

Part 150: Records of Approval

Meadows Field, Bakersfield, California

Approved on 6/10/97

INTRODUCTION

The Meadows Field (BFL), Bakersfield, California, Noise Compatibility Program (NCP) describes the current and future non-compatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The program recommends a total of 11 measures to prevent the introduction of future noncompatible land uses and to reduce the effect of the noise generated from airport operations. The recommendation includes four (4) noise abatement measures, four (4) land use measures and three (3) management control measures. These measures are summarized in Table 15, Page 6-15 of the NCP.

The measures identified herein are from the NCP program elements and are referenced to the NCP by page number. Each element summarizes, as closely as possible, the airport operator's recommendations as found in the NCP. The statements contained under the headings of *Description of element* do not represent the opinions or decisions of the FAA.

The approvals listed herein include actions that the airport sponsor recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

NOISE COMPATIBILITY PROGRAM MEASURES

1 - NOISE ABATEMENT ELEMENTS:

1.1 Extension of Runway 12R-30L and displacement of Runway 30L landing threshold (pages 3-11, 3-15, 4-1, Sec. 4.2.1.1).

Description of element: The program proposes extension of Runway 12R-30L by 4,000 feet to the northwest and displacing the landing threshold of Runway 30L by approximately 3,430 feet to the northwest. Implementation of this project will result in a 3,430 feet shift to the northwest of traffic pattern for Runway 12R-30L, which removes some overflights from a triangular-shaped area formed by Roberts Lane, Chester and Golden State Avenues.

DISAPPROVED for purposes of FAR Part 150: The NCP does not provide noise impact versus benefits information. In fact, the NCP states that only 1 residence will be impacted in the 5-year time frame. This measure is proposed in the most recent master plan and is more appropriately treated as an airport development project. This disapproval under Part 150 does not affect consideration of this measure for airport development purposes.

1.2 Raise Runway 30L and 30R Departure Turn Minimum Altitudes (Page 4-2, Sec. 4.2.1.2).

Description of element: Turns made by aircraft departing on Runways 30L and 30R should be delayed until the aircraft reach an altitude of 800 to 1,000 feet. The precise altitude at which these turns should be allowed needs to be negotiated between the Kern County Department of Airport, the FAA Air Traffic Control Tower and the airport users at Meadows Field.

NO ACTION required at this time: This measure relates to flight procedure for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. It requires the establishment of a new flight procedure prior to its implementation; in addition, the noise benefits of this proposal are not clear from information submitted in the NCP.

1.3 Balance General Aviation Aircraft Operations on Parallel Runways (Page 4-2, Sec. 4.2.1.3).

Description of element: After completion of the above described Runway 12R-30L extension and displacement of the landing threshold on Runway 30L, Kern County Department of Airports should work with the FAA Air Traffic Control Tower at Meadows Field and the airport users to explore what can be accomplished in balancing the use of the two runways by the general aviation operations as a means to reduce noise impacts.

DISAPPROVED, pending the submittal of additional information to make an informed analysis. The result of the intra-agency coordination has not been provided; neither is it clear from the NCP what would be the noise benefits for purposes of approval under 14 CFR Part 150.

1.4 Maintain Nighttime Turbojet Training Policies (Pages 3-19,20; 4-2, Sec. 4.2.1.4).

Description of element: Currently Kern County Department of Airports requires advance notification if turbine-powered aircraft owners and manufacturers want to conduct a nighttime training operations at Meadows Field. This policy should be continued and consideration should be given to making the policy a formal restriction.

APPROVED as voluntary: This measure prevents nighttime overflights of noisier jet aircraft and aircraft operators have been cooperating. Any change of current training policy to a formal restriction would be subject to 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions.

2 - LAND MANAGEMENT ELEMENTS:

2.1 Complete Acquisition of Precision Instrument Runway Protection Zone for Runway 12L (Page 4-2, Sec. 4.2.2.5).

Description of element: The Airport Master Plan Update recommended a Precision Instrument Runway Protection Zone for Runway 12L to preserve the capability for a potential future instrument approach. A total of 105 acres is required. The County has acquired a portion of the Runway Protection Zone east of State Highway 65, but has only an aviation easement over the portion west of State Highway 65. The Kern County Department of Airports should proceed by initiating a grant application to FAA for acquisition of the required land.

DISAPPROVED for purposes of Part 150. The NCP states that there is one home impacted by the CNEL 65dB noise contour, which is the noise level selected by the airport operator for purposes of determining noise sensitive land uses in this NCP. This home is located to the southeast; State Highway 65 is located to the north. This disapproval for purposes of Part 150 does not prohibit the airport operator from acquiring land for other than noise compatibility.

2.2 Complete Acquisition of Avigation and Noise easements in Precision Instrument Runway Protection Zone for Runway 30R (Page 4-3, Sec. 4.2.2.6).

Description of element: The adopted Airport Master Plan Update recommended that avigation and noise easements be acquired in two small triangular areas, one east of Airport Drive and the second south of the Norris Road. The County Department of Airports needs to prepare a grant application to submit to the FAA for the acquisition.

DISAPPROVED, pending submittal of additional information to make an informed analysis. It appears that there are noise sensitive land uses in the general location described in this measure. However, the NCP states that only 1 home is impacted, and it is not clear from the NCP where this home is located. Additional information is needed to justify the noise benefits of this measure for the purposes of FAR Part 150, including the location, numbers, and types of noise sensitive land uses and the likelihood of continued noise-sensitive development (e.g., residential, school, hospital) in the future.

2-3 Develop a Program to Acquire Noise Impacted Residential Properties Between Norris Road and the Airport Boundary (Page 4-4, Sec. 4.2.2.9).

Description of element: The Kern County Department of Airports, in conjunction with other Kern County agencies and the FAA, should develop a long-range program to acquire and convert those residential properties located between Norris Road and the airport boundary that are impacted by the noise levels in excess of 65 dB CNEL to compatible land uses. The program is expected to blend Federal, State, local and private funding in an effort to eliminate currently incompatible residential land use without undue hardship to the property owners and residents. (Description of this measure with the additional details is continued on Pages 4-4 and 4-5 of NCP).

Disapproved, pending submittal of additional information to make an informed analysis. It appears that there are noise sensitive land uses in this area, but the NCP states that only 1 home is impacted. It is not clear from the NCP where this home is located. Additional information is needed to justify the noise benefits of this measure for the purposes of FAR Part 150, including the location, numbers, and types of noise sensitive land uses and the likelihood of continued noise-sensitive development (e.g., residential, school, hospital) in the future.

2-4 Amend Metropolitan Bakersfield 2010 General Plan to Reflect Noise Compatibility Plan (Page 4-5, Sec. 4.2.2.10).

Description of element: The Land Use Element and the Noise Element of the Metropolitan Bakersfield 2010 General Plan should be amended to reflect noise compatibility issues defined in this Noise Compatibility Plan. This should be amended in the proposed Airport Noise Overlay Zoning District, and in the Acquisition/Conversion Program proposed for residential properties located between Norris Road and the airport boundary. The Kern County Planning and Development Department has lead responsibility in implementing this measure.

APPROVED: These plans are required by the State of California, and this measure is considered to be within the authority of the Kern County.

3 - PROGRAM MANAGEMENT ELEMENTS:

3-1 Continuing Complaint Response Program (Page 4-3, Sec. 4.2.2.7).

Description of element: The Kern County Department of Airports currently operates a noise hot line and maintains a record of the complaints and offending aircraft. Airports Department staff conduct an appropriate investigation of the complaint and provide documentation of any actions taken. Additionally, Kern County maintains an Airport Noise Advisory Committee that reviews complaints and actions taken by Airports Department staff and that advises the Kern County Board of Supervisors on airport noise issues.

APPROVED: This measure is considered to be within the authority of the Kern County.

3.2 Develop, Adopt and Apply Meadows Field Noise Overlay Zoning District (Pages 2-2, 4-3, Sec. 4.2.2.8).

Description of element: A noise overlay zoning district is proposed for Meadows Field for the purpose of maintaining compatible land use in the airport environs area. The Kern County Planning and Development Department, in conjunction with the Airports Department should have the responsibility for drafting this legislation. The boundary of the overlay zone would be the 60 dB CNEL noise contour, as determined by modeling airport operations in the FAA's Integrated Noise Model. (Description of this measure with the additional details is continued on Page 4-4 of NCP)

APPROVED: The CNEL 60dB noise contour was recommended to be included in the County noise element by the Airport Land Use Commission before the Commission was abolished. This measure is considered to be within the authority of Kern County.

3-3 Conduct Periodic Aircraft Noise Measurements (Page 4-5, Sec. 4.2.2.11).

Description of element: The Kern County Department of Airports should apply to the FAA for a grant to update Far Part 150 noise measurements conducted originally in 1990. To the extent these are required to support the acquisition and conversion program cited in the above **measure 2-3**, the schedule should be accelerated. As a minimum, the FAR Part 150 program schedule for updating the noise measurements by 1998 (5-year NEM time frame) should be considered. Furthermore, the updating should be considered for the increase of air carrier and commuter aircraft operations as forecasted. Also, as part of this periodic noise measurement program, an inventory of building construction types in noise impacted areas should be conducted to determine the adequacy of existing construction types and the need for possible future air-conditioning or insulation program.

DISAPPROVED, pending submittal of additional information to make an informed analysis. The NCP states that there is only 1 home impacted by the CNEL 65dB noise contour. Additional information is needed to justify the noise benefits of this measure for the purposes of FAR Part 150 and identifying the impacted residential areas. The NEM analysis predicted operations to reach approximately 146,000 by 1998; in fact, operations at the airport for the last year reached only a little over 118,000.