

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 11/16/2015	Task #: 2014103113170901001	Request #: 20141031131709
Procedure: RNAV (GPS) RWY 30L ORIG			Airport ID: KBFL	Airport: MEADOWS FIELD		Reimbursable #: NO
City: BAKERSFIELD	ST: CA	GPS #:	Estimated Chart Date: 04/27/2017		FICO #: 1179637	
Fac ID: N/A		Fac. Type:			Specialist: PABLO ORTIZ	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/20/2016	02/03/2017	THOMAS KIRKPATRICK			
QA:	02/03/2017	02/03/2017	THOMAS KIRKPATRICK			
Liaison:	02/03/2017	02/03/2017	MARY MCDONALD			
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION ACTIVE DATA USED FOR KBFL AIRPORT AND RUNWAYS CONTACT: STEVEN VARGAS, AJV-5421 405.954.8568 2/28/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 1/27/17. 1. REQUIRED EFFECTIVE DATE CHANGED FROM ROUTINE TO 04/27/2017.						

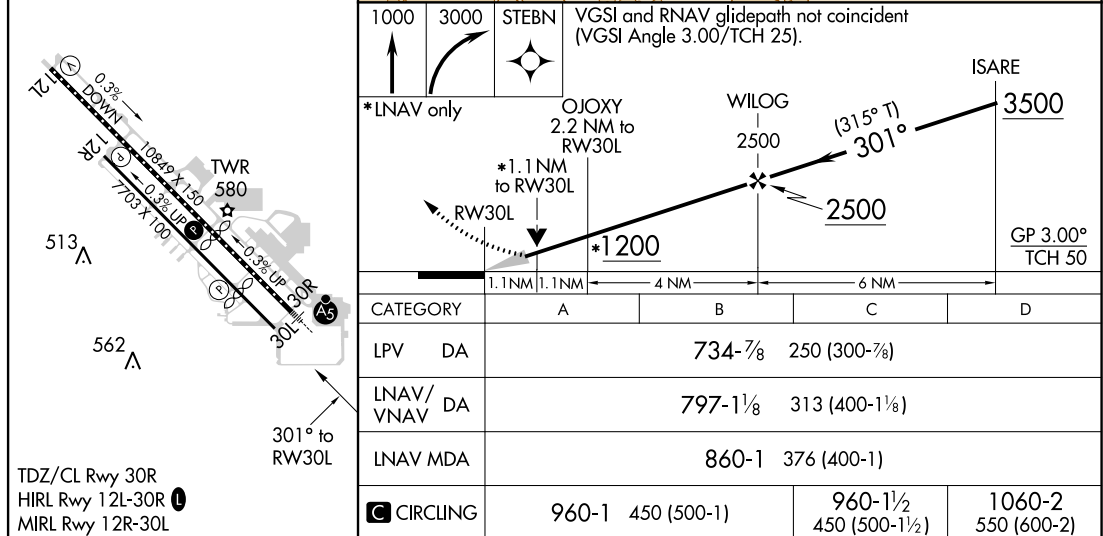
FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 30L ORIG			AIRPORT NAME: MEADOWS FIELD		AIRPORT ID: KBFL	SPECIAL CONTROL NO: SG-02-036-17	
FAC ID: KBFL30L		CITY: BAKERSFIELD			ST: CA	ORIG CHART DATE: 04/27/2017	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598		PTS TASK ID: 2014103113170901001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 02/14/2017		CREW #: VN258	N #: N87	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: joel eppley @ 02/14/2017 15:50			PRINTED NAME: HAWLEY, JAMES MICHAEL			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: RWY 30L This shows what the Universal box displayed the runway as ,and what those coordinates were. It should go from FAF to RWY30L with runway coordinates near N35 25' 52.3020" W 119 03' 23.4250". It is Unsat because the FAF to RWY coding is incorrect. It showed RWY18 at 1595 nm (N33 34.39' W086 44.83').							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIG

RNAV (GPS) RWY 30L

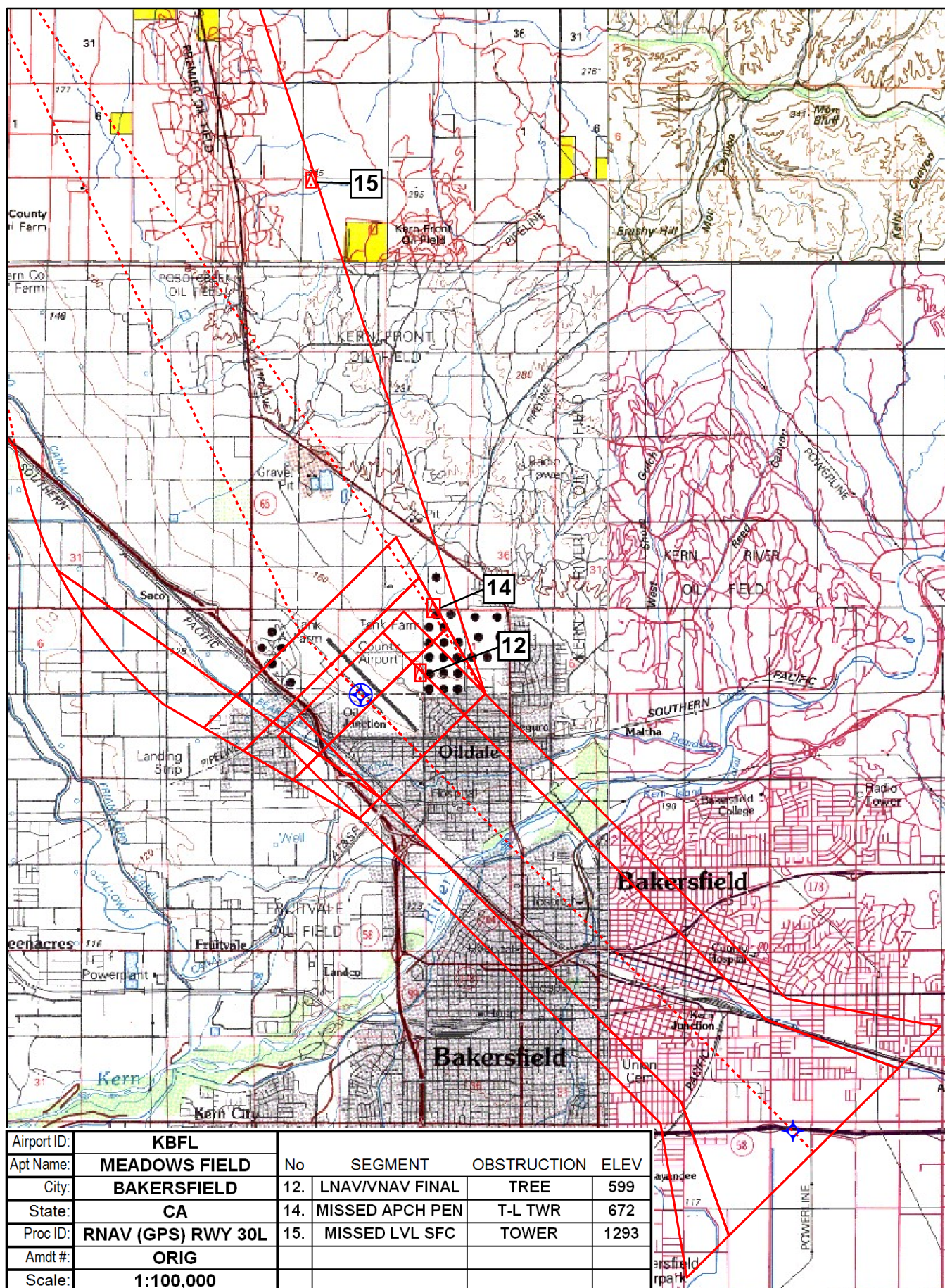
MEADOWS FIELD (BFL)

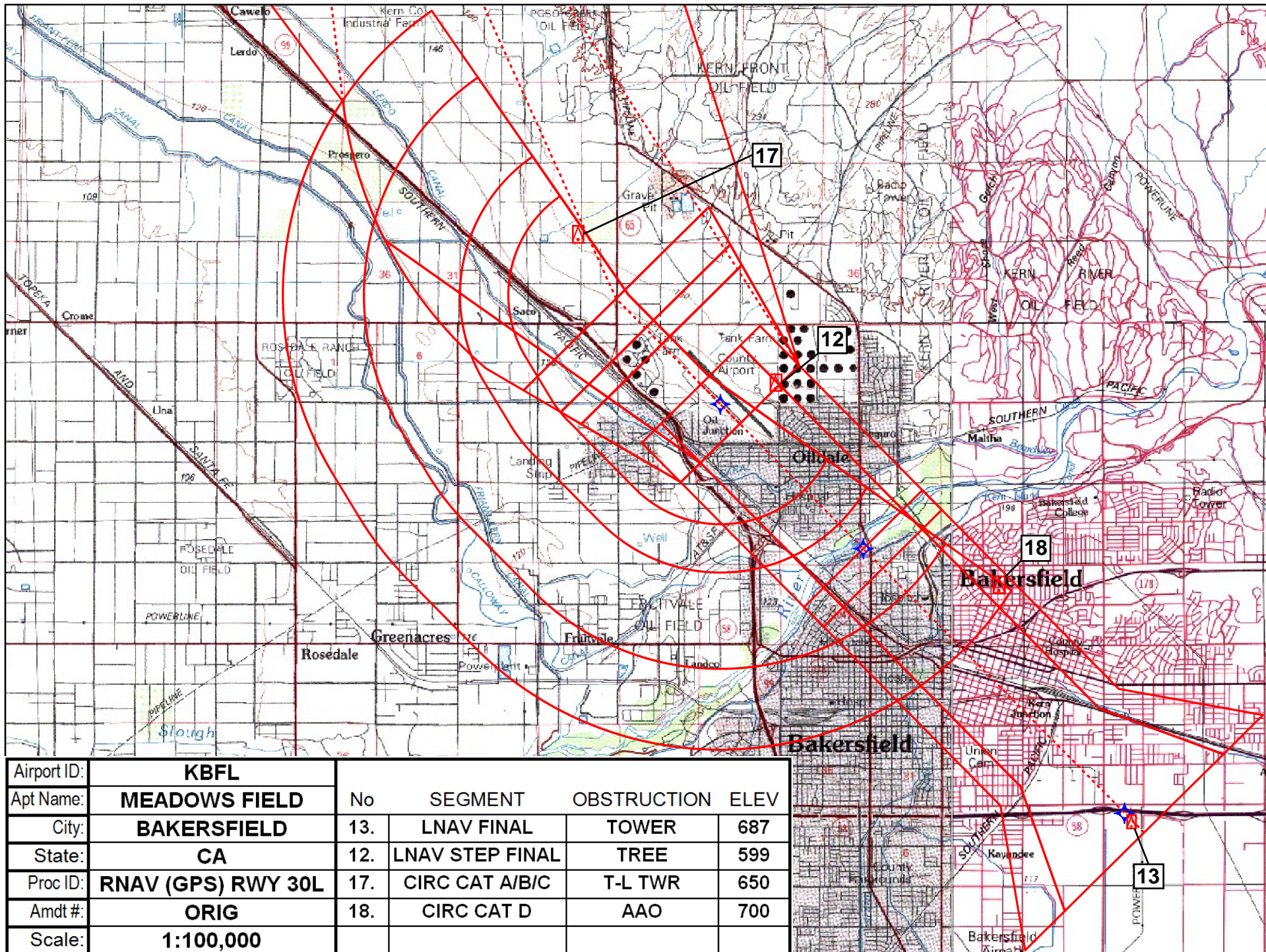
ATIS 118.6	BAKERSFIELD APP CON ★ 118.8 284.625 118.9 270.3 (SOUTH) (NORTH)	BAKERSFIELD TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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MEADOWS FIELD (BFL)
RNAV (GPS) RWY 30L

AUTOMATED AL-36 RNAV (GPS) RWY 30L
AUTOMATED AL-36 RNAV (GPS) RWY 30L
AUTOMATED AL-36 RNAV (GPS) RWY 30L

SW-3
20 DEC 2016
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG
1:750,000





TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BAKERSFIELD**

STATE: **CA**

AIRPORT NAME: **MEADOWS FIELD**

ID: **KBFL**

PROCEDURE: **RNAV (GPS) RWY 30L**

AMDT: **ORIG**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

- | | | | |
|---|----------------------------------|--------------------------------|---------------|
| 1. Distance from | <u>THLD</u> | to 1000' point | <u>3.09</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.20</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>315.38</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>466</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>5.22</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>FINAL</u> | segment at 1500' point | <u>1.20</u> |
| 7. True Course of | <u>FINAL</u> | segment containing 1500' point | <u>315.38</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>466</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>*352535.81N / 1190303.52W</u> | | |
| 10. ARP Coordinates | <u>352601.90N / 1190327.60W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>12L</u> | |
| | Distance | <u>1.00</u> | NM |
| 12. FAF Coordinates | <u>352109.68N / 1185742.49W</u> | | |

REMARKS: Approach/Drawing attached.

* DISPLACED THLD

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Meadows Field Airport

**RNAV (GPS) RUNWAY 30L
RNAV (GPS) RUNWAY 12R**

Description of Action:

The FAA is proposing to implement two new approach procedures, the Area Navigation (RNAV) Global Positioning System (GPS) Runway (RWY) 30L and the RNAV (GPS) RWY 12R, to the Meadows Field Airport (KBFL) in Bakersfield, California. These new procedures are proposed for implementation for use while RWY 30R/12L is closed for the Runway Safety Area (RSA) construction project. Implementation of the two approach procedures will allow KBFL to continue instrument operations during primary runway closure. The ground tracks of the proposed procedures closely follow the ground tracks of the existing RNAV (GPS) RWY 30R and RNAV (GPS) RWY 12L procedures, with the exception that traffic will land on the parallel runway during RSA construction.

Ground tracks for the proposed procedures remain essentially the same as those of the currently flown procedures. Altitudes remain the same. The Aviation Environmental Screening Tool (AEST) RNAV Overlay Test (RNVO) was used to conduct a noise prescreening evaluation. The results of the RNVO Test indicated that implementation of the proposed procedures would not change the lateral dispersion of the route enough to potentially cause a change in noise exposure. The baseline and alternate scenarios will be the same. Traffic that has been flying the existing procedures will fly the proposed procedures during construction.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter Form was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The proposed procedure meets the following categorical exclusion contained in FAA Order 1050.1F:


5-6.5.i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

Facility Manager Review/Concurrence

Signature:  Date: 10/17/16
Name: Ken Peppard
Air Traffic Manager
Bakersfield Airport Traffic Control Tower/Air Route Traffic Control Center

Concurrence by:

Western Service Area Environmental Specialist

Signature:  Date: 10/17/16
Name: Augustin Moses
Environmental Specialist, Operations Support Group
Western Service Area, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature:  Date: 10/18/16
Name: Ronald Fincher
Director, Air Traffic Operations, South,
Western Service Area, AJTWS