

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM**



**MEADOWS FIELD AIRPORT
BAKERSFIELD, CALIFORNIA**

Agnes M. Lewis
Regional Counsel, AWP-7

9/17/08
Date

CONCUR

NONCONCUR

MA [Signature]
Manager, Airports Division, AWP-600

9/18/09
Date

APPROVED

DISAPPROVED

**Record of Approval
Meadows Field Airport
Noise Compatibility Program**

INTRODUCTION

The Meadows Field Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes three recommended noise abatement elements, five land use planning elements, and three program management elements. These measures are summarized in Table 7D on pages 7-13 through 7-14 of the NCP.

The approvals listed herein include approval of actions that the airport 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 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT ELEMENTS

1. Continue Voluntary Policies That Limit Turbojet Training Operations

Description: This measure recommends continuance of the existing voluntary policies that limit turbojet training hours from 8:00 a.m. to 10:00 p.m. during the week and 12:00 p.m. to 10:00 p.m. during the weekend with no more than 10 practice approaches per hour for this type of aircraft. This measure is a continuation and refinement of Noise Abatement Measure No. 1.4 in the 1996 NCP. (NCP Pages 5-25 and 5-26, Page 7-3 and Tables 7B, 7C and 7D)

FAA Action: Approved as a voluntary measure only. Any change of the 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. Continue Informal Preferential Use of Runways 30L/R.

Description: This measure recommends the continued use of the existing Preferential Runway Use Program. This measure was not included as part of the 1996 NCP. An evaluation was conducted regarding the impacts of not using the informal Preferential Use of Runways 30L/R. The results of the evaluation indicate that by not using the informal program the existing exposed population increased by 1,791 more people between the 60 CNEL to 65 CNEL noise contours. (NCP Pages 5-5 and 5-6, Pages 5-28 to 5-30, Tables 5B and 5C, Exhibit 5E and Page 7-3, and Tables 7B, 7C and 7D).

FAA Action: Approved as a voluntary measure only subject to weather, airspace safety and efficiency. This measure reflects a recommended practice which is already in effect at the airport.

3. Continue to Use Intersection Takeoffs for Single and Twin-Engine Aircraft at the Taxiway F Intersection on Runway 30R.

Description: This measure initiates a noise abatement procedure, which promotes single engine and twin-engine aircraft takeoffs to limit spool-up noise on residents south-south east of Runway 30R. In addition, prohibiting intersection takeoffs and requiring full length departures would increase the existing population by 10 persons between the 60 CNEL to 65 CNEL noise contours. (NCP Pages 5-9 and 5-10, Pages 5-33 and 5-34, Table 5F, Exhibit 5G and Page 7-4 and Tables 7B, 7C and 7D).

FAA Action: Approved as a voluntary measure only. Safe operation of the aircraft using this voluntary procedure is the responsibility of the Pilot-in-Command. This measure is already in effect at the airport.

LAND USE PLANNING ELEMENTS

1. Revise Airport Land Use Compatibility Plan (ALUCP) Zones to Reflect the Ultimate Runway Configuration if the Third Parallel Runway is Included in the Master Plan and Pursued by the County.

Description: This measure recommends Kern County consider revising their ALUCP to reflect the future runway configuration identified in the Meadows Field Airport Master Plan, if the third runway is included in the master plan and pursued by the County. (NCP Pages 6-2 and 6-11, and Exhibits 6A, 6B, 6C, 6D and 6F and Table 6E, Pages 7-4 and 7-5, Pages 7-11 to 7-13 and Exhibit 7A and Tables 7B, 7C and 7D).

FAA Action: Approved. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

2. Maintain Compatibility Planned Areas Within the Airport Influence Area (AIA).

Description: This measure recommends that Kern County and the City of Bakersfield should preserve the current compatible industrial, commercial, agricultural and open space designations within the AIA through the revision and adoption of the ALUCP. (NCP Page 6-3, Pages 6-12 and 6-13, Table 6E and Exhibits 6C and 6G, Pages 7-5 and 7-11 to 7-13, Exhibit 7B and Tables 7B, 7C and 7D).

FAA Action: Approved. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

3. Maintaining Compatible Zoning within Airport Influence Area (AIA).

Description: This measure recommends that Kern County and the City of Bakersfield should maintain to preserve compatible land use within the AIA. Large areas of undeveloped land within the AIA are zoned as Exclusive Agriculture. Should the land use zoning change it is recommended that it be changed to other compatible designations such as Industrial Use or Commercial Use (NCP Pages 6-12 to 6-13, and Table 6E and Pages 7-5 and 7-6, Pages 7-11 to 7-13, Exhibit 7C and Tables 7B, 7C and 7D).

FAA Action: Approved. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

4. Amend Section 4.8 of the Airport Land Use Compatibility Plan (ALUCP) to Include Compatibility Criteria that Explicitly Identify Compatible Land Uses.

Description: This measure recommends that Kern County amend Section 4.8 of the ALUCP to be amended to include a compatibility table that includes details regarding specific land uses in relation to airport activity. (NCP Pages 6-18 to 6-20, and Table 6E and Page 7-6, Pages 7-11 to 7-13, and Tables 7A, 7B, 7C and 7D).

FAA Action: Approved. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

5. Amend Section 4.8 of the Airport Land Use Compatibility Plan (ALUCP) to Incorporate Prescriptive Noise Standards to Address Airport Noise concerns in New Construction and Major Alterations to Existing Structures.

Description: This measure recommends that Kern County amend Section 4.8 of the ALUCP to include prescriptive noise standards that would protect future noise sensitive development within the Meadows Field Airport Influence Area (AIA) and structures that undergo extensive remodeling or reconstruction. The building code would set forth specific construction standards intended to achieve a given level of noise reduction. (NCP Pages 6-18 to 6-20, and Table 6E and Pages 7-8 and 7-9, Pages 7-11 to 7-13, and Tables 7B, 7C and 7D and Appendix E).

FAA Action: Approved. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

PROGRAM MANAGEMENT ELEMENTS

1. Continue Noise Complaint Tracking Program

Description: This measure recommends the Airport operate and maintain a noise complaint hotline for the public to report airport related noise issues. Airport staff keeps a record of all calls and suggests actions be taken. This measure is a continuation and refinement of Noise Abatement Measure No. 3.1 in the 1996 NCP. (NCP Pages 7-9 and 7-10 and Table 7D).

FAA Action: Approved.

2. Update Noise Exposure Maps and Noise Compatibility Program.

Description: This measure recommends that airport management should review the NCP and consider revisions and refinements as necessary. Every seven (7) to ten (10) years the program would be updated to respond to the changing conditions in the local area and in the aviation industry. (NCP Page 7-10 and Table 7D).

FAA Action: Approved.

3. Monitor Implementation of Updated F.A.R. Part 150 Noise Compatibility Program.

Description: This measure recommends that Kern County airport personnel monitor compliance with the Noise Abatement Element of the Noise Compatibility Program. This involves coordination with the FAA Airport Traffic Control Tower Manager and airport users regarding compliance with Noise Abatement Elements 1, 2 and 3. (NCP pages 7-10 and 7-11 and Table 7D).

FAA Action: Approved. This approval does not imply approval of any enforcement actions to ensure compliance with voluntary flight procedures by the Airport Sponsor.

END OF RECORD OF APPROVAL