

FAA Determination	0827-FALLBROOK SELF STORAGE	Determination
Building A	2025-AWP-18019-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building B	2025-AWP-18020-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building C	2025-AWP-18021-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building D	2025-AWP-18023-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building E	2025-AWP-18032-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building F	2025-AWP-18034-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building G	2025-AWP-18035-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building H	2025-AWP-18037-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Building I	2025-AWP-19323-OE	Determination Of No Hazard to Air Navigation. This determination expires on 07/13/2027.
Building J	2025-AWP-18038-OE	Determination Of No Hazard to Air Navigation. This determination expires on 06/16/2027.
Terminated	2025-AWP-18050-OE	Terminated, was a duplicate of Building J



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

Aeronautical Study No.
2025-AWP-18019-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-10.96N	117-14-10.18W	775 Ft	11 Ft	786 Ft
pt-2	33-23-10.96N	117-14-08.30W	779 Ft	11 Ft	790 Ft
pt-3	33-23-10.77N	117-14-10.18W	777 Ft	11 Ft	788 Ft
pt-4	33-23-10.76N	117-14-08.30W	779 Ft	11 Ft	790 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18019-OE.

Signature Control No: 685163752-687207299

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18019-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of four (4) points, would be located between 7.36 and 7.38 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the four building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-10.96N / 117-14-10.18W / 11 ft. above ground level (AGL)/ 786 ft. above mean sea level (AMSL)
PT2: 33-23-10.96N / 117-14-08.30W / 11 ft. AGL / 790 ft. AMSL
PT3: 33-23-10.77N / 117-14-10.18W / 11 ft. AGL / 788 ft. AMSL
PT4: 33-23-10.76N / 117-14-08.30W / 11 ft. AGL / 790 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 208 feet (Ft)
PT2: 212 ft.
PT3: 210 ft.
PT4: 212 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

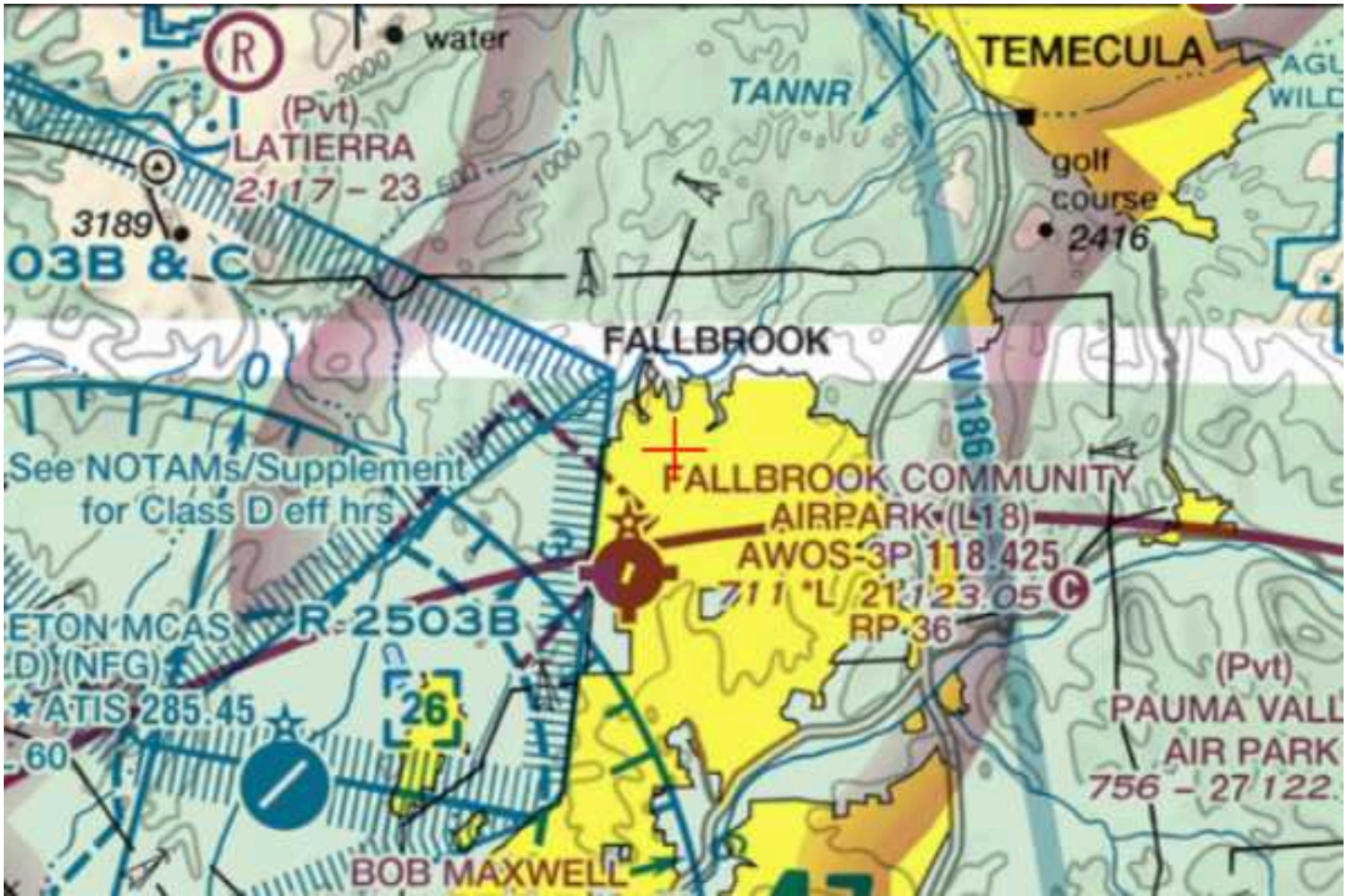
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of

flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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10101 Hillwood Parkway
Fort Worth, TX 76177

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JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-10.96N	117-14-08.01W	780 Ft	11 Ft	791 Ft
pt-2	33-23-10.96N	117-14-06.71W	781 Ft	11 Ft	792 Ft
pt-3	33-23-10.76N	117-14-08.01W	780 Ft	11 Ft	791 Ft
pt-4	33-23-10.76N	117-14-06.71W	781 Ft	11 Ft	792 Ft

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:

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.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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.
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- (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.

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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 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18020-OE.

Signature Control No: 685166223-687209883

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18020-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of four (4) points, would be located between 7.38 and 7.40 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the four building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-10.96N / 117-14-08.01W / 11 ft. above ground level (AGL)/ 791 ft. above mean sea level (AMSL)
PT2: 33-23-10.96N / 117-14-06.71W / 11 ft. AGL / 792 ft. AMSL
PT3: 33-23-10.76N / 117-14-08.01W / 11 ft. AGL / 791 ft. AMSL
PT4: 33-23-10.76N / 117-14-06.71W / 11 ft. AGL / 792 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 213 feet (Ft)
PT2: 214 ft.
PT3: 213 ft.
PT4: 214 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

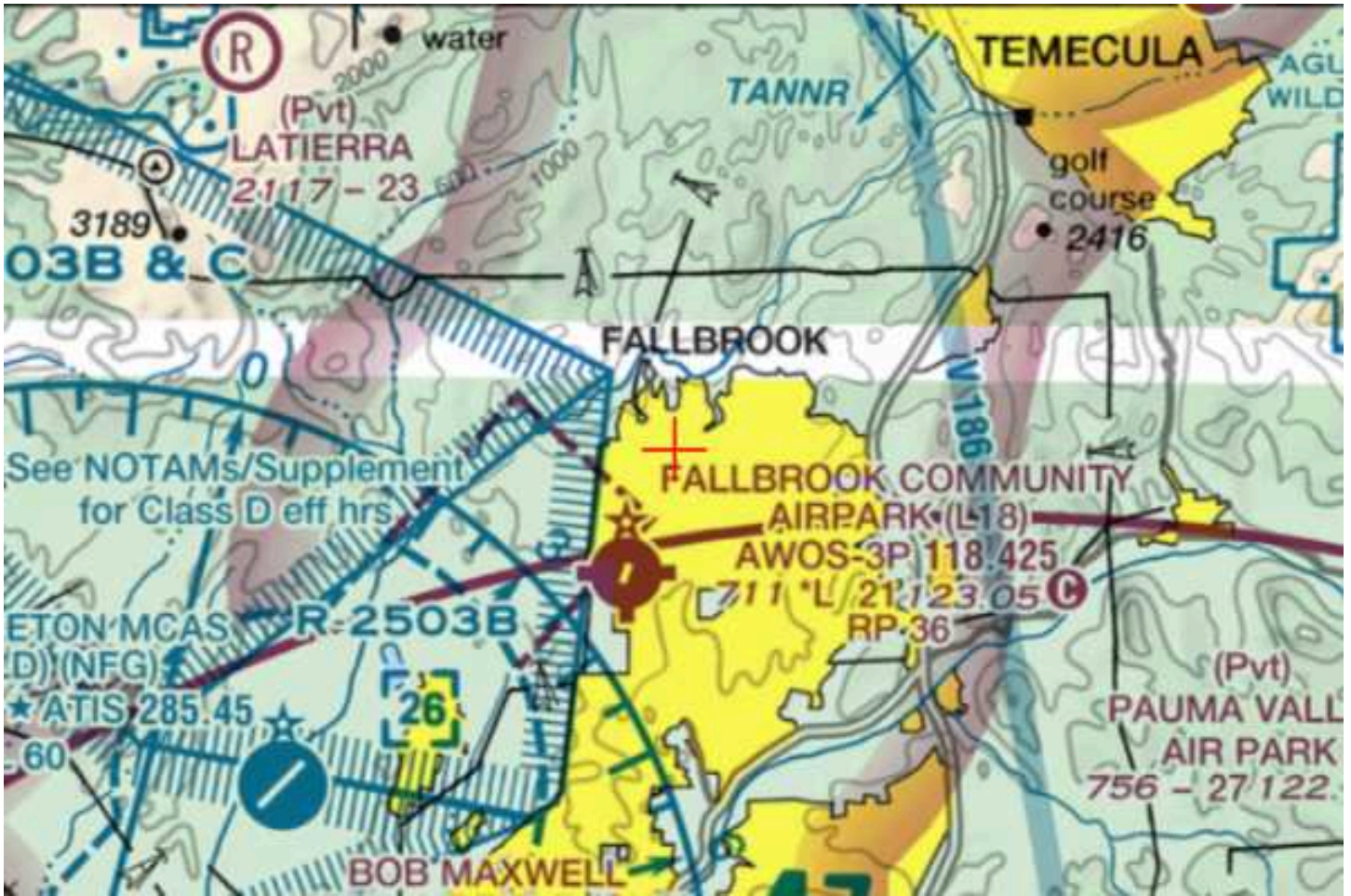
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of

flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18021-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-10.47N	117-14-09.62W	779 Ft	11 Ft	790 Ft
pt-2	33-23-10.47N	117-14-07.45W	780 Ft	11 Ft	791 Ft
pt-3	33-23-10.37N	117-14-09.72W	779 Ft	11 Ft	790 Ft
pt-4	33-23-10.37N	117-14-07.34W	781 Ft	11 Ft	792 Ft
pt-5	33-23-09.63N	117-14-09.73W	779 Ft	11 Ft	790 Ft
pt-6	33-23-09.63N	117-14-07.34W	781 Ft	11 Ft	792 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

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If we can be of further assistance, please contact Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18021-OE.

Signature Control No: 685166682-687213685

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18021-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of six (6) points, would be located between 7.35 and 7.39 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the six building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-10.47N / 117-14-09.62W / 11 ft. above ground level (AGL)/ 790 ft. above mean sea level (AMSL)
PT2: 33-23-10.47N / 117-14-07.45W / 11 ft. AGL / 791 ft. AMSL
PT3: 33-23-10.37N / 117-14-09.72W / 11 ft. AGL / 790 ft. AMSL
PT4: 33-23-10.37N / 117-14-07.34W / 11 ft. AGL / 792 ft. AMSL
PT5: 33-23-09.63N / 117-14-09.73W / 11 ft. AGL / 790 ft. AMSL
PT6: 33-23-09.63N / 117-14-07.34W / 11 ft. AGL / 792 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

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PT1: 212 feet (Ft)
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PT3: 212 ft.
PT4: 214 ft.
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PT6: 214 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

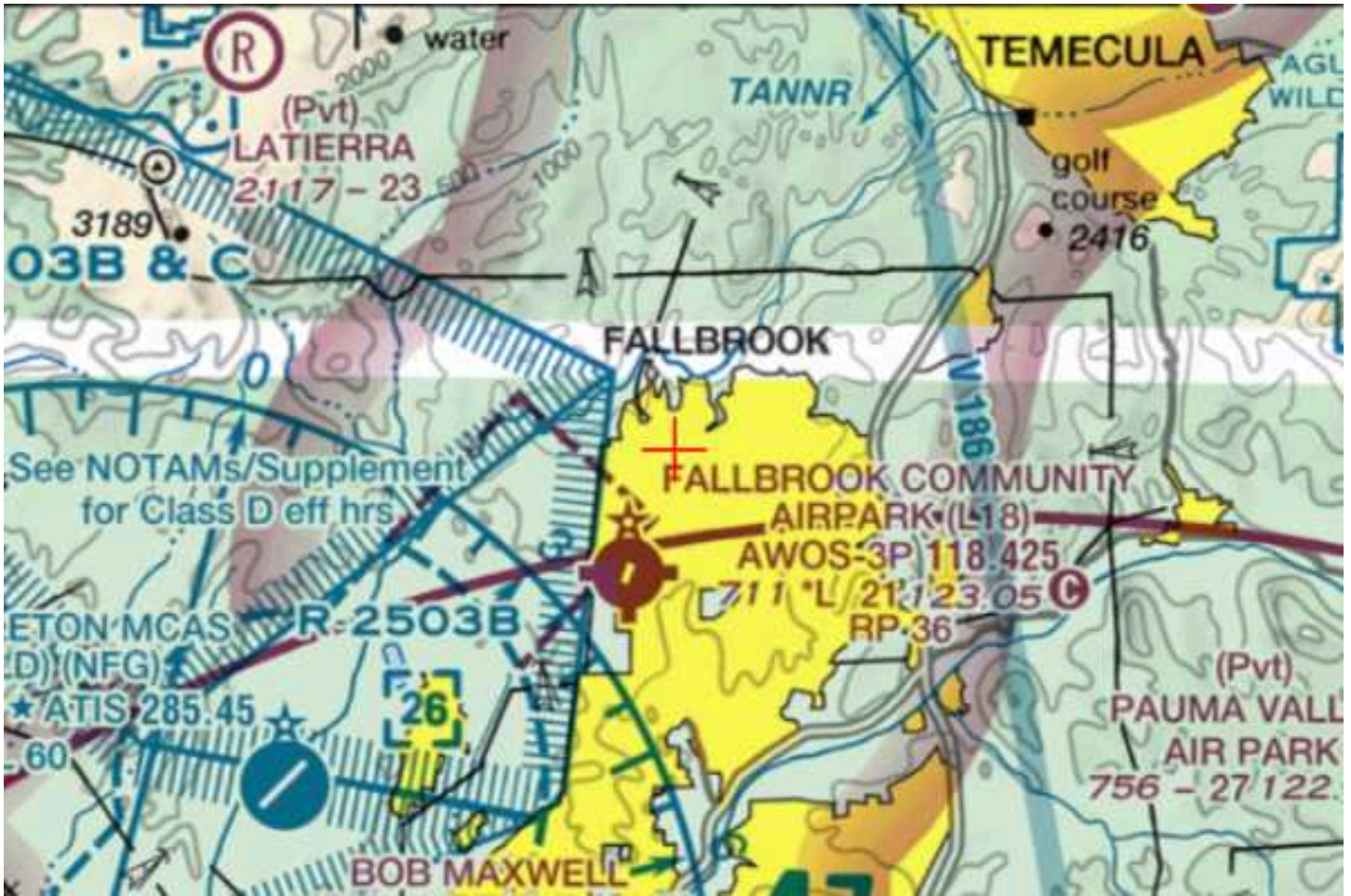
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing

obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18023-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-09.35N	117-14-09.72W	779 Ft	12 Ft	791 Ft
pt-2	33-23-09.35N	117-14-07.34W	781 Ft	12 Ft	793 Ft
pt-3	33-23-08.56N	117-14-09.72W	779 Ft	12 Ft	791 Ft
pt-6	33-23-08.56N	117-14-07.34W	781 Ft	12 Ft	793 Ft
pt-7	33-23-08.46N	117-14-09.62W	779 Ft	12 Ft	791 Ft
pt-8	33-23-08.46N	117-14-07.45W	780 Ft	12 Ft	792 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18023-OE.

Signature Control No: 685170979-687240847

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18023-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of six (6) points, would be located between 7.34 and 7.38 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the six building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-09.35N / 117-14-09.72W / 12 ft. above ground level (AGL)/ 791 ft. above mean sea level (AMSL)
PT2: 33-23-09.35N / 117-14-07.34W / 12 ft. AGL / 793 ft. AMSL
PT3: 33-23-08.56N / 117-14-09.72W / 12 ft. AGL / 791 ft. AMSL
PT4: 33-23-08.56N / 117-14-07.34W / 12 ft. AGL / 793 ft. AMSL
PT5: 33-23-08.46N / 117-14-09.62W / 12 ft. AGL / 791 ft. AMSL
PT6: 33-23-08.46N / 117-14-07.45W / 12 ft. AGL / 792 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 213 feet (Ft)
PT2: 215 ft.
PT3: 213 ft.
PT4: 215 ft.
PT5: 213 ft.
PT6: 214 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

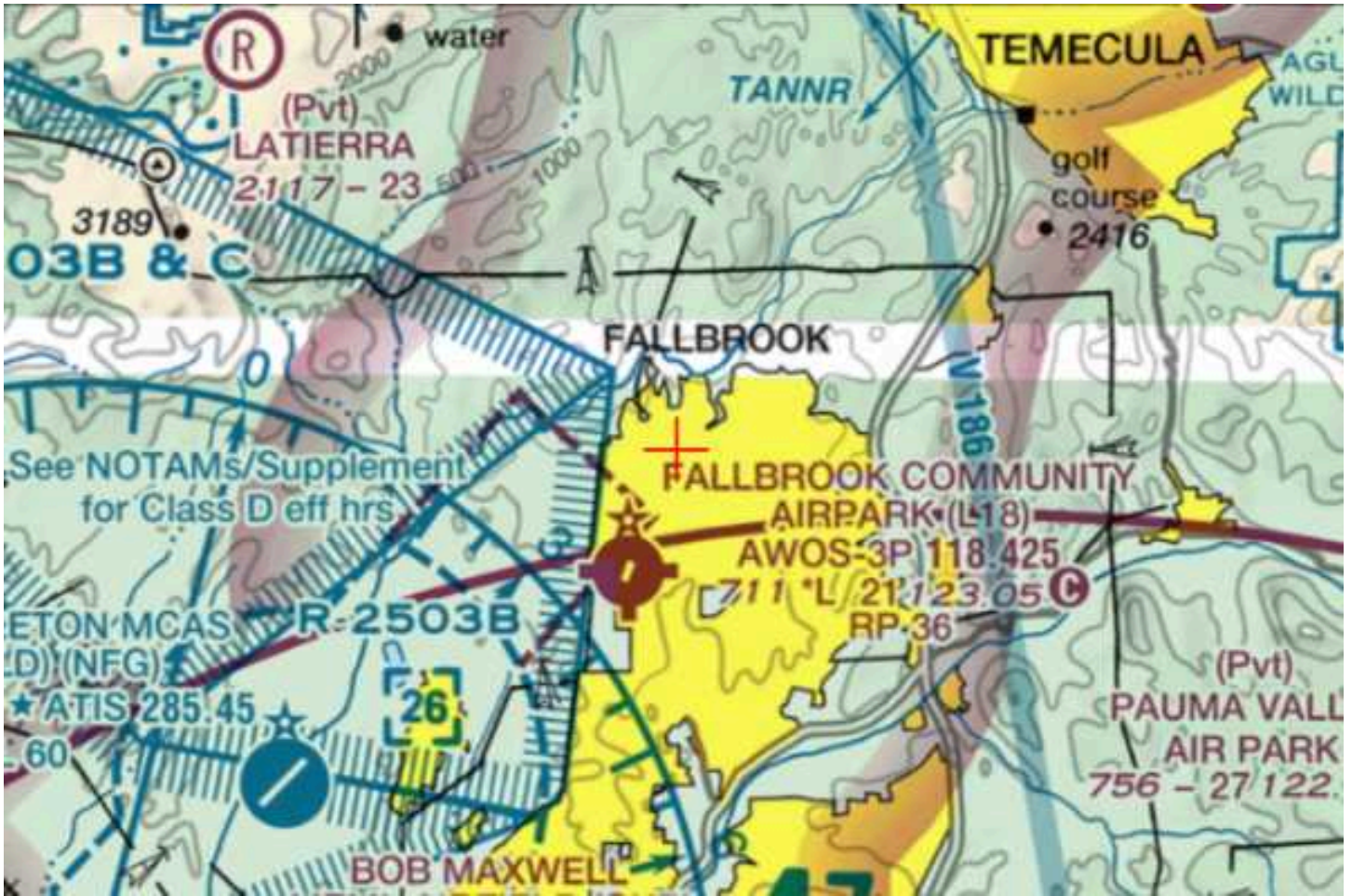
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing

obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18032-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-10.72N	117-14-10.35W	776 Ft	11 Ft	787 Ft
pt-2	33-23-10.67N	117-14-10.11W	778 Ft	11 Ft	789 Ft
pt-3	33-23-08.74N	117-14-10.35W	778 Ft	11 Ft	789 Ft
pt-4	33-23-08.74N	117-14-10.11W	778 Ft	11 Ft	789 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18032-OE.

Signature Control No: 685182673-687232640

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of four (4) points, would be located between 7.34 and 7.36 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the four building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-10.72N / 117-14-10.35W / 11 ft. above ground level (AGL)/ 787 ft. above mean sea level (AMSL)
PT2: 33-23-10.67N / 117-14-10.11W / 11 ft. AGL / 789 ft. AMSL
PT3: 33-23-08.74N / 117-14-10.35W / 11 ft. AGL / 789 ft. AMSL
PT4: 33-23-08.74N / 117-14-10.11W / 11 ft. AGL / 789 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 209 feet (Ft)
PT2: 211 ft.
PT3: 211 ft.
PT4: 211 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

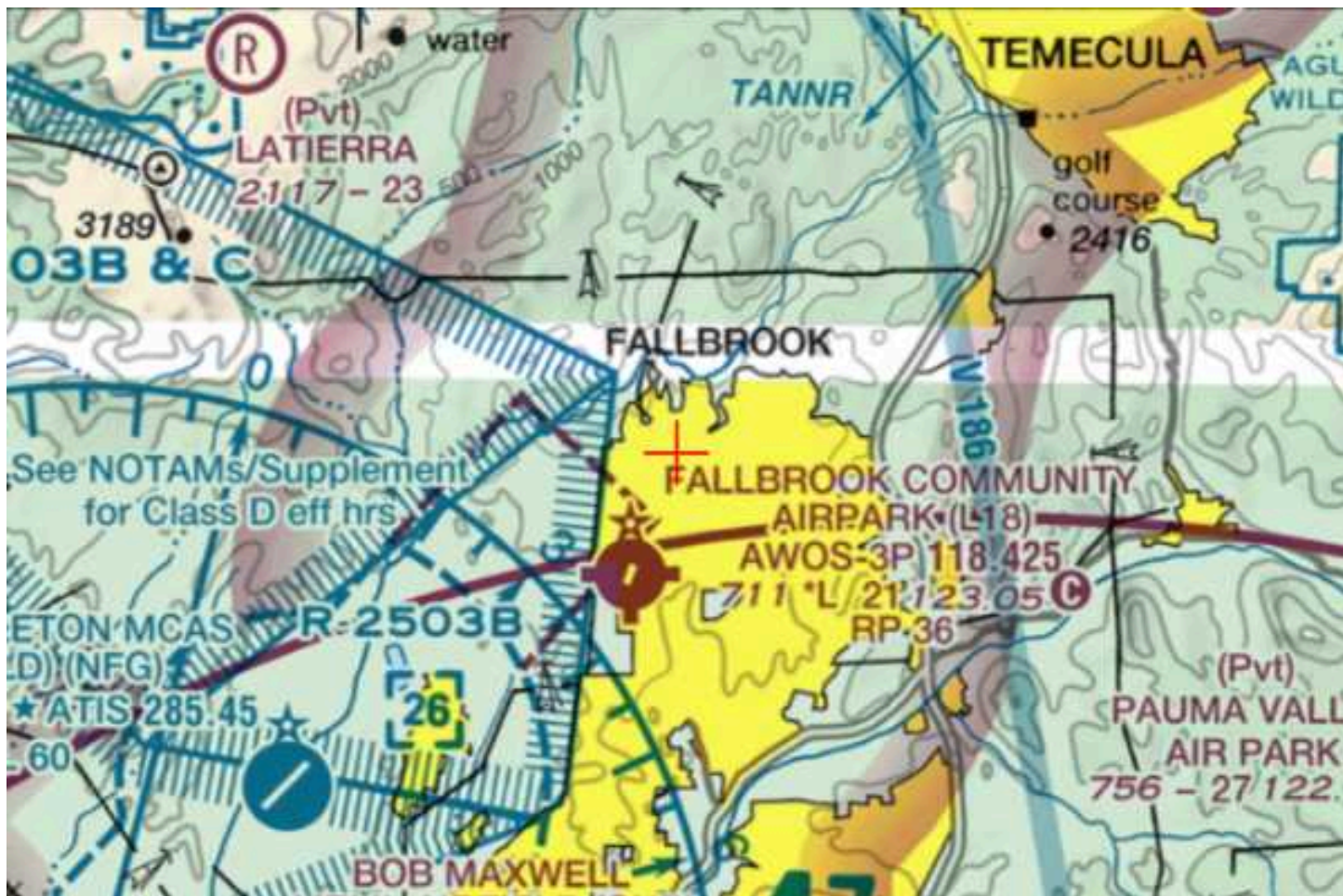
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of

flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18034-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-10.67N	117-14-06.95W	781 Ft	11 Ft	792 Ft
pt-2	33-23-10.67N	117-14-06.71W	781 Ft	11 Ft	792 Ft
pt-3	33-23-08.49N	117-14-06.95W	781 Ft	11 Ft	792 Ft
pt-4	33-23-08.49N	117-14-06.72W	781 Ft	11 Ft	792 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18034-OE.

Signature Control No: 685183404-687236714

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of four (4) points, would be located between 7.37 and 7.40 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the four building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-10.67N / 117-14-06.95W / 11 ft. above ground level (AGL)/ 792 ft. above mean sea level (AMSL)
PT2: 33-23-10.67N / 117-14-06.71W / 11 ft. AGL / 792 ft. AMSL
PT3: 33-23-08.49N / 117-14-06.95W / 11 ft. AGL / 792 ft. AMSL
PT4: 33-23-08.49N / 117-14-06.72W / 11 ft. AGL / 792 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 214 feet (Ft)
PT2: 214 ft.
PT3: 214 ft.
PT4: 214 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

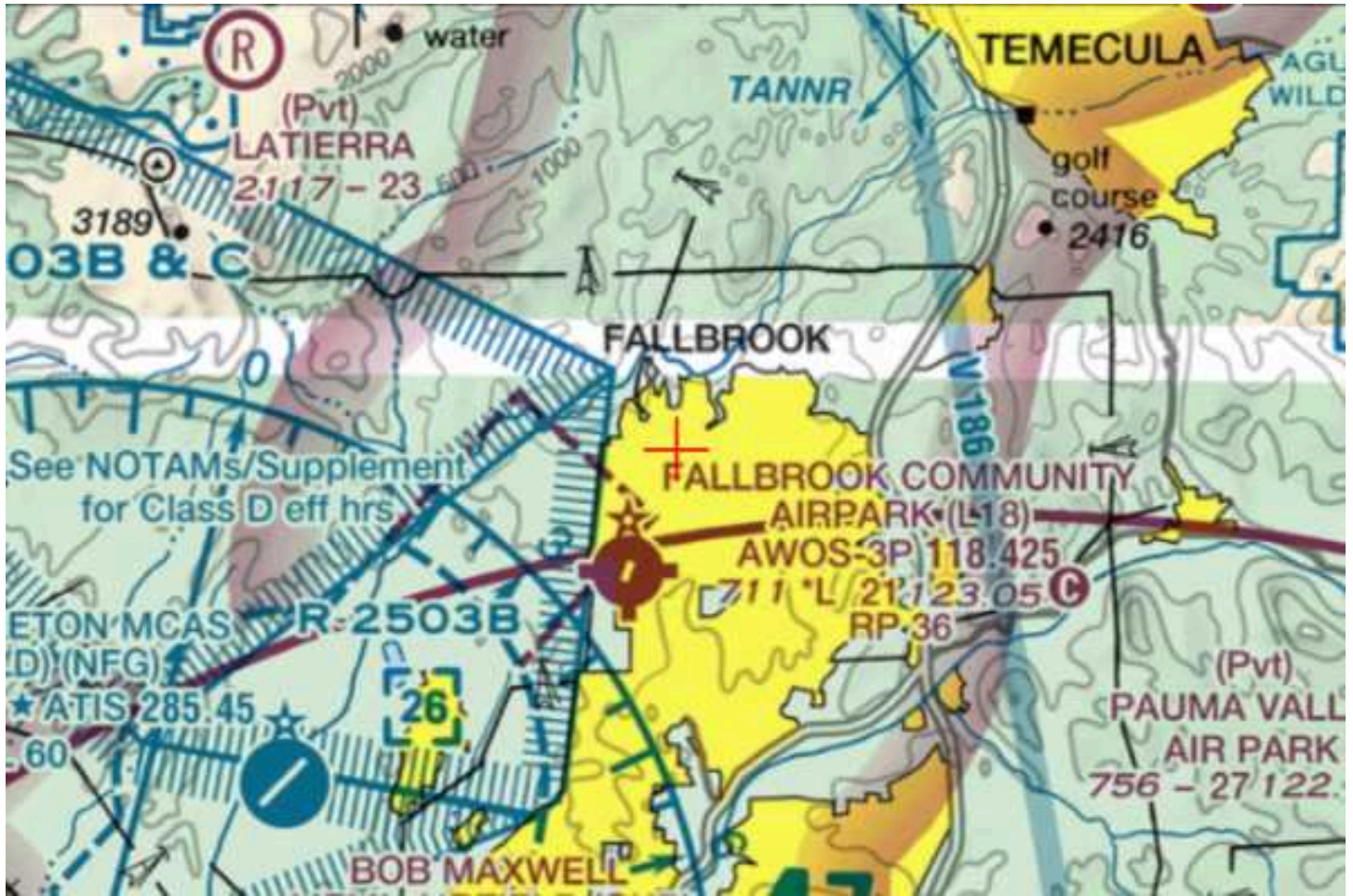
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of

flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18035-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-08.12N	117-14-09.32W	779 Ft	30 Ft	809 Ft
pt-2	33-23-08.12N	117-14-07.21W	781 Ft	30 Ft	811 Ft
pt-3	33-23-07.88N	117-14-10.34W	778 Ft	30 Ft	808 Ft
pt-6	33-23-08.02N	117-14-07.04W	781 Ft	30 Ft	811 Ft
pt-7	33-23-07.23N	117-14-10.34W	789 Ft	30 Ft	819 Ft
pt-8	33-23-07.23N	117-14-07.04W	792 Ft	30 Ft	822 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18035-OE.

Signature Control No: 685184378-687246548

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18035-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of six (6) points, would be located between 7.32 and 7.36 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the six building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-08.12N / 117-14-09.32W / 23 ft. above ground level (AGL)/ 802 ft. above mean sea level (AMSL)
PT2: 33-23-08.12N / 117-14-07.21W / 23 ft. AGL / 804 ft. AMSL
PT3: 33-23-07.88N / 117-14-10.34W / 30 ft. AGL / 808 ft. AMSL
PT4: 33-23-08.02N / 117-14-07.04W / 23 ft. AGL / 804 ft. AMSL
PT5: 33-23-07.23N / 117-14-10.34W / 12 ft. AGL / 801 ft. AMSL
PT6: 33-23-07.23N / 117-14-07.04W / 12 ft. AGL / 804 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 224 ft.
PT2: 226 ft.
PT3: 230 ft.
PT4: 226 ft.
PT5: 223 ft.
PT6: 226 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

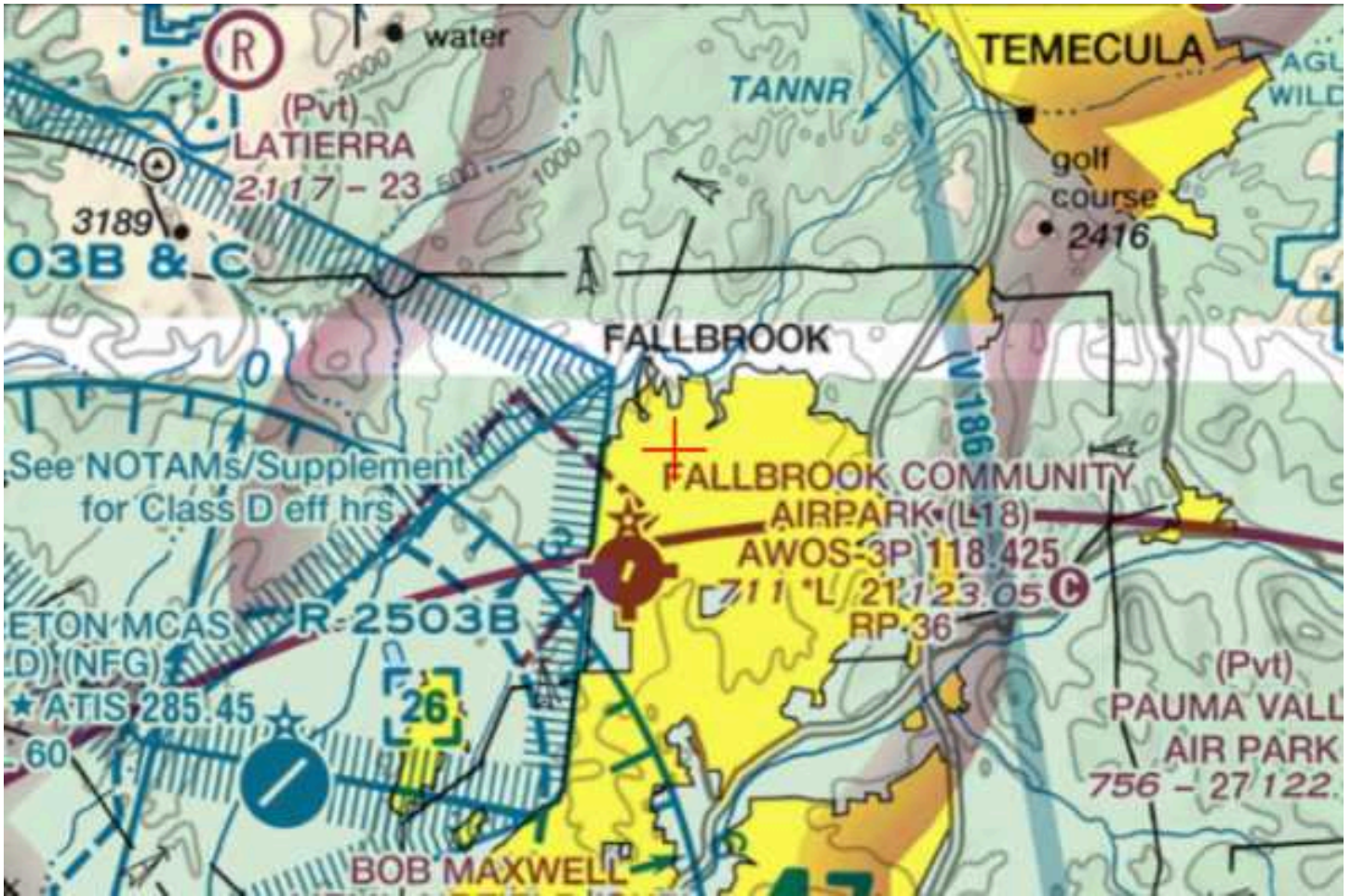
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing

obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18037-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-06.92N	117-14-09.92W	790 Ft	12 Ft	802 Ft
pt-2	33-23-06.92N	117-14-07.09W	792 Ft	12 Ft	804 Ft
pt-3	33-23-06.82N	117-14-10.04W	790 Ft	12 Ft	802 Ft
pt-6	33-23-06.82N	117-14-06.97W	792 Ft	12 Ft	804 Ft
pt-11	33-23-06.08N	117-14-09.92W	790 Ft	12 Ft	802 Ft
pt-12	33-23-06.07N	117-14-07.09W	792 Ft	12 Ft	804 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18037-OE.

Signature Control No: 685188466-687243789

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18037-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of six (6) points, would be located between 7.31 and 7.35 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the six building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-06.92N / 117-14-09.92W / 12 ft. above ground level (AGL)/ 802 ft. above mean sea level (AMSL)
PT2: 33-23-06.92N / 117-14-07.09W / 12 ft. AGL / 804 ft. AMSL
PT3: 33-23-06.82N / 117-14-10.04W / 12 ft. AGL / 802 ft. AMSL
PT4: 33-23-06.82N / 117-14-06.97W / 12 ft. AGL / 804 ft. AMSL
PT5: 33-23-06.08N / 117-14-09.92W / 12 ft. AGL / 802 ft. AMSL
PT6: 33-23-06.07N / 117-14-07.09W / 12 ft. AGL / 804 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (a) (3): Outer Horizontal Surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet. The proposals would exceed the outer horizontal surface by the following:

PT5: 225 feet (Ft)

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 224 ft.
PT2: 226 ft.
PT3: 224 ft.
PT4: 226 ft.
PT5: 224 ft.
PT6: 226 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes

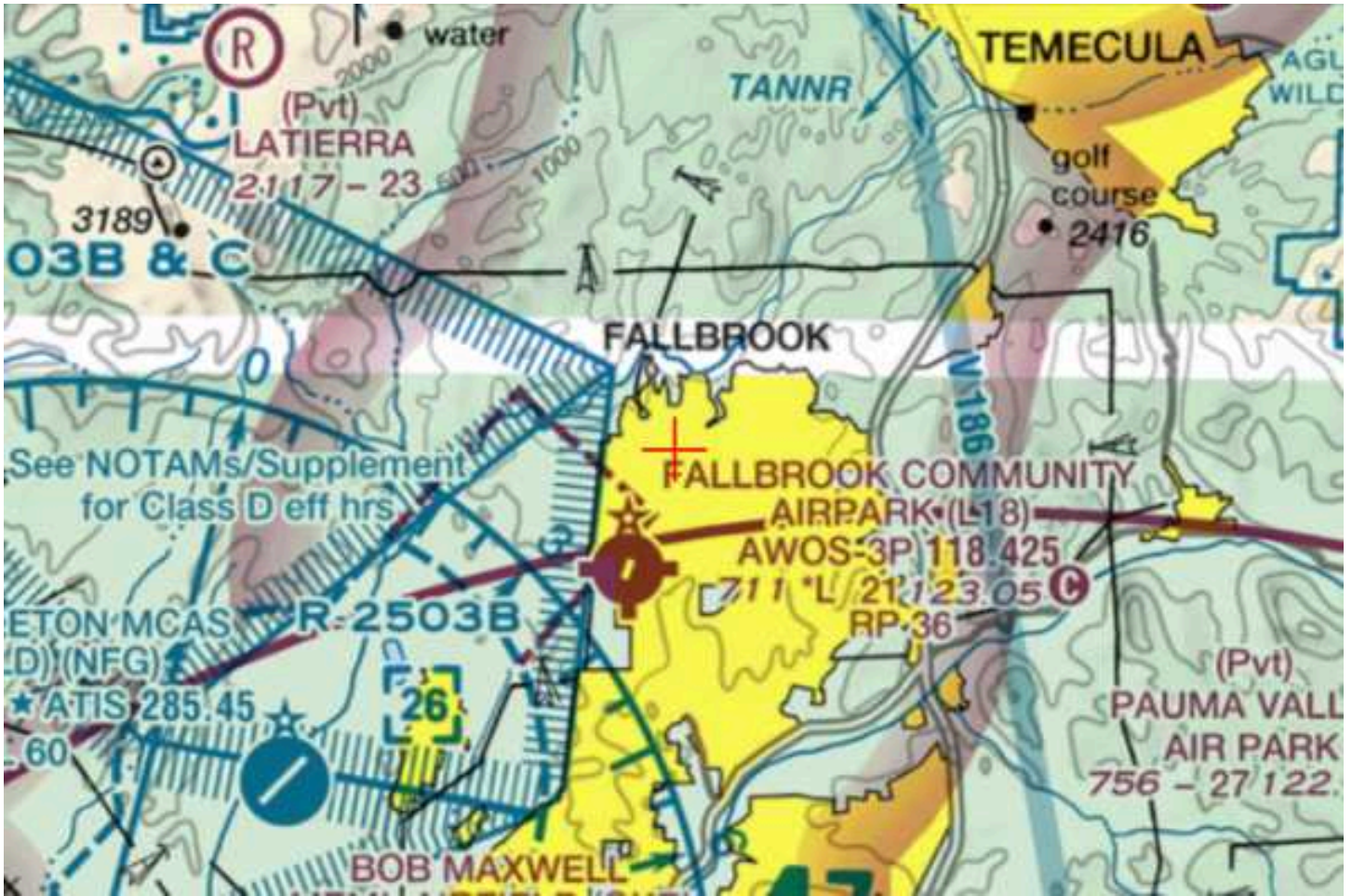
(MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (a) (3) Outer Horizontal surface and 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-19323-OE

Issued Date: 01/13/2026

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-05.76N	117-14-10.34W	790 Ft	11 Ft	801 Ft
pt-2	33-23-05.76N	117-14-08.57W	791 Ft	11 Ft	802 Ft
pt-3	33-23-05.56N	117-14-10.34W	790 Ft	11 Ft	801 Ft
pt-4	33-23-05.56N	117-14-08.57W	791 Ft	11 Ft	802 Ft

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:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 07/13/2027 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 February 12, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on February 22, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-19323-OE.

Signature Control No: 687248584-689548048

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building, at a height of 11 feet (ft.) above ground level (AGL) / 802 ft. above mean sea level (AMSL) would be located approximately 7.80 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Airport Reference Point (ARP).

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (a) (3): Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet. The proposal exceeds the outer horizontal surface by 225 ft.

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal exceeds the Approach clearance surface by 224 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

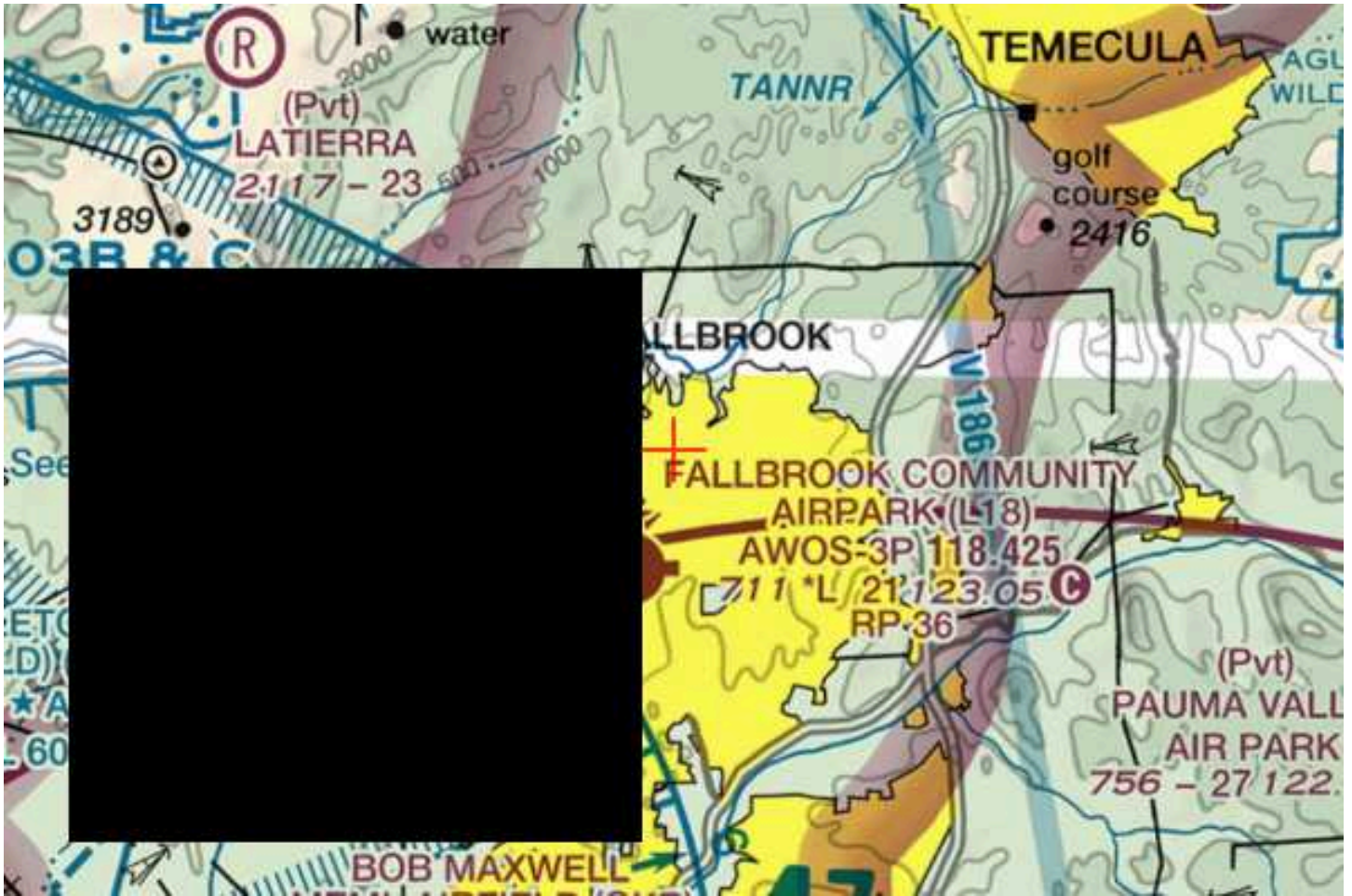
Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed 77.21 (a) (3) Outer Horizontal Surface and 77.21 (b) (3) Approach Clearance Surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at the height listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or

military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.





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

Aeronautical Study No.
2025-AWP-18038-OE

Issued Date: 12/16/2025

JAVIER CANELA
OMEGA ENGINEERING CONSULTANTS
4320 Viewridge Ave, Suite C
San Diego, CA 92123

**** 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 Fallbrook Self Storage
County, State: San Diego, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-23-05.76N	117-14-08.51W	791 Ft	11 Ft	802 Ft
pt-2	33-23-05.76N	117-14-06.75W	793 Ft	11 Ft	804 Ft
pt-3	33-23-05.56N	117-14-08.46W	791 Ft	11 Ft	802 Ft
pt-4	33-23-05.56N	117-14-06.75W	793 Ft	11 Ft	804 Ft

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:

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.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 06/16/2027 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 January 15, 2026. 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, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 25, 2026 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 Kelly Nelson, at 1-404-305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-18038-OE.

Signature Control No: 685189507-687237772

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AWP-18038-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The proposed building project, consisting of four (4) points, would be located between 7.33 and 7.37 nautical miles (NM) northeast of the Camp Pendleton MCAS (NFG), Oceanside, CA, Runway (RWY) 21 landing threshold.

Each of the four building points have been studied separately under the following aeronautical study numbers:

PT1: 33-23-05.76N / 117-14-08.51W / 11 ft. above ground level (AGL)/ 802 ft. above mean sea level (AMSL)
PT2: 33-23-05.76N / 117-14-06.75W / 11 ft. AGL / 804 ft. AMSL
PT3: 33-23-05.56N / 117-14-08.46W / 11 ft. AGL / 802 ft. AMSL
PT4: 33-23-05.56N / 117-14-06.75W / 11 ft. AGL / 804 ft. AMSL

Separate determinations will be issued for each individual case.

The proposed building project has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to NFG as follows:

Section 77.21 (b) (3): Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet. The proposal would exceed by the following:

PT1: 224 feet (Ft)
PT2: 226 ft.
PT3: 224 ft.
PT4: 226 ft.

The proposal was not circularized for public comment, as the Military Part 77 are the only obstruction standards exceeded and the Military did not raise any concerns.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at NFG or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible visual flight rules (VFR) effect disclosed the proposal would exceed the 77.21 (b) (3) Approach Clearance surface, as noted above; but would have no greater effect on any existing or proposed arrival or departure VFR operations or procedures when compared to either existing terrain or other existing obstructions in proximity to the proposal. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at NFG or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of

flight while operating under VFR conditions. Therefore, at the heights listed above, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M Change 1.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.

