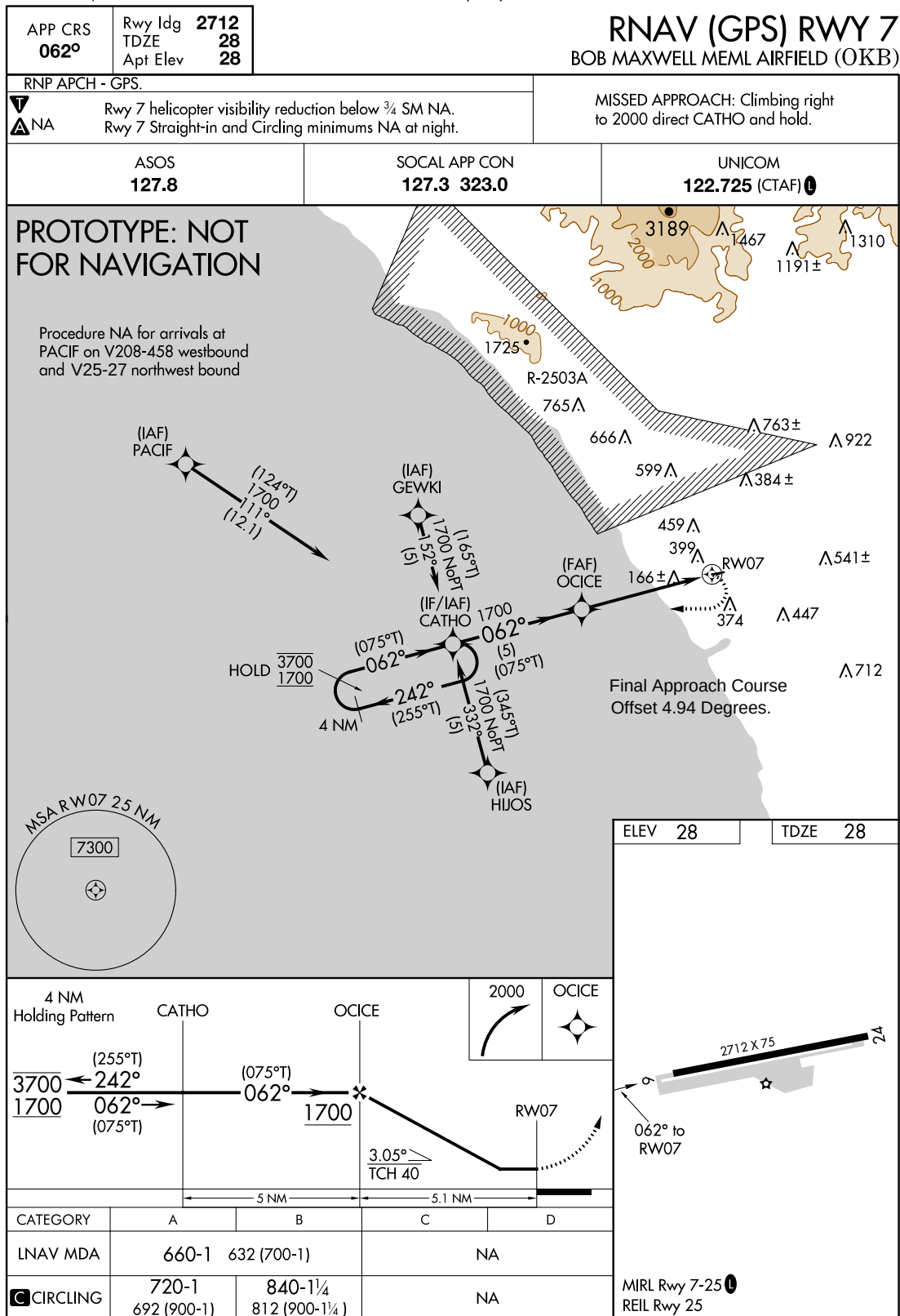


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 53C36C00BAF4435F8D4F8304CE4D536C	APWS Project ID: 93DEC047914E49CA9AA789771C1AF327
Procedure: RNAV (GPS) RWY 7 AMDT 1		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KOKB			Airport City: OCEANSIDE		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTIVE DATA USED FOR KOKB AIRPORT. CONTACT LONNIE EVERHART 202.450.0180. J ZEDER 07/15/2021  					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 7 AMDT 1			AIRPORT NAME: BOB MAXWELL MEML AIRFIELD		AIRPORT ID: KOKB	SPECIAL CONTROL NO: SG-07-228-21
FAC ID: KOKB07.01		CITY: OCEANSIDE			ST: CA	ORIG CHART DATE: 12/02/2021
DFL TYPE: PROC/G	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE? ☒ X	
PROCEDURE RESULTS						
INSPECTION DATE: 08/24/2021	CREW #: VN234	N #: N68	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: daniel c favorite @ 08/24/2021 19:21			PRINTED NAME: FAVORITE, DANIEL CHARLES			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: Final thru MAP flown SAT. Circle eval completed 8/17/21 in N68. No CPV, ARINC coding verified via FMS.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		


 AUTOMATED AL-5666 RNAV (GPS) RWY 7
 AUTOMATED AL-5666 RNAV (GPS) RWY 7

SW-3

11 JUL 2021

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

AL-5666 (FAA)

OCEANSIDE, CALIFORNIA

21112

APP CRS
062°

Rwy Idg	2712
TDZE	28
Apt Elev	28

GPS RWY 6

BOB MAXWELL MEML AIRFIELD (OKB)



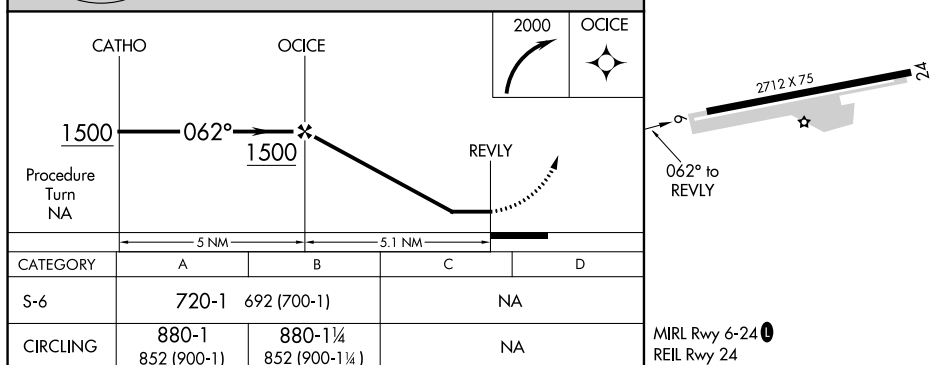
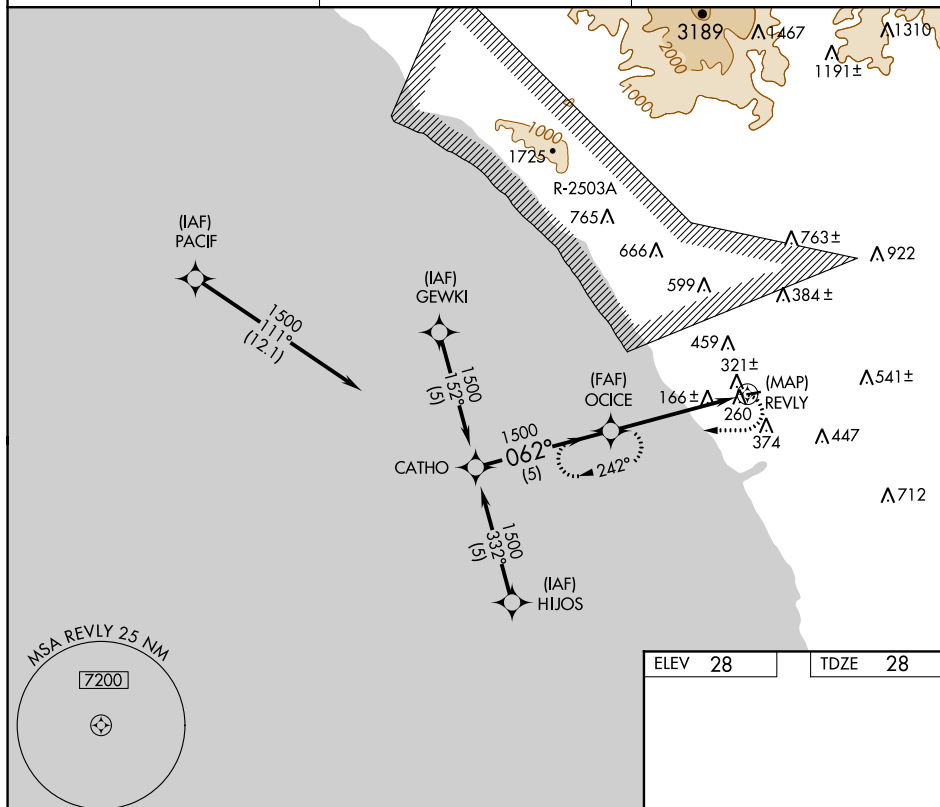
Night Landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct OCICE WP and hold.

ASOS
127.8

SOCAL APP CON
127.3 323.0

UNICOM
122.725 (CTAF) **L**



OCEANSIDE, CALIFORNIA
Orig-C 31MAR16

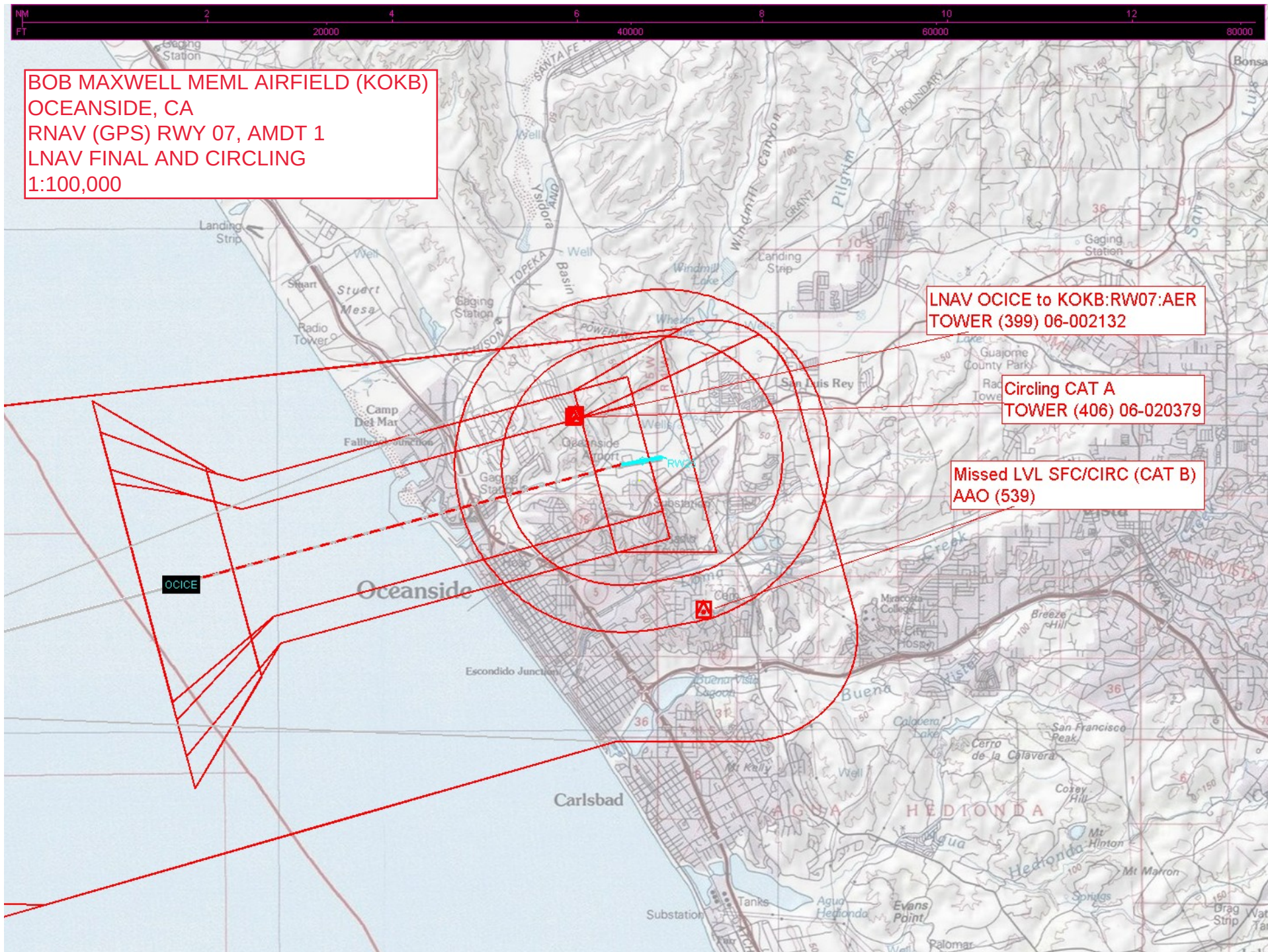
33°13'N-117°21'W

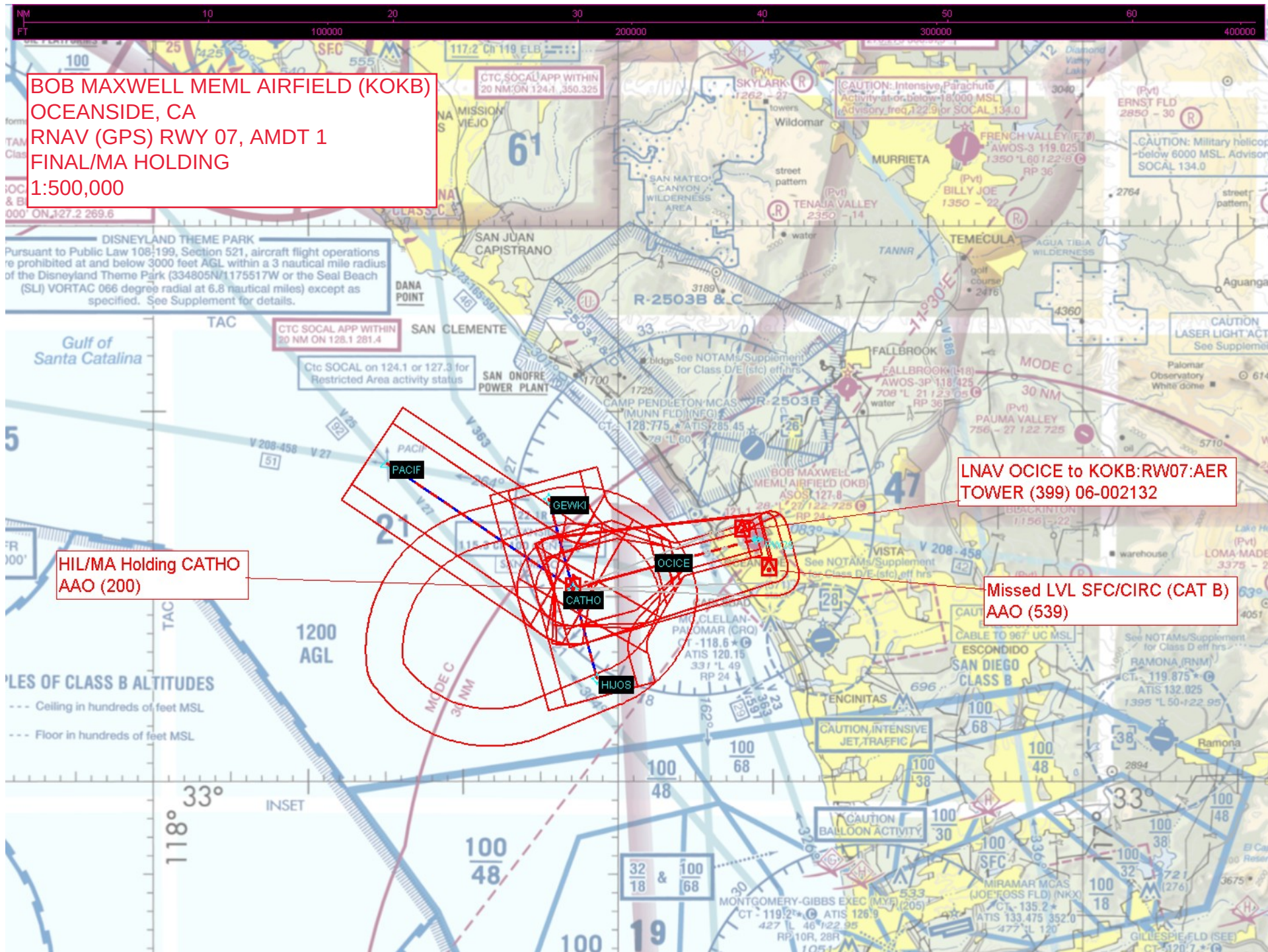
BOB MAXWELL MEML AIRFIELD (OKB)

GPS RWY 6

SW-3, 20 MAY 2021 to 17 JUN 2021

SW-3, 20 MAY 2021 to 17 JUN 2021





BOB MAXWELL MEML AIRFIELD (KOKB)
OCEANSIDE, CA
RNAV (GPS) RWY 07, AMDT 1
FINAL/MA HOLDING
1:500,000

LNAV OCICE to KOKB:RW07:AER
TOWER (399) 06-002132

Missed LVL SFC/CIRC (CAT B)
AAO (539)

HIL/MA Holding CATHO
AAO (200)

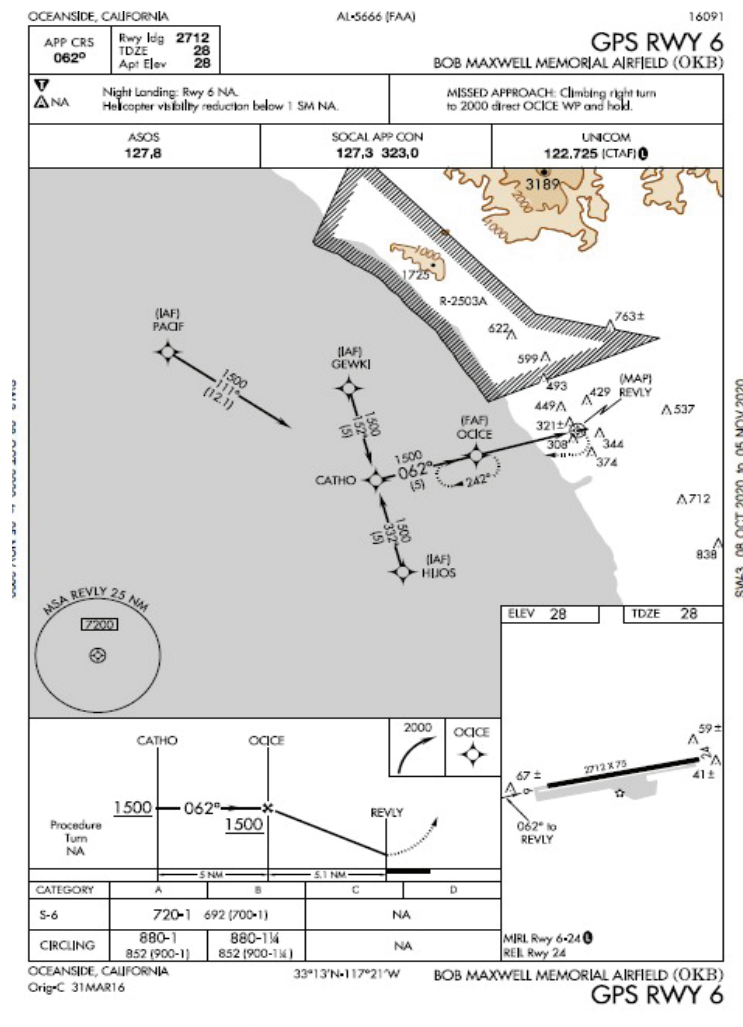
**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

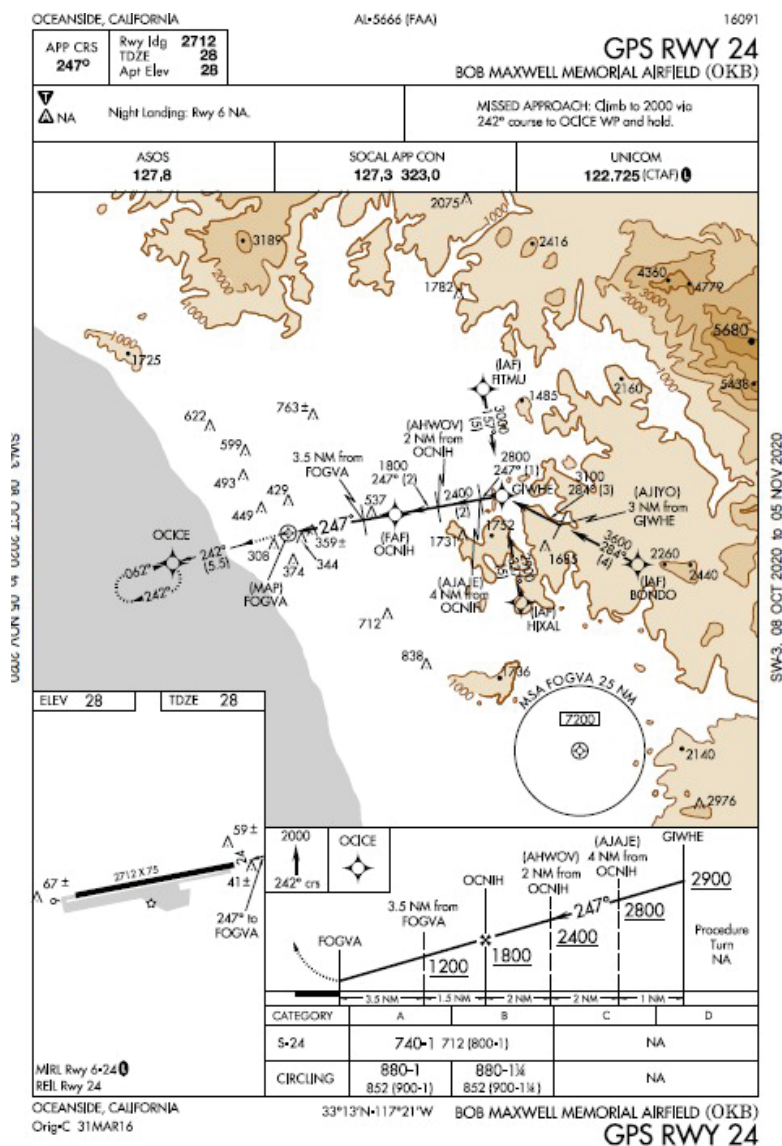
**Bob Maxwell Memorial Airfield Airport
RNAV (GPS) RWY 7
RNAV (GPS) RWY 25**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend the Area Navigation (RNAV) Global Positioning System (GPS) procedures at Bob Maxwell Memorial Airfield Airport (KOKB) in Oceanside, California. The municipal airport for general aviation is in San Diego County, California, and features a single runway.

The purpose of the project is to update the air traffic procedures to match the new runway numbers following an airport renumbering project. The changes are for RWY 6 and RWY 24, which will be renumbered as RWY 7 and RWY 25. The RWY 24 procedure is also being amended. The following are the existing RNAV (GPS) procedures for RWYs 6 and 24.





The following is a summary of the KOKB annual operations for 2019. (Statistics collected for the 12-month period ending 08-31-2019.)

Single Engine Aircraft Based on Field:	58		
Multi-Engine Aircraft Based on Field:	2	Annual Commercial Operations:	none
Jet Aircraft Based on Field:	none	Annual Commuter Operations:	none
Helicopters Based on Field:	3	Annual Air Taxi Operations:	none
Military Aircraft Based on Field:	none	Annual Military Operations:	none
Gliders Based on Field:	1	Annual GA Local Operations:	13559
Ultralights Based on Field:	none	Annual GA Itinerant Operations:	14164

Source: Skyvector.com

Proposed Changes

The main purpose of the project is to update the procedure names to match the actual runway numbers following a renumbering project by the airport.

RNAV (GPS) RWY 7:

The procedure name change from RWY 6 to RWY 7 was the only change; no other modifications were made to the RNAV (GPS) RWY 7 procedure.

RNAV (GPS) RWY 25:

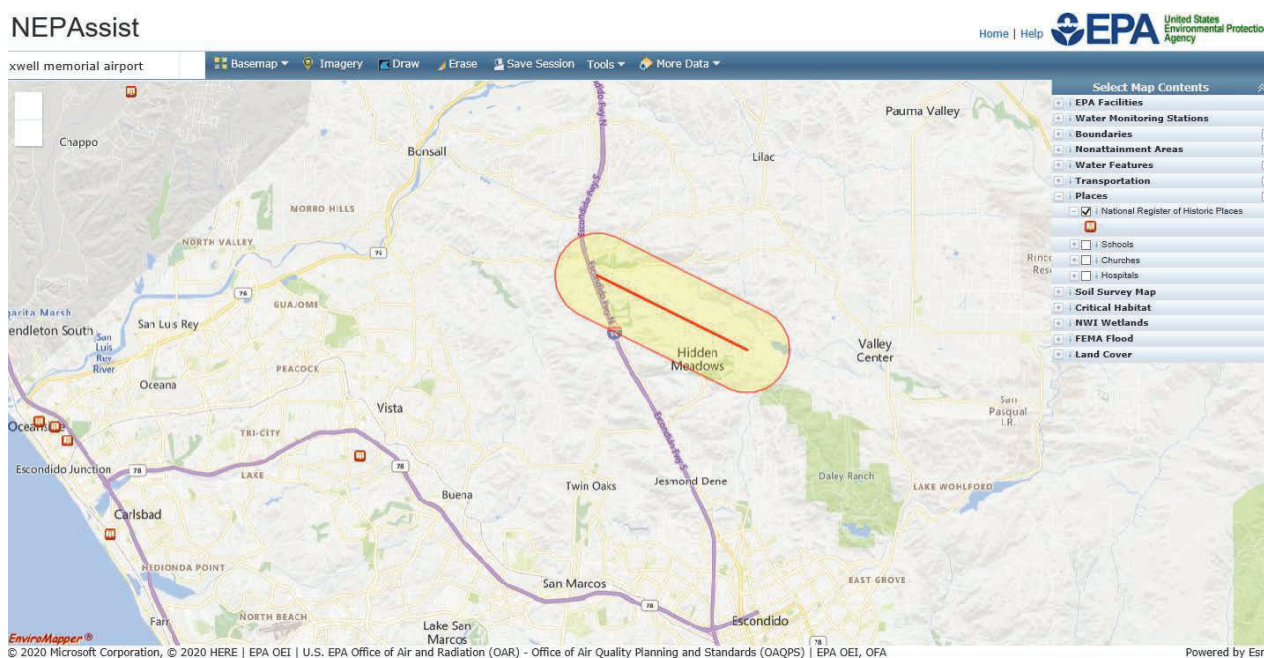
The procedure name change from RWY 24 to RWY 25. The following are amendments to the procedure.

- Initial segments
 - FITMU initial approach fix (IAF) to GIWHE waypoint (WP)—no change
 - HIXAL IAF to GIWHE WP—minimum altitude increased from 2,900 to 3,000 (ft) mean sea level (MSL), no location change.
 - BOND0 IAF to AJIYO step-down fix (SDF) to GIWHE WP—minimum altitude from BOND0 IAF to AJIYO SDF unchanged, minimum altitude from AJIYO SDF to GIWHE WP decreased from 3,100 to 3,000 ft MSL, no fix locations changed.
- Intermediate segment—GIWHE WP minimum altitude increased from 2,900 to 3,000 ft MSL. No change in location.
- Final segment—OCNIH precision final approach fix (PFAF) moved 2 nautical miles east to N33° 14' 20.1943" W117° 12' 36.2841" and minimum altitude increased from 1,800 to 2,500 ft MSL.

The only segment of the entire project being lowered is the segment from AJIYO to GIWHE and that is by 100 ft (from 3,100 to 3,000 ft MSL).

For the proposed amendments, the FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementing the proposed action. The Altitude/Operations Test was used and the proposed actions passed the test. This indicates there is no potential for extraordinary circumstances. Therefore, noise impacts are not anticipated to be significant or reportable, and it was determined that additional noise screening is not required.

Additionally, NEPAassist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to examine the presence of historical properties that may be impacted. The following figure shows the location of historical properties within the general area of the proposed actions. The figure depicts the approximate route for the route segment GIWHE WP to AJIYO SDF, along with one mile buffer on each side. This segment of the proposed amendments is the only portion that would contain a lower altitude, and the minimum altitude of that segment would decrease by 100 ft. No historical properties are located in the vicinity of the procedure. The FAA determined that there would be no historical properties for this undertaking and, therefore, no potential to introduce visual, atmospheric, or auditory elements that could diminish the integrity of a historic property.



The data available from the following sources was considered to determine cumulative impacts:

- The KOKB website was reviewed for current and future projects.
<https://www.ci.oceanside.ca.us/gov/dev/planning/airport.asp>

The airport received a federal grant of \$1.2 million for runway and taxiway resurfacing in 2019. The draft airport master plan includes projects for a new administration building, a second taxiway, more hangars, and other facilities. The master plan is not final at this time.

The proposed action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts would be anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist for the proposed action.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of

Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts," and FAA Order 1050.1F.

The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

Recommended by:

Facility Manager Review/Concurrence

FRANK LIAS Digitally signed by
FRANK LIAS
Date: 2020.12.02
10:44:50 -08'00'

Signature: _____ Date: _____

Name: Frank Lias
Air Traffic Manager
Southern California Terminal Radar Approach Control

Concurrence by:

Service Area Environmental Specialist Review/Concurrence

**RYAN WADE
WELLER** Digitally signed by RYAN
WADE WELLER
Date: 2020.12.08 14:03:01
-08'00'

Signature: _____ Date: _____

Name: Ryan Weller
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Service Area Director Review/Concurrence, if necessary

**BYRON G Y
CHEW** Digitally signed by BYRON
G Y CHEW
Date: 2020.12.09 15:19:47
-08'00'

Signature: _____ Date: _____

Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2