

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 83C0A40D6F9F46A4909FB2126DDE1392	APWS Project ID: 93DEC047914E49CA9AA789771C1AF327
Procedure: RNAV (GPS) RWY 25 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.

10/01/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 08/30/2021.

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB RIGHT TO 2000 DIRECT CATHO AND HOLD." TO "CLIMB TO 2000 DIRECT CATHO AND HOLD".

Digitally signed by

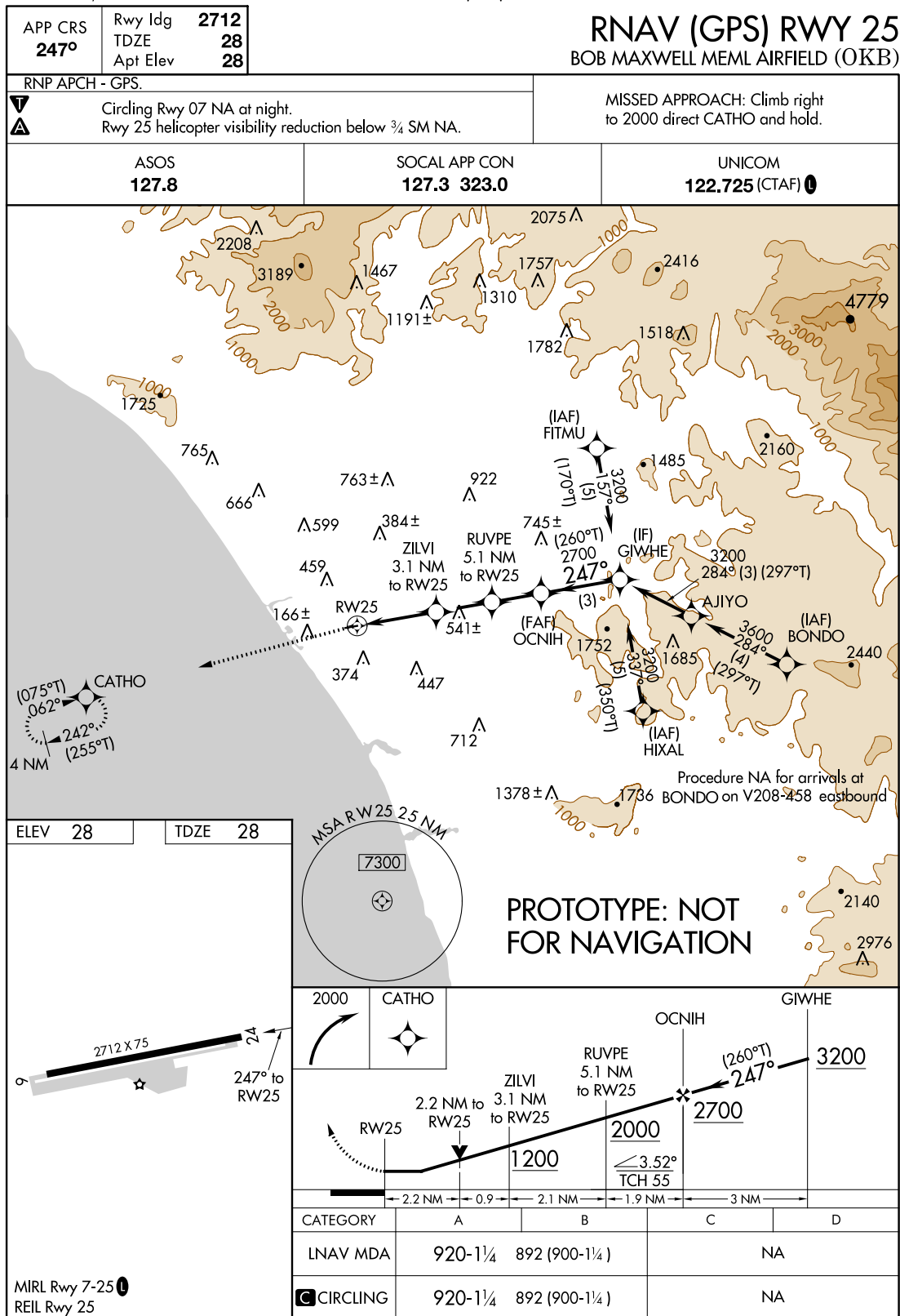
JON DENTON

Oct 01, 2021

QUALITY
18
CHECKED

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 25 AMDT 1			AIRPORT NAME: BOB MAXWELL MEML AIRFIELD		AIRPORT ID: KOKB	SPECIAL CONTROL NO: SG-07-230-21	
FAC ID: KOKB25.01		CITY: OCEANSIDE			ST: CA	ORIG CHART DATE: 12/02/2021	
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER: john d jeffers					DATE: 08/20/2021		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 08/17/2021		CREW #: VN086	N #: N68	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: john d jeffers @ 08/20/2021 16:53			PRINTED NAME: JEFFERS, JOHN DOY				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Runway Survey Data, due to short runway, pilot updates used. THLD and RE ATK ERR below 5%. All other parameters SAT >95%. Circling Radii and obstacle check Sat.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 25 AMDT 1			AIRPORT NAME: BOB MAXWELL MEML AIRFIELD		AIRPORT ID: KOKB	SPECIAL CONTROL NO: SG-07-230-21
FAC ID: KOKB25.01		CITY: OCEANSIDE			ST: CA	ORIG CHART DATE: 12/02/2021
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 08/17/2021	CREW #: VN086	N #: N68	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: john d jeffers @ 08/18/2021 09:56			PRINTED NAME: JEFFERS, JOHN DOY			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Runway Survey Data, due to short runway, pilot updates used. THLD and RE ATK ERR below 5%. All other parameters SAT >95%. Circling Radii and obstacle check Sat.						
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 25
 AUTOMATED AL-5666 RNAV (GPS) RWY 25

SW-3

7 JUL 2021

COMPILER: CG

REVIEWER:

DBL CHKR:


EFF DATE: FIG

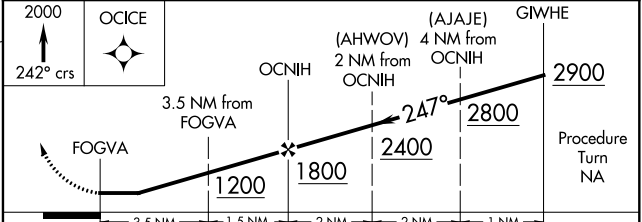
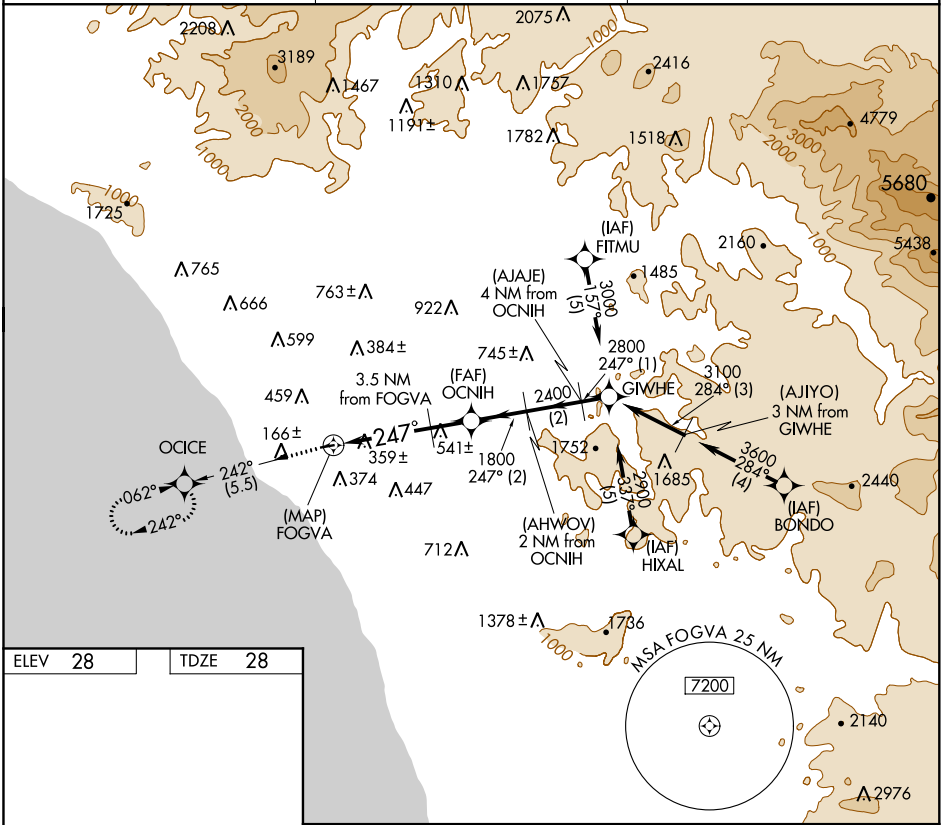
APP CRS	Rwy Idg	2712
247°	TDZE	28
	Apt Elev	28

GPS RWY 24

BOB MAXWELL MEML AIRFIELD (OKB)

 NA	Night Landing: Rwy 6 NA.	MISSED APPROACH: Climb to 2000 via 242° course to OCICE WP and hold.
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ASOS 127.8	SOCAL APP CON 127.3 323.0	UNICOM 122.725 (CTAF) 
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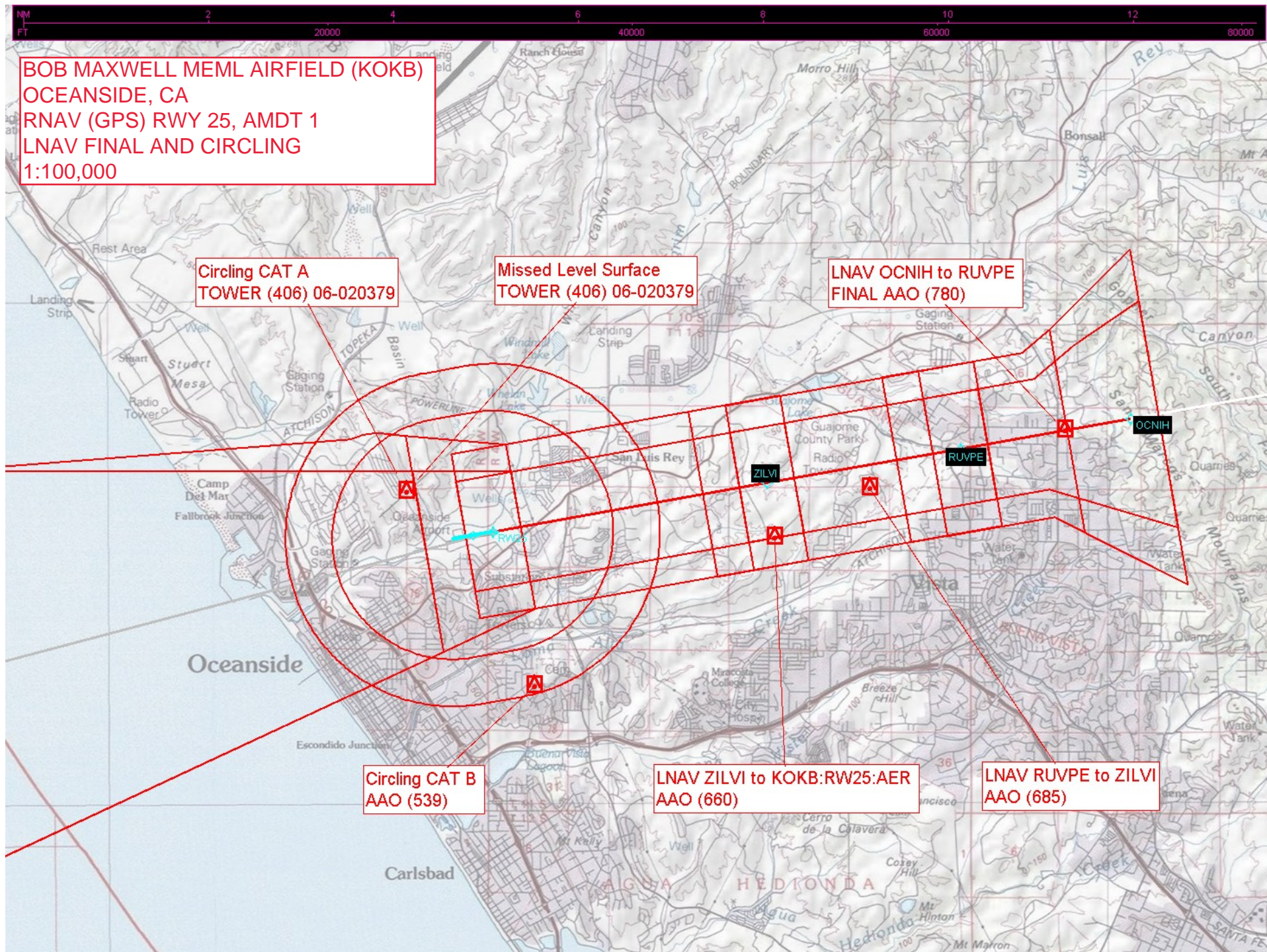


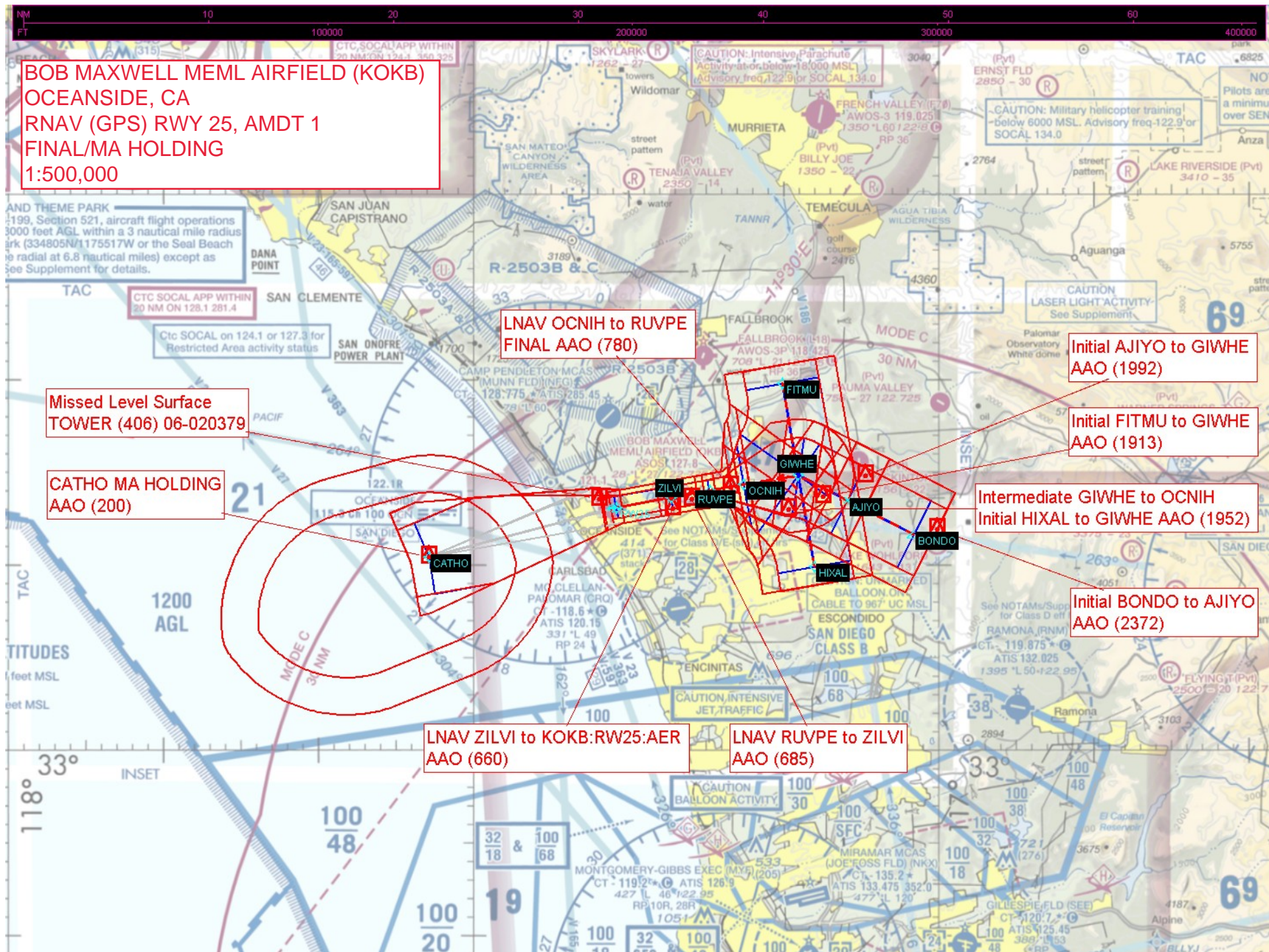
CATEGORY	A	B	C	D
S-24	740-1 712 (800-1)		NA	
CIRCLING	880-1 852 (900-1)	880-1½ 852 (900-1½)		NA

GPS RWY 24

SW-3, 20 MAY 2021 to 17 JUN 2021

SW-3, 20 MAY 2021 to 17 JUN 2021





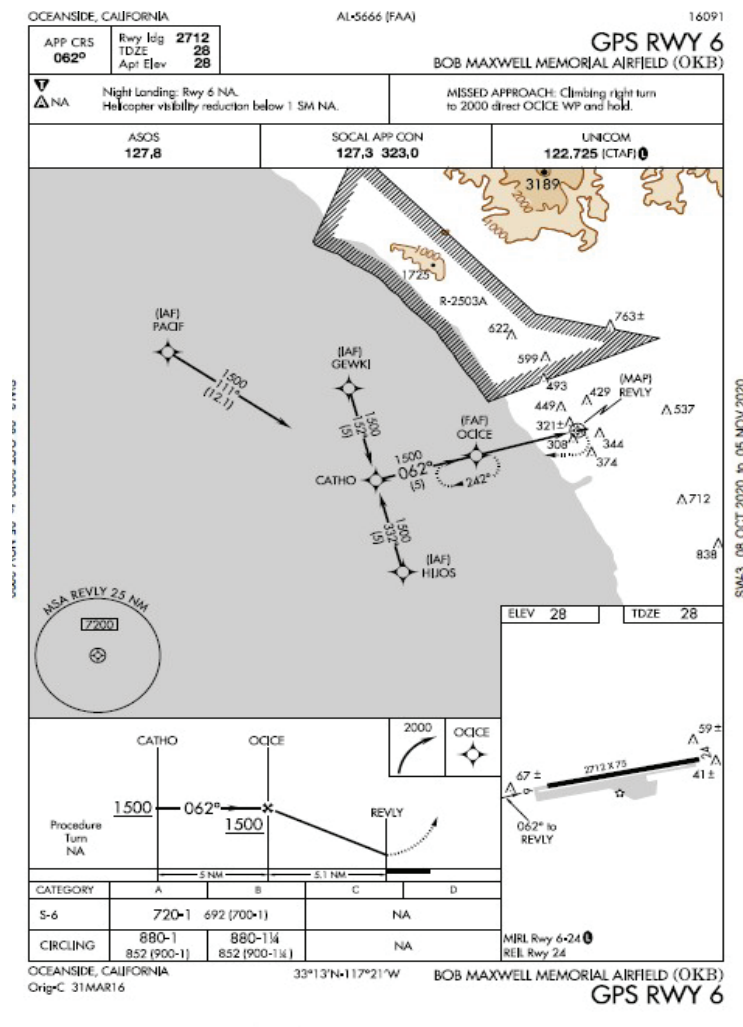
**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

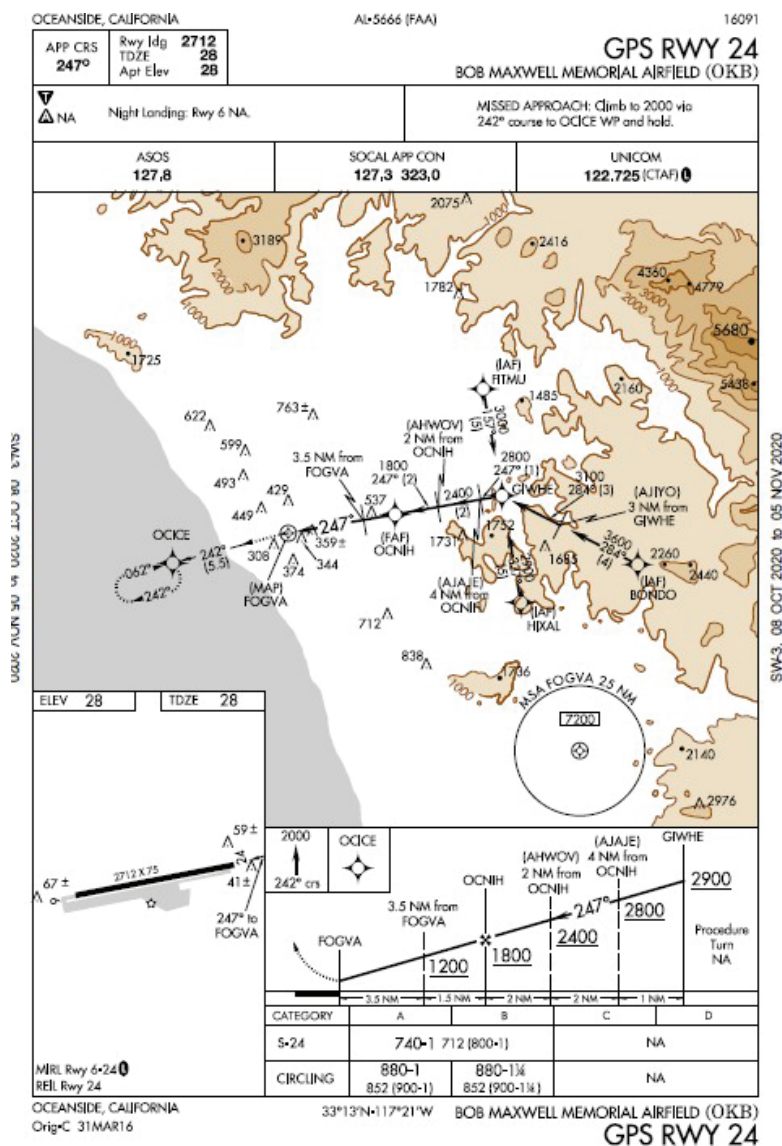
**Bob Maxwell Memorial Airfield Airport
RNAV (GPS) RWY 7
RNAV (GPS) RWY 25**

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:

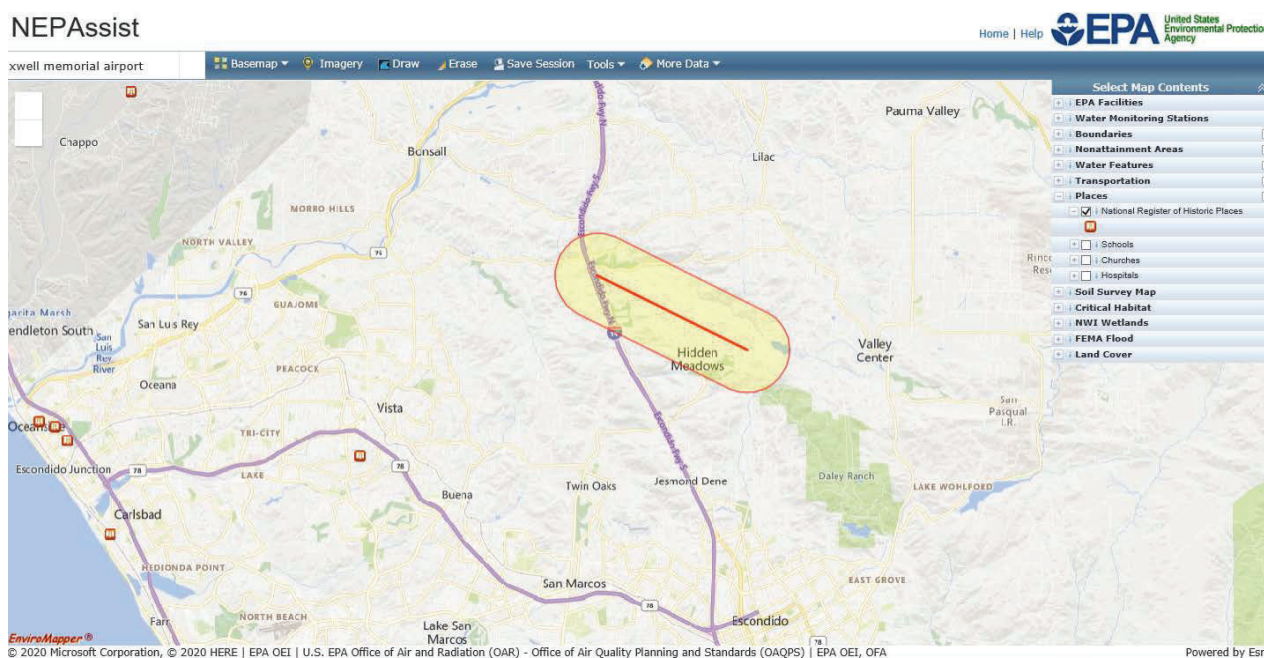
The procedure name change from RWY 24 to RWY 25. The following are amendments to the procedure.

- 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