

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 10/31/2024	APWS Task ID: C8949AC0C8BB41B0BE87B62036633A51	APWS Project ID: 8041AFBE1067429AAD69E88A8BCB14E4
Procedure: OCEANSIDE ONE (OBSTACLE) DEPARTURE		Enroute: YES	Specialist: Christensen, Richard		Agreement Number:
Airport ID: KOKB			Airport City: OCEANSIDE		State: CA
Facility ID: OCN	Facility Type: VORTAC	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ACTIVE DATA USED FOR PROCEDURE.</p> <p>NEW GRAPHICAL (OBSTACLE) DP FOR MULTIPLE TURNS REQUIRED.</p> <p>1 EA WAIVER FOR DR LEG LENGTH GREATER THAN 10 NM. 1 EA APPROVAL LETTER REQUEST FOR RWY 25 CG IN EXCESS OF 500 FT/NM.</p> <p>CONTACTS: ERIC SUSKI (AJV-A431), 405.954.7331 BEVERLY L. BORDY (AJV-A430), 405.954.8293</p> <p>07/11/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/17/24.</p> <p>1. TAKEOFF RWY 7 DP ROUTE DESCRIPTION CHANGED FROM "CLIMBING RIGHT TURN ON HEADING 247 TO CROSS OCN R-173, THEN CLIMBING RIGHT TURN TO INTERCEPT OCN R-210 TO OCN VORTAC THEN PROCEED ON COURSE. DO NOT EXCEED 200 KIAS UNTIL OCN VORTAC." TO "CLIMBING RIGHT TURN ON HEADING 247 TO CROSS OCN R-173, THEN CLIMBING RIGHT TURN ON HEADING 345 TO INTERCEPT OCN R-210 TO OCN VORTAC, THEN PROCEED ON COURSE. DO NOT EXCEED 200 KIAS UNTIL OCN VORTAC."</p> <p>2. TAKEOFF RWY 25 DP ROUTE DESCRIPTION CHANGED FROM "CLIMBING LEFT TURN ON HEADING 232 AND OCN R-173 TO 1700, THEN CLIMBING RIGHT TURN ON OCN R-210 TO OCN VORTAC THEN PROCEED ON COURSE. DO NOT EXCEED 200 KIAS UNTIL OCN VORTAC." TO "CLIMBING LEFT TURN ON HEADING 232 TO INTERCEPT OCN R-173 TO 1700, THEN CLIMBING RIGHT TURN ON HEADING 347 TO INTERCEPT OCN R-210 TO OCN VORTAC, THEN PROCEED ON COURSE. DO NOT EXCEED 200 KIAS UNTIL OCN VORTAC."</p> <p>3. REMARKS: ADDED "208 FT SHIP HEIGHT USED PER FPT" FOR INFO PURPOSES.</p> <p>REQUEST TABLETOP FOR FC DIRECTED CHANGES</p> <p><i>Digitally signed by</i> ERIC N SUSKI Jul 12, 2024</p> <div><div>QUALITY 38 CHECKED</div><div>QUALITY 8 CHECKED</div></div>					

FIPC BASIC FORM								
PROCEDURE: OCEANSIDE ONE (OBSTACLE) DEPARTURE			AIRPORT NAME: BOB MAXWELL MEML AIRFIELD		AIRPORT ID: KOKB	SPECIAL CONTROL NO: SP-07-178-24		
FAC ID: OCN1		CITY: OCEANSIDE			ST: CA	ORIG CHART DATE: 10/31/2024		
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: C8949AC0C8BB41B0BE87B62036633A51			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 08/01/2024		CREW #: VN569	N #:	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 type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: wendi s gima @ 07/31/2024 20:13			PRINTED NAME: GIMA, WENDI SUEMI				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: BOB MAXWELL MEML AIRFIELD (OKB) OCEANSIDE, CALIFORNIA, OCEANSIDE ONE DEPARTURE (OBSTACLE), SAT. This completes inspection initially flown 6/20/24 by N72 which resulted with Sat w/changes. Changes submitted in this special were SAT. Figure still needs to be updated to reflect the changes made.								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

FIPC BASIC FORM							
PROCEDURE: OCEANSIDE ONE (OBSTACLE) DEPARTURE			AIRPORT NAME: BOB MAXWELL MEML AIRFIELD		AIRPORT ID: KOKB	SPECIAL CONTROL NO: SP-06-049-24	
FAC ID: OCN1		CITY: OCEANSIDE			ST: CA	ORIG CHART DATE: 10/31/2024	
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: C8949AC0C8BB41B0BE87B62036633A51		
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: 06/20/2024		CREW #: VN570	N #: N72	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: kevin y cheng @ 06/24/2024 10:13			PRINTED NAME: CHENG, KEVIN YI			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: Bob Maxwell Memorial Airfield, Oceanside, CA, Commission OCN1 Departure. SAT w/changes. FIG (-S) changes: -Course inbound to OCN VOR via R-210 should be 030 in lieu of 210. -Complete listed frequencies. Recommended changes to the KOKB Oceanside One (-F) departure procedure: -Procedure terminating at OCN VOR may cause intrusion into R-2503A/R-2503D and inadvertent restricted airspace violations. -Turn from OCN R-173 outbound or R-173 radial crossing to OCN R-210 inbound for both RWY 07 and RWY 25 departures will likely cause slower aircraft to undershoot the intercept at a standard rate turn. Recommend another heading to intercept R-210 inbound or select a radial closer to R-210. -Change TAKEOFF RWY 25 textual description from "Climbing left turn on heading 232 and OCN R-173..." to "Climbing left turn on heading 232 to intercept OCN R-173..." to							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

1. FLIGHT PROCEDURE IDENTIFICATION:

OCEANSIDE, CALIFORNIA
BOB MAXWELL MEML AIRFIELD (KOKB)
OCEANSIDE DEPARTURE (OBSTACLE)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3 Paragraph 13-3-2

DR Departure. The boundary lines of the departure OEA splay outwards 15 degrees relative to the departure course from the end of the ICA (see Figure 13-3-1 and Figure 13-3-2). Limit the DR segment to a maximum distance of 10 NM from DER.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the OCEANSIDE DEPARTURE (OBSTACLE) with Dead Reckoning (DR) segments greater than 10 NM. Runway 7 turn to Positive Course Guidance (PGC) segment on the OCEANSIDE DEPARTURE exceed 10 NM. The DR segment calculation is RWY 7 21.41 NM.

The initial turn from the runway heading is greater than 134° and using the turn radius provided (2.6 NM), it exceeds 10 NM while turning to intercept OCN VORTAC R-210 to proceed to OCEANSIDE VORTAC.

This is a temporary Waiver until publication of the updated FAA Order 8260.3, which will include updated turn intercept and DR criteria. The OCEANSIDE DEPARTURE will be updated upon publication of the criteria and the next needed amendment of the procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The ICA and subsequent DR segment Obstacle Clearance Surfaces (OCS) have been evaluated and provide the required obstacle clearance.
2. Upon completion of the initial turn, aircraft are over water for the remainder of the departure procedure and are able to track the radials they are passing through while on the DR heading to intercept the OCN R-210.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Separating the OCEANSIDE DEP to have different PCG radials, keeping the DR segment less than 10 NM, would require the runway to have two Obstacle departures, which is not currently allowed.
2. Adding climb gradients to each runway to shorten the ICA, would not provide enough segment length reduction to keep the DR segments less than 10 NM.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

SOCAL Approach Control
AFS

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE



Federal Aviation Administration

Memorandum

To: Manager, Flight Procedure Implementation & Oversight Branch

From: Lonnie Everhart, Manager, Instrument Flight Procedures (IFP)
Coordination Team, AJV-A400

Subject: Approval Request: Bob Maxwell Memoriall Airfield,
Oceanside, CA, (KOKB) OCEANSIDE (OBSTACLE)
DEPARTURE, RWY 25

Climb gradient exceeds 500 ft/NM, 8260.46J, Para 2-1-1d(2).

RWY 25: A 259 FT MSL surveyed Monument (1B), (06-001873) 331305.7765N/1172146.8840W in the ICA requires a climb gradient of 895 FT per NM to 400. It is located approximately 2092 feet from DER, 719 feet right of centerline. The minimum ceiling and visibility to avoid the 259 FT MSL Monument is 300-1.

A 263 FT MSL surveyed Transmission Line (4D), (06-205900) 331309.76N/1172228.44W requires a 300 FT ceiling, and a 215 FT MSL surveyed Transmission Line (4E), (06-039087) 331253.80N/1172249.61W requires a visibility of 1 1/2 SM to see and avoid these obstacles.

The runway at the airport is 2712 ft long and aircraft categories are restricted to CAT A/B only.

Request approval to publish the following takeoff minimums:

RWY 25: 300-1 1/2 or standard with minimum climb of 895 FT/NM to 400.

If disapproved, recommend publishing a ceiling/visibility of 300-1 1/2.

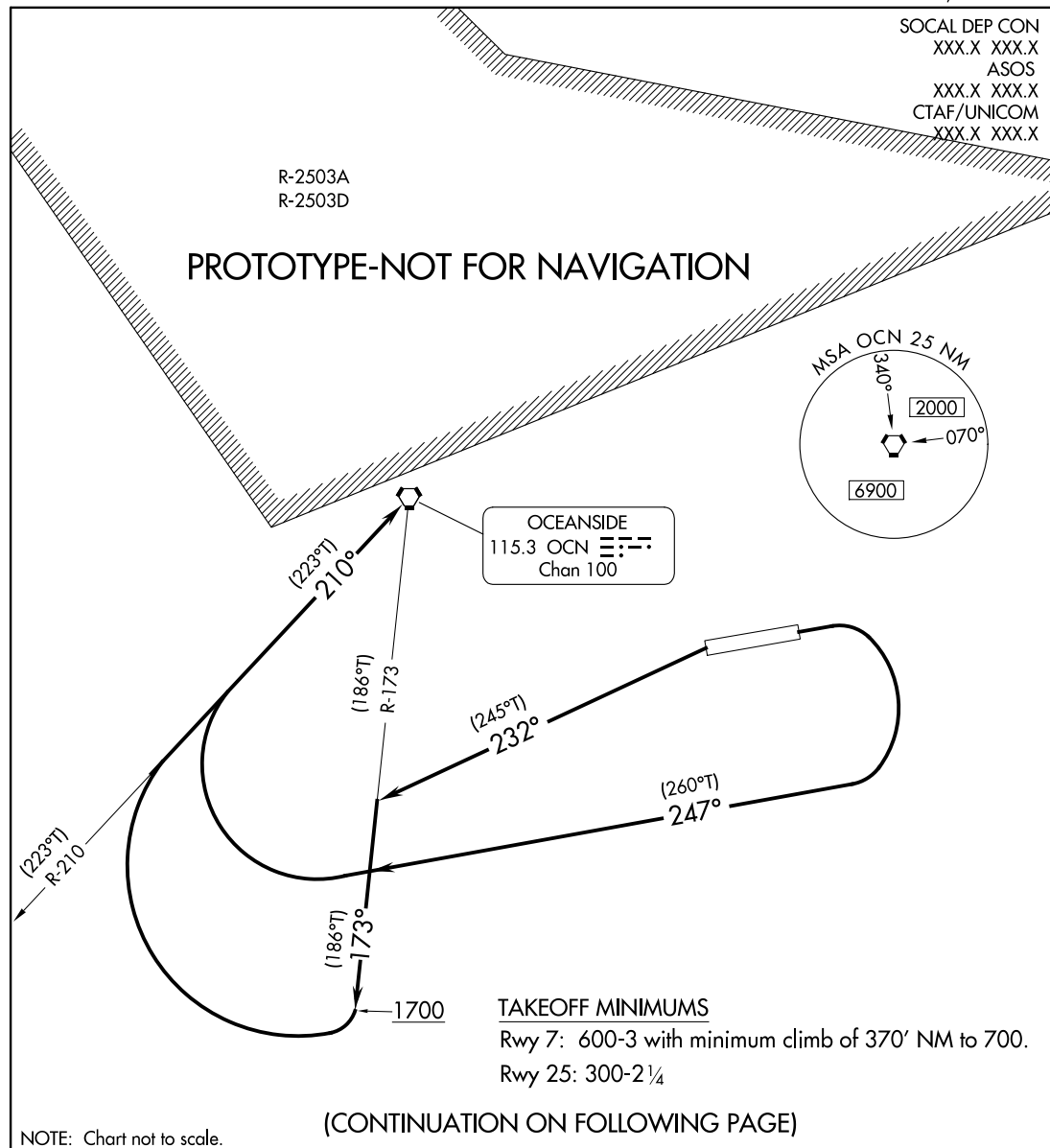
(OCN1.OCN) FIG

OCEANSIDE ONE DEPARTURE (OBSTACLE)

BOB MAXWELL MEML AIRFIELD (OKB)

AL-5666 (FAA)

OCEANSIDE, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn on heading 247° to cross OCN R-173, then climbing right turn to intercept OCN R-210 to OCN VORTAC then proceed on course. Do not exceed 200 KIAS until OCN VORTAC.

TAKEOFF RUNWAY 25: Climbing left turn on heading 232° and OCN R-173, then climbing right turn on OCN R-210 to OCN VORTAC then proceed on course. Do not exceed 200 KIAS until OCN VORTAC.

AUTOMATED AL-5666 OCEANSIDE DEPARTURE

SW-4

5-7-24

COMPILER: JUN

REVIEWER:

DBL CHKR:

EFF: FIG

OCEANSIDE ONE DEPARTURE (OBSTACLE)

(OCN1.OCN) FIG

OCEANSIDE, CALIFORNIA

BOB MAXWELL MEML AIRFIELD (OKB)

1:100K

