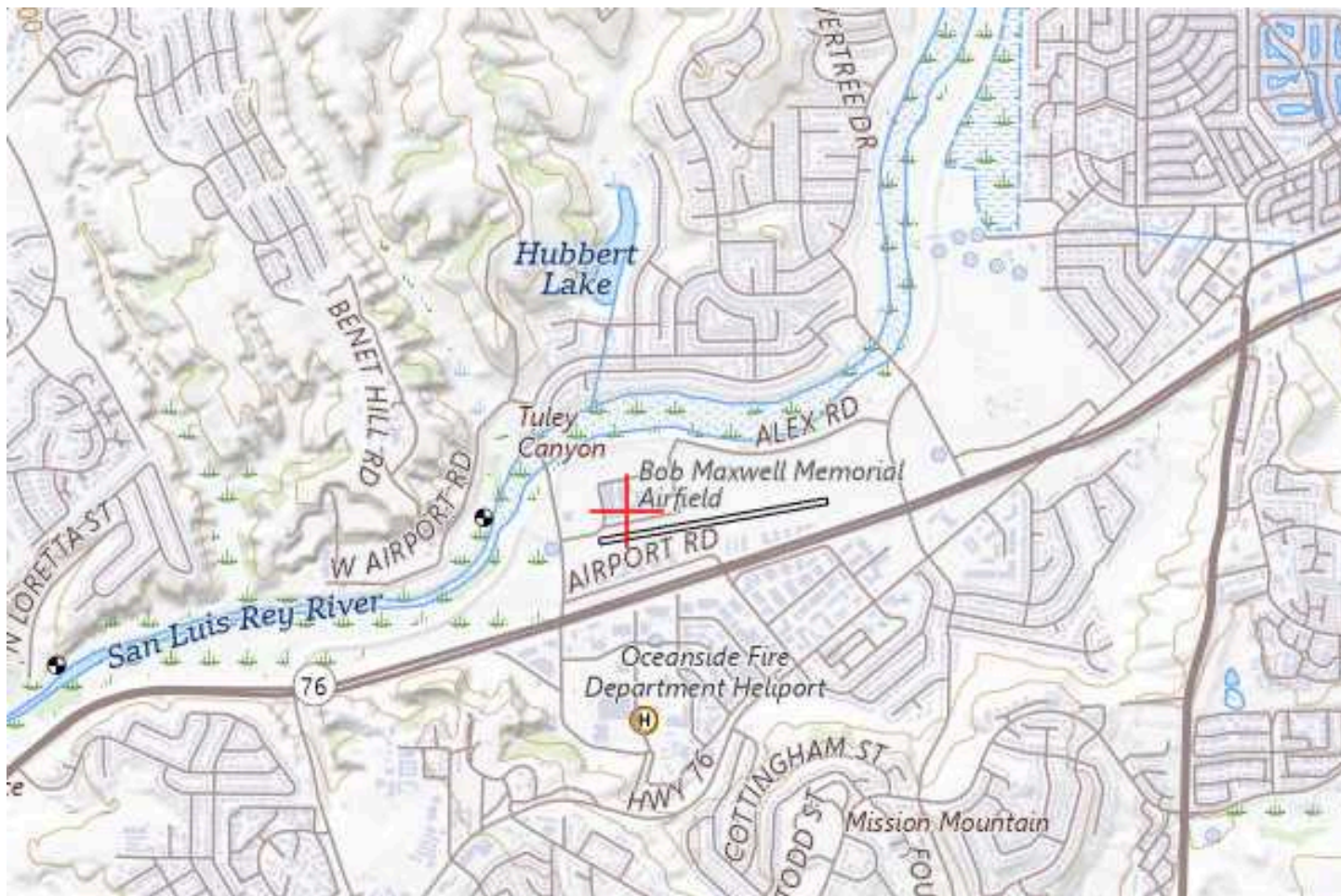
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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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Aeronautical Study No.  
 2024-AWP-6715-OE

Issued Date: 08/27/2024

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 5900 Pasteur Court  
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 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 1 B1-2  
 Location: Oceanside, CA  
 Latitude: 33-13-05.16N NAD 83  
 Longitude: 117-21-23.73W  
 Heights: 27 feet site elevation (SE)  
 24 feet above ground level (AGL)  
 51 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.

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- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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.**

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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, 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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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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6715-OE.

**Signature Control No: 623844547-631295274**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6715-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

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2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
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2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of the airport.

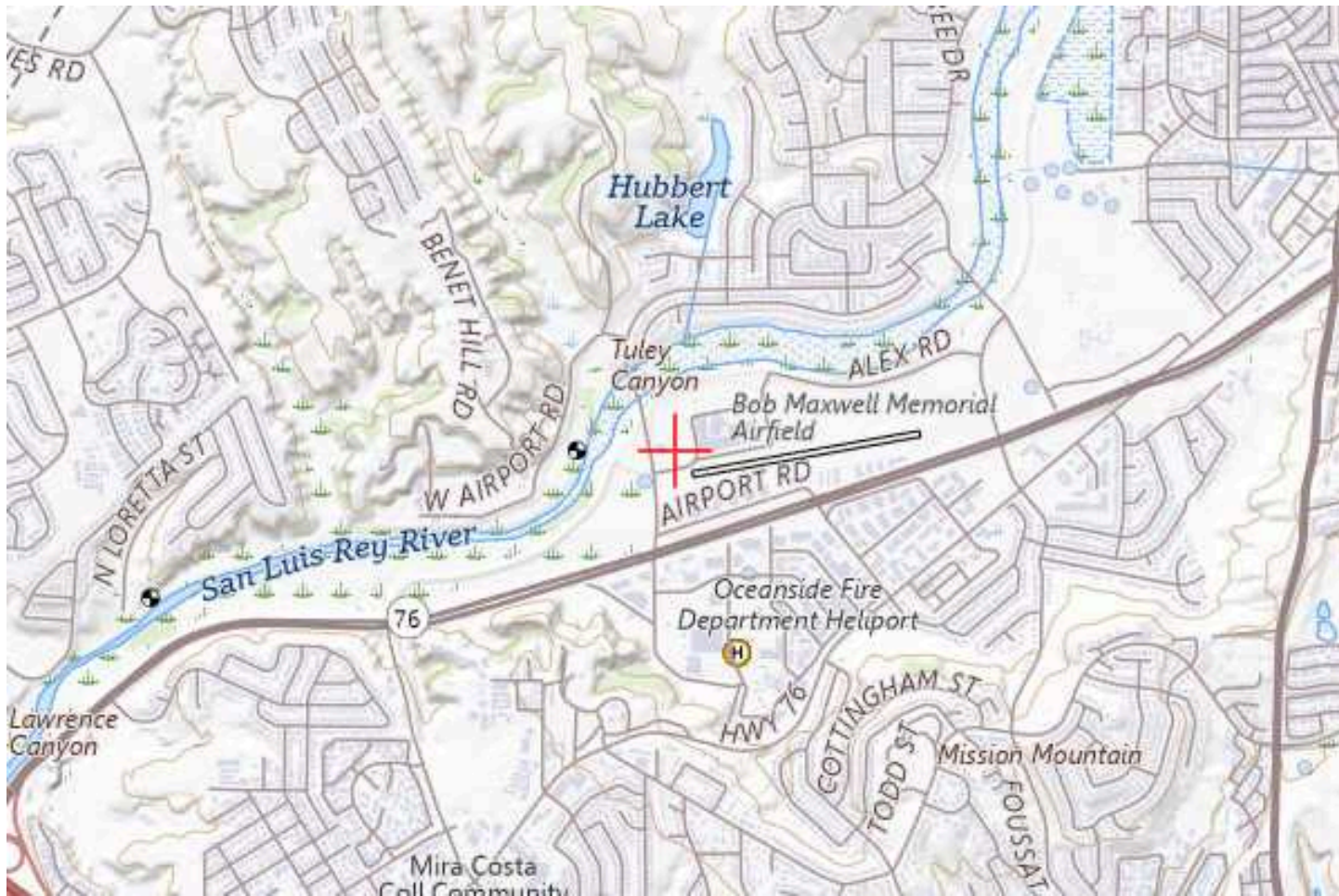
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The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1038519](https://www.faa.gov/regulations_polic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

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

Aeronautical Study No.  
 2024-AWP-6716-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 1 B1-3  
 Location: Oceanside, CA  
 Latitude: 33-13-05.18N NAD 83  
 Longitude: 117-21-24.93W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6716-OE.

**Signature Control No: 623844548-631295276**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6716-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE



PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

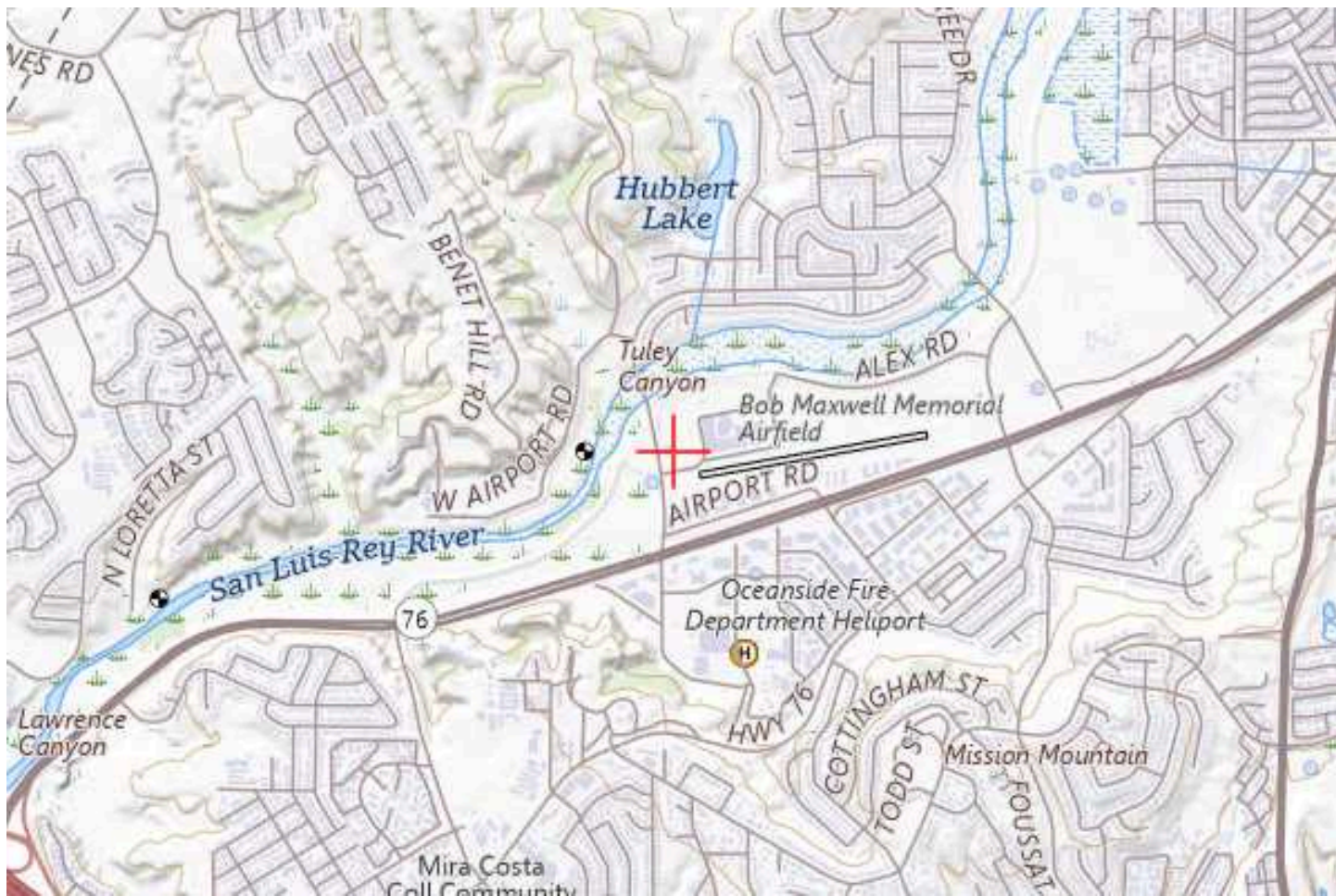
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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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Aeronautical Study No.  
 2024-AWP-6717-OE

Issued Date: 08/27/2024

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**\*\* 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: Commercial Use Building EJI Building 1 B1-4  
 Location: Oceanside, CA  
 Latitude: 33-13-09.56N NAD 83  
 Longitude: 117-21-25.86W  
 Heights: 27 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 70 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6717-OE.

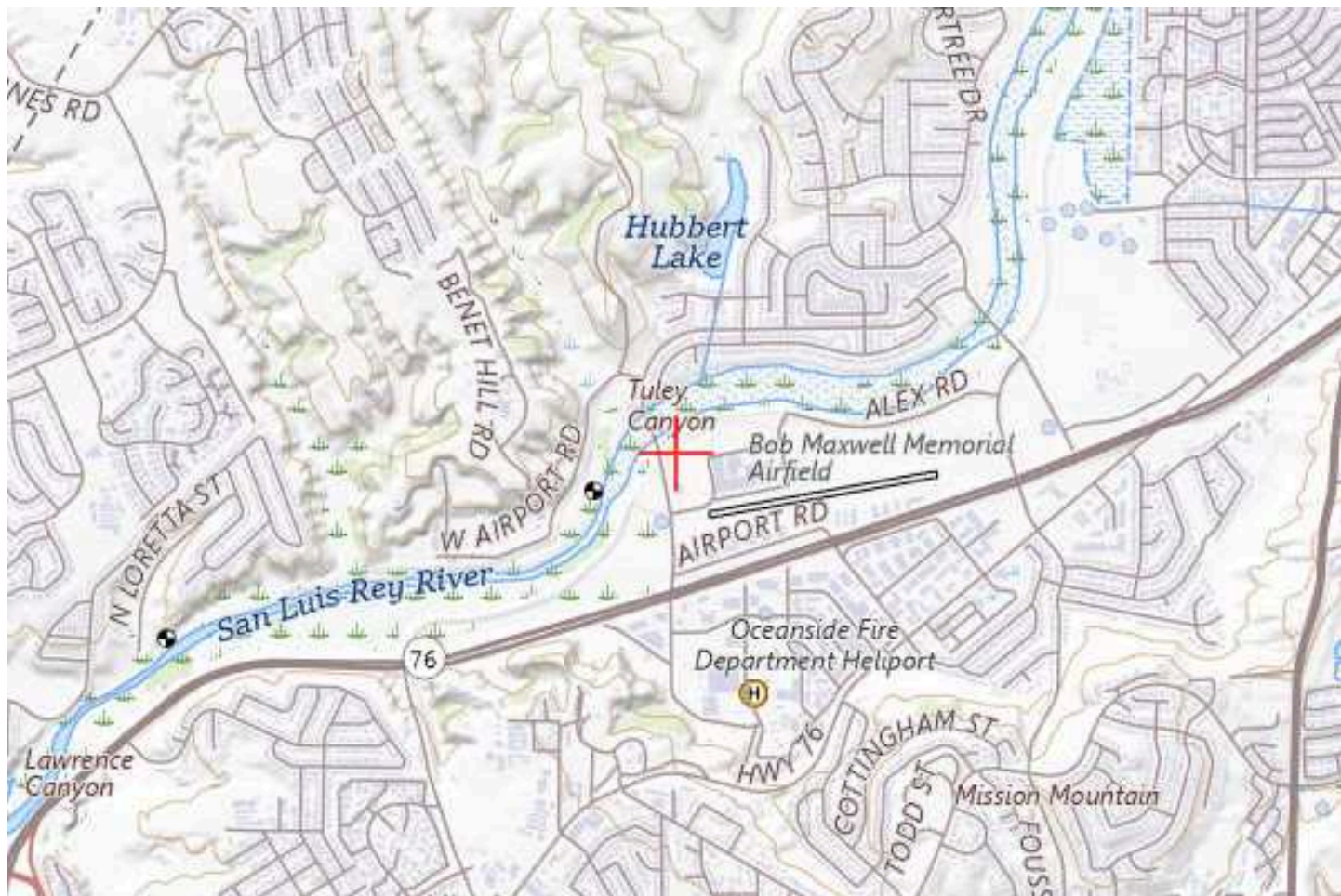
**Signature Control No: 623844549-631297566**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)











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Aeronautical Study No.  
 2024-AWP-6718-OE

Issued Date: 08/27/2024

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**\*\* 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: Commercial Use Building EJI Building 1 B1-5  
 Location: Oceanside, CA  
 Latitude: 33-13-10.24N NAD 83  
 Longitude: 117-21-24.80W  
 Heights: 27 feet site elevation (SE)  
 41 feet above ground level (AGL)  
 68 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

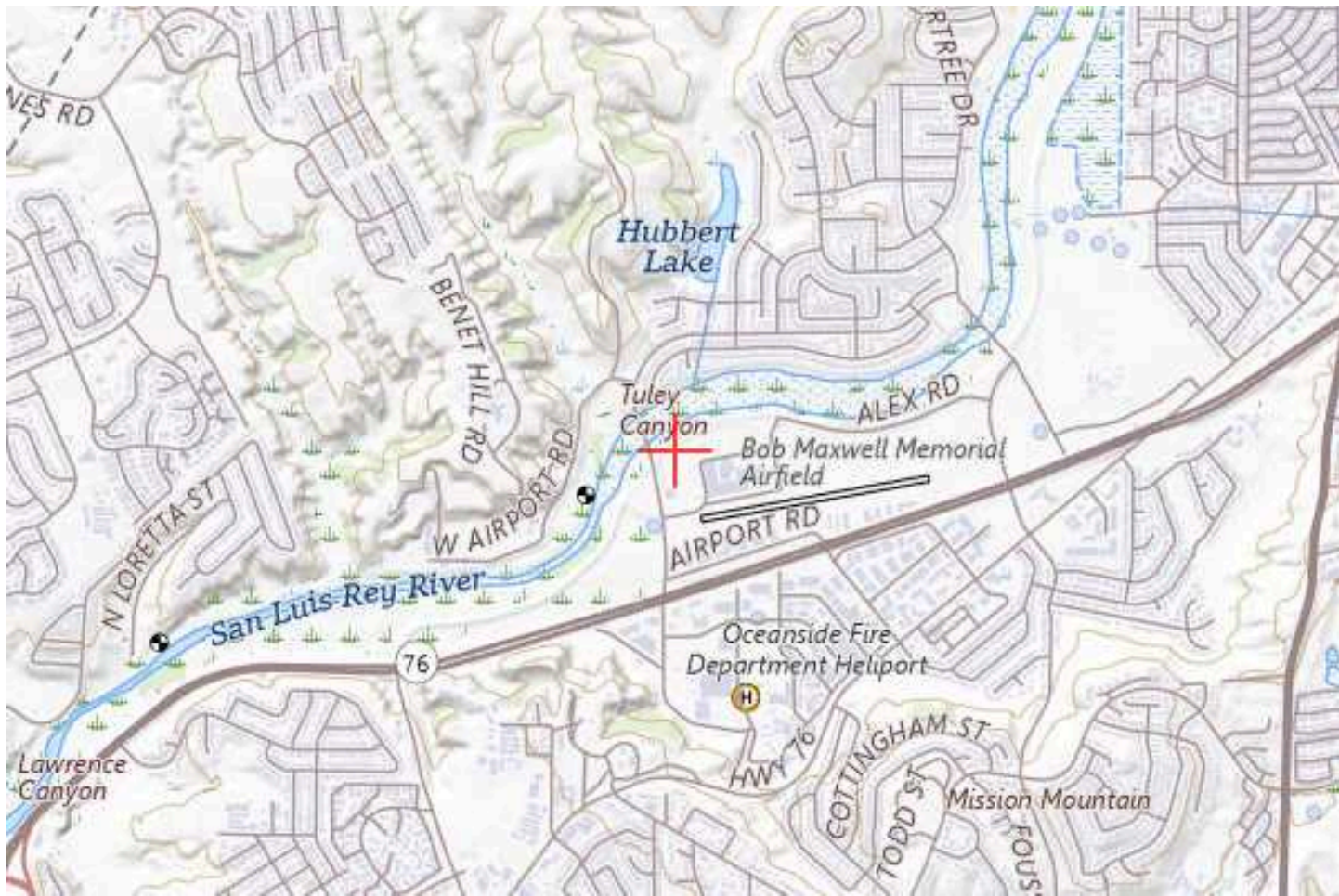
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6718-OE.

**Signature Control No: 623844550-631297573**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)











Mail Processing Center  
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 Fort Worth, TX 76177

Aeronautical Study No.  
 2024-AWP-6719-OE

Issued Date: 08/27/2024

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**\*\* 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: Commercial Use Building EJI Building 1 B1-6  
 Location: Oceanside, CA  
 Latitude: 33-13-10.45N NAD 83  
 Longitude: 117-21-23.40W  
 Heights: 27 feet site elevation (SE)  
 41 feet above ground level (AGL)  
 68 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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The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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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 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, 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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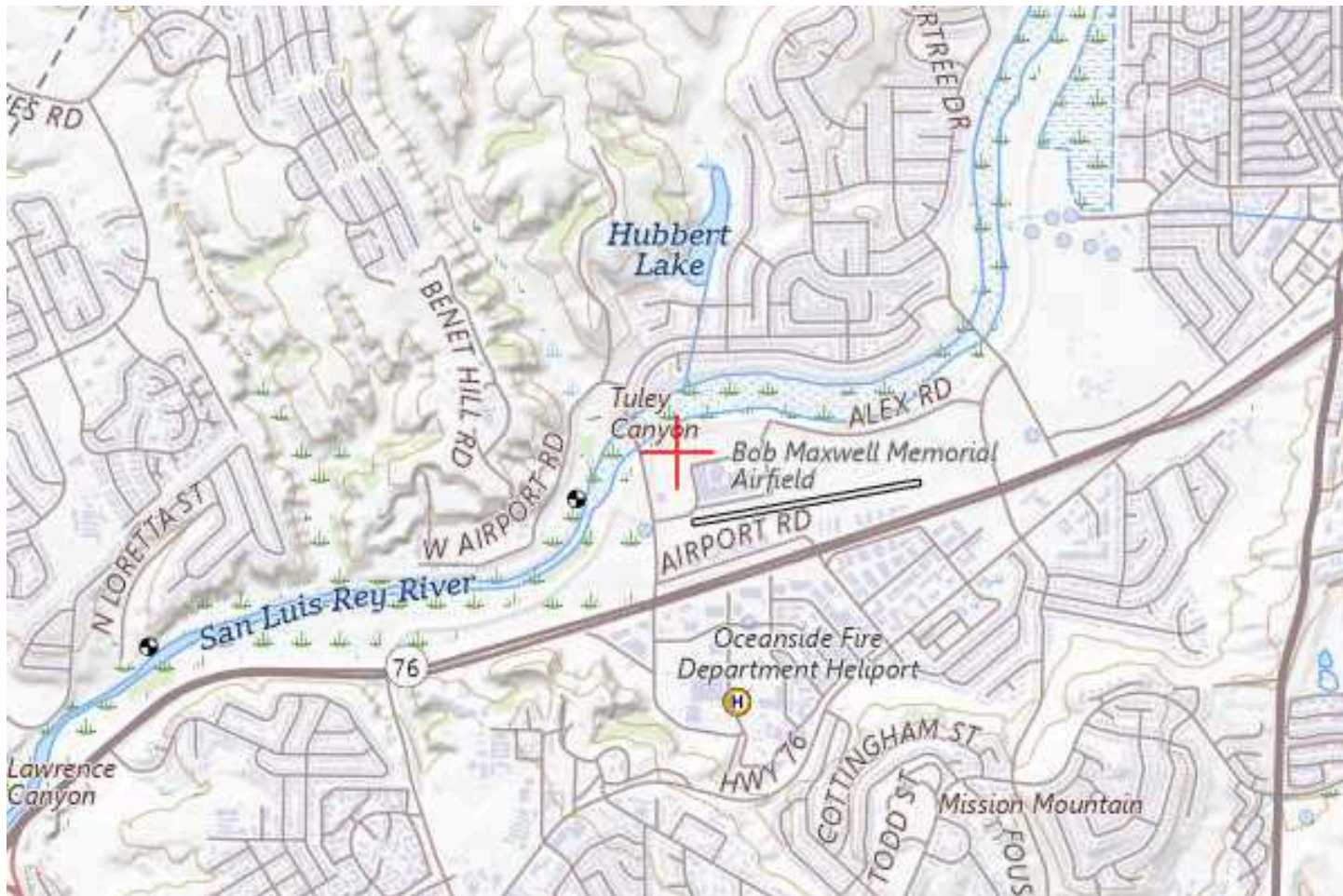
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6719-OE.

**Signature Control No: 623844551-631297574**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









Mail Processing Center  
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Aeronautical Study No.  
 2024-AWP-6721-OE

Issued Date: 08/27/2024

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

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Structure: Commercial Use Building EJI Building 2 B2-1  
 Location: Oceanside, CA  
 Latitude: 33-13-05.98N NAD 83  
 Longitude: 117-21-17.59W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6721-OE.

**Signature Control No: 623844833-631297235**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



## Additional information for ASN 2024-AWP-6721-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

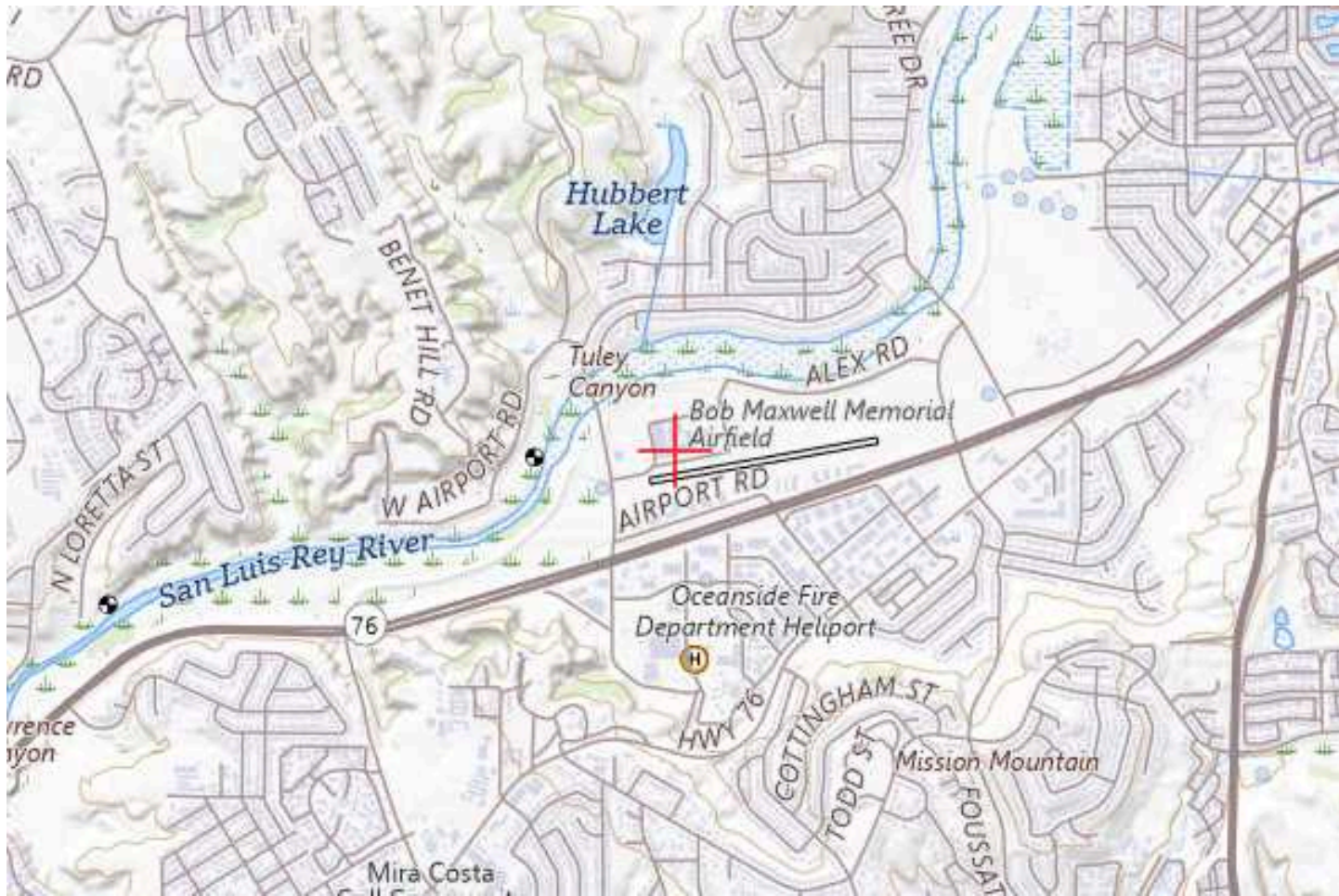
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.









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

Aeronautical Study No.  
 2024-AWP-6722-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 2 B2-2  
 Location: Oceanside, CA  
 Latitude: 33-13-05.61N NAD 83  
 Longitude: 117-21-20.04W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.



The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6722-OE.

**Signature Control No: 623844834-631297237**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6722-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

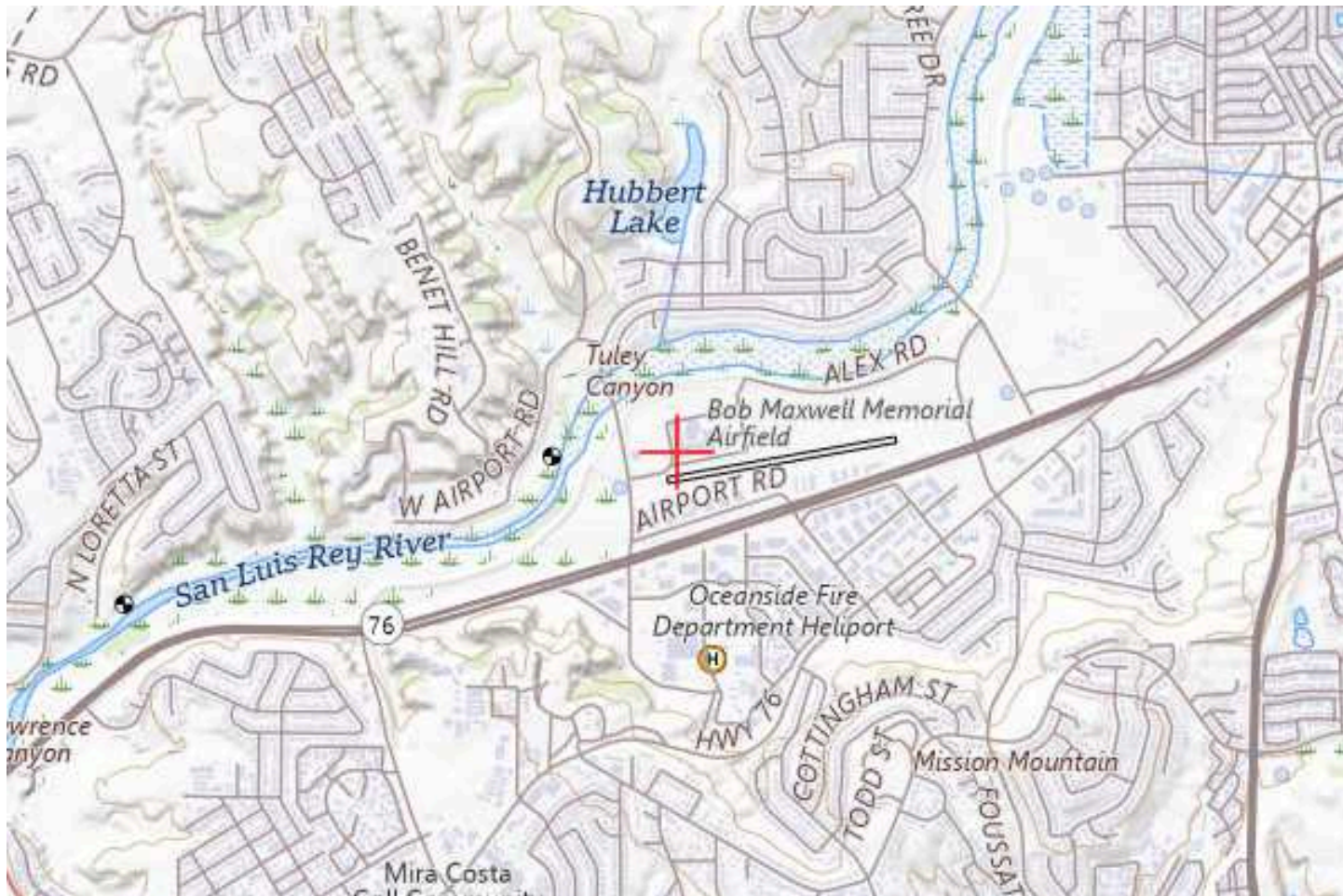
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.









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

Aeronautical Study No.  
 2024-AWP-6723-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 2 B2-3  
 Location: Oceanside, CA  
 Latitude: 33-13-11.70N NAD 83  
 Longitude: 117-21-21.33W  
 Heights: 27 feet site elevation (SE)  
 41 feet above ground level (AGL)  
 68 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6723-OE.

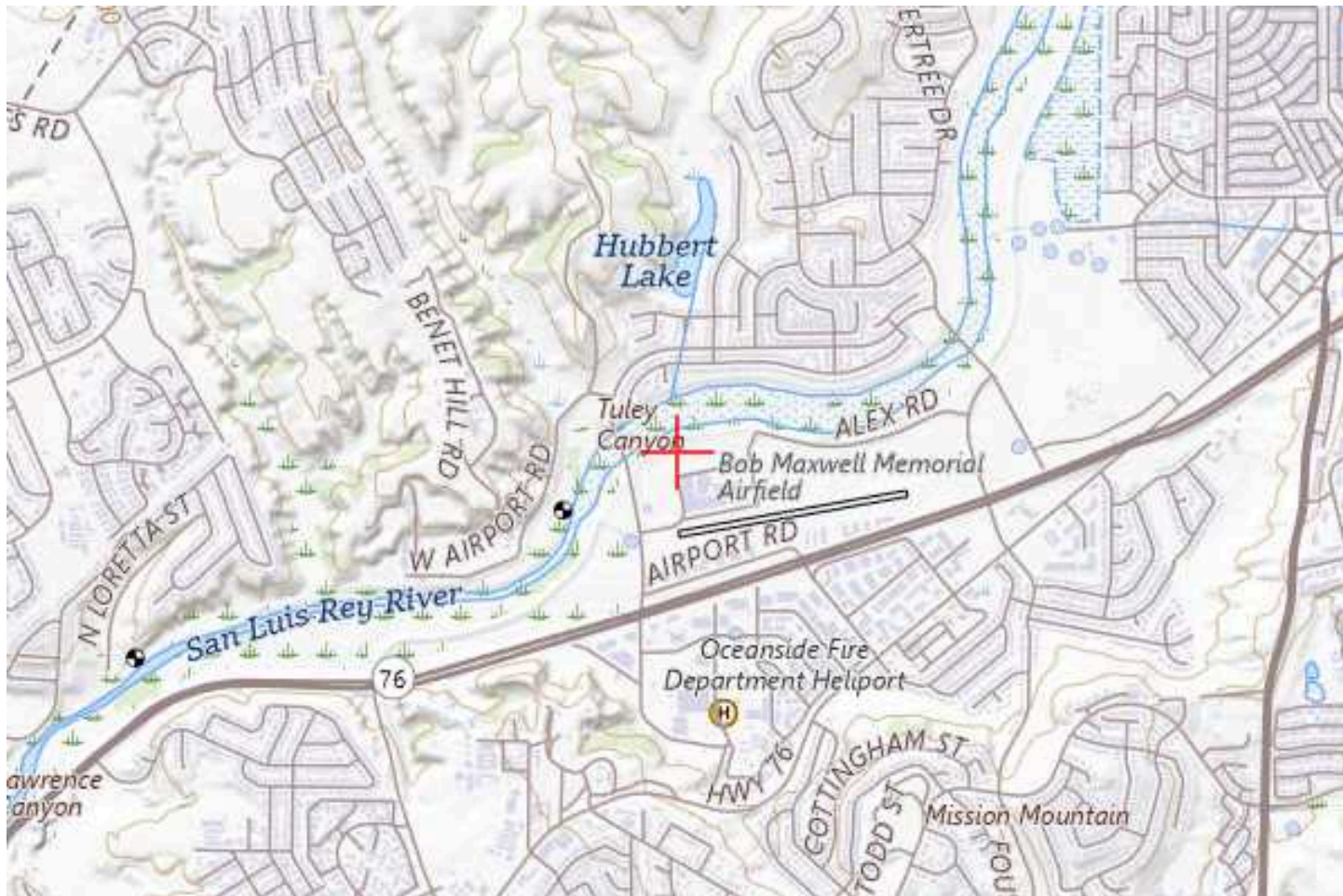
**Signature Control No: 623844835-631297567**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)











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

Aeronautical Study No.  
 2024-AWP-6724-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 2 B2-4  
 Location: Oceanside, CA  
 Latitude: 33-13-12.07N NAD 83  
 Longitude: 117-21-18.88W  
 Heights: 27 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 70 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

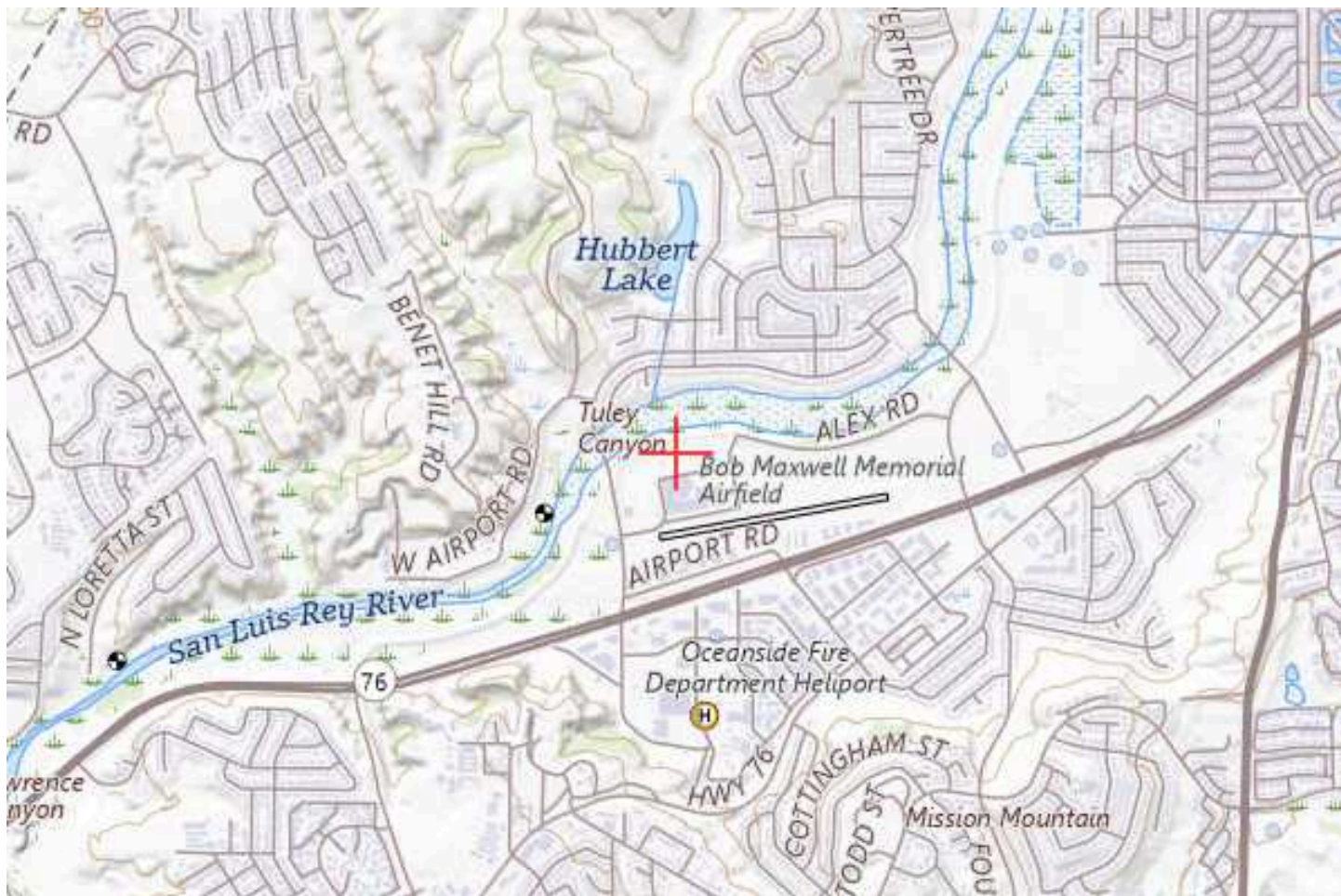
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6724-OE.

**Signature Control No: 623844836-631297568**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
 2024-AWP-6726-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 3 B3-1  
 Location: Oceanside, CA  
 Latitude: 33-13-06.45N NAD 83  
 Longitude: 117-21-14.39W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.



The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6726-OE.

**Signature Control No: 623845260-631297236**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6726-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of the airport.

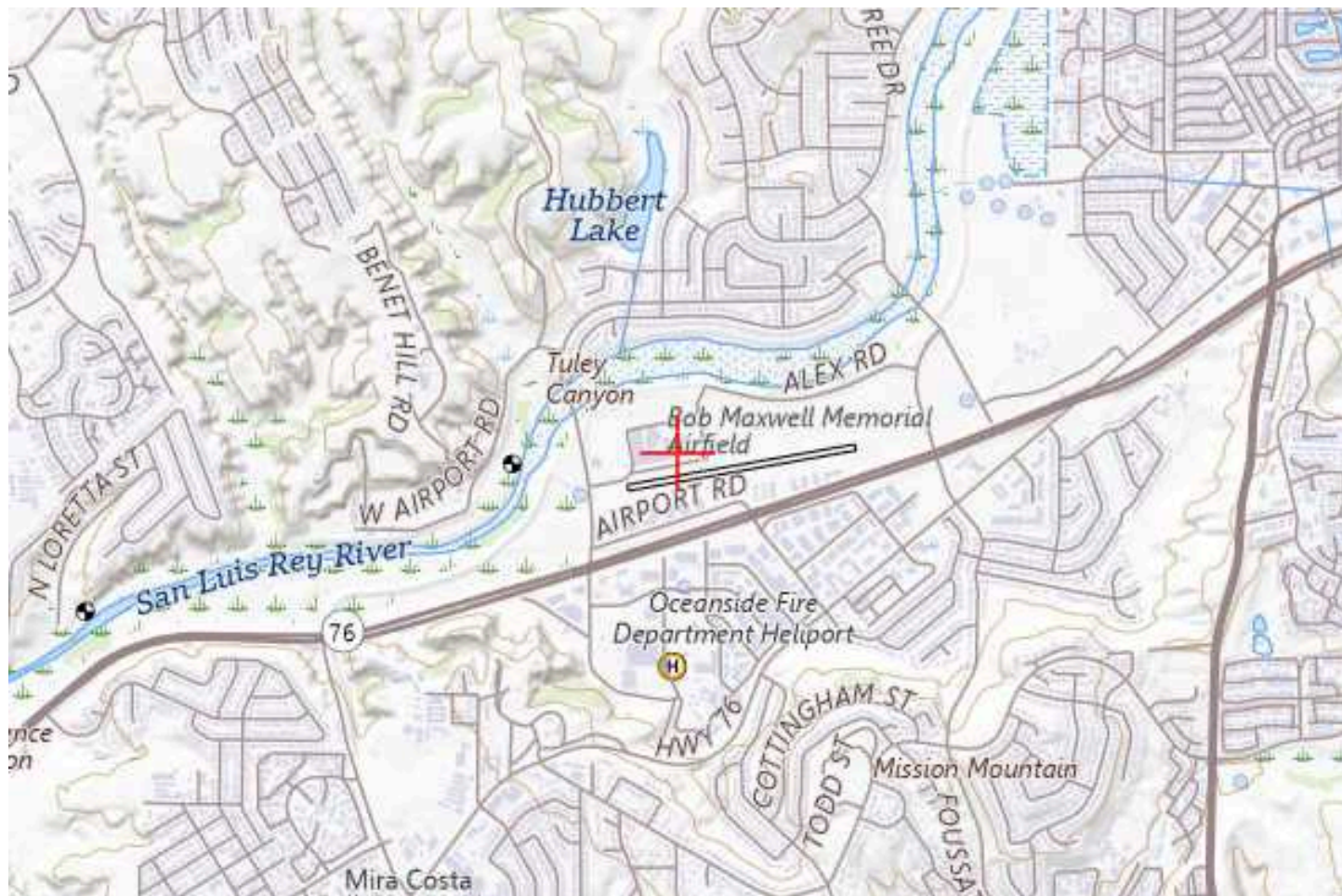
#### 7. CONDITIONS

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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.











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

Aeronautical Study No.  
 2024-AWP-6727-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 3 B3-2  
 Location: Oceanside, CA  
 Latitude: 33-13-06.12N NAD 83  
 Longitude: 117-21-16.61W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6727-OE.

**Signature Control No: 623845263-631297240**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



## Additional information for ASN 2024-AWP-6727-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

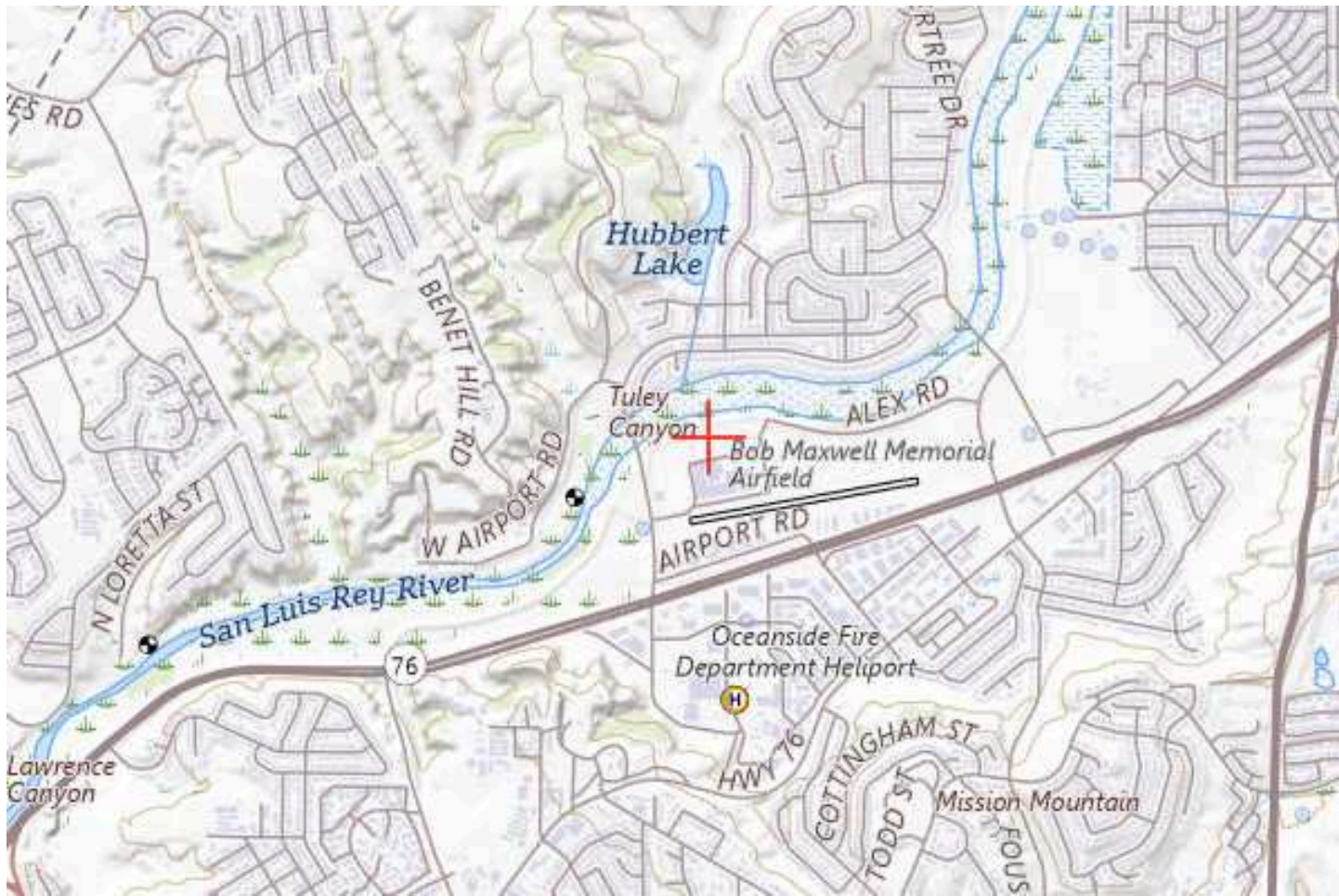
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.











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

Aeronautical Study No.  
 2024-AWP-6728-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 3 B3-3  
 Location: Oceanside, CA  
 Latitude: 33-13-12.24N NAD 83  
 Longitude: 117-21-17.90W  
 Heights: 27 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 70 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

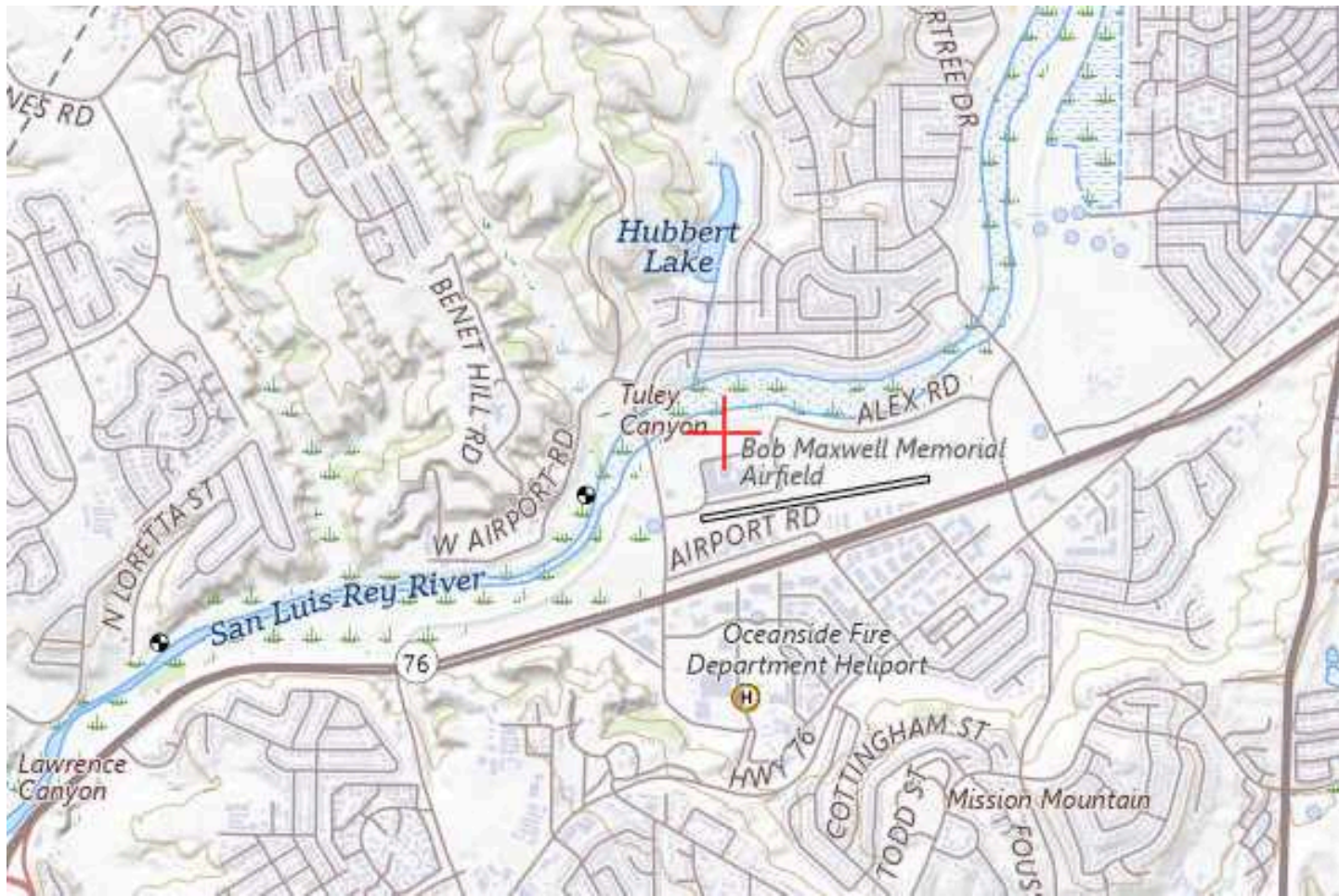
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6728-OE.

**Signature Control No: 623845264-631297569**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









Mail Processing Center  
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 Southwest Regional Office  
 Obstruction Evaluation Group  
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 Fort Worth, TX 76177

Aeronautical Study No.  
 2024-AWP-6729-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 3 B3-4  
 Location: Oceanside, CA  
 Latitude: 33-13-12.57N NAD 83  
 Longitude: 117-21-15.68W  
 Heights: 27 feet site elevation (SE)  
 41 feet above ground level (AGL)  
 68 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

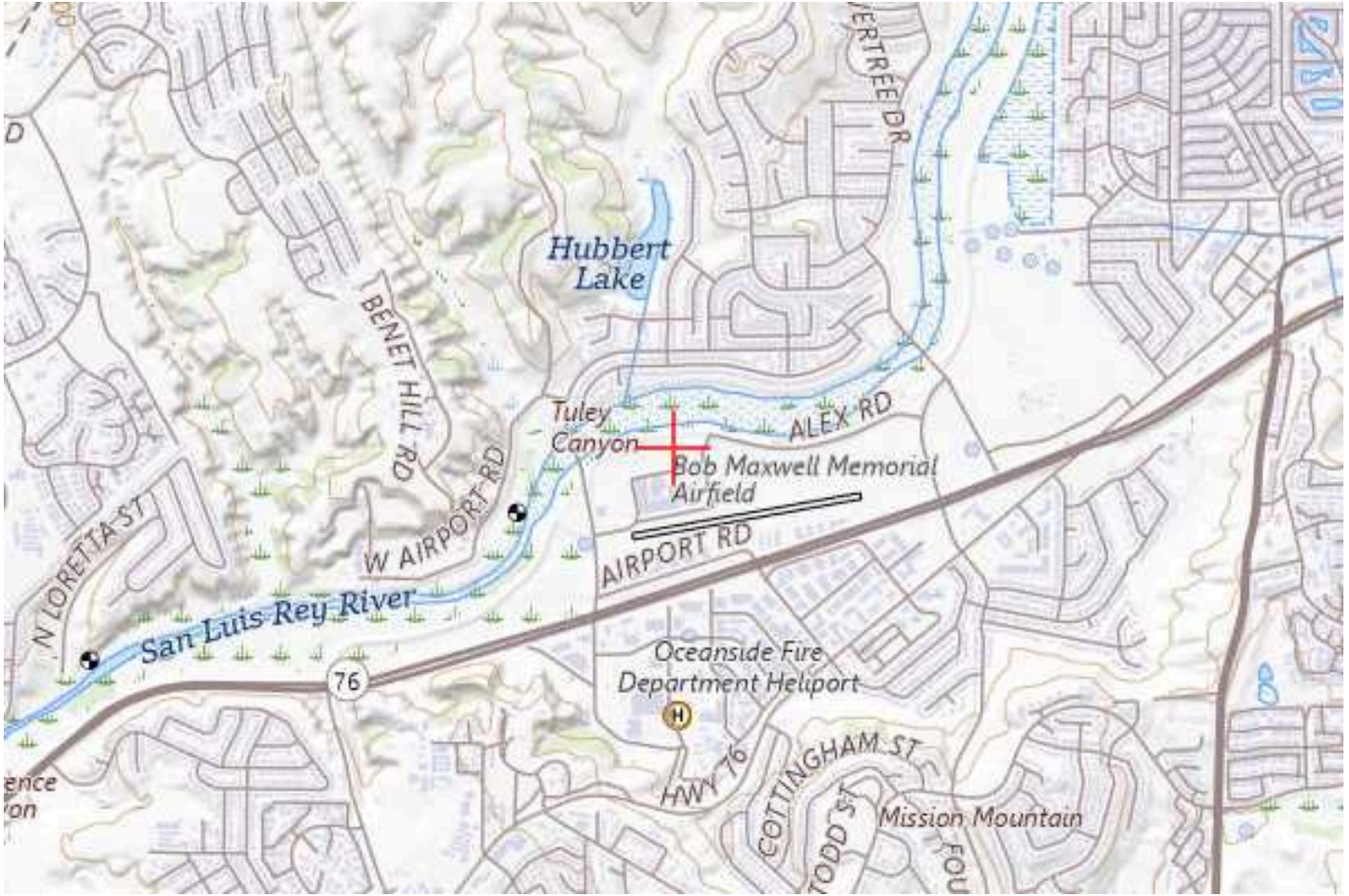
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6729-OE.

**Signature Control No: 623845265-631297570**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
 2024-AWP-6730-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 4 B4-1  
 Location: Oceanside, CA  
 Latitude: 33-13-07.17N NAD 83  
 Longitude: 117-21-09.56W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6730-OE.

**Signature Control No: 623845431-631297238**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6730-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE

PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

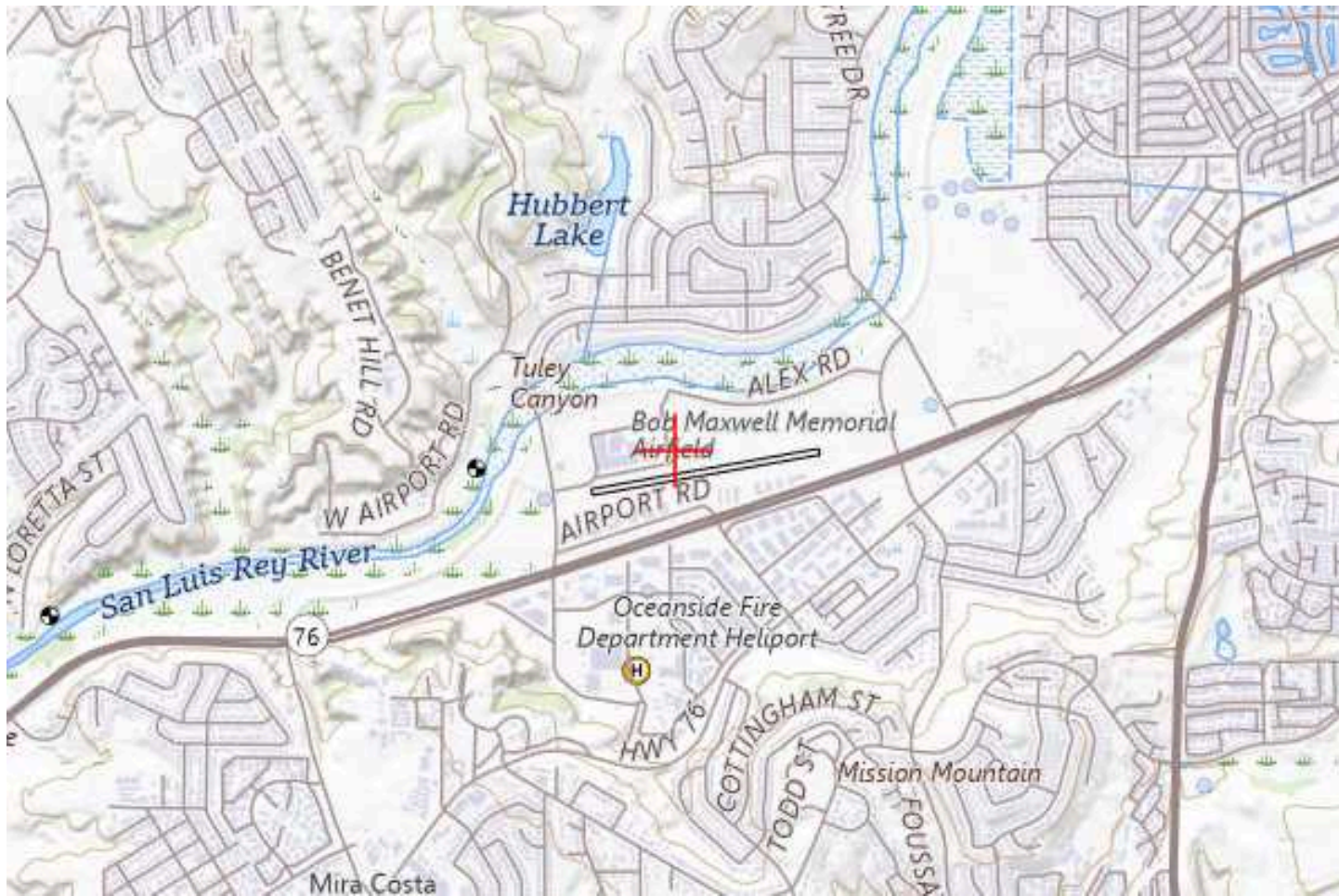
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of the airport.

#### 7. CONDITIONS

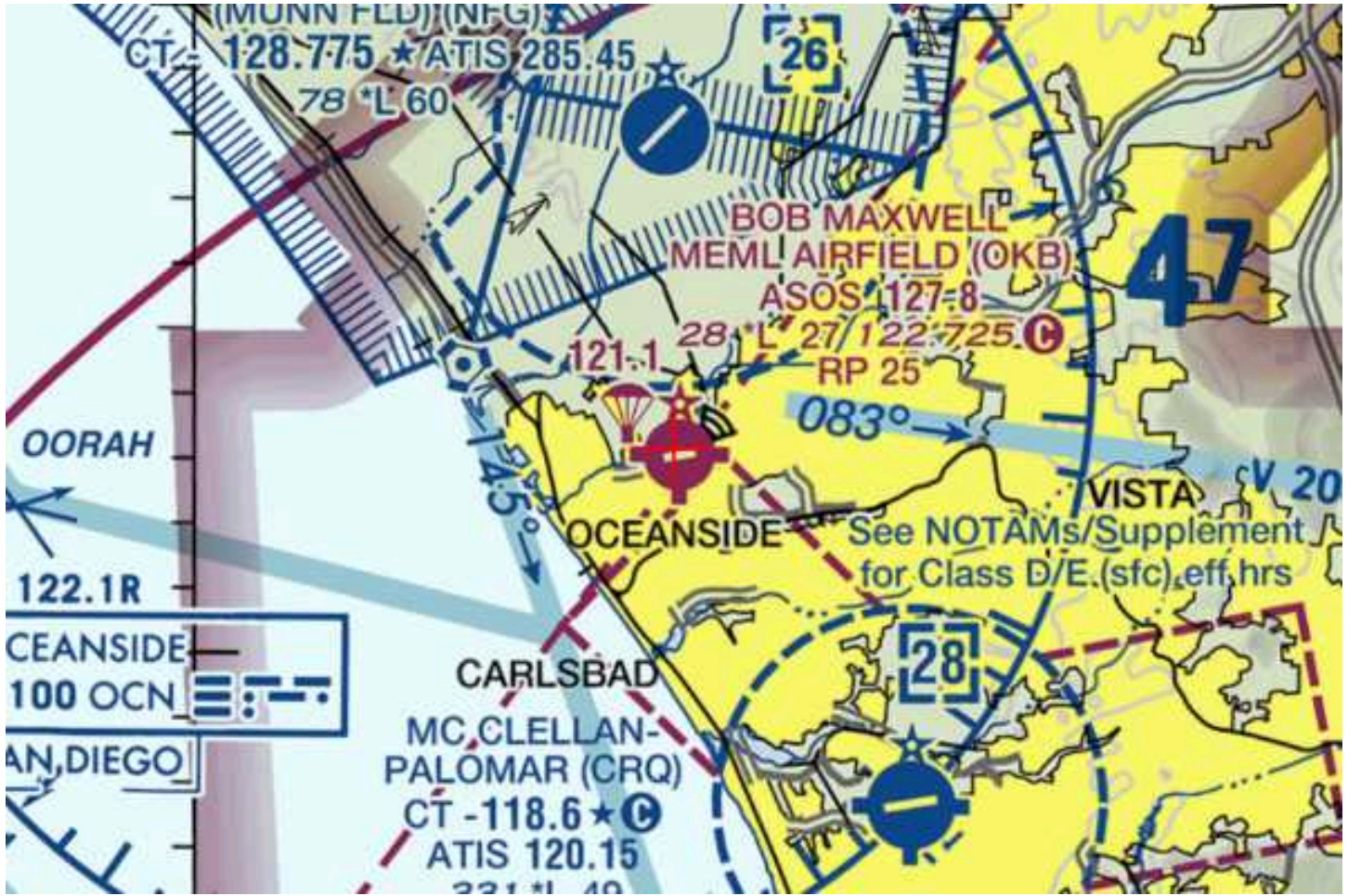
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1038519](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.









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

Aeronautical Study No.  
 2024-AWP-6731-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 4 B4-2  
 Location: Oceanside, CA  
 Latitude: 33-13-06.79N NAD 83  
 Longitude: 117-21-12.13W  
 Heights: 27 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 52 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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 September 26, 2024. 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, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 06, 2024 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. Any questions regarding your petition, 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6731-OE.

**Signature Control No: 623845432-631297239**

( DNH )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-AWP-6731-OE

AERONAUTICAL STUDY NO. 2024-AWP-6714 through 6716-6721-6722-6726-6727-6730-6731-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                      DER- Departure end of Runway  
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

RPG is proposing to construct four (4) Commercial Use Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The structures would be located north of the Bob Maxwell Municipal Airport (OKB) airport reference point (ARP) in Oceanside, CA. OKB elevation is 28 feet MSL.

#### EJI Building 1 B1

Aeronautical Study Number	AGL/AMSL	OKB ARP	Coordinates	EJI
2024-AWP-6714-OE	24/51	0.24 nm	33-13-05.37/117-21-22.32	B1-1
2024-AWP-6715-OE	24/51	0.26 nm	33-13-05.16/117-21-23.73	B1-2
2024-AWP-6716-OE	25/52	0.27 nm	33-13-05.18/117-21-24.93	B1-3

#### EJI Building 2 B2

2024-AWP-6721-OE	25/52	0.17 nm	33-13-05.98/117-21-17.59	B2-1
2024-AWP-6722-OE	25/52	0.20 nm	33-13-05.61/117-21-20.04	B2-2

#### EJI Building 3 B3

2024-AWP-6726-OE	25/52	0.13 nm	33-13-06.45/117-21-14.39	B3-1
2024-AWP-6727-OE	25/52	0.16 nm	33-13-06.12/117-21-16.61	B3-2

#### EJI Building 4 B4

2024-AWP-6730-OE	25/52	0.07 nm	33-13-07.17/117-21-09.56	B4-1
2024-AWP-6731-OE	25/52	0.10 nm	33-13-06.79/117-21-12.13	B4-2

### 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.

2024-AWP-6714-OE- Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 26 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 44 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6715-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 23 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE



PROCEDURES, NOTE: RWY 25, BUILDING 166 feet from DER, 315 feet right of centerline, 24 feet AGL/51 feet AMSL.

2024-AWP-6716-OE - Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 Initial Climb Area (ICA) by 21 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 25, BUILDING 266 feet from DER, 335 feet right of centerline, 25 feet AGL/52 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 structures would exceed OKB transitional surface for the existing RWY 07/25 by the values listed below:

Aeronautical Study Number	Transitional Surface Exceeds by
2024-AWP-6714-OE	18 feet
2024-AWP-6715-OE	18 feet
2024-AWP-6716-OE	14 feet
2024-AWP-6721-OE	20 feet
2024-AWP-6722-OE	20 feet
2024-AWP-6726-OE	19 feet
2024-AWP-6727-OE	19 feet
2024-AWP-6730-OE	19 feet
2024-AWP-6731-OE	19 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 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-two (62) single engine and two (2) multi engine no jet aircraft based there with 26,099 operations for the 12 months ending 12/31/2023 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: While the structures would exceed RWY 25 40:1 departure surface by the values listed above, 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 structures 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 structures. The proposal was circularized for public comments on July 16, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

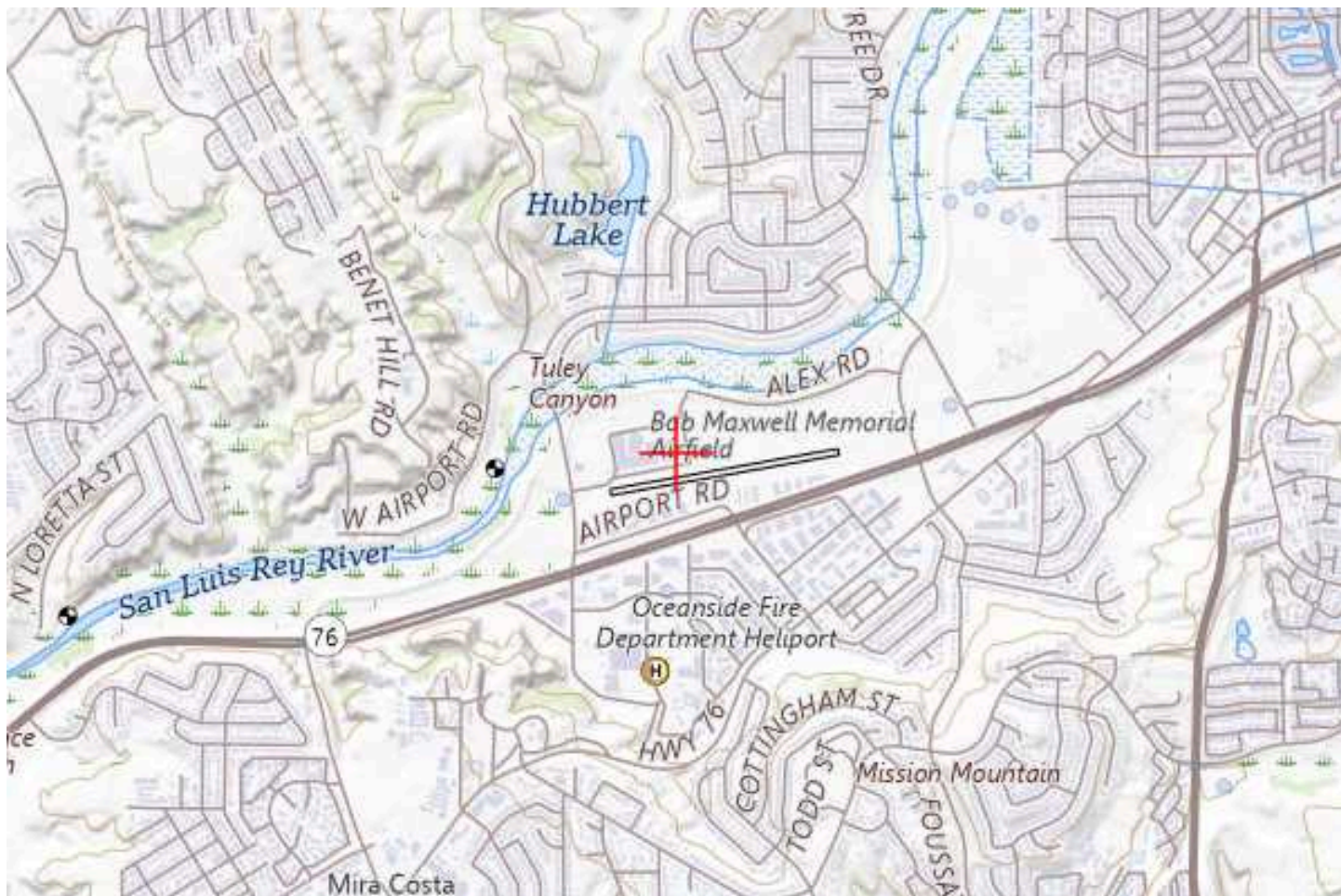
The proposed structures would exceed the OKB transitional surface by the values listed above, however, the VFR traffic pattern airspace is not impacted. The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations. The proposed structures would exceed RWY 25 40:1 departure surface by the values listed above; 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. There were no objections to the proposal and no additional VFR issues were identified. The incorporation of lighting 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](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, online 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 online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaa.faa.gov/oeaaa>). 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.









Mail Processing Center  
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 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2024-AWP-6732-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 4 B4-3  
 Location: Oceanside, CA  
 Latitude: 33-13-12.87N NAD 83  
 Longitude: 117-21-13.41W  
 Heights: 27 feet site elevation (SE)  
 41 feet above ground level (AGL)  
 68 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

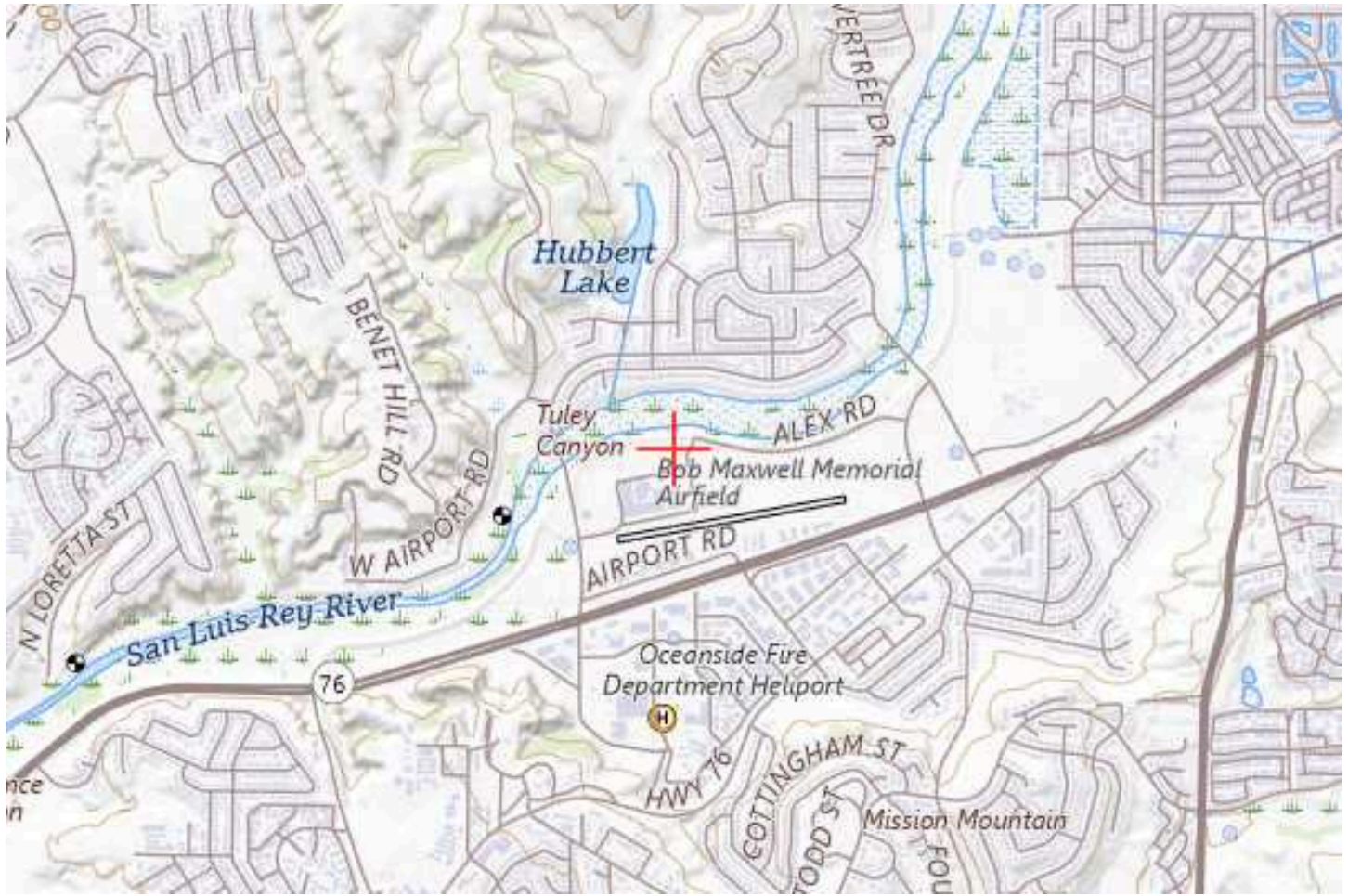
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6732-OE.

**Signature Control No: 623845433-631297565**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
 2024-AWP-6733-OE

Issued Date: 08/27/2024

Dan Niebaum  
 RPG  
 5900 Pasteur Court  
 Suite 110  
 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 4 B4-4  
 Location: Oceanside, CA  
 Latitude: 33-13-13.08N NAD 83  
 Longitude: 117-21-12.01W  
 Heights: 27 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 70 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6733-OE.

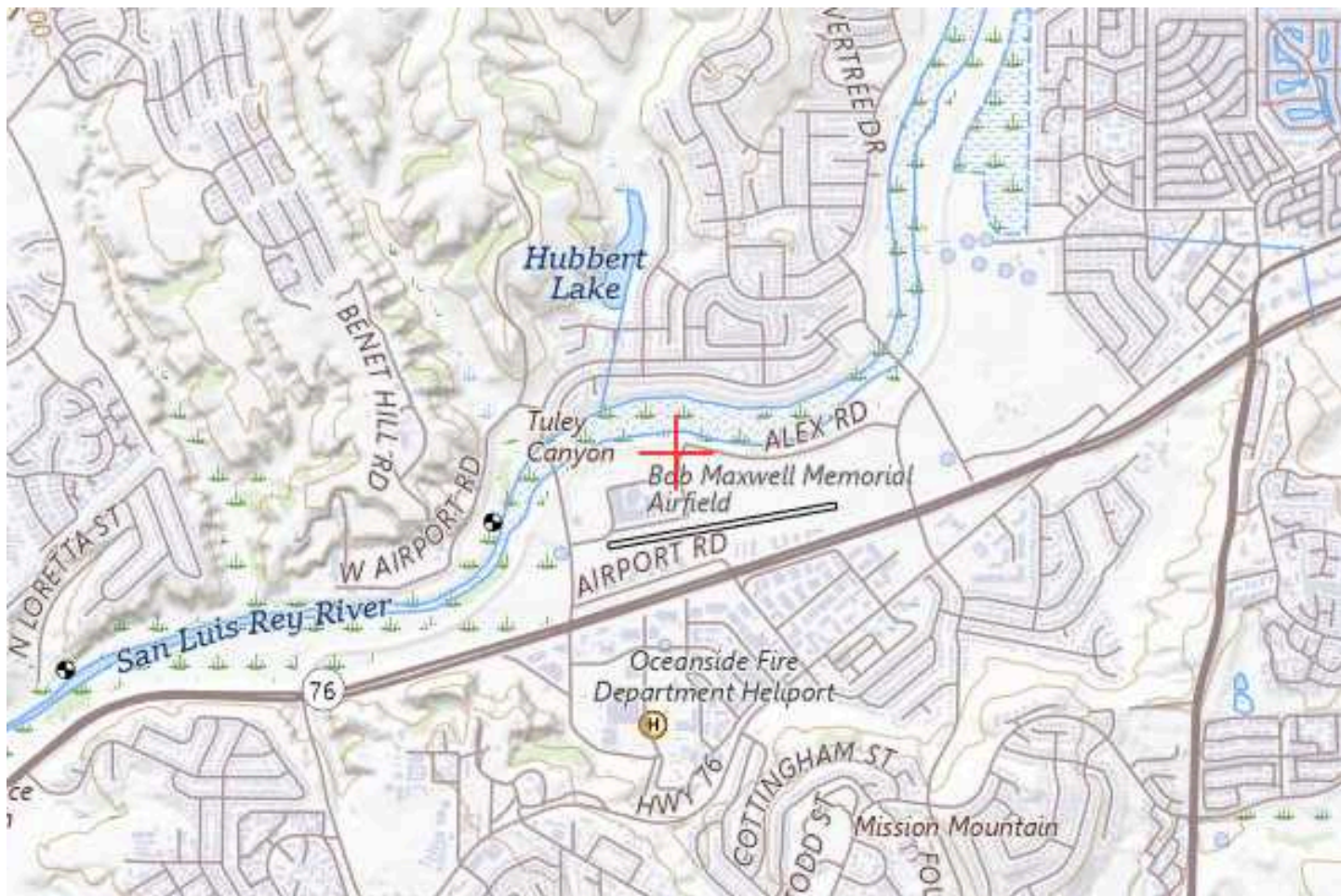
**Signature Control No: 623845434-631297571**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)











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

Aeronautical Study No.  
 2024-AWP-6734-OE

Issued Date: 08/27/2024

Dan Niebaum  
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 5900 Pasteur Court  
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 Carlsbad, CA 92008

**\*\* 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: Commercial Use Building EJI Building 4 B4-5  
 Location: Oceanside, CA  
 Latitude: 33-13-12.71N NAD 83  
 Longitude: 117-21-10.73W  
 Heights: 27 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 70 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)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/27/2026 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, 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.

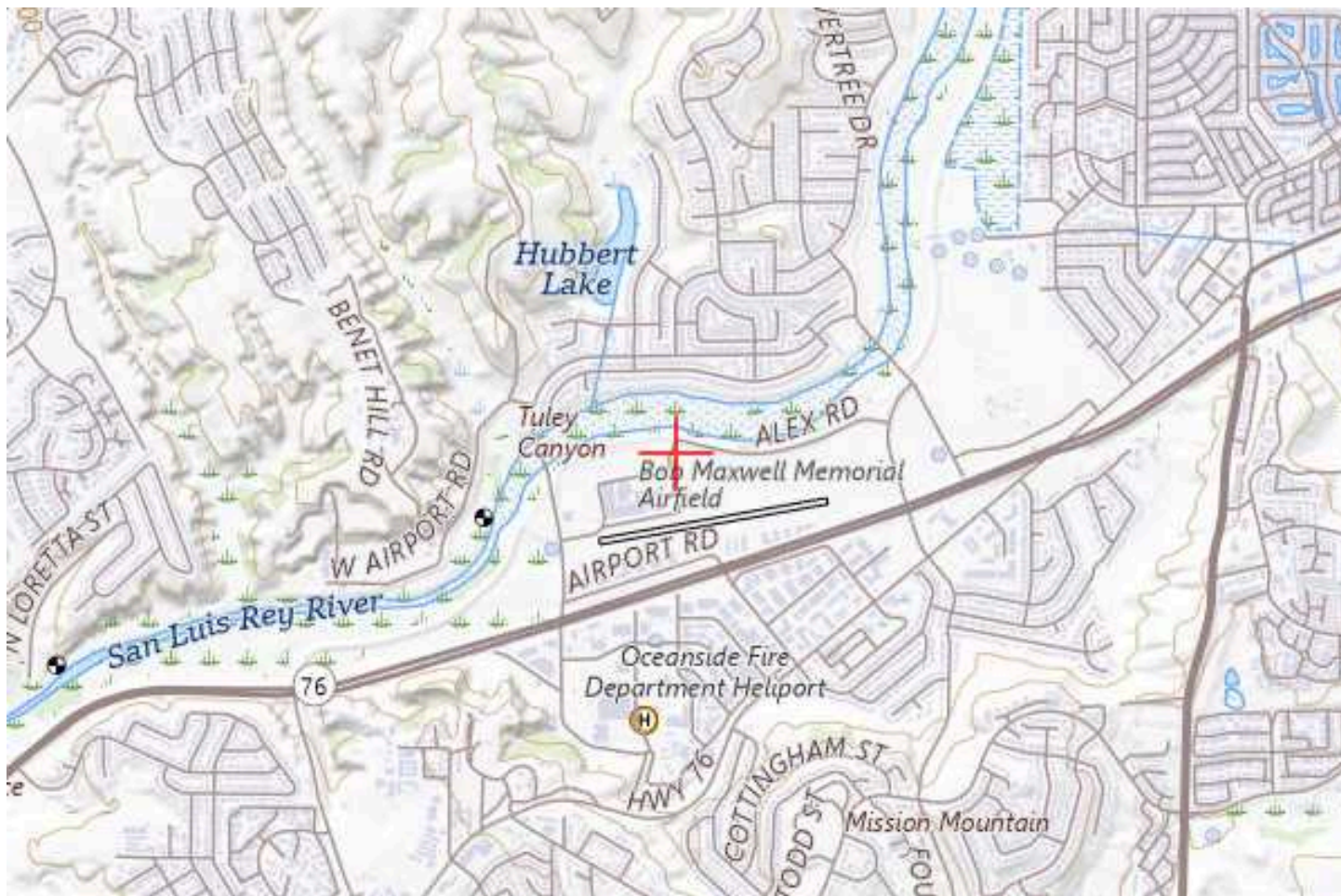
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-6734-OE.

**Signature Control No: 623845435-631297572**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
2024-AWP-11611-OE  
Prior Study No.  
2024-AWP-6716-OE

Issued Date: 09/27/2024

Dan Niebaum  
RPG  
5900 Pasteur Court  
Suite 110  
Carlsbad, CA 92008

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

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:	Mobile Crane EJI Crane Corner 1
Location:	Oceanside, CA
Latitude:	33-13-05.18N NAD 83
Longitude:	117-21-24.93W
Heights:	27 feet site elevation (SE) 120 feet above ground level (AGL) 147 feet above mean sea level (AMSL)

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

**\*\*SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION\*\***

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, 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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-11611-OE

**Signature Control No: 631869209-634415986**

( TMP )

Vivian Vilaro  
Specialist

## **Additional Condition(s) or Information for ASN 2024-AWP-11611-OE**

**Proposal:** To construct and/or operate a(n) Mobile Crane to a height of 120 feet above ground level, 147 feet above mean sea level.

**Location:** The structure will be located 0.27 nautical miles west of OKB Airport reference point.

### **Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:**

Section 77.17 (a) (3) by 116 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate Bob Maxwell Memorial Airfield (OKB) Oceanside, CA. Obstacle penetrates RWY 25 40:1 departure surface by 116 feet. Qualifies as a low, close-in penetration with climb gradient termination altitude of 200 feet or less above the departure end of runway (DER), requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 4A, TAKEOFF OBSTACLE NOTES: RWY 25, CRANE 266 feet from DER, 335 feet RIGHT of centerline, 120 feet AGL/147 feet AMSL.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (e) Transitional Surface by 109 feet as applied to OKB.

The VFR traffic pattern airspace is penetrated by 91 feet, please contact the airport manager and request local NOTAMS. Also, this crane can be used on VFR weather conditions only.

### **Preliminary FAA study indicates that the above mentioned structure would:**

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly 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, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&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.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.



**NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIR MISSIONS (NOTAM) CANCELLATION.**

It is required that the manager of BOB MAXWELL MEML AIRFIELD, (760) 901-4260 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 03/27/2026 unless extended, revised, or terminated by the issuing office.

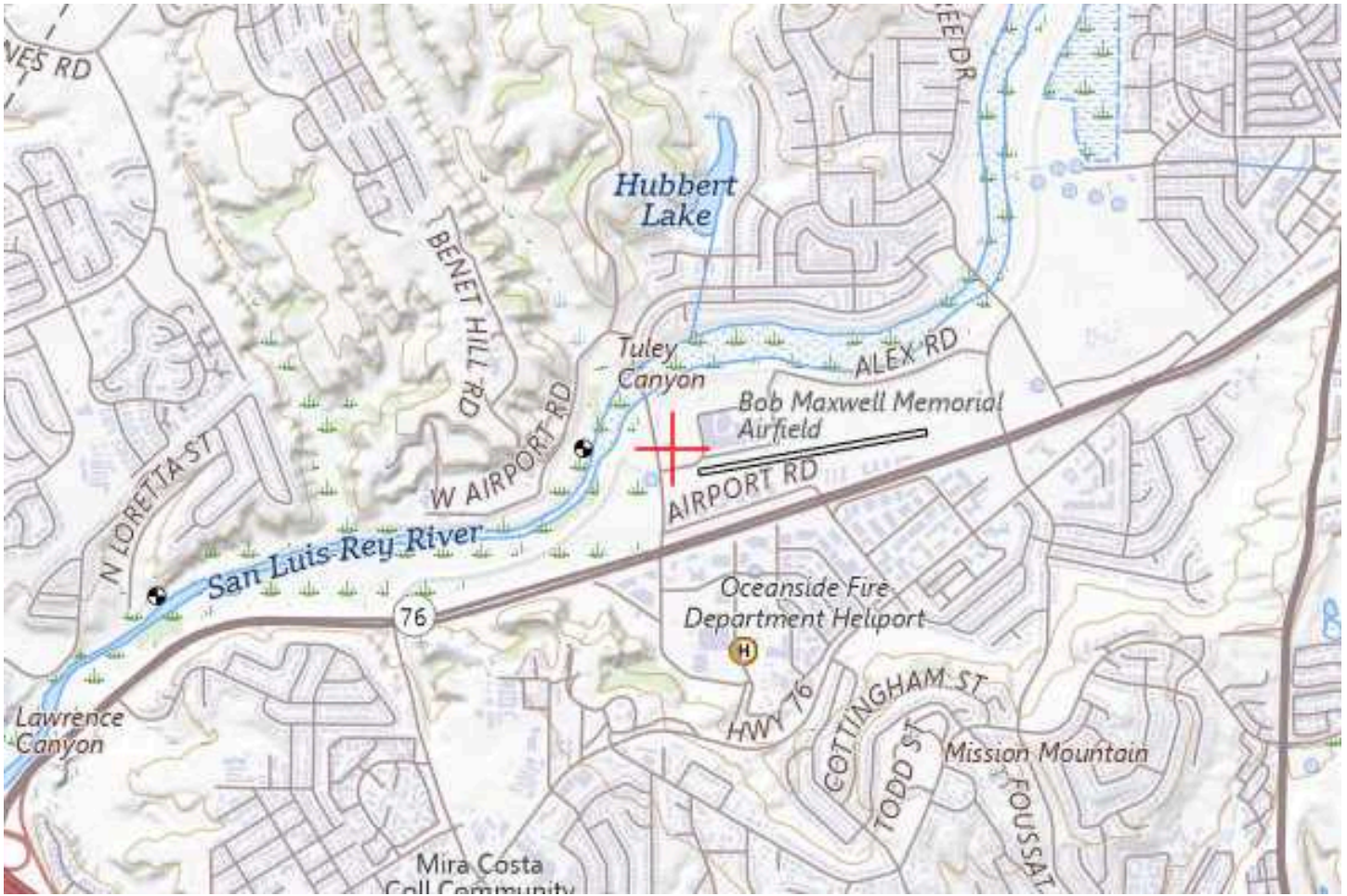
It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

**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.**

**Additional information for ASN 2024-AWP-11611-OE**

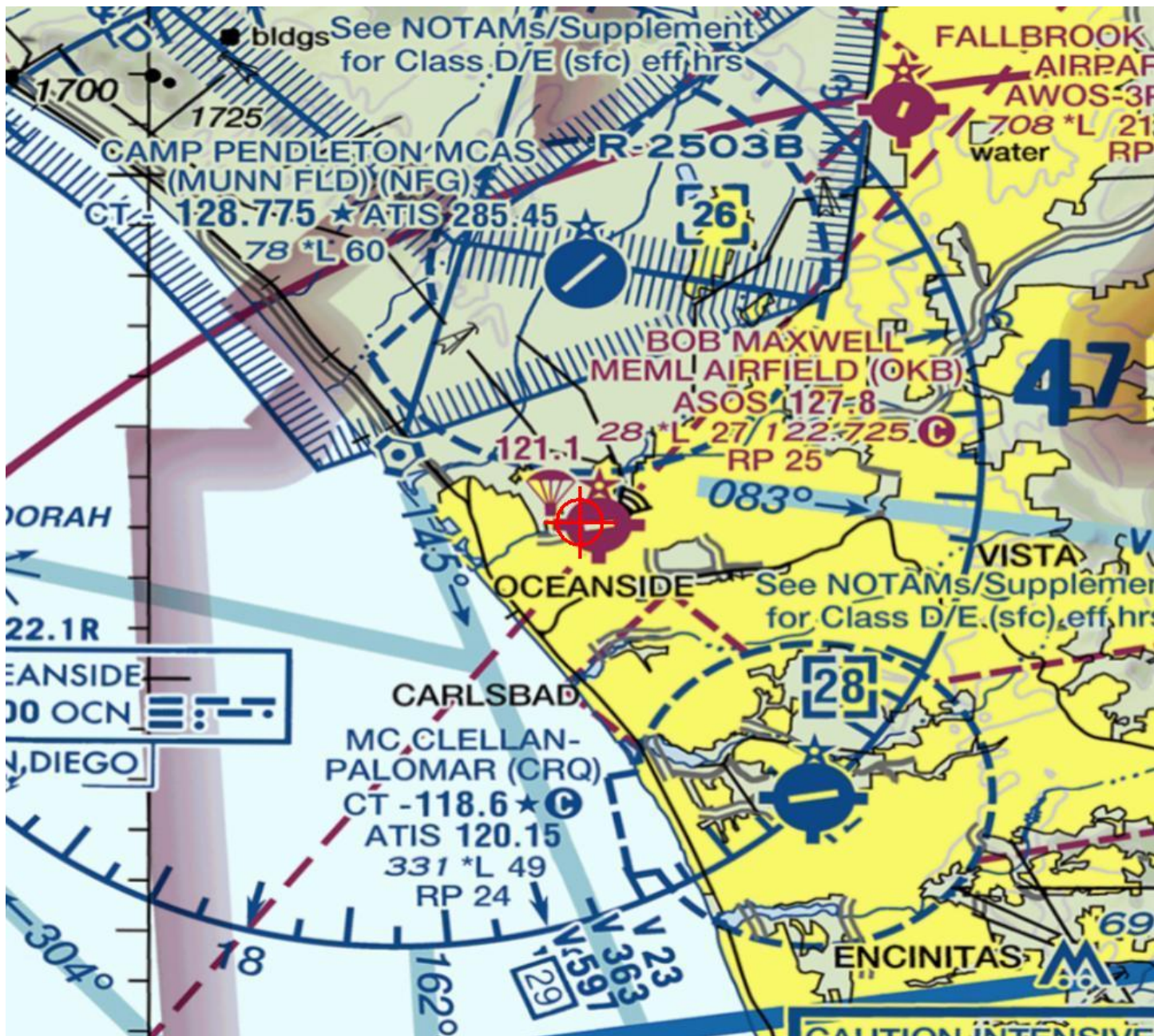
Please make notification (using your e-filing account) to the FAA at least 3 FULL BUSINESS days before your crane is erected and again when lowered/removed. To complete this condition, under "Off Airport Construction", select "Temporary Structure Notification", enter your ASN (aeronautical study number), select "Add 7460-2", select "Request a NOTAM" then complete the information and select save.

PLEASE DO NOT SET THIS CRANE UP UNTIL YOU HAVE REQUESTED THE NFDC NOTAMS AS STATED ABOVE.





Sectional Map for ASN 2024-AWP-11611-OE







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

Aeronautical Study No.  
2024-AWP-11612-OE  
Prior Study No.  
2024-AWP-6717-OE

Issued Date: 09/27/2024

Dan Niebaum  
RPG  
5900 Pasteur Court  
Suite 110  
Carlsbad, CA 92008

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

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:	Mobile Crane EJI Crane Corner 2
Location:	Oceanside, CA
Latitude:	33-13-09.56N NAD 83
Longitude:	117-21-25.86W
Heights:	27 feet site elevation (SE) 120 feet above ground level (AGL) 147 feet above mean sea level (AMSL)

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

**\*\*SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION\*\***

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, 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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-11612-OE

**Signature Control No: 631869211-634419247**

( TMP )

Vivian Vilaro  
Specialist

## **Additional Condition(s) or Information for ASN 2024-AWP-11612-OE**

**Proposal:** To construct and/or operate a(n) Mobile Crane to a height of 120 feet above ground level, 147 feet above mean sea level.

**Location:** The structure will be located 0.3 nautical miles west of OKB Airport reference point.

**Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:**

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (e) Transitional Surface by 45 feet as applied to OKB.

The VFR traffic pattern airspace is penetrated by 26 feet, please contact the airport manager and request local NOTAMS. Also, this crane must be used on VFR weather conditions only.

**Preliminary FAA study indicates that the above mentioned structure would:**

have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.

have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly 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, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

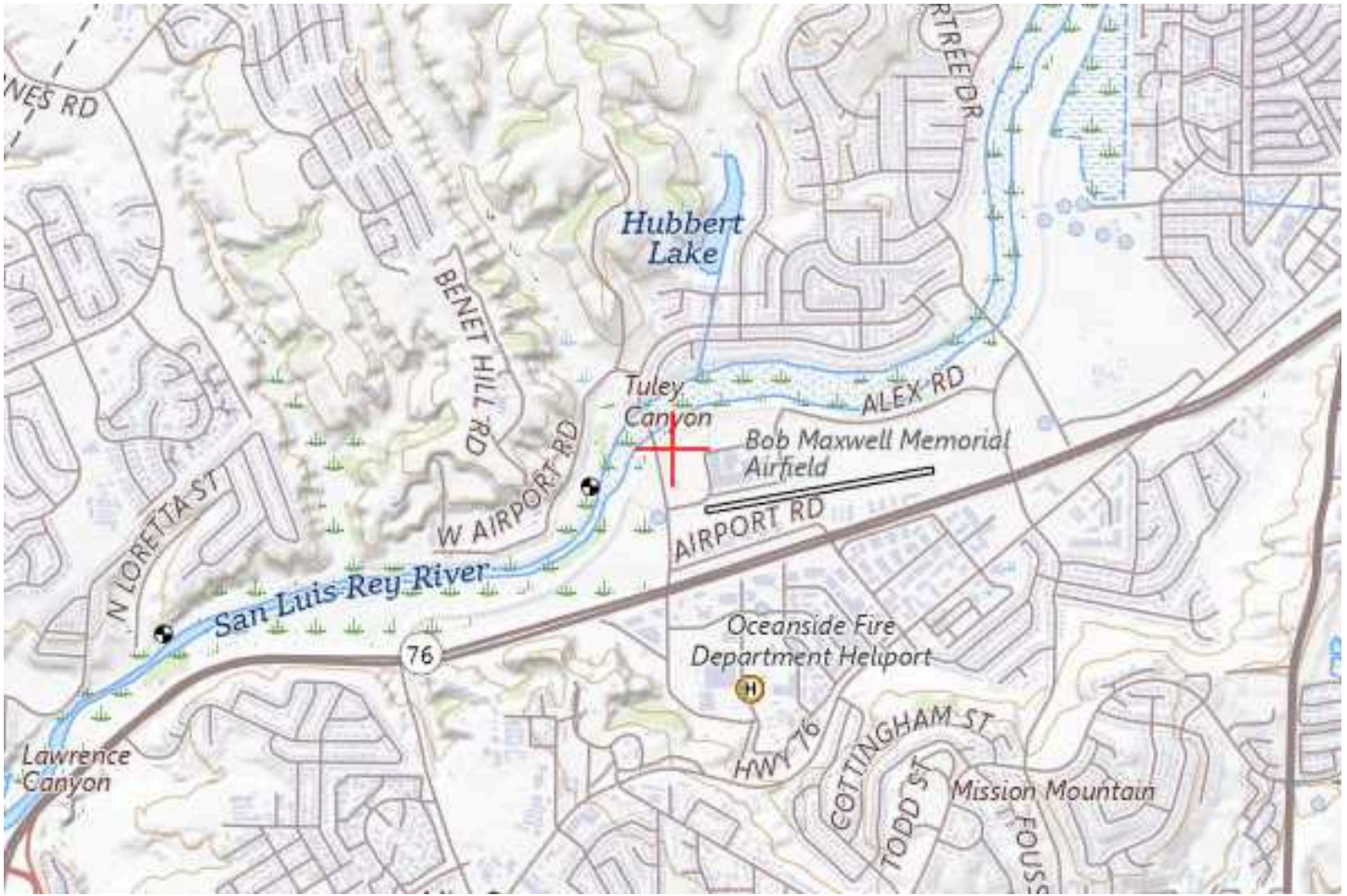
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify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

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of BOB MAXWELL MEML AIRFIELD, (760) 901-4260 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 03/27/2026 unless extended, revised, or terminated by the issuing office.

**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.**









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

Aeronautical Study No.  
2024-AWP-11613-OE  
Prior Study No.  
2024-AWP-6734-OE

Issued Date: 09/27/2024

Dan Niebaum  
RPG  
5900 Pasteur Court  
Suite 110  
Carlsbad, CA 92008

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

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: Mobile Crane EJI Crane Corner 3  
Location: Oceanside, CA  
Latitude: 33-13-12.71N NAD 83  
Longitude: 117-21-10.73W  
Heights: 27 feet site elevation (SE)  
120 feet above ground level (AGL)  
147 feet above mean sea level (AMSL)

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

**\*\*SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION\*\***

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, 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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-11613-OE

**Signature Control No: 631869215-634419680**

( TMP )

Vivian Vilaro  
Specialist

## Additional Condition(s) or Information for ASN 2024-AWP-11613-OE

**Proposal:** To construct and/or operate a(n) Mobile Crane to a height of 120 feet above ground level, 147 feet above mean sea level.

**Location:** The structure will be located 0.15 nautical miles northwest of OKB Airport reference point.

**Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:**

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (e) Transitional Surface by 32 feet as applied to OKB.

**Preliminary FAA study indicates that the above mentioned structure would:**

have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.

have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.

not exceed traffic pattern airspace

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly 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, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&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.

As a condition to this determination, the temporary structure must be lowered to 88 feet above ground level ( 115 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be lighted in accordance with FAA Advisory Circular 70/7460-1M , Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red),&12.

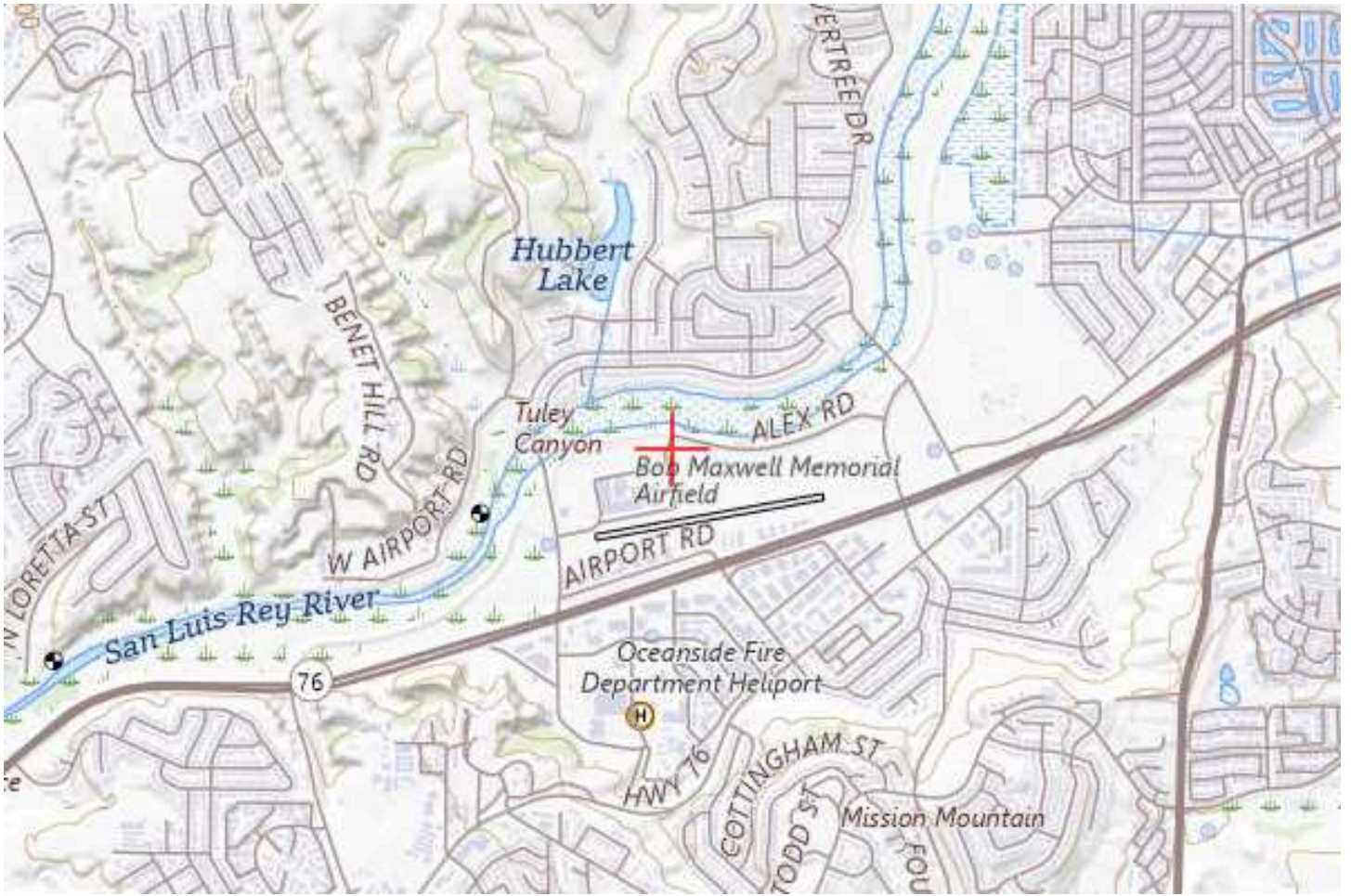
It is required that the manager of BOB MAXWELL MEML AIRFIELD, (760) 901-4260 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 03/27/2026 unless extended, revised, or terminated by the issuing office.

**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.









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

Aeronautical Study No.  
2024-AWP-11614-OE  
Prior Study No.  
2024-AWP-6730-OE

Issued Date: 09/27/2024

Dan Niebaum  
RPG  
5900 Pasteur Court  
Suite 110  
Carlsbad, CA 92008

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

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:	Mobile Crane EJI Crane Corner 4
Location:	Oceanside, CA
Latitude:	33-13-07.17N NAD 83
Longitude:	117-21-09.56W
Heights:	27 feet site elevation (SE) 120 feet above ground level (AGL) 147 feet above mean sea level (AMSL)

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

**\*\*SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION\*\***

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, 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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 temporary 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.



A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-11614-OE

**Signature Control No: 631869217-634419789**

( TMP )

Vivian Vilaro  
Specialist

## **Additional Condition(s) or Information for ASN 2024-AWP-11614-OE**

**Proposal:** To construct and/or operate a(n) Mobile Crane to a height of 120 feet above ground level, 147 feet above mean sea level.

**Location:** The structure will be located 0.07 nautical miles northwest of OKB Airport reference point.

### **Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:**

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (e) Transitional Surface by 114 feet as applied to OKB.

### **Preliminary FAA study indicates that the above mentioned structure would:**

have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.

have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.

not exceed traffic pattern airspace

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly 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, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&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.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of BOB MAXWELL MEML AIRFIELD, (760) 901-4260 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 03/27/2026 unless extended, revised, or terminated by the issuing office.

**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.**

