RULES

AND

REGULATIONS

November 1, 2016

ONTARIO
INTERNATIONAL AIRPORT
AUTHORITY

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TABLE OF CONTENTS

APPENDIX 1 – LVO/SMGCS PLAN

APPENDIX 2 – ENVIRONMENTAL

APPENDIX 3 – DISABLED AIRCRAFT OPERATIONS

APPENDIX 4 – SECURITY BADGE PROGRAM

APPENDIX 5 – TARMAC DELAY PLAN

APPENDIX 6 – A380 OPERATIONAL PLAN & IRREGULAR OPERATIONS

SECTION 1 - PREFACE

1.1 Authority:

The Rules and Regulations Manual for Ontario International Airport (ONT) is published under authority of the Ontario International Airport Authority (OIAA) to make rules and regulations governing the use and control of ONT subject to the powers of the United States respecting commerce, and empowers the ONT Chief Executive Officer (CEO) or his duly authorized representative, to enforce all Rules and Regulations adopted by the OIAA.

United States Federal government Code of Federal Regulations Title 14 (14 CFR) Part 139; and, Title 49 (49 CFR) Transportation Security Regulation (TSR) Part 1540 and 1542, requires Airport management to establish operational safety and security procedures to meet Department of Transportation - Federal Aviation Administration (FAA) and Department of Homeland Security - Transportation Security Administration (TSA) certification requirements for ONT.

1.2 Purpose:

The purpose of this manual is to provide Airport users with a single document representing a compendium of rules, regulations, procedures, and general information governing their activities at ONT. The objective of the manual is to promote the safe and efficient use of ONT as an integral part of the National Airport System.

1.3 Contents:

The regulatory provisions of this manual are established by City of Ontario Ordinances, including number 1775, which is incorporated herein by this reference, Municipal Codes and Resolutions adopted by the OIAA, directives issued by Airport management, and provisions of 14 CFR Part 139 and 49 CFR Part 1542.

1.4 Compliance:

The importance of compliance with all Airport rules and regulations cannot be emphasized too strongly. City of Ontario Ordinances number 1775 and 1694 collectively, provide that any person violating or failing to comply with regulations established by the OIAA for control of the conduct of persons and ground operations on the Airport shall be guilty of a misdemeanor and

upon conviction thereof shall be punishable by a fine of not more than $500.00 or by imprisonment for a period of not more than six months, or by both such fine and imprisonment.

1.5 Enforcement:

The CEO or his duly authorized representative, is assigned the overall responsibility of enforcing compliance with Airport rules and regulations. Ontario City Ordinance number 1775 authorizes any law enforcement of ONT or the City to issue a citation to any person violating the Airport Rules and Regulations.
Under certain circumstances, assistance of other law enforcement agencies may be requested.

Successful enforcement, however, depends to a great extent on the full and active cooperation of all Airport users. This requires a thorough knowledge and understanding, through safety training programs, of applicable Airport Rules and Regulations on a continuing basis.

1.6 Deviations:

The CEO or his duly authorized representative may approve, in writing, deviations from ONT Rules and Regulations when in their judgment, action is necessary to maintain established standards of operational safety and airport security, or in contingency situations affecting life and/or property in areas under the jurisdiction of the OIAA.

SECTION 2 - GENERAL

This Section establishes conditions, limitations and restrictions on commercial activities, personal conduct and behavior applicable to all persons, relating to the use of ONT. Written operating procedures issued by the CEO or his duly authorized representative are considered addendum to these Rules and Regulations.

2.1 Right of CEO to Control the Airport:

The CEO his duly authorized representative shall have the right at any time to close the Airport in its entirety or any portion thereof to air traffic, to delay or restrict any flight or other aircraft operation, to refuse takeoff permission to aircraft, and to deny the use of the Airport or any portion thereof to any specified class of aircraft or to any individual or group, when any such action is considered necessary and desirable to avoid endangering persons or property and to be consistent with the safe and proper operation of ONT. In the event the condition of the Airport, or any part thereof, is considered to be unsafe for landings or takeoffs, a Notice to Airmen (NOTAM) shall be issued, or cause to be issued, closing any affected area, or the entire Airport.

2.2 Labor Disputes:

ONT is owned and operated by the OIAA. As a public enterprise for the benefit of the residents of the Inland Empire region and the general traveling public. In order that these facilities function properly in a safe and efficient manner and that free access to and from these facilities be maintained at all times, the following rules are established regarding picketing and other strike activities on Airport premises:

a. Companies and organizations desiring to picket on Airport premises shall contact the CEO, (909) 544-5300, at least two working days in advance in order to discuss the feasibility of the proposed activities. Scope of the picketing and the area which it can be permitted will be discussed. In this regard, security regulations prohibit this type of activity within the restricted or air operations areas of the Airport.

b. The conduct of pickets and the display of printed material must be reviewed in order that the picketing group will clearly understand the restrictions which the Airport must set in order to fulfill its primary responsibility to the traveling public.

2.3 Commercial Activity:

No person shall enter or remain on Airport property and buy, sell, peddle, or offer for sale or purchase any goods, merchandise, property or perform services (including surveys) of any kind whatsoever, on or from Airport property, without the express written consent of the ONT CEO., (909) 544-5300.

2.4 Soliciting:

No person shall solicit funds for any purpose at the Airport without permission from the OIAA.

2.5 Loitering:

No person who is unable to give satisfactory explanation of their presence shall loiter in or about any area or facility of ONT.

2.6 Carriage of Firearms:

No person, except authorized Sworn Peace Officers, Federal Flight Deck Officers, U.S. Post Office and Customs and Border Protection Officers, or members of the armed forces of the United States on official duty, shall carry any firearms and/or explosives at the Airport without permission. All persons other than those in the excepted classes shall, while at the Airport, surrender all such objects in their possession to ONT Airport Police, (909) 933-5611.

2.7 Private Armed Guards and Guard Dogs:

a. Private armed guards are not permitted on ramps unless specific prior approval is obtained from the ONT Airport Police Watch Commander, (909) 933-5611.

b. Armed guards are not permitted within the confines of an airplane.

c. Guard dogs may not be used in public or common use areas of the airport.

2.8 Lost and Found Articles:

Any person finding lost articles at ONT shall deposit them with Airport Police. Articles unclaimed by the owner within 45 days will be turned over to the finder thereof, unless found by OIAA employees.

2.9 Litter and Refuse:

No person shall place, discharge or deposit in any manner, paper, trash, rubbish, or other refuse anywhere at ONT except in receptacles and other places prescribed by the CEOCEO or his duly authorized representative.

Any deposit of trash, debris, or refuse in unauthorized locations must be cleaned up immediately in an effective manner by the tenant, company, agent or party responsible for same.

a. All litter and refuse must be covered when transported in vehicles, and all receptacles for same must have covers and liners to ensure against leaking, dripping, sifting, or otherwise escaping of materials and liquids. Receptacles, containers, carts and vehicles equipped with liners, barriers and/or seals help protect against contaminating ground water runoff, storm drains and water tables. See **Appendix 2, Environment Services.**

b. ONT prohibits sorting of recyclables on aircraft aprons and aircraft parking positions. Tenants of Ontario Airport with Use Lease and Operating Agreements (ULA) are specifically required to adhere to the Rules and Regulations contained herein.

2.10 Dogs and Other Animals:

No person shall enter any terminal building with any animal, except a guide dog, or one properly confined or ready for shipment. Animals are permitted in non-air operations areas of the Airport if on a leash or restrained in such a manner as to be under control.

2.11 Smoking:

It is the purpose of this Sub-Section to regulate smoking at the Airport in the same manner and extent as provided in Section 41.50 of the Ontario Municipal Code. The provisions of this Sub-Section shall be interpreted and applied in the same manner as said in Section 41.50.

a. Air Operations Areas (AOA). No person shall smoke any product including e-cigarettes or carry lighted cigars, cigarettes, pipes, matches, or any naked flames in or upon any fuel storage area, aircraft movement area, passenger terminal gate, cargo ramp or apron area, aircraft parking position, or any open deck, gallery or balcony contiguous to or overlooking of any such area,

or in any other place where smoking is specifically prohibited by signs. Designated AOA Smoking Areas are established south of passenger Terminal 2 and Terminal 4 gate areas as follows:

1) Terminal 2; adjacent Gate 211 apron/ramp level; and,

2) Terminal 4; adjacent Gate 402 and north of Gate 410, ramp level.

b. Workplace. It is unlawful to smoke inside any enclosed area of a structure, or within 20 feet of any structure entrance (door) at ONT, including any structure leased by the OIAA.

c. Public Lounges, Airline Boarding/Waiting Areas and Ticketing Lines. It is unlawful to smoke in Airport ticket lines and public circulation areas and public waiting room areas, or within 20 feet of any structure entrance (door). Designated public smoking areas are located outside at the east and west ends of Ontario Passenger Terminal Facilities.

d. Restaurants and Bars. It is unlawful to smoke in restaurants and bars located in ONT passenger terminals.

2.12 Commercial/Non-Commercial Filming, Student Filming and Photography:

Ontario Airport Operations has the responsibility of coordinating and supervising filming activities as mandated by the OIAA. All entities, including tenants, must contact the OIAA, prior to conducting any filming (feature film, television show, or television news magazine), video (music or training), or photographic project at ONT.

a. Film Production companies, airport tenants, students and others requesting to film, photograph, or videotape projects of a commercial, promotional or training nature at ONT must obtain a Film Permit in advance of the proposed production date. See **ONT Filming.**

b. An ONT Film Permit does not constitute a contract. Film Permits are conditional, subject to ONT security and operational requirements, the needs of its tenants, and the traveling public.

c. Filming activity is permitted only in locations approved by the ONT Film Desk, and requires a production location scout, or technical

scout, prior to filming. Filming is not allowed on any lessee's premises or lessee's facilities, unless specifically stated as a permitted use in the lease agreement, or unless individual permission is granted by the CEO or her/his duly authorized representative.

2.13 Advertisements:

No person shall post, distribute, or display signs, circulars; printed or written matter of an advertising nature at the Airport without the express written consent of the CEO, or his duly authorized representative and in such manner as may be prescribed.

2.14 Airport Signs:

No signs exposed to public view shall be installed at the Airport without prior approval from the CEO or his duly authorized representative. Sign installations shall conform to the requirements of **Section 10, the Ontario International Airport Sign Code,**

2.15 Passenger Elevators and Escalators:

Public elevators and escalators are to be used by passengers and airport employees only. Freight and tenant supplies are restricted to service elevators located outside of public view.

In the event the main passenger elevator in Terminal 2 or 4 becomes inoperative, the following passenger handling procedures will be implemented:

Terminal 2: Outbound passengers will be routed to the service elevator via ACAM doors T2-1203 and T2-1205 to the concessions hallway via ACAM door T2-2211 to the TSA screening checkpoint via ACAM door T2-2287.

Inbound passengers will be directed to the area adjacent gate 204, and then escorted through ACAMs door T2-2205 to the service elevator for first floor access via ACAM doors T2-1205 and T2-1203.

Terminal 4: Outbound passengers will be routed to the service elevator via ACAM doors T4-1203 and T4-1205 to the concessions hallway via ACAM door T4-2211 to the TSA screening checkpoint via ACAM door T4-2287.

Inbound passengers will be directed to the area adjacent gate 405, and then escorted through ACAMs door T4-2205 to the service elevator for first floor access via ACAM doors T2-1205 and T4-1203.

In the event service elevators in Terminal's 2 or 4 become inoperative, the following passenger handling procedures will be implemented:

TSA will perform passenger screening prior to access to ACAMs doors.

Terminal 2: Outbound and inbound passengers will be escorted through ACAM door T2-1396 east of baggage carousel 3 to ACAM door T2-1540 to the elevator at gate 211.

Terminal 4: Outbound and inbound passengers will be escorted through ACAM door T4-1396 east of baggage carousel 3 to ACAM door T4-1438 to the elevator at gate 410.

For further information Please See Terminal 2 and 4 Passenger Routing Drawings at the end of Section 2.

2.16 Tenant Conduct Regarding Unauthorized Activities:

ONT tenants, tenant employees, or any other employee authorized to perform functions at the Airport, shall not assist, in any way, any person engaging in unauthorized activities as identified by: Federal Government Transportation Security Order (TSO); and/or, the CEOCEO or her/his duly authorized representative.

2.17 Tenant Construction Requirements:

All tenant construction must receive prior written consent from the CEO or their duly authorized representative, and conform to the requirements as contained in the tenant's OIAA – Use and Lease Agreement, Improvements and Alterations.

2.18 Airport Construction and Obstruction Control:

Conduct of any construction, alteration, or other modification of Airport premises requires prior review and Letter of Construction Approval or Notice to Proceed issued by the OIAA. ONT Airport Operations oversees construction safety specifications and precautions affecting air operations and public areas.

2.19 Damage to Airport Property:

No person shall destroy, or cause to destroy, injure, damage, deface, or disturb in any way, property of any nature located on the Airport, nor willfully

abandon any personal property on the Airport. Any person causing or responsible for such injury, destruction, damage, or disturbance shall report such damage immediately to the Airport Police and, upon demand by the CEO or his duly authorized representative, shall reimburse the Airport for the full cost of damages incurred by the OIAA. Any person causing or failing to report and/or reimburse the Airport for injury, destruction, damage, or disturbance of Airport property, may be refused the use of any facility until and unless said report and/or reimbursement has been made.

2.20 Bird Hazard Reduction - Wildlife Hazard Management:

a. In general, wildlife which strike aircraft, including birds, not only create a hazard to the wildlife involved; but can adversely affect the safety of aircraft flight, and the safety of the traveling public who use ONT. For this reason, Ontario Airport Operations manages an FAA approved ONT Wildlife Hazard Management Plan (WHMP) assisted by a contract USDA Wildlife Biologist.

b. ONT Airport Operations monitors the Air Operations Area for the presence of wildlife. When bird(s) or other wildlife is observed to be a hazard to flight operations, ONT Airport Operations staff shall report to FAA ONT Air Traffic Control Tower (ATCT) controllers the following: the type and approximate location of the wildlife hazard; if involving birds, report the estimated number(s) and direction of flight above ground level (AGL); and, when the wildlife no longer presents an operational hazard.

c. It is FAA policy for ONT ATCT controllers, who observe or receive a wildlife hazard report, to advise aircraft pilots of the wildlife activity until the hazard potential is abated.

d. To the greatest extent practicable, as operationally safe, ONT Airport Operations, (909) 544-5344 or (909) 821-7433, conducts bird dispersal activities to discourage birds from flocking or nesting on ONT aircraft movement areas.

e. ONT, in coordination with other ONT WHMP participants, conduct ongoing wildlife habitat mitigation with emphasis to eliminate conditions that create a habitat attracting bird populations at ONT.

f. In accordance with FAA Regulations, and the ONT WHMP, no person shall: feed, provide habitat, introduce, encourage, or attract the introduction of wildlife on the Airport.

2.21 Plastic Covers:

Plastic covers shall not be used in any portion of the AOA, except to cover pallets or containers and only where such covered pallets or containers are completely secured by netting. Plastic covers shall not be disposed of in any exterior waste containers within the boundaries of the Airport.

2.22 Unmanned Aircraft Systems (Drones):

The use of unmanned aircraft systems or drones is not permitted on, over, or adjacent to airport property.

SECTION 3 - AIRCRAFT OPERATIONS

This Section identifies aircraft operational procedures, restrictions, prohibitions and policies at ONT, Air Operations Area (AOA).

3.1 Definitions:

Airport: Is Ontario International Airport (ONT or KONT), in the City of Ontario, California. ONT is owned and operated by the Ontario International Airport Authority (OIAA).

Air Operations Area (AOA): Is all areas of the Airport located inside the Airport Security Perimeter (ASP). The ONT AOA includes; Aircraft Movement Areas (runways, taxiways, and safety areas), aircraft aprons, cargo ramps, public aircraft parking positions, passenger terminal gates, leased areas, and ground vehicle roadways.

Aircraft: A powered fixed wing airplane or rotor wing helicopter controlled by an onboard pilot.

ATCT: Federal Aviation Administration (FAA) Air Traffic Control Tower at ONT.

Aircraft Movement Area (AMA): Located in the AOA, the Aircraft Movement Area is all runways, taxiways, and areas of ONT used for taxiing, takeoff, and landing of aircraft under control of the FAA ONT ATCT. The AMA excludes aircraft aprons, cargo ramps, leased areas, and public aircraft parking positions.

Non-Movement Area: Located in the AOA, aircraft non-movement areas include taxilanes, aircraft aprons, cargo ramps, leased areas, and public aircraft parking positions not normally under control of the FAA ONT ATCT. Aircraft non- movement areas exclude all runways, taxiways, and areas of an airport used for takeoff, and landing of aircraft,

Aircraft Surface Movement Program (ASMP): The ONT ASMP is a one (1) day class providing non-pilot aircraft operators (mechanics and tow crews) familiarization of ONT facilities and operating procedures; designed to enhance operational safety and awareness on ONT Aircraft Movement Areas (AMA). For further ASMP information, see **Appendix 4, Security Badge Office.**

Taxi: Movement of an aircraft under engine power. Personnel conducting aircraft taxi operations at ONT shall be licensed pilot(s); or certified Airframe

and Power-plant mechanic(s) who have successfully completed the ONT Aircraft Surface Movement Program (ASMP) course, as indicated by an ASMP icon on their ONT Security Photo Identification Badge.

Tow: Movement of an aircraft by an external aircraft pay-mover (tractor or tug). Personnel conducting aircraft tow operations at ONT shall be licensed pilot(s); or, certified Airframe and Power-plant mechanic(s) and/or airline and tenant personnel who have successfully completed the ONT ASMP course, as indicated by an ASMP icon displayed on their ONT Security Photo Identification Badge.

3.2 Compliance:

The CEO or his duly authorized representative shall have authority to deny the use of the Airport to any aircraft or pilot violating the OIAA, TSA or FAA Regulations, whether at ONT Airport or elsewhere.

3.3 Aircraft Incident/Accident Reporting:

The operator of any aircraft involved in an incident/accident causing personal injury or property damage shall, in addition to all reports required to be made to other agencies, make a prompt and complete report concerning said incident/accident to the CEO or her/his duly authorized representative through **ONT Emergency Dispatchers, (909) 937-1911, and ONT Airport Operations, (909) 544-5344 or (909) 821-7433.**

3.4 Disabled Aircraft:

a. Any owner, lessee, operator or other person having the control, or the right of control of any disabled aircraft on the Airport shall be responsible for the prompt removal and disposal thereof, and any and all parts thereof, subject, however, to any requirements or direction of: the NTSB, the FAA, the CEO or his duly authorized representative at Ontario International Airport (ONT), that such removal or disposal be delayed pending an investigation of an accident.

b. Any owner, lessee, operator or other person having control, or the right of control, of any aircraft does, by use of the Airport, agree and consent, notwithstanding any provision in any agreement, lease, permit or other instrument to the contrary, that the CEO or his duly authorized representative at ONT, may take any and all reasonable and necessary action to affect the prompt removal or disposal of disabled aircraft that obstructs any part of the Airport utilized for aircraft operations; that any costs incurred by or on behalf of the Airport for any such removal

or disposal of any aircraft shall be paid to the OIAA; that any claim for compensation against the OIAA and any of its officers, agents or employees, for any and all loss or damage sustained to any such disabled aircraft, or any part thereof, by reason of any such removal or disposal is waived, and that the owner, lessee, operator or other person having control, or the right of control, of said aircraft shall indemnify, hold harmless and defend the OIAA and all of its officers, agent and employees, against any and all liability for injury to or the death of any person or for any damage to any property arising out of such removal or disposal of said aircraft.

c. Air carrier airlines, and owners of aircraft based at ONT, can assist the Airport in the recovery of disabled aircraft by submitting, to ONT Airport Operations, a completed Disabled Aircraft Recovery Operations Questionnaire (DARO). For DARO forms, see **Appendix 3, Disabled Aircraft Recovery Operations Questionnaire**.

3.5 Protection of Aircraft:

a. All persons shall navigate, land, service, maintain and repair aircraft in conformity with Federal Aviation Administration (FAA), Transportation Security Administration (TSA), and National Transportation Safety Board (NTSB) laws and regulations; California State Department of Transportation - Division of Aeronautics Rules and Regulations; and, ONT Rules and Regulations contained herein.

b. No person shall interfere or tamper with any aircraft at the Airport, or start the engine of such aircraft without the operator's consent; nor shall any employee of the OIAA move or handle such aircraft, except in cases of emergency.

c. No person shall enter an aircraft without the consent of the owner or representative in-charge; excluding emergency response personnel actively responding to an aircraft emergency.

d. Unattended aircraft shall have all doors closed, and methods of boarding (boarding bridges, stairs and ladders) removed from providing access to aircraft doors. For further information, see **Section 7, Airport Security.**

3.6 Aircraft Parking Responsibility:

a. Direct approval from ONT Airport Operations, (909) 544-5344 or (909) 821-7433, is required prior to an aircraft using any public aircraft parking position or passenger gate.

b. Unless previously authorized by ONT Airport Operations, no person shall park, or leave an aircraft positioned on any ONT aircraft movement area, safety area, aircraft apron, cargo ramp, or other area in such a way that any portion of an aircraft protrudes:

   1) Onto a runway, taxiway or taxilane;

   2) Beyond an aircraft parking position safety clearance envelope markings (red/white);

   3) Into a vehicle roadway, or other area designated unsafe for aircraft parking as instructed by the CEO, or her/his duly authorized representative.

c. The CEO or his duly authorized representative may instruct the operator of any aircraft parked, or stored, at ONT to be moved from its current parked or stored position. If the operator refuses to comply with such directions, the CEO or his duly authorized representative may order such aircraft moved at the expense of the owner or operator, and without liability for the damage, which may result in the course of such moving.

d. See **Section 4, Airport Facilities, Aircraft Parking and Passenger Gate Use**, for specific information regarding aircraft parking position use and size limitations.

3.7 Aircraft Repairs/Maintenance:

a. All maintenance of aircraft or engines performed on ONT public aircraft parking positions, or passenger terminal gates, must be approved by ONT Airport Operations, (909) 544-5344 or (909) 821-7433. Aircraft engine and system fluid checks and replenishment, minor adjustments, and emergency repairs may be performed on aircraft parking positions, or ramps, when such repairs can be safely accomplished, and in compliance with the following instructions:

   1) No inconvenience to other Airport tenants or personnel.

   2) All aircraft repairs on public aircraft parking positions, or

passenger terminal gates, must be completed within originally scheduled airline flight arrival and departure times.

3) High power run (for maintenance or testing) of aircraft engines is prohibited at all aircraft parking positions.

4) Any aircraft being repaired on Airport aircraft parking positions shall be moved immediately upon the request by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

3.8 Starting or Running of Aircraft Engines:

a. Aircraft engine start and run is permitted on public aircraft parking positions, provided following conditions are met:

1) The aircraft engine(s) are run at minimum idle power.

2) The aircraft is properly parked with fuselage longitudinally centered over the lead line and nose gear on top of the parking position painted nose block marking.

3) The aircraft operator has sufficient ground/ramp safety personnel positioned, at each side and aft of the aircraft, to stop ground vehicle traffic from passing behind the aircraft.

4) The aircraft operator advises ONT ATCT prior to starting engine(s).

5) Minimum power idle engine runs are limited to five (5) minutes in duration, unless otherwise approved by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

b. Auxiliary Power Units (APU) are run minimum time required to accomplish necessary maintenance or preflight operations.

c. No aircraft engine shall be started, or run, unless a licensed pilot or certified Airframe and Power Plant mechanic is attending the aircraft controls. To deter movement, wheel blocks equipped with ropes, or other suitable means of chocking aircraft wheels, shall be placed in front of the main landing wheels before starting engine(s), unless the aircraft is locked into position by functioning locking brakes.

d. Aircraft engines shall be started and run in Airport approved locations, including leased premises, designated by the CEO or his duly

authorized representative as coordinated by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

e. During pushback operations, all aircraft shall be pushed back with its fuselage longitudinally centered over, and parallel to, a taxiway centerline before commencing engine start.

f. Pilots and mechanics are prohibited from running an aircraft engine unless reasonably necessary for the maintenance, testing or repair of such engine, the instruction of mechanics or pilots, the moving or the flight operation of the aircraft, and complies with **Section 5, ONT Noise Management Procedures.**

g. Turbo-jet and turbo-fan cross-bleed engine air-start of multi-engine jet aircraft may be conducted on taxiways provided the following conditions are met:

   1) The aircraft Auxiliary Power Unit (APU) is inoperative.

   2) The aircraft operator advises ONT ATCT prior to starting engines.

   3) Cross-bleed engine start procedure is conducted while the aircraft is longitudinally centered over and parallel to a taxiway centerline while engine start is being performed.

h. Aircraft and flights delayed on public aircraft parking positions are prohibited from running engine(s). Aircraft power supply must be provided by: Passenger Boarding Bridge, APU, or other Ground Power Unit (GPU).

i. The starting or operating of aircraft engines inside any hangar or within 25 feet of any building or other structure is prohibited.

j. No aircraft engine exhaust, blast, and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, structure, or property. If it is impossible to taxi aircraft without compliance with the above, the engine or engines must be shut off and that aircraft towed.

k. Aircraft engines shall not be operated during refueling or defueling operations, or during a fuel spill, unless otherwise approved by the ONT Aircraft Rescue and Fire Fighting (ARFF) Officer in Charge. For further information, see **Section 6, Fire Safety.**

3.9 High Power Run of Aircraft Engines (Run-up):

a. High power run of aircraft engines is prohibited on all ONT aircraft parking positions.

b. Aircraft operators must obtain location approval and instructions from ONT Airport Operations, (909) 544-5344 or (909) 821-7433, before conducting sustained run of any aircraft engine above minimum idle power; high power engine operation, or engine run. In most cases, an Airport Operations aircraft escort is required to/from the assigned engine run location.

c. If more than one engine is to be run, each engine should be checked separately; however, if required for airframe and power loading requirements, more than one (1) engine can be run simultaneously with prior notification and approval of ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

d. To the greatest extent possible, high power engine runs are to be operated at minimum time required to accomplish necessary maintenance or preflight checks.

e. The State of California has issued ONT a noise variance, which **prohibits high power run of mounted aircraft engines for maintenance, or test purposes, on both leased and non-leased areas between the hours of 2200-0700 local time.** During these hours, aircraft Auxiliary Power Unit(s) (APU) shall only be operated for maintenance and preflight operations. For further information on ONT noise management, see **Section 5, Aircraft Noise Mitigation Procedures.**

3.10 Air Traffic Rules:

a. Aircraft types classified as ultralight, unmanned, motorless (gliders) and towed; including aircraft that tow banners, are prohibited from landing or takeoff at ONT.

b. Formation takeoffs and landings involving multiple aircraft on any active runway at the same time are not permitted at the Airport. Exceptions may be approved by ONT Airport Operations at (909) 544-5344 or (909) 821- 7433.

c. Ram-jet and rocket-assisted or any other type of assisted takeoffs

shall not be made at the Airport without first obtaining permission of the CEO or her/his duly authorized representative and notifying the FAA ATCT in advance.

d. Touch and go landings conducted by turbo-jet and turbo-fan aircraft are not permitted at the Airport; turbo-prop aircraft excepted.

e. No person shall land on or takeoff from any runway during the time that said runway is closed to operations by order of the CEO or his duly authorized representative except in cases of emergency.

f. No person shall land or takeoff or attempt to land or takeoff any aircraft from any runway, which is at the time being used by another aircraft, except in cases of emergency as instructed by ONT FAA ATCT.

g. Aircraft landing at the Airport shall make the landing runway or touchdown area available to others by exiting as promptly as possible.

h. No aircraft having an actual gross weight (including passenger, cargo, fuel, equipment, etc.) in excess of the FAA Certificated maximum gross weight for such aircraft shall land, takeoff or taxi at the Airport without permission of the CEO or his duly authorized representative.

3.11 Aircraft Movement on Air Operations Area (AOA):

a. An FAA ONT ATCT issued clearance is required prior to any aircraft being flown, taxied, towed, or otherwise moved on ONT Aircraft Movement Areas (AMA).

b. All aircraft operators who taxi, tow, or move aircraft at ONT shall be thoroughly familiar with the location of all Airport runways, taxiways, and aircraft parking positions, and navigational aids, prior to conducting flight operations at ONT. See **Appendix # 6, ONT Airport Layout Plan (ALP)**.

c. All aircraft operators who fly, taxi, or tow aircraft at ONT shall be familiar with the most current U.S. Department of Transportation, National Aeronautic Charting Office, Civil Flight Information Publication, FAA Airport/Facility Directory (AFD) published for ONT.

d. All non-pilot aircraft operators intending to cross any ONT runway under tow require an escort by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

e. All non-pilot aircraft operators who move an aircraft on ONT Aircraft Movement Areas shall successfully complete the ONT ASMP prior to taxi or towing an aircraft.

f. Airport tenants who operate aircraft at ONT are ultimately responsible to ensure their personnel are trained in and familiar with, the proper methods and procedures for the operation of aircraft, aircraft systems, tow pay- movers, tractors, tugs and other aircraft Ground Support Equipment (GSE); including proper Pilot/Controller communication procedures and VHF radio operation.

g. No aircraft at ONT shall be taxied, towed, parked, or otherwise moved on any closed, deactivated, or restricted Aircraft Movement Area, aircraft apron, cargo ramp or aircraft parking position, unless authorized by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

h. Aircraft operators at ONT must ensure the safe movement of their aircraft, proceeding only after verifying no danger of collision with persons or property is present.

i. Aircraft under taxi, tow, or otherwise being moved on Airport runways, taxiways, taxilanes, aircraft aprons and cargo ramps, or other Airport owned property, requires a qualified person to continuously attend all aircraft controls; and monitoring of designated ONT FAA Air Traffic Control Tower (ATCT) frequencies. In the event of radio equipment failure (lost communication) ATCT controllers may use an ALDIS Lamp (light gun) for communication; or dispatch an ONT Airport Operations Superintendent to provide escort to the aircraft in question.

j. No aircraft shall be flown, taxied, towed, or otherwise moved at ONT in a careless or negligent manner in disregard of the rights and safety of others; at unusual attitude or speed which endangers persons or property. Aircraft are not permitted to make arrival or departure turns which cause the over-flight of ONT passenger terminals.

k. Aircraft under power shall not execute 180° turns, in position, on ONT aircraft aprons, cargo ramps, and taxiways; except, when authorized by ONT ATCT controllers having prior approval from ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

l. No aircraft at ONT shall be moved (pushed-back), or towed, except by a vehicle type (pay-mover, tractor or tug) recommended or approved for such purpose. All aircraft GSE and vehicles are subject to Airport

Safety Inspections, and are restricted to routes, by use, as prescribed by ONT Airport Operations, Airport Police and Aircraft Rescue and Fire-Fighting (ARFF) personnel.

m. No aircraft at ONT shall be towed, or otherwise moved on any aircraft movement area, apron or ramp, without an operational aircraft braking system, unless under control of specialized tow equipment designed to tow aircraft without requiring the operation of aircraft brakes.

3.12 Intersection Departures:

Turbo-jet and turbo-fan aircraft intersection departures are prohibited at ONT; except departures on runway 08L, from taxiway intersection D. Propeller driven aircraft intersection departures are permitted during official daylight hours, upon pilot request, for improved air traffic efficiency.

3.13 Helicopter Operations:

a. ONT does not provide official heliport or helipad markings. All helicopter landing and takeoff operations shall be to/from Fixed Base Operator (FBO) leased premises, unless otherwise permitted by the CEO or his duly authorized representative through ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

b. Helicopter arrivals and departures at ONT shall operate under the direction of the FAA ONT ATCT at all times. No helicopter may land or takeoff from the Airport unless it is equipped with VHF radio to maintain communications with the FAA ATCT.

c. Parked helicopters shall have braking devises and/or rotor mooring tie- downs applied to the rotor blades. Helicopters shall not be taxied, towed or otherwise moved with rotors turning unless there is a clear area of at least 25 feet in all directions from the outer tips of rotor blades.

d. No helicopter shall be left running unless a certificated helicopter pilot or a certificated mechanic is at the controls.

3.14 Use of Unsafe Areas:

No aircraft shall park, tow, taxi, land or takeoff on ONT Aircraft Movement Areas or other parts of the Air Operations Area (runways, taxiways, taxilanes, aircraft aprons, or cargo ramps) when considered unsafe, closed, or identified as unavailable for use. The boundaries of unsafe, unavailable,

or closed areas may be marked by vehicles equipped with yellow or red beacons/strobes, a lighted or surface painted yellow movement area closure 'X'; or, as identified by an end of taxiway sign, barricades, delineators, or high intensity red lights. An appropriate NOTAM shall be issued for all closures and unsafe conditions.

3.15 Aircraft Power-Back Operations:

Aircraft power-back operations are not permitted at ONT.

3.16 Small Aircraft:

The FAA classifies small aircraft as weighing less than 12,500 pounds. Operators of small aircraft are cautioned to keep safe distance from aircraft blast created by Large, Heavy and Super-Heavy aircraft normally operated at ONT.

3.17 Taxiing Into or Out of Hangars:

No aircraft shall be taxied into or out of a hangar under its own power.

3.18 Aircraft Lighting During Hours of Darkness:

a. Every aircraft parked on ramp or apron areas shall have navigational/position lights illuminated or wingtips marked by delineation between the hours of official sunset and sunrise, or during periods of low visibility, except in areas designated by ONT Airport Operations; on ramp and apron areas which are properly illuminated during these hours.

b. All aircraft being taxied, towed or otherwise moved on the ramp, apron or taxiways shall proceed with navigational lights illuminated or approved alternative lighting between the hours of official sunset and sunrise, and during periods of low visibility. Aircraft unable to provide operational navigational lights require (dark tow) escort by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

3.19 Aircraft Operations in Low Visibility and Adverse Weather Conditions:

ONT has an FAA approved Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan for aircraft movement during periods of low visibility and adverse weather; i.e., fog, precipitation, smoke and haze. The ONT LVO/SMGCS Plan provides safe routes for aircraft taxiing to/from the runway environment.

a. In low visibility weather conditions (Runway Visual Range (RVR) at or below 1200 feet horizontally) ONT Airport Operations and FAA ONT ATCT controllers determine the need to activate the ONT LVO/Surface Movement Guidance and Control System (LVO/SMGCS) Plan. In LVO/SMGCS conditions, all ground vehicle traffic, construction, and maintenance activity is prohibited in aircraft movement areas. Exempt are ONT Airport Operations vehicles with an ATCT clearance and vehicles responding to an emergency or other special needs situation.

b. All non-essential vehicle operations not directly supporting aircraft servicing will be restricted when the ONT LVO/SMGCS Plan is in effect. Individual airlines shall decide which vehicles are essential for use during LVO/SMGCS conditions. For further information, see **Appendix 1, Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan**; and, **Section 9, Motor Vehicle Operations.**

3.20 Flight Training and Student Pilots:

Designated as FAA Class 'C' Airspace, ONT is available to pilot familiarization, and training flights. FAA ONT ATCT may be unable to provide services to training flight activity during periods of high volume air traffic.

3.21 Aircraft Operators and Intoxicants or Drugs:

As provided under FAR Part 91.11, no pilot or other member of the flight crew of an aircraft in operation on the Airport or any person attending or assisting in any aircraft operation on the Airport shall be under the influence of intoxicants (alcohol or drugs), nor shall any person under the influence of intoxicants be permitted to board any aircraft, excluding medical patient(s) under care. The CEO or his duly authorized representative at his sole discretion may deny any person violating this Section.

3.22 Charter and Itinerant Aircraft:

a. Airlines with an ONT Use and Lease Agreement (ULA) or Air Carrier Operating Permit (ACOP) are required to notify the CEO, through ONT Airport Operations, (909) 544-5344 or (909) 821-7433, in advance, as practicable, of any deviation from schedule, extra-section or chartered aircraft operation.

b. Airlines without an ONT Air Carrier Operating Agreement (ACOA) intending to operate a charter or itinerant flight at ONT must notify the CEO through ONT Airport Operations, (909) 544-5344 or (909) 821-7433, at least 48 hours in advance of any aircraft operation. For further information, see **Section 8, Airport Operating Permits.**

c. All ONT tenants, airline or FBO, who contract ground handling services with an itinerant or charter air carrier operators shall notify ONT Airport Operations, (909) 544-5344 or (909) 821-7433, prior to flight operations.

d. Access to the AOA shall adhere to the escort procedures as outlined in **Section 9, Motor Vehicle Operations,** and subject to prior approval by the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433.

e. Charter aircraft operators, personnel, equipment and vehicles, under escort, may only ingress and egress the AOA via an ONT Secured Area Access Point (SAAP), or via FBO exclusive area leaseholds.

f. ONT FBO and air carriers shall provide positive control of all charter and itinerant passengers at their facilities; all FBO(s) must ensure non- screened charter passengers are not allowed to intermingle with screened passengers, per current Transportation Security Order(s) (TSO) as issued by DHS-TSA mandate.

3.23 Into-Plane Refueling:

Truck and aircraft refueling must be performed by authorized ONT tenants with properly trained personnel. Hydrant refueling systems are not currently available at ONT.

3.24 Markings, Signs and Signals:

The pilot in command (PIC) or other person(s) engaged in the operation of any aircraft must, at all times, comply with any lawful order, signal, and instruction of the CEO or his duly authorized representative as subject to the direction of FAA ONT Air Traffic Control Tower personnel. When the operation of aircraft is controlled by lights, signs, signals, and markings; all lights, signs, signals, and markings shall be obeyed, unless otherwise directed by the CEO or his duly authorized representative.

3.25 Washing of Aircraft:

No aircraft shall be wet washed at ONT. Dry washing and polishing of aircraft at terminal gates and aircraft parking positions is permitted provided the ramp remains clean and free of debris from this operation.

Non-storm water (precipitation or rain) discharge into storm drains is forbidden. For further information, see **Appendix 2, Best Management Practices (BMP) and Storm Water Pollution Prevention Plan.**

3.26 Painting Guidelines for Aircraft Aprons, Cargo Ramps, Taxiways and Taxilanes:

All surface painted markings require the approval of the CEO or his authorized representative ONT Airport Operations, (909) 544-5344 or (909) 821- 7433. All Taxiway, taxilane, and aircraft parking position lead-in/nose block stop surface painted markings are yellow.

3.27 Aircraft Movement Area Lighting - Energy Conservation:

ONT is equipped with two (2) parallel runways: 26L-08R and 26R-08L. Runways 26L, 26R and 08L are equipped with FAA Instrument Landing Systems (ILS); exclusive of runway 08R, a visual approach only runway. As necessary, FAA ATC approves ILS Category II/IIIb low visibility approaches to ONT Runway 26L when Runway Visual Range (RVR) values are below 1800 feet and above 600 feet horizontal visibility. More information on low visibility aircraft operations is identified in **Appendix 1, ONT LVO/Surface Movement Guidance Control System (LVO/SMGCS) Plan.**

In order to conserve energy, and lower carbon footprints associated with the operation of a large airport, ONT has entered into a Letter of Agreement (LOA) with the FAA ONT ATCT regarding deactivating specific lighting systems as noted below:

a. Between the hours of 2300-0500, as practicable (when prevailing weather conditions are above 3 miles visibility, cloud ceilings are above 1000 feet AGL, and air traffic conditions permit) FAA ONT ATCT will turn off all runway 26R-08L lighting (edge, touchdown zone, and centerline); and, turn off taxiway centerline lighting on taxiways “November” and “Sierra,” a low visibility lighting operating system.

b. In the interest of safety, airport efficiency, or aircraft operational need (upon pilot request, emergencies, winds, air traffic congestion, or as ATC deems necessary) runway 26R-08L shall remain usable and available for immediate use and reactivation. Upon FAA ONT ATCT reactivation of runway 26R-08L lighting, ONT Airport Operations shall inspect the runway prior to FAA ONT ATCT issuing any aircraft takeoff or landing clearance for runway 26R-08L.

c. Aircraft Movement Area lighting supporting the runway environment includes runway edge, centerline, and touchdown zone lighting systems; and, a system of lighting, and signs, which help to provide guidance to pilots on taxiways leading to/from active runways, they include: lighted signs, runway hold position guard lights, taxiway edge, and taxiway centerline lighting installed at every runway intersection and on every major taxiway at ONT.

3.28 Fees:

The payment of rentals, fees, and charges relating to aircraft use of Airport premises and facilities shall be made prior to an aircraft operator or air carrier (passenger or cargo) departing ONT. In lieu of such payments, the pilot operator or owner of an aircraft shall make satisfactory credit arrangements with the CEO or their duly authorized representative.

Without prior approval of credit, Faithful Performance Guarantee, or payment arrangement, ONT Airport Operations, (909)544-5344 or (909) 821- 7433, is authorized to collect all Airport use fees, in cash or captain's check, prior to an aircraft operated for hire departing ONT.

General Aviation (GA) aircraft operating under 14 CFR Part 91 are exempt from landing fees; however, where applicable, fees for services and facilities apply whether incurred at Fixed Based Operators and Airport facilities, including use of public aircraft parking positions.

ONT tenants' having Use and Lease Operating Agreements (ULA) may prohibit tenants' ability to provide future service(s) to any air carrier (airline) operator failing to pay landing fees due and payable upon request of the Airport. ONT rate schedules are published in **Section 8, Operating Permits and Fees.**

Failure to pay ONT-TEC could restrict use where applicable.

SECTION 4 - AIRPORT FACILITIES, AIRCRAFT PARKING AND PASSENGER TERMINAL GATE USE

During normal business hours, questions and concerns regarding Airport Facilities, Aircraft Parking and Passenger Terminal Gate Use should be directed to ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

After normal business hours (nights, weekends and holidays) questions and concerns regarding ONT Airport Operations can be addressed by the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433.

Real time assignment of aircraft parking positions and passenger gates are authorized by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

4.1 General Aviation (GA) Aircraft Parking Restrictions:

a. General Aviation (GA) is operators of private, business, or corporate aircraft operating under 14 CFR, Part 91 FAA regulations, or military aircraft. GA aircraft are prohibited from entering or using ONT passenger terminal area gates and public aircraft parking positions. GA aircraft, or military aircraft, are limited to Fixed-Base Operator (FBO) facilities for services and overnight parking. Airport security regulations require an FBO representative be physically present to receive GA, or military, aircraft upon landing ONT:

    1) If FBO services are not available GA aircraft must contact Airport Operations, (909) 544-5344 or (909) 821-7433, prior to landing at ONT.

    2) GA aircraft may be granted use of public aircraft parking positions, case by case, as available; requests must be initiated by an FBO who cannot fully accommodate GA aircraft intended to be parked. Approvals may be granted for up to three (3) days in duration. Public aircraft parking fees apply to all GA aircraft not parked on ONT FBO leased property.

    3) All GA aircraft/flight servicing; i.e., passenger loading or unloading, refueling, and catering, shall be performed on FBO leased property.

4.2 Air Carrier (Airline) Aircraft Parking:

a. ONT Passenger Terminal (Terminal 2, Terminal 4, and International Arrivals Terminal) and Remote Aircraft Parking positions require prior approval from the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433.

b. Airline(s) shall notify the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433, of any flight delays or cancellations that could impact another airline(s) operation.

c. Upon request of the CEO or his duly authorized representative the operator of any aircraft disabled, parked or stored at the airport shall move said aircraft. If the operator refuses to comply with such directions, the ONT Airport Manager, or his/her designated representative, may order said aircraft moved at the expense of the owner, or operator, without liability for damage(s) that may result from moving said aircraft.

d. Aircraft parking is limited to size and type of aircraft, as published for each aircraft parking position in paragraph 4.03, herein.

e. ONT public aircraft parking positions (aircraft aprons, cargo ramps, and passenger terminal gates) exclude tenant and FBO leaseholds, and the private property of United Parcel Service (UPS) Company.

f. Unattended aircraft shall have all doors closed, and other methods of aircraft access (boarding bridges, stairs and ladders) removed, thereby preventing unauthorized access to the aircraft. For further information, see **Section 7, Airport Security.**

g. No aircraft shall be parked in a manner which allows that aircraft to overlap the path and safe parking of aircraft using an adjacent aircraft parking position.

h. ONT Airport Operations, (909) 544-5344 or (909) 821-7433, direct approval is required prior to an aircraft using public aircraft parking positions or passenger gates.

i. Unless previously authorized by ONT Airport Operations, no person shall park, or leave an aircraft positioned on any ONT aircraft movement area, safety area, aircraft apron, cargo ramp, or other area in such a way that any portion of an aircraft protrudes:

   1) Onto a runway, taxiway or taxilane;

2) Beyond an aircraft parking position safety clearance envelope markings (red/white);

3) Into a vehicle roadway, or other area designated unsafe for aircraft parking as instructed by the CEO or his duly authorized representative.

j. During pushback, all aircraft are to be pushed back with its fuselage longitudinally centered over, and parallel to, a taxiway centerline.

k. Properly parked, all ONT public aircraft parking positions are designed to allow an individual to walk around the aircraft without being forced to walk under any portion of another aircraft. For further information, see **Section 3, Aircraft Operations.**

4.3 Aircraft Parking Positions - Maximum Aircraft Size Limitations:

The FAA has issued ONT a Modification of Standards (MOS) to accommodate scheduled service of Airbus A380 aircraft. The FAA has designated the A380 as a "Super Heavy" aircraft requiring special consideration for FAA Airport Design Group (ADG) VI standards. Diverted, itinerant, non-scheduled, and alternate airport ADG-VI aircraft may operate at ONT, they include the following: A380, AN124-100, B747-800 and Military C-5A aircraft. Parking of ADG-VI aircraft requires direct assistance and approval from ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

ONT public aircraft parking positions are designed to accommodate a fleet mix of FAA ADG-III, ADG-IV and ADG-V aircraft. Most aircraft parking positions allow aircraft operators to power into a parking position, unless otherwise stated below.

Following is a list of all public aircraft parking positions and passenger terminal gates by facility location, number, nose face direction, maximum aircraft size, parking use instructions and Passenger Boarding Bridge (PBB) utility information (if available, PBB utilities normally include ground power, potable water, and pre- conditioned air):

a. **Terminal 1 (T-1) Aircraft Parking**: T-1 passenger facilities are permanently closed; however, aircraft parking can be assigned for itinerate, charter, and alternate aircraft operations. Air carriers operating at T-1 are required to use buses for deplaning and enplaning of passengers except military charters accessing the USO at ONT.

Number	Nose Faces	Max Arcft. Size	Position Use and Utility Information
1	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
2	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
3	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
4	**North**	**B757-200**	Taxi in/out Twy G; No PBB or utilities
6	**North**	**B757-200**	Taxi in/out Twy G; No PBB or utilities
7	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
8	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities

b. **International Arrivals Terminal (IAT)**: The International Arrivals Terminal (IAT) facility is operated by the Ontario International Airport (ONT). The IAT is intended to benefit air carriers who have scheduled international arrivals at ONT. Prior to arriving ONT, all international air carriers are required to coordinate with US Customs and Border Protection service supervisor, (310) 568-7547 or (310) 568-7501, to schedule processing for international passengers.

Although International flights arrive at the IAT, they normally depart from domestic passenger Terminals 2 and 4. Should aircraft gates not be available for boarding at Terminal 2 or 4, air carriers may bus passengers to IAT to enplane a flight.

Number	Nose Faces	Max Arcft. Size	Position Use and Utility Information
31	**South**	**B737-900WG**	Taxi in/out Twy G; No PBB or utilities
32	**South**	**A320/ MD-80**	Taxi in/out Twy G; No PBB or utilities **NOTE: Larger than B737 tow onto 32**
32A	**South**	**B747-400**	Taxi in/out Twy G; No PBB or utilities **NOTE: B747 on 32A closes 32 and 33**
33	**South**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
33A	**South**	**B747-400**	Taxi in/out Twy G; No PBB or utilities **NOTE: B747 on 33A closes 32 and 33**

34	**South**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
35	**South**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
35A	**South**	**B747-400**	Taxi in/out Twy G; No PBB or utilities **NOTE: B747 on 35A closes 34 and 35**
36	**North**	**B767-400**	Taxi in/out Twy G; No PBB or utilities
37	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
38	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities
39	**North**	**B737-900**	Taxi in/out Twy G; No PBB or utilities

c. **Terminal 2 (T-2) - Passenger Terminal Gates**: T-2 is only available for use by air carriers with current ONT ULA and ACOP agreements.

Number	Nose Faces	Max Arcft. Size	Position Use and Utility Information
201	**North**	**B737-900WG**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
202	**North**	**B737-900WG**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
203	**North**	**B757-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
204	**North**	**A320-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
205	**North**	**CRJ700**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
206	**North**	**B757-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
207	**North**	**B757-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
208	**North**	**B757-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities **NOTE: Arcft on 208 closes 208A**

208A	**North**	**B767-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities **NOTE: Arcft on 208A closes 208**
209	**North-west**	**MD-90**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
210	**North**	**ERJ145XR**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
211	**North**	**B757-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
212	**North**	**B767-200**	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities

d. **300 Series Aircraft Parking Positions**: 300 series aircraft parking positions are assigned to RON, charter and alternate airport air carrier operations; no PBB or aircraft utilities are available.

Number	Nose Faces	Max Arcft. Size	Position Use and Utility Information
301	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities
302	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities
303	**North**	**B757-300/ B767-300**	Taxi in/out on Twy N-1; No PBB or utilities **NOTE: B767 on 303 closes 302 and 304**
304	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities
305	**North**	**B737-900**	Taxi in/out on Twy N-1; No PBB or utilities
306	**North**	**B757-200**	Taxi in/out on Twy N-1; No PBB or utilities **NOTE: B757WG -Not Included**
307	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities
308	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities
309	**North**	**B727-200**	Taxi in/out on Twy N-1; No PBB or utilities

e. **Terminal 4 (T-4) - Passenger Terminal Gates**: T-4 is only available for use by air carriers with current ONT ULA and ACOP agreements.

Number	Nose Faces	Max Arcft. Size	Position Use and Utility Information
401	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
402	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
403	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
404	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
405	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
406	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
407	**North**	**B737-8WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
408	**North**	**A321-200**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
408A	**North**	**B757-200**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities. Use of gate 408A closes gate 408
409	**North**	**B757-200**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities **NOTE: B757 on 409 and 410 simultaneously require tow on or wing walkers present**
410	**North**	**B757-200**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities **NOTE: B757 on 409 and 410 simultaneously require tow on or wing walkers present**
411	**North**	**B757-200**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
412	**North**	**B737-7WG**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
413	**North**	**B747-400**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
414	**North**	**A320/ MD-80**	Taxi in/push back on Twy N-1; Equipped with PBB and utilities

f. **West Cargo Ramp (WCR) Taxiway 'B'**: West Cargo Ramp parking positions are assigned to cargo, RON, charter and alternate airport air carrier operations; no PBB or aircraft utilities are available.

Number	Nose Faces	Max Arcft.	Position Use and Utility Information
501	**West**	**B747-400**	Taxi in/push back, tow forward on Twy B; NO PBB or utilities
502	**West**	**B747-400**	Taxi in/push back, tow forward on Twy B; NO PBB or utilities
503	**East**	**B727-200**	Taxi in/push back, tow forward on Twy B; NO PBB or utilities
504	**East**	**B757-200**	Taxi in/push back, tow forward on Twy B; NO PBB or utilities
505	**East**	**B757-200**	Taxi in/push back, tow forward on Twy B; NO PBB or utilities

g. **Taxilane S-2**: Taxilane S-2, located south of Taxiway S, is not visible to the ONT ATCT. Areas not visible to the ATCT are non-movement areas. Non Visibility Area clearances issued by ATC are advisory in nature; aircraft operators use these (non-vis) areas at their own risk. Aircraft operators shall give advisories to ONT ATCT prior to commencing movement on Taxilane S-2. Taxilane S-2 is flanked by Federal Express to the east and west; Guardian Jet Center to the south.

4.4 Ground Support Equipment (GSE) Parking and Storage:

Use of GSE at aircraft parking positions and passenger terminal gates is as follows:

a. Prior to, and following, the use of any ONT aircraft parking position, passenger terminal gate and Passenger Boarding Bridge (PBB), all aircraft operators (airlines) shall ensure the parking position (gate) is left clean and free of Foreign Object Debris (FOD), Fluid Spills, and Ground Support Equipment (GSE).

b. ONT Airport Operations, (909) 544-5344 or (909) 821-7433, must be notified of any unsatisfactory or hazardous condition prior to an aircraft occupying an aircraft parking position or passenger terminal gate. Aircraft parking positions with FOD or hazardous material fluid spills are unsafe and are subject to closure by ONT Airport Operations.

c. The last aircraft operator (airline) to use an ONT public aircraft parking position, or passenger terminal gate, shall be held responsible for any non-routine clean-up or damaged Airport equipment and facilities.

d. All aircraft operators and contract ground service companies are prohibited from staging GSE, to be used for a flight, more than 15 minutes prior to the flight arrival. All GSE shall be removed as soon as the flight departs. The only exception to this rule is for successive flights by the same airline; however, GSE should not be left on an unoccupied aircraft parking position overnight.

e. Only GSE absolutely needed for the servicing of aircraft will be permitted to be stored at aircraft gates. GSE not necessary for the daily servicing of aircraft must be stored in leased areas or areas specifically designated for GSE storage by the airport.

f. Storage of GSE is permitted west of Terminal 2 and Cucamonga Channel. Infrequently used GSE may be stored in this area using the following guidelines:

    1) Disabled GSE is prohibited from being stored in this area and must be removed by the company responsible within 72 hours after notification by ONT Airport Operations.

    2) GSE not removed within the specified time are subject to Airport impound at the expense of the company responsible.

    3) Airlines are responsible for control and space allocation of the designated GSE storage area. All suggestions or complaints should be addressed to the CEO or their authorized designee.

g. GSE and vehicle(s) shall not be parked between buildings (passenger terminals and hangars) and concrete wheel stops, blocks, bollards, or posts. Posts and wheel blocks are intended to protect buildings from becoming damaged GSE or vehicles.

h. Washing GSE and vehicles is permitted only at the wash rack located west of the North Secured Area Access Point (SAAP) and airport beacon tower building. This area is designated by the City of Ontario as having a proper clarifier system for discharge into the Chino Basin storm drain system.

i. Only lavatory carts may be cleaned at aircraft lavatory dump stations (located near T-2 gate 201 and T-4 gate 414).

4.5 Passenger Enplaning and Deplaning:

All aircraft shall be loaded/unloaded and passengers enplaned/deplaned in designated areas, unless otherwise permitted by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

a. All passengers shall be directed through designated routes to and from the terminal buildings; airline personnel are required to be stationed to assist and direct passengers during ground level enplaning and deplaning.

b. Enplaning or deplaning of passengers on the ramp when aircraft engines are operating is prohibited.

All pedestrian traffic is prohibited from crossing taxiways, taxilanes, aircraft aprons and cargo ramps; including the crossing of adjoining aircraft parking positions and passenger terminal gates.

4.6 Diverted Aircraft and Alternate Airport Operations:

ONT is open to air carrier operations 24/7; as such, ONT is routinely used by domestic and international air carriers (airlines) as an alternate airport for aircraft which divert from originally scheduled destination airports.

ONT is accustom to receiving diverted aircraft, and has a number of aircraft parking positions to accommodate the type and volume of aircraft which historically use ONT as an alternate airport. Aircraft parking for air carriers using ONT as an alternate airport are limited and assigned on a first come basis. ONT air carrier tenants and scheduled revenue flight operations shall have aircraft parking priority over diverted aircraft.

Air carriers considering using ONT as an alternate airport, should contact the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433, prior to diverting to ONT.

Aircraft intending to use ONT as an alternate airport are cautioned that Federal Inspection Services (FIS) and contract air carrier services (provided by ONT tenants) are limited in capability, and vary by the time of day services are being requested. ONT tenants may choose to provide service to diverted aircraft as deemed necessary. Air carriers, who plan ONT as an alternative airport, are encouraged to review the Ontario International Airport, Irregular Operations Plan (IROP) in **Appendix 6.**

4.7 Screening Procedures for Charter Operations:

For further information, see **Section 7, Airport Security.**

4.8 Maintenance or Repair of Aircraft:

See **Section 3, Aircraft Operations.**

4.9 Starting Running, High Power Run of Aircraft Engines:

See **Section 3, Aircraft Operations.**

4.10 Passenger Terminal Gate Assignment Guidelines:

ONT Airport Operations, (909) 544-5344 or (909) 821-7433, assigns passenger facility terminal gates to passenger air carriers (airlines) under two provisions: (1) Use and Lease Agreement (ULA); and, (2) Air Carrier Operating Permit (ACOP) with the following guidelines:

a. Passenger air carriers with ONT ULA leases shall have the priority right to passenger terminal gate(s) with preferential use. ULA airlines shall make its preferential use gate(s), when not in active use, available for secondary use by other air carriers that also have an ONT ULA. ULA airlines shall have the right to assess ONT approved charges to such secondary users.

b. ONT ULA passenger airlines shall establish a Gate Use Committee facilitated by ONT-TEC to develop any necessary criteria (including gate use fees) for the availability and use of preferential gates by secondary users and the resolution of any unsatisfied request for secondary use of preferential gate(s). ONT Terminal Operations shall retain the right to make a final decision regarding any Gate Use Committee action.

c. When an air carrier is unable to obtain use of a passenger terminal gate(s) from a preferential gate lessee, or from the Airport, it shall request use of a gate(s) from the Gate Use Committee. If unsatisfied, the air carrier may appeal any decision, or indecision, of the Gate Use Committee to the Airport Airline Affairs Committee for resolution. If still unsatisfied, the air carrier may appeal to the Airport Manager for final resolution. If the Airport directs a secondary use, it shall collect the appropriate fees and credit same to the preferential gate lessee.

d. An Air Carrier Operating Permit (ACOP) airline may operate on the

preferential use gate of a ULA air carrier solely at the discretion of the ULA air carrier. Coordination for such use will be strictly between the air carriers involved.

e. ONT Airport Operations, (909) 544-5344 or (909) 821-7433, staff will coordinate scheduling of all non-preferential use passenger gates using the following guidelines:

1) Gate assignments are made in an attempt to maintain balance of terminal use.

2) ACOP air carriers may request specific ONT gates if the gate is adjacent to another air carrier to whom they have contracted for ground handling.

3) Request for additional gates by air carriers for unforeseen circumstances, such as flight delays, weather conditions etc., are referred to the ONT Airport Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433. The Duty Superintendent will have the final decision on all ONT gate assignments.

4) A single use fee will be imposed for use of ONT aircraft gates, with the exception of pre-assigned gates, for remain overnight (RON) aircraft. This fee applies to all aircraft operations such as an arrival and departure, an arrival only or a departure only. All fee rates are established by the OIAA and are adjusted semi- annually.

5) Departures occurring more than three (3) hours after the arrival will be assessed aircraft parking fees in accordance with the OIAA.

6) Air carriers may be assigned temporary or scheduled use of an alternate ONT passenger gate. The following restrictions will apply to such use:

i. Any installation of information technology devices and cabling of customer service equipment (ticker printer, computer reservations terminals, and other technology hardware) is optional, and are subject to approval by the OIAA: Infrastructure Management Technology Group (IMTG), ONT Properties, and the ONT Airport Operations Section.

ii. All company logos, signs, boarding displays must be removed from ONT common use boarding gates and podiums if no flight is scheduled within the next three hours.

iii. Airline customer service equipment must be removed within six (6) hours of being notified by ONT Airport Operations or designated representative.

iv. Permanent installation of customer service equipment requires the submission of appropriate construction approval request documentation to the OIAA.

v. Air carriers may request use of an additional passenger gate(s), and aircraft parking positions, for aircraft which remain overnight (RON), or need parking for more than 3 hours, when those aircraft cannot be accommodated on their preferential gate(s). These gate assignments will be assigned by ONT Airport Operations, (909) 544-5344 or (909) 821-7433, on a first-come, first-served basis.

4.11 Passenger Boarding Bridge (PBB) Operation:

a. General: All ONT Passenger Boarding Bridge(s) (PBB) are owned by the OIAA. PBB's are operated by each airlines personnel or ground handling agent and maintained by a third-party maintenance provider under contract with the Airline Consortium Group ONT-TEC. PBB maintenance and repair includes preconditioned air, potable water and attached ground power units. The ONT-TEC PBB contractor JBT Aero Tech can be contacted at (909) 937-8888. Should a PBB become inoperative, or require immediate repair, airlines or ground service companies using the PBB shall notify ONT-TEC Dispatch, (909) 544-5395, ONT Airport Operations, (909) 544-5344 or (909) 821- 7433, to report the operational irregularity or outage.

b. Training Responsibility: ONT tenant airlines and aircraft ground service companies are solely responsible to ensure the proper training of employees who operate ONT PBB(s). Questions about ONT PBB capabilities can be answered by JBT Aero Tech service technicians. JBT Aero Tech service technicians will demonstrate PBB operational features to tenants; however, JBT Aero Tech is not held responsible for the actions of persons who dock a PBB with aircraft. The OIAA shall be held harmless from any and all damage to airline

property, or to the PBB, when such damage has been found to be the result of negligent or improper use by the PBB operator.

c. PBB Operating Conditions:

1) PBB(s) shall not be operated, moved or repositioned while passengers occupy bridge tunnels.

2) PBB(s) shall not be docked to a moving aircraft. The aircraft must be fully stopped and have its wheel chocks in place prior to the PBB operator approaching and connecting to the aircraft.

3) The operator shall not move a PBB while personnel are on the exterior access stairs or cat walk.

4) The operator shall verify all bridge mounted ground power cables and pre-conditioned air hoses are clear of aircraft and stored in proper storage locations prior to moving a PBB. Ground power cables, preconditioned air and potable water hoses, shall not remain on the ground following PBB use.

5) The operator shall check to ensure the area under and around a PBB is clear of personnel and equipment prior to moving a PBB.

6) The operator shall raise the control cab roll up door to its fullest open extent prior to moving a PBB; close and secure the roll up door upon completion of use.

7) Miscellaneous equipment, such as wheel chairs, baggage, airline supplies, food catering and other equipment, shall not be stored on PBB interiors, exteriors, stairs and cat walk.

8) Surface painted (red) clear zones are located at each PBB passenger gate; PBB(s) shall remain clear of all ground support equipment, vehicles, wheel chairs, baggage, airline supplies, food catering, and other equipment at all times.

d. PBB Exterior and Interior Signage:

1) Only pre-approved signage may be displayed on the exterior and interior of a PBB at ONT. All requests for installation of signage shall be submitted to the Airport Manager in writing. Airline/Company logos, identification or advertising materials

shall not be affixed on the PBB door or the interior/exterior of the bridge.

2) ONT will provide all required signage, decals and placards for emergency procedures, telephone numbers, fire extinguisher locations and PBB identification.

3) ONT contracted PBB technician(s) shall maintain lighted exterior mounted gate number identification signage.

e. PBB Condition Reporting:

1) PBB operators shall immediately report any damage or mechanical problems to ONT Airport Operations, (909) 544-5344 or (909) 821-7433. Airport Operations staff shall notify JBT Aero Tech PBB technician(s), at (909) 937-8888, for inspection and/or repair of PBB(s).

2) Unreported PBB damage, and associated repair costs, shall be assigned to the last airline that utilized the damaged PBB.

3) Airlines shall not operate any PBB that has been reported out of service due to mechanical problems or damage.

4) When a PBB is non-serviceable due to required mechanical repairs, ONT Airport Operations will notify the affected airline(s) and JBT Aero Tech technician(s) shall place a “Do Not Operate” tag on the control panel of the PBB. When all repairs are completed, ONT Airport Operations shall advise the affected airline(s) when the non-serviceable PBB is returned to service; ensuring the “Do Not Operate” tag is removed.

5) Passenger Terminal Gate(s) with non-serviceable PBB(s) shall remain available to airline(s) using adjoining gate emergency staircases and GSE aircraft stair units.

f. Operation of Passenger Boarding Bridges in High Wind Conditions:

1) All ONT PBB(s) are certified operationally safe for use in high wind conditions, up to and including 60 MPH (52 KNOTS). PBB(s) shall be deemed non-operational, without exception, when winds exceed 60 MPH (52 KNOTS) or the ONT Airport Duty Superintendent of Operations is able to determine wind conditions present a potential hazard to life and/or property. The Airport Duty Superintendent shall notify all airlines affected to

undock the PBB from aircraft parked at passenger terminal gates during unsafe high wind conditions.

2) Airport Operations shall instruct JBT Aero Tech to position PBB(S) in their fully lowered and retracted positions. All PBB(s) must be tied down and secured when winds exceed 90 MPH (78 KNOTS). Only authorized personnel shall tie down and secure PBB(s). ONT Airport Operations staff shall advise all airlines when PBB operations may resume.

3) During extreme high wind conditions all PBB power systems and pre-conditioned air hoses shall be disconnected and stored in proper storage receptacles.

4) While PBB(s) are deemed non-operational due to high wind conditions, no airline personnel or passengers are to enter a PBB for any reason without receiving prior approval from ONT Airport Operations.

g. Passenger Boarding Bridge Operations for Regional Jets: Regional Jet (RJ) aircraft have a lower passenger entry door (sill) height above the ground.

1) RJ aircraft using an ONT PBB must use an appropriate PBB adapter to ensure the safety of passengers crossing to/from RJ aircraft docked to a PBB.

4.12 Washing of Aircraft:

Wet washing of aircraft on ONT property (aircraft aprons, cargo ramps, aircraft parking positions, and tenant leaseholds) is prohibited. ONT does permit dry washing and polishing of aircraft provided all aircraft aprons, cargo ramps, aircraft parking positions, and tenant leaseholds remain clean and free of debris resulting from the washing and/or polishing process.

4.13 Passenger Terminal Aircraft Gate and Apron Pavement Cleaning:

a. Passenger terminal pavement inclusive of aprons and aircraft gates at Terminal 2 and Terminal 4 are policed daily for Foreign Object Damage (FOD) and debris on alternating Fridays. Gates with yellow FOD receptacles (barrels) are emptied during the cleaning process.

b. Concrete cleaning (scrubbing) of passenger terminal aircraft parking

surfaces (gates) is performed on a regular basis. All Terminal 2 and Terminal 4 gates are scrubbed at least two times each month with Terminal 4 gates 403, 404 and 406 scrubbed once per week due to their increased aircraft activity. 300 series aircraft gates are cleaned once per month. All other remote or hard–stand aircraft gates are scrubbed on an as needed basis.

4.14 Transportation and Transfer of Livestock:

To assure containment of livestock during transfer operations at ONT, the following handling procedures shall be followed:

a. Loading or unloading livestock into transport trailers, or shipping containers, shall be conducted on cargo ramps remote to passenger terminal gates.

b. Livestock transport trailers and shipping containers must be structurally sound to prevent escape of livestock.

c. Aircraft livestock transferred from aircraft directly to transport trailers must be loaded and unloaded utilizing a ramp between the vehicle and the aircraft. The ramp is to be constructed in such a manner as to prevent livestock escape.

d. Livestock ramps must be securely fastened to both the aircraft and vehicle to prevent separation during transfer operations.

e. Leakage of urine, feed, straw, or other debris shall not contaminate cargo ramps or aircraft parking positions.

f. Airlines or aircraft ground handlers must notify ONT Airport Operations, (909) 544-5344 or (909) 821-7433, prior to commencing livestock loading/unloading activities.

4.15 Freight Forwarding:

Vehicles (box trucks and vans), not designed to carry passengers, which transport baggage or freight only, shall not load or unload at ONT passenger terminal building curbs. For security reasons, freight-forwarders and airline bag delivery service companies shall utilize appropriate freight/cargo facilities for the transfer of baggage or freight. Airlines not having freight/cargo facilities are encouraged to make prior arrangement with airline and cargo handlers for the use of their facilities.

4.16 Aircraft Gate Hold Procedures:

The FAA has sole responsibility for the safe and efficient flow of air traffic movement. ONT Airport Operations does not control gate hold or ground stop procedures. FAA National Air Traffic Management shall determine when ground stop procedures (arrivals and departures) effect ONT.

The FAA ONT Air Traffic Control Tower (ATCT) may implement gate hold procedures for departures whenever any of the following conditions exist:

a. When ONT weather or traffic conditions impose departure delays.

b. When excess aircraft are holding on Aircraft Movement Areas awaiting takeoff. ONT ATCT will broadcast gate hold instructions on FAA Automated Terminal Information Service (ATIS) 124.25 MHz.

c. Airport Operations requires aircraft on ATCT gate hold to do so with all engines shut down.

SECTION 5 - AIRCRAFT NOISE MITIGATION OPERATING PROCEDURES AND RESTRICTIONS

This section identifies the OIAA Aircraft Noise Mitigation Program (ANMP), and noise Mitigation procedures, in use at Ontario International Airport (ONT). ONT ANMP procedures are defined by a noise variance issued by the State of California, Department of Transportation Division of Aeronautics, Title 21, Section's 5012 (noise variance) and 5053 (reference section) of the Noise Standards Section.

All aircraft operators shall comply with Federal Aviation Administration (FAA) regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions and ordinances established by the OIAA relative to noise mitigation. Air Traffic Control (ATC) is used in this section as a common term for all pertinent U.S. DOT FAA Air Traffic Control, including but not limited to, at the ONT Air Traffic Control Tower (ATCT) and Southern California Approach Control Facility (TRACON).

All ONT ANMP issues are addressed in Bi-annual meetings of the Ontario Airport Noise Advisory Committee (OANAC). OANAC members consist of: 2 - City of Ontario residents, representing the citizens of Ontario; 1 - member from the OIAA; 1 - member representing Airlines who operate at ONT; 1 - member representing the FAA ONT ATCT and/or TRACON; and, 1 - member representing the City of Ontario.

It is not intended that any air traffic flight regulation, ANMP procedure or OANAC proceeding, contained herein, shall, in any manner, abrogate the authority and responsibility of the pilot in command to assure the safe operation of their aircraft.

5.1 Operational Responsibilities:

By FAA Letter of Agreement (LOA), ATC shall employ the noise abatement preferential runway use procedures specified herein, and recognizing that under certain conditions it may be necessary to prescribe deviations because of aircraft emergencies, adverse weather, or field construction and maintenance work. Nothing in these procedures shall limit the discretion of either ATC or the pilot with respect to the full utilization of the airport facilities in an unusual situation.

a. Pilots of all turbo-jet and turbo-fan powered aircraft who are given a preferential runway assignment by ATC shall use that runway unless the pilot determines that in the interest of safety another runway shall be used, except as provided in paragraph 4 this section, Traffic and Flight Procedures (Contra-Flow Operations).

b. Airline maintenance managers are to ensure that their personnel observe the maintenance restrictions set forth in **Sub-Section 5.06**, Maintenance Restrictions, herein this Section.

c. ONT Airport Operations (909) 544-5344 or (909) 821-7433 may monitor all aircraft engine maintenance and Auxiliary Power Unit (APU) operations; and, as necessary, shall stop maintenance operations that are not in compliance with the maintenance restrictions set forth in Sub-Section's 5.04 and 5.05 herein.

5.2 Reporting and Implementation Responsibilities:

a. OIAA Environmental Services Division will track aircraft operations deviating from Sub-section 5.03 herein. OIAA Environmental Services Division will contact, as appropriate, ONT Airport Operations, the FAA, aircraft owners, pilots, airline officials, community complainants or others concerning such deviations. ONT Airport Operations will record all reported and observed operational deviations identified in Sub-section 5.03, 5.04 and 5.05 of this Section.

b. Information regarding the ONT Airport Noise Operations and Management System (ANOMS), the monitoring of airport noise, and noise complaints can be found online at: www.flyONTairport.com ; or, noise complaints can be filed by telephone, (909) 937-2719.

c. The Environmental Services Division will, in cooperation with the FAA, airline and pilot user groups, and the OIAA prepare and, as necessary, revise the Aircraft Noise Mitigation Operating Procedures and Restrictions set forth herein.

5.3 Runway Use Procedures:

a. Normal prevailing winds at ONT are from the west; in westerly operations, aircraft arrive and depart to the west on runways 26L and 26R. When weather conditions require (prevailing tailwind component velocities of 7 knots or more, in dry runway conditions; or, more than 3 knots in wet runway conditions, aircraft operations are reversed, and aircraft arrive and depart to the east; in easterly operations, aircraft arrive and depart on runways 08L and 08R.

b. Between the hours of 2200 and 0700, aircraft operate in accordance with preferential runway use procedures known as "Contra-flow."

During Contra-flow operations, aircraft arrive on runways 26L and 26R and depart on runways 08L and 08R. Contra-flow procedures shall be discontinued when atmospheric conditions (wind and low cloud ceilings), or when aircraft operations and construction activities require.

c. Turbo-jet and turbo-fan aircraft are prohibited from runway intersection departures, except from runway 08L at taxiway intersection 'D'.

5.4 Starting, Running, and High Power Run of Aircraft Engines:

See **Section 3, Aircraft Operations.**

5.5 Engine Run of Aircraft Engines in Test Cells:

a. Maintenance or test running of jet engines not mounted on an aircraft is prohibited.

5.6 Helicopter Operating Procedures:

a. Helicopter operators arriving or departing ONT shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations.

b. When possible, helicopter operators shall use noise abatement approach and departure flight techniques.

c. ONT does not have a marked heliport or helipad. Additionally, taxiway S-2 is not visible to ONT ATCT controllers, as such, is a non-movement area. Helicopters landing or departing on taxiway S-2 do so at their own risk.

SECTION 6 - FIRE SAFETY

All fire and fire related safety provisions of these Rules and Regulations, including hazardous materials, shall be in accordance with applicable sections of Code of Federal Regulations (CFR), California Fire Code, and/or the National Fire Protection Association (NFPA) Codes and Standards; including, all applicable laws, rules, and regulations as enforced by the City of Ontario Fire Inspector assigned to ONT as coordinated by ONT Aircraft Rescue Fire Fighting (ARFF).

6.1 Fire Inspector:

a. It shall be the duty of the City of Ontario Fire Code Official to enforce all applicable sections of these Rules and Regulations pertaining to fire protection, fire prevention and fire spread control at ONT.

b. All buildings, structures and premises shall be inspected periodically by a City of Ontario, Fire Code Official, or his/her duly authorized representative, to ensure compliance with these Rules and Regulations.

c. In addition, any representative of ONT ARFF, Airport Police, or Airport Operations, is authorized by the CEO or his duly authorized representative to conduct inspections for fire hazards or flammable conditions on airport property.

6.2 Handling of Explosives and Other Hazardous Materials:

a. Class 1.1 explosives and any explosives not acceptable for transportation under applicable federal regulations are not permitted at ONT, unless a written waiver authorizing such materials is granted by the CEO or his duly authorized representative.

b. No person shall transport Class 1.3 explosives in or upon the Airport unless in compliance with the following:

    1) The FAA ONT Air Traffic Control Tower (ATCT), ONT ARFF, Airport Police, and ONT Airport Operations are notified in advance of the type and amount whenever these explosives are in transit through the Airport.

    2) All federal, state and city laws are adhered to by the operator of the aircraft.

    3) Aircraft with an in-flight malfunction shall attempt to land at a military installation before continuing to ONT for landing.

4) No person shall store explosives at ONT, unless a prior written waiver authorizing the storage of such materials is granted by the CEO or his duly authorized representative.

5) No person shall store, keep, handle, use, dispense, or transport, in, or upon the Airport, any explosives, blasting agents, flammable liquids, combustible liquids, flammable solids, oxidizers, organic peroxides, corrosive materials, flammable gases, nonflammable gases and poisons.

c. Poisons B, irritating materials (ORM A, B, C, D and E), or cryogenic liquids shall not be stored, kept, handled, used, dispensed or transported, in, or upon the Airport at such time or place or in such a manner or condition as to endanger unreasonable or as to be likely to endanger unreasonable persons or property. For purposes of this hazardous class scheme, the U.S. Department of Transportation (DOT) definitions as contained in 49 CFR, Parts 171-177, as amended, shall be utilized.

d. Hazardous Materials regulated at ONT shall include, but not be limited to, those materials enumerated in:

1) Regulations of the U. S. Department of Transportation published in 49 CFR, Parts 100 through 199, as amended.

2) The Director's List, as amended, issued by the Director of the California Department of Industrial Relations in Title 8, California Code of Regulations, Section 339.

3) Sections 66680 and 66685 of Title 22 of the California Administrative Code, as amended, as a hazardous and/or extremely hazardous material or hazardous and/or extremely hazardous waste or non-waste form.

4) The list of Environmental Protection Agency (EPA) pollutants, 40 CFR, Section 401.15, as amended.

5) A list of hazardous materials prepared by the San Bernardino County Director of Health pursuant to the SBSO Health Code. Hazardous materials regulated shall also include any material which has been determined to be hazardous based upon any appraisal or assessment by or on behalf of the party storing this material in compliance with the requirements of the EPA or the California Department of Health Services, or which should

have been, but was not determined to be hazardous due to the deliberate failure of the party storing the material to comply with the requirements of the EPA and/or the Department of Health Services.

e. All applicable regulations governing explosives, which are acceptable for transportation, must be strictly adhered to. Any other material subject to federal or state regulations governing hazardous materials must be handled in strict compliance with those regulations and any other more restrictive regulations that the CEO or his duly authorized representative might deem necessary to impose. Any waiver of such regulations or any part thereof by the FAA or by any other competent authority shall not constitute, or be construed to constitute, a waiver of this rule.

f. Advance notice of at least twenty-four (24) hours shall be given to the CEO or her/his duly authorized representative through ONT Airport Emergency Dispatchers, (909) 937-1911, for any operations requiring permission pursuant to this rule.

g. Permission may be given for the movement of radioactive materials only when such materials are packaged, marked, labeled and limited as required by regulations applying to transportation of explosives and other dangerous articles and which do not create undue hazard to life or property at ONT. ONT ARFF shall provide the CEO or his duly authorized representative with information relative to the hazards of any material subject to this Section.

h. All Airport tenants involved with the handling of hazardous materials must provide the Airport with a Hazardous Materials Removal Plan. The plan will include the name of the company used for removal of hazardous materials and the names and 24-hour telephone numbers of tenant staff authorized to handle such removals. The plan will be updated annually.

6.3 Fire Extinguishers and Equipment:

a. Fire extinguisher equipment at the Airport shall not be tampered with at any time, nor used for any purpose other than firefighting or fire prevention. All such equipment shall be inspected for conformity with NFPA Codes. Tags showing the date of the last inspection shall be left attached to each unit.

b. Fully charged and currently inspected fire extinguishers, of the type recommended by the NFPA Codes for specific materials, are required at all locations handling flammable materials.

c. At all re-fueling facilities (farms), fuel cut off valves are conspicuously located and marked for use during emergencies involving underground fuel flow systems.

d. Airport fire protection systems and equipment shall not be tampered with at any time. No person other than authorized employees or representatives of the OIAA shall turn such equipment on and off, or operate any other Airport equipment except for testing, maintenance or repair only. Tenants in their respective leaseholds shall turn such equipment on and off for testing, maintenance or repair only. ONT Airport Emergency Dispatcher, (909) 937-1911, must be notified anytime a fire protection system is not operating.

6.4 Open Flames (WELDING):

a. Prior to commencing open flame welding at passenger terminal gates, aircraft parking positions, or buildings, ONT Aircraft Rescue and Fire-Fighting, (909) 544-5490, and ONT Airport Operations, (909) 544-5344 or (909) 821-7433, must be notified at least 12 hours in advance.

b. A fireguard is required at all times during welding.

c. Open flame welding within 50 feet of aircraft refueling operations, or refueling facilities, is prohibited.

d. A fire extinguisher must be present at the site during welding operations.

6.5 Reporting Fires:

Any person observing any unattended or uncontrolled fire on the Airport premises shall immediately report it directly to the ONT Emergency Dispatcher (909) 937-1911. No person shall make any regulation or order, written or verbal, requiring any person to take any unnecessary delaying action prior to reporting a fire to ONT ARFF or City of Ontario Fire Department.

6.6 Litter and Cleaning of Allotted Space:

a. Each tenant at the Airport shall keep their allotted space, or leasehold, are policed and free from rubbish and debris. Flammable materials shall be stored only in approved containers in or about tenant areas and all floors shall be clean of fuel, oil and litter.

b. The use of volatile or flammable solvents for cleaning floors is prohibited. Approved metal receptacles with tight-fitting, self-closing covers shall be used for the storage of oily waste rags and similar materials. The contents of these receptacles shall be removed daily. Clothes lockers shall be constructed of metal or fire-resistant materials.

6.7 Cleaning Ramps and Other Surfaces:

Any spillage or dripping of fuel, oil, grease or any other material which may be unsightly, unsafe to personnel and/or property or detrimental to the pavement in any area on the Airport shall be removed immediately by suitable procedures in a manner satisfactory to the CEO or his duly authorized representative. The responsibility for the immediate removal of such fuel, oil, grease or other material shall be assumed by the operator of the equipment causing the spillage.

6.8 Control of Contaminants:

a. No fuel, oil, grease, flammable liquids, or contaminants of any kind; including, detergents, polishing compounds or metal etching agents, used to dry wash aircraft or other surfaces, shall be allowed to flow into or be placed in any sewer system, storm drain, or open water area, not equipped with a OIAA permitted separator, clarifier, or industrial waste system.

b. Equipment used to scrub pavement surfaces must have the capability of picking up all cleaning water for disposal at a location equipped with a permitted clarifier authorized for such use.

6.9 Fueling Operations:

As part of the OIAA Stormwater Pollution Prevention Program (SWPPP), the OIAA, has developed a number of Best Management Practices (BMP) related to aircraft vehicle and equipment fueling, they are:

a. Aircraft refueling is prohibited when the aircraft being refueled engine(s) are running. Aircraft Auxiliary Power and Ground Power Units are exempt.

b. Per NFPA Section 407 guidelines for fueling operations during lightning activity, refueling operations shall be discontinued when lightning ground strike frequency and intensity occurring within 5

statute miles of ONT indicates refueling safety is compromised, as determined by the ONT Duty Superintendent of Operations, (909) 544-5344 or (909) 821-7433.

c. During all aircraft refueling operations, the refueling vehicle and aircraft must be properly bonded in order to prevent the possibility of ignition of the fuel.

    1) Prior to any transfer and during refueling or defueling process, the fueling equipment and the aircraft shall be bonded, thus providing a conductive path to equalize the potential between the fueling equipment and the aircraft.

    2) The bond shall be maintained until fueling connections have been removed, allowing separated charges that could be generated during refueling operations to reunite. Bonding of an under-wing refueling nozzle to the aircraft is not required when a metal clamping contact between the nozzle and the filler connection is adversely affected.

d. “Earth” grounding (earthing) is not required during the fueling of an aircraft. However, this does not preclude electrical earthing requirements for other operations being conducted; If ground support equipment is connected to the aircraft, or if other operations are being conducted that require electrical earthing, separate connections must be made for this purpose.

e. No refueling vehicle shall be parked, stored, repaired or operated within 50 feet of a building or hangar, other than a refueling service area, or within 10 feet of any other refueling vehicle, in order to maintain defensible space for firefighting purposes.

f. During fuel handling operations in connection with any aircraft, at least one 2-wheel type fire extinguisher meeting the requirements of NFPA shall be immediately available for use.

g. No person shall perform any act or use any material which is likely to cause a spark within five (5) feet of any aircraft while the fueling process is being conducted.

h. No airborne radar equipment shall be operated or ground tested on any passenger ramp or apron area or any area when the directional beam of high intensity radar is within 300 feet or the low intensity beam (less than 50kw output) is within 100 feet of another aircraft, an

aircraft refueling operation, an aircraft refueling truck or a flammable liquid storage facility.

i. During fuel handling in connection with any aircraft, no passenger shall be permitted to remain in such aircraft or to enter or depart from such aircraft unless a qualified attendant is at each door that is in use for this purpose, and unless means of safe egress is in position in the event that such device is required for the safe and rapid debarkation of the passengers.

j. During fuel handling operations in connection with any aircraft, no person shall allow any motorized ground equipment to be positioned under such aircraft's wing tip. Aircraft fuel tanks are vented through the wing tips, which may produce a dangerous and explosive mixture. Fueling operations shall immediately be terminated should anyone position a vehicle under a wing tip.

k. Persons engaged in aircraft fuel handling shall exercise care to prevent overflow of fuel.

l. All operators of aircraft at ONT, who receive aviation fuel, including all persons who supply aviation fuel, shall use aviation fuel storage areas, and delivery facilities (fuel farms), designated by the CEO or his duly authorized representative for such use.

m. If for any period during which these facilities are not available, the operators may make other arrangements with their suppliers of aviation fuel for deliveries thereof to their aircraft, provided that such other arrangements shall be subject to the approval of the CEO or his duly authorized representative from the standpoint of safety, traffic control and similar matters.

n. The transfer of bulk aircraft or commercial fuel from one refuel service vehicle to another is prohibited within the boundaries of the Airport without prior approval and presence of ONT ARFF personnel.

o. Automotive and ramp equipment other than refueling service vehicles and tank vehicles shall be refueled by fuel service contractors authorized by the CEO or her/his duly authorized representative and only at prescribed locations and from dispensing systems approved by the CEO, or her/his duly authorized representative.

p. The presence of unsafe tank vehicles and refueling service vehicles at ONT, is likely to endanger persons or property in or upon the

Airport and render the use of the Airport unsafe. Therefore, no such tank vehicle and/or refueling service vehicle shall be allowed in or upon any area of the Airport unless it conforms to the rules and regulations provided in this section, in addition to all other rules and regulations for the use of the Airport.

q. No tank vehicle or refueling service vehicle shall be used for transportation of flammable liquids at ONT unless registered, inspected and approved by ONT ARFF Section.

r. Every fueling unit shall be provided with signs visible from the outside and showing the name of the firm or corporation operating the unit and the type of fuel contained therein, and in accordance with DOT and NFPA Section 407.

s. All fueling vehicles operating on ONT Air Operations Areas (AOA) shall be properly equipped and maintained and must meet the requirements established by the CEO, or her/his duly authorized representative.

t. All fueling vehicles operating on ONT AOA are subject to on-the-spot inspection, by the CEO or his duly authorized representative to determine if the vehicle meets OIAA requirements for safe operating conditions.

u. Smoking by any person on or within fifty feet of a tank vehicle or refueling service vehicle is prohibited.

v. The delivery of fuel shall at all times be under the control of the vehicle attendant, through the use of approved flow controlling devices operated by the attendant, designed to shut off automatically upon release of hand or foot pressure. Latching or fastening devices onto fuel control units is not permitted.

w. The driver, operator or attendant of any refueling vehicle shall be in attendance with the vehicle at all times when the vehicle is refueling an aircraft.

x. During the filling of fuel storage tanks, no compartment shall be completely filled and the driver, operator, or attendant, shall be present at the vehicle at all times. The fuel tank vehicle, the tank truck filling rack, and the flammable liquid discharge piping shall all be grounded to a point of zero electrical potential.

y. All fueling vehicles shall be equipped with at least two chock blocks. The parking brake shall be set and chock blocks shall be placed in such a manner as to prevent the forward or backward motion of the vehicle whenever it is parked, left unattended by the driver, or during loading and unloading operations.

z. When parked, refueling tank vehicles shall be positioned for immediate drive away, or towing, and a clear space of not less than ten (10) feet shall be maintained between any parked refueling tank vehicle and any similar or other parked or moving vehicle. In addition to the foregoing, where five (5) or more vehicles are parked, there shall be 150 pound dry chemical wheel-type fire extinguishers positioned so one or more units will be located no more than 100 feet from any vehicle. Tank vehicles and refueling service vehicles shall not be parked in any public area, except as designated by the CEO or his duly authorized representative.

aa. The motor of a refueling tank vehicle shall not be run during the filling of the cargo tank, while making or breaking fuel filling connections, or during repairs to the fuel handling system. The propulsion motor for refueling service vehicles shall not be run during the fuel transfer and while making and breaking hose connections.

bb. During refueling or defueling, tank vehicles shall be so placed as to be readily removable in event of fire, so as to permit direct driving away from the loading or refueling position. Not more than one refueling vehicle shall be positioned to refuel each wing of an aircraft. When high capacity aircraft are refueled, additional refueling vehicles shall not be parked or positioned within 100 feet from the aircraft served and then only in areas approved by the CEO, or her/his duly authorized representative.

cc. When it is deemed not feasible to dispense automotive fuel from underground tanks with a fixed fueling system, the CEO, or her/his duly authorized representative, may permit fuel to be dispensed by an approved automotive fuel dispensing vehicle operated by an authorized fueling service contractor at an approved site. Such operations shall comply with the protective requirements and restrictions as designated by the CEO, or her/his duly authorized representative.

dd. Automotive fuel dispensing vehicles shall not dispense fuel unless properly bonded.

ee. Automotive fuel dispensing vehicles shall carry at all times a sufficient quantity of absorbent material, of a type approved by the CEO, or her/his duly authorized representative, to contain accidental fuel spills.

6.10 Fuel Spills:

a. **In the event of a fuel spill of any type** (Jet A, AvGas, or Automobile Gasoline), **in any amount**, the fueling operator, or individual responsible, shall **immediately notify ONT Airport Emergency Dispatcher, (909) 937-1911**; additionally, the individual (company) shall also immediately notify ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

b. Should passengers evacuate because of a fuel spill, passengers shall not be re-admitted to the Passenger Boarding Bridge or the aircraft until permitted by ONT ARFF personnel.

c. In the event of fuel spillage, when there is no apparent presence of fire, fuel delivery units shall not be moved until the spillage is dispersed or removed. Spilled fuel must be cleaned up immediately and the area secured. No aircraft or vehicular movement shall be allowed in the area until authorized by the CEO, or her/his duly authorized representative, via ONT ARFF personnel.

6.11 Aviation Fuel Delivery Permits:

All Petroleum Product delivery companies or brokers, who engage in fuel delivery (by hydrant or tanker truck) to the OIAA and tenants' storage facilities or buy and sell fuel from storage facilities, shall be required to obtain a Fuel Delivery Permit. All companies who provide into plane fueling are required to obtain a Non-Exclusive License Agreement issued by the CEO, or their duly authorized representative, through the OIAA. See **Section 8, Operating Permits/Fees**.

6.12 Tenant Fueling Agents:

a. ONT Tenants, who perform Fueling Agent services, must have for their employees, an approved training program conforming to FAA, Part 139.321, regulatory standards.

b. At least one Fueling Supervisor, employed onsite by an ONT permitted Fueling Agent, must have completed an FAA certificated aviation fuel training course, in fire safety, prior to commencing fueling operations. Recurrent supervisory training, in aviation fuel fire safety, must be completed within every 24 calendar months.

c. ONT Fueling Agents must provide annual written certification to the CEO, or her/his duly authorized representative, through ONT ARFF Section, (909) 544-5490, that all required training within this Section has been accomplished.

6.13 Aircraft Parts Cleaning Materials:

Cleaning of aircraft parts and other equipment shall be done preferably with non-flammable cleaning agents. When flammable combustibles must be used, only liquids having flash points in excess of 100 degrees Fahrenheit, (38 degrees Celsius) shall be used and special precautions shall be taken to eliminate ignition sources in compliance with good practice recommendations of the uniform fire code and the NFPA.

6.14 Paint, Varnish, and Lacquer Use:

For paint, varnish, or lacquer spraying operations, the arrangement, construction, ventilation, and protection of spraying booths and the storing and handling of materials shall be in accordance with the standards of the California State Fire Code, Air Resources Board - Air Quality Management District regulations.

6.15 Sewage, Industrial Waste, Toxic and Hazardous Waste:

a. Tenants shall comply with the requirements of OIAA Hazardous Materials Management Policy regarding the discharge of sewage and industrial waste.

b. No person shall generate, store, keep, handle, transport, treat or dispose of hazardous waste (as defined by the Resource Conservation and Recovery Act, Title 40, CFR Part 261 or succeeding legislation) in or upon the Airport.

6.16 Methanol Storage:

a. Methanol shall be treated in the same manner as automobile gasoline.

b. A maximum of two containers of methanol may be stored at gate positions in areas not in or under buildings or stairways.

c. The bulk storage of methanol will be on leaseholds only.

SECTION 7 - AIRPORT SECURITY

7.1 Security Requirements:

a. All persons using the Ontario International Airport (ONT) are subject to the Airport Security Program (ASP) issued by the Airport CEO of the OIAA, pursuant to Code of Federal Regulations (CFR) Title 49, Transportation Security Regulations (TSR), Part 1542. The ASP contains Sensitive Security Information (SSI) controlled by 49 CFR TSR Parts 15 and 1520. Unauthorized release of SSI may result in civil penalty or other action.

b. Air carrier tenants must have an approved security safety and passenger handling program.

c. Only authorized and properly identified personnel and vehicles are allowed access into the Secured Air Operations Area (AOA). Airport Security Identification Badges are issued by the ONT Security Badge Office (SBO). Requirements and procedures for the issue of ONT Airport Security Identification Badges can be found in **Appendix # 4, Security Badge Office.**

d. Any person(s) who gains or allows another person unauthorized access into the Secured AOA by tailgating or piggybacking will be subject to a citation.

e. All persons desiring to enter the Security Identification Display Area (SIDA) Secured AOA or Sterile Passenger Boarding Areas are subject to security screening.

f. Unidentified or unauthorized personnel in AOA may be detained, arrested, and/or removed by the Airport CEO or their duly authorized representative. The Airport CEO or their duly authorized representative may remove unidentified or unauthorized vehicles on the ONT AOA, at the owner's expense.

g. Any person who violates security regulations may be denied future entry into ONT Secured Areas and AOA.

h. Security doors shall be kept locked as required by the Airport Security Program. Tenants shall be responsible for doors located in their leased areas. Any tenant that fails to control unauthorized access into the Secured Area/AOA through doors located in its tenant leased

areas will be subject to a citation and may lose the ability to use SIDA door(s).

i. The ONT Airport Perimeter Fence Area shall remain free of vehicles, stored materials, unattended equipment, or other property. The Airport CEO, or her/his duly authorized representative, may remove, or cause to remove, any unidentified or unauthorized vehicle, or other property, parked in posted “no parking” zones along the Secured AOA perimeter fence five (5) foot clear zone. Secured Area Clear Zones may be expanded at the discretion of ONT Airport Police, as necessary.

j. Security Responsibilities of Employees and other persons while employed or conducting business at the Airport. No Person may:

1) Tamper or interfere with, compromise, modify, attempt to circumvent any security system, measure, or procedure implemented under the Airport’s ASP and Federal TSR requirements, Section 1500 et al.

2) Enter, or be present within, a Secured Area, AOA, Security Identification Display Area (SIDA), or Sterile Area without complying with the systems, measures, or procedures being applied to control access as defined in the ONT ASP and TSA Regulations Section 1500 et al.

3) Use or allow to be used any Airport-issued access medium or identification system that authorizes the access, presence, or movement of persons or vehicles in the Secured Area, AOA, or SIDA in any other manner for which it was issued.

4) Each person issued an ONT Security Identification Badge granting SIDA Secured Area access is responsible for challenging any individual not properly displaying an ONT issued Security Identification Badge appropriate to the area. Any person who is not properly displaying or who cannot produce a valid ONT Security Identification Badge shall be referred to OIAA ONT Airport Police, (909) 933-5611, for proper handling.

SECTION 8 - AIRPORT OPERATING PERMITS AIRCRAFT LANDING AND TERMINAL USE FEES

Commercial aircraft activity at Ontario International Airport (ONT), is subject to certain conditions and restrictions, as specified by the provisions of this section.

8.1 Airport Operating Permit:

a. No person shall operate as a scheduled air carrier from ONT unless in possession of a valid ONT Single Use Operating Permit (SUOP), Air Carrier Operating Permit (ACOP) or Use and Lease Operating Agreement (ULA).

b. Questions regarding Air Carrier Operating Permits should be directed to the Ontario International Airport, ONT Airport Operations Section, (909) 544-5346.

8.2 Single Use Operating Permit (SUOP):

a. No air carrier shall conduct business at ONT on an on-demand, non-permanent basis, including one-time operations, unless they are in possession of a Single Use Operating Certificate for Ontario International Airport.

b. Requests, relative to Single Use Operating Certificates, should be directed to the ONT Airport Operations Section, (909) 544-5346.

8.3 Air Carrier Operating Permit (ACOP):

Air carriers that transport passengers and have operated aircraft from ONT more than six (6) times in a calendar year; or, an itinerant Air Carrier not having any agreement or permit, which transports passengers and cargo for compensation from ONT, must execute an ONT Air Carrier Operating Agreement (ACOP).

8.4 Use and Lease Operating Agreements (ULA):

Air carriers (airline) which transport either passengers or both cargo and passengers may execute an ONT Use and Lease Operating Agreement (ULA) under authority granted by the Board of Airport Commissioners (Board) which and are subject to reduced landing fees (signatory permitted air carrier rates) as set by the Board in accordance with the compensatory calculations as stated in Board Order AO-4774.

8.5 Charges and Fees:

a. The Board of Airport Commissioners (Board) is authorized to fix, regulate and collect rates or charges for the use of buildings, grounds, facilities, utilities, and structures controlled by OIAA in accommodation of air commerce.

b. All charges and fees are subject to periodic review and change.

c. The payment of rentals, fees, and charges relating to the use of Airport premises and facilities shall be made prior to an aircraft operator or air carrier (passenger or cargo) departing ONT. In lieu of such payments, the pilot operator or owner of an aircraft shall make satisfactory credit arrangements with the CEO, or their duly authorized representative, through the OIAA.

d. Without prior approval of credit, FPG, or billing arrangement, the *ONT Airport "Duty Superintendent" of Operations, (909)544-5344 or (909) 821-7433,* is authorized to collect all Airport use fees, in cash or captain's check, prior to an aircraft operated for hire departs ONT. ONT tenant lease agreements may prohibit their ability to provide future service(s) to any air carrier (airline) or air taxi operator who fails to pay landing fees due upon request of the Airport.

e. Inquiries of current charges and fees should be directed to the ONT Airport Operations Section, (909) 544-5344 or (909) 821-7433.

8.6 Definitions:

a. Air Carrier - Any person, or persons, including corporations and other legal entities, that undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in air commerce, certified by the Federal Aviation Administration (FAA), and holds a current FAA certificate to transport air passengers or property for hire.

b. Fees, Rates and Charges - Include, but are not limited to, landing fees, aircraft parking charges, and passenger facility charges.

c. Landing - The actual landing of an aircraft at an Airport, whether such landing be a planned or an emergency landing, but shall not refer to an emergency landing made following takeoff from an airport owned or operated by the OIAA.

d. Landing Facility - Common (shared) use areas of the Airport, which include but are not limited to the runways, taxiways, taxilanes, service roads, aprons, cargo ramps, public aircraft parking positions and passenger terminal gates; exclusive of leased areas.

e. Maximum Gross Landing Weight - The FAA Certificated Maximum Gross Landing Weight or actual gross landing weight of aircraft if no such specification exists. In computing fees prescribed herein, except for aircraft weighing less than 25,000 pounds, 500 pounds, or any larger part of 1,000 pounds, shall be counted as if a whole 1,000 pounds and any smaller part shall be disregarded.

f. Permit - Non-Exclusive Air Carrier Operating Permit.

g. Non-Signatory Air Carrier Operating Permit (ACOP) - Passenger Aircraft: An air carrier that transports passengers operating **more than seven (7) times in a calendar** year but has not signed an ONT ULA; or, an itinerant Air Carrier not having any agreement or permit, which transports either passengers and cargo for compensation.

h. Non-Signatory Air Carrier Operating Permit (ACOP) – Cargo Aircraft: An air carrier that transports cargo operating **seven (7), or more, times in a calendar year** but has not signed an ONT ULA; or, an itinerant air carrier not having any agreement or permit, which transports either passengers and cargo for compensation.

i. Signatory Permitted Air Carriers with Use Lease and Operating Agreements (ULA), for Passenger Aircraft - An air carrier transporting either passengers or both cargo and passengers that have executed an ONT ULA under authority granted by the Board which is subject to landing fees as set by the Board in accordance with the compensatory calculations as stated in Board Order AO-4774.

j. Signatory Permitted Air Carriers with Use and Lease Operating Agreements (ULA) for Cargo Aircraft - An air carrier transporting cargo that has executed an ONT ULA under authority granted by the Board which is subject to landing fees as set by the Board in accordance with compensatory calculations as stated in Board Order AO-4774.

k. Single Use Operating Permit (SUOP) - Issued to non-permitted air carriers on a one-time basis. A single use request **may be utilized no more than six (6) times in a calendar year.** After three (3) air carrier landings SUOP air carriers are required to commence the

process to obtain a Non- Signatory Air Carrier Operating Permit (ACOP).

l. Public Aircraft Parking Areas - Those areas designated by the CEO, or her/his duly authorized representative, for the parking of aircraft; subject to changes at any time.

m. Revenue Landings - All landings of aircraft at the Airport except the following:

1) Landings of general aviation aircraft not for hire;

2) Landings of aircraft owned and operated by agencies of the U.S. Government;

3) Non-scheduled emergency landings; and,

4) Landings of aircraft without revenue passengers and/or cargo on board as operated for the purpose of positioning (ferry) an aircraft to enplane passengers and/or cargo for an originating ONT revenue flight.

8.7 Revenue Landing Charges:

As provided by Resolution of the Board of Airport Commissioners, air carriers (Permitted and Non-permitted) are required to pay a landing fee to OIAA for each aircraft operated at ONT. OIAA, after consultation, may adjust the landing fee rate each fiscal year.

a. Landing Fee Rate for Signatory Air Carrier Aircraft with ONT Use and Lease Operating Agreements (ULA);

1) $30.00 for each landing of aircraft having a maximum gross landing weight of 12,500 pounds or less.

2) $57.00 for each landing of aircraft having a maximum gross landing weight of more than 12,500 pounds up to and including 25,000 pounds.

3) $2.29 per 1,000 pounds of maximum gross landing weight for each landing of aircraft having a maximum gross landing weight of more than 25,000 pounds.

b. Landing Fee Rate for Non-Signatory - Air Carrier Operating Permit (ACOP) Aircraft;

1) $37.00 for each landing of aircraft having a maximum gross landing weight of 12,500 pounds or less.

2) $72.00 for each landing of aircraft having a maximum gross landing weight of more than 12,500 pounds up to and including 25,000 pounds.

3) $2.86 per 1,000 pounds of maximum gross landing weight for each landing of aircraft having a maximum gross landing weight of more than 25,000 pounds.

4) The landing fee rates are based on budgeted expenses and revenues and are subject to adjustment at year end based in actual revenues, maintenance and operation expenses, debt service, and other factors.

c. Ramp, Apron and Remote Area Charges;

1) $100.00 for each 15-minute period or fraction thereof after the air carrier has been given notice by the CEO, or her/his duly authorized representative, that Airport Operations require that the aircraft leave the area. The period to be used for calculating this charge shall begin 15 minutes after such notice has been given.

2) $100.00 for each 10-minute period or fraction thereof when aircraft is improperly or in a position other than a regular gate position and the air carrier has been given notice by the CEO, or her/his duly authorized representative, that Airport Operations require that the aircraft leave the area. The period to be used for calculating this charge shall begin five (5) minutes after such notice has been given.

3) $100.00 for each 15-minute period or fraction thereof in excess of 30 minutes for the cleanup of fuel spills.

d. Aircraft Parking Fee;

1) Parking charges shall be $0.40 per 1,000 pounds of maximum gross landing weight per day, with a minimum charge of $10.00 per day except that there shall be no charge for the first

three hours of the first 24 hours of parking regardless of the number of continuous days parked.

2) Air carriers shall submit a monthly report listing the dates and times their aircraft were parked at Airport. Payment of parking charges shall accompany each report.

e. Non-revenue and air carrier landings and operators of General Aviation (GA) aircraft under Title 14 CFR Part 91; Non-revenue air carrier positioning flights and GA aircraft are exempt from landing fees. GA aircraft may incur fees for services at ONT Fixed Base Operators (FBO).

8.8 Terminal Rental Rates and Facility Use Fees:

a. Signatory Air Carriers - $108.49 per square foot per year for the exclusive use, and joint use space.

b. Non-Signatory Airlines and Non-Airline Tenants - $119.34 per square foot per year for the exclusive use, and joint use space.

c. Non-preferential Gate Use Fee - $275.00 per operations (arrival and/or departure) for the use by an airline of a non-preferential (unassigned) gate.

d. Jet Bridge Utility (Passenger Boarding Bridge - PBB) Use Fee - $185.00 per operation for use by an airline of ONT utilities while parked at a non- preferential use gate.

e. Ticket Counter/Passenger Queuing Use Fee - $15.00 per operations (arrival and/or departure) for Signatory Airline and $16.50 per operation (arrival and/or departure) for Non-Signatory Airline or Non-Airline Tenant.

f. Signatory New Entrant Joint Use Fee - $4.50 per arriving passenger.

g. Non-Signatory Joint Use Fee - $5.00 per arriving passenger.

8.9 Security Deposit - Letter of Credit Policy:

a. In order to guarantee the payment of all fees and charges associated with a permit or authorization to operate, air carriers shall remit for the benefit of OIAA, a security deposit in the amount of $10,000.00 or three times the estimated monthly landing fees for said Air Carrier,

whichever is greater, as determined by the CEO, or her/his duly authorized representative.

b. The deposit shall not be in cash, but shall take the form of a non-revocable letter of credit, as approved by the City Attorney's Office.

c. The documents evidencing each deposit must provide that the same shall remain in full force and effect during the term of the permit and for a period of sixty (60) days following the termination as that category of carrier.

d. The CEO or her/his duly authorized representative, may review the sufficiency of the amount of each security deposit as needed and increase or decrease the required amount to conform to this policy.

8.10 Aircraft Landing and Parking Reporting Requirements:

All landings, together with the number of aircraft parking days, must be reported on the Monthly Report of Landings by the tenth (10^{th}) day of the month following the end of the calendar month of operations, in the name of the Air Carrier under whose FAA Operating Certificate the flight is made. In the event that an Air Carrier hires the services of another Air Carrier through a long or short term wet lease agreement, in which the hiring carrier agrees to pay the landing and parking fees, the ultimate responsibility for the reporting of landings and parking and the payment of landing and parking fees rests with the Air Carrier under whose FAA Operating Certification the flight is made.

8.11 Non-Exclusive License Agreements (NELA):

Any company or air carrier desiring to provide a contract service to another company or air carrier at Ontario International Airport (ONT) must obtain a Non-Exclusive License Agreement with OIAA specific to ONT. These services may include, but are not limited to; into-plane fueling; parking, towing, pushback, loading and unloading of aircraft; ramp services; baggage handling and porter services; aircraft servicing, repairing, and cleaning; servicing, fueling, and rental of ground service equipment; catering commissary or food services; passenger ticketing; weather reporting; flight planning; cargo handling; maintenance and janitorial services, and security services.

a. Non-Exclusive License Agreements (NELA) are handled by the ONT Airport Managers Office. Requests should be directed to:

Ontario International Airport
Airport Managers Office
1923 E. Avion Street
Ontario, CA 91761
Telephone: (909) 544-5300

b. Requirements and documentation for obtaining a Permit include, but are not limited to, the following:

1) Company Information Form.

2) Letter of Intent.

3) Letter(s) of Verification.

4) Business Tax Registration Certificate (BTRC), Vendor Registration Number (VRN), or Letter of Exemption issued from the City Clerk's Office.

5) Corporate documentation (i.e., articles of organization or fictitious business name statement).

6) Compliance with OIAA contract insurance requirements. Questions relative to insurance should be directed to the OIAA. All insurance underwriters must provide verification of insurance endorsed on OIAA Risk Management forms.

7) $500.00 annual administrative fee.

8) Packets containing complete instructions and forms for obtaining a Non-Exclusive License Agreement are available through the Airport Managers Office.

8.12 Offsite Inflight Catering and Food Service Permit:

An Offsite In-flight Catering and Food Service Permit is a contractual agreement issued through the ONT Properties and Concessions Section granting the non-exclusive right to provide in-flight catering services at ONT. The permit is issued to any company providing in-flight catering services to an air carrier at ONT from an offsite location. Requests or questions should be directed to the ONT Airport Managers Office, (909) 544-5300.

8.13 Fuel Delivery Permit:

All Petroleum Product delivery companies or brokers who engage in the delivery (by underground pipeline, hydrant or tanker truck) of fuel to OIAA and tenants' storage facilities or buy and sell fuel from storage facilities shall be required to obtain an ONT fuel delivery permit. Requests or questions should be directed to the ONT Airport Managers Office, (909) 544-5300.

8.14 Permit Terms and Fees Due Reporting Requirements:

a. Permits are issued, and will be effective on a month-to-month basis for a term not to exceed five (5) years, subject, however, to prior termination, with or without cause, upon thirty 30 days written notice by either party.

b. A monthly accounting report and applicable fees shall be transmitted to the Accounting and Financial Reporting Division by the tenth (10^{th}) day of the month for the preceding month's activities. Said report shall include each person or entity for which services were provided during the prior month, the gross amount billed or received for said services, and the total amount owed to the Airport, if applicable.

SECTION 9 - MOTOR VEHICLE OPERATIONS

In this Section, the OIAA CEO, or her/his duly authorized representative, specifies general operating procedures and requirements for all vehicles at Ontario International Airport (ONT).

Except as prescribed in this Section, or in cases of emergency involving the protection of life and/or property, all motor vehicles shall be operated upon the Airport in accordance with the California Vehicle Code. Specific procedures covering the use of fueling vehicles and equipment for fueling operations are provided in **Section 6, Fire Safety.**

9.1 Operation of Motor Vehicles:

a. No vehicle shall be operated in or upon any Airport property in a careless or negligent manner or in disregard of the rights and safety of others, or without due caution or circumspection.

b. No vehicle shall be operated at a speed or in a manner, which endangers unreasonably, or is likely to unreasonably endanger persons or property.

c. No vehicle shall be operated if such vehicle is as constructed, equipped or loaded as to endanger or be likely to endanger persons or property.

9.2 Reserved, Posted or Restricted Parking Areas:

a. The CEO, or her/his authorized representative, may reserve all or any part of parking lots or other areas not under lease or permit for the sole use of vehicles of OIAA, its officers or employees, tenants, or for such visitors to ONT, as she/he may designate, and to indicate such restrictions by appropriate markings and/or signs; designate a parking time limit on any portion of said lots; designate any portion of said lots as a passenger loading zone, designate any portion of said lots as a no stopping, no waiting or no parking area; designate where and how vehicles shall be parked by means of parking space markers; and designate direction of travel and indicate same by means of appropriate signs and/or markings.

b. When appropriate signs and/or markings have been installed, no person may park or drive a vehicle on any portion of such lots reserved for the exclusive use of any vehicle unless authorized by the CEO.

c. Vehicles parked in any garage, parking lot or other authorized parking area reserved for public, private or employee use, shall park in such a manner as to comply with all posted and/or painted lines, signs, and rules.

d. Vehicles displaying either a distinguishing license plate or a placard issued pursuant to Section 22511.5 or Section 9015 of the California Vehicle Code may park in designated disabled parking sections as indicated by appropriate signs and/or markings. All others not displaying such license plate or placard shall be towed.

9.3 Curb Markings:

All vehicles parked and unattended at ONT are subject to immediate tow and storage at the owner's expense.

a. Red Zone: No vehicle, whether attended or unattended, shall stop, wait or park in any area adjacent to a curb which is painted red; provided, however, that a scheduled transit bus may park in a red zone designated as a bus zone by a sign or other marking.

b. White Zone: No vehicle shall stop, wait or park in any area adjacent to a curb which is painted white; Exception, vehicles may be stopped at a white zone while actively engaged in the immediate loading or unloading of passengers and/or baggage. No vehicle stopped in a white zone shall be left unattended. Stopping a taxi in a white zone for the purpose of waiting for passengers and/or baggage is however permitted, provided that the white zone is designated as a taxi zone by a sign or other marking.

c. Yellow Zone: Taxi cabs are the only vehicles permitted to stop, wait, load and unload passengers at ONT passenger terminals. Taxi cabs may not be left unattended.

d. Green Zone: Allows vehicles to park for up to 20 minutes. No Green Zones are located at active ONT passenger terminals.

9.4 Cell Phone Waiting Lot:

Vehicles waiting to meet arriving ONT passengers are encouraged to wait in the Cell Phone Waiting Lot, located west of Terminal 2 and Terminal 4 at: 1040 W. Moore Way, Ontario, CA 91761 (next to closed Terminal 1).

9.5 Emergency Suspension of Parking:

a. The CEO, or her/his authorized representative, may prohibit parking or movement of vehicles on any part of the Airport when a traffic congestion or hazard is likely to result from the holding of any assemblage, celebration, or function on Airport property.

b. The CEO is further authorized to post signs giving notice of such addition to other instructions appearing thereon.

9.6 Authorized Vehicles on ONT Air Operations Area (AOA):

a. The Air Operations Area (AOA) includes aircraft movement areas, apron areas, cargo ramps, and other non-leasehold areas located inside an Airport security fence. All vehicles must enter the ONT Air Operations Area through established Secured Area Access Point (SAAP) posts. ONT SAAP post locations are located at:

    1) North SAAP (Post 5) - 590 South Vineyard Ave. (not manned)

    2) South SAAP (Post 6) - 2095 East Avion Street.

b. Operators of motorized vehicles in the AOA shall have drivers duly authorized and licensed by the California Department of Motor Vehicles, or other state, and possess a current/valid ONT Security Photo Identification Badge with “Restricted Area Driver” permit; with the following exception:

    1) OIAA does not require Class A or B licenses for drivers in the AOA and private driveways; however, ONT strongly recommends drivers hold valid and appropriate licenses, and medical certificate for the vehicles they are operating.

c. Approval for tenants to escort vendors or suppliers is determined on a case-by-case basis by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

d. Drivers who escort other persons and/or vehicles in the AOA must have an escort icon ‘E’ and a ‘Restricted Area Driver’ icon on their ONT Security Photo Identification Badge.

e. Lightweight specialty vehicles such as golf carts are prohibited from traversing AOA roadways; they must remain on passenger terminal aprons, cargo ramps, or on leasehold areas. Use of golf carts must be

approved by ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

9.7 AOA Motor Vehicle Operating Permit (MVOP):

a. Airport tenant vehicles with State issued license and registration authorized to operate on public roadways require an ONT Motor Vehicle Operating Permit (MVOP) prior to entering the AOA, in accordance with OIAA requirements.

b. Access to the AOA is subject to prior approval by the CEO, or her/his duly authorized representative.

c. Vehicles exempt from obtaining an ONT MVOP are: all OIAA, fire department and law enforcement vehicles; and, Ground Support Equipment (GSE) exclusive to use in the AOA.

d. ONT MVOP can be obtained from the ONT Airfield Operations Unit, (909) 544-5346.

9.8 Insurance Requirements:

All vehicles operated on the AOA must have appropriate liability insurance as required by the OIAA.

9.9 AOA Vehicle Identification:

a. All DMV registered motor vehicles entering the AOA must display a current ONT MVOP, or be under authorized escort.

b. All vehicles operating on the ONT AOA are required to have an approved logo or company name displayed on both sides of the vehicle in a location opposite the front seat. For vehicles having front doors, the identification shall be located on the front door panels.

c. The name of the company or tenant shall be spelled out in letters no less than three (3) inches in height. Company logos or symbols shall be at least 18 inches in diameter when not accompanied by approved lettering. To enhance conspicuity, all markings shall be on a background of sharply contrasting color.

d. Magnetic or temporary identification panels, and logos, are not permitted without prior approval by ONT Airport Operations at (909) 544-5344 or (909) 821-7433.

e. Non-Permitted Aircraft Ground Support Equipment must have company name and company equipment number stenciled on two sides of each piece of equipment.

9.10 Vehicle Licensing:

A valid California license plate and registration, is not required on vehicles or equipment when operated exclusively in the ONT AOA.

9.11 AOA Restricted Area Driver Permit Program:

a. No motor vehicle shall be operated on the AOA unless the driver possesses a valid State of California Driver's license and ONT issued Restricted Area Driver's Permit. It is the responsibility of an applicant's organization to verify and ensure all current and future AOA Restricted Area drivers possess a valid California Driver's license. The temporary use of an out-of-state driver license may be permitted until an out-of-state transferred employee establishes permanent residence in the State of California.

b. When transporting passengers for hire, drivers must be in possession of an appropriate and valid California driver's license, or other valid out of state license.

c. Suspension or revocation of any California or other state driver's license must be immediately reported to ONT Security Badge Office, (909) 544-5170. OIAA Airport Police, Security Officers and Airport Operations personnel reserve the right to check whether a driver of any motor vehicle holds a valid driver's license while on the AOA.

d. All persons holding a OIAA ONT Security Photo Identification Badge, with Restricted Area Driver's permit, shall return said badge to the Security Badge Office (SBO) without being expressly requested to do so, upon termination of employment, revocation or suspension of the person's California, other state, or international driver's license, or when their job no longer includes the driving of a vehicle in the AOA. See **Appendix # 4, Security Badge Office.**

e. Training and Testing Requirements for AOA Restricted Area Driver Permits;

1) Every driver/applicant who operates a vehicle on the ONT AOA must be familiar with the pertinent provisions of the State of California Vehicle Code; and, the traffic and licensing Sections

and Subsections of these Rules and Regulations. The driver must have been trained in the vehicle type he/she will operate.

2) Airport tenants are responsible to provide proper training for all vehicles and equipment their employee(s) are authorized and required to operate on the ONT AOA.

3) A minimum of eight (8) supervised hours of practical driver training (behind the wheel) on the ONT AOA is required prior to the applicant becoming eligible to attend the ONT AOA Restricted Area Driver Permit class. Practical driver training should include daylight and night driving on ONT AOA roadways, access drives, aircraft aprons and cargo ramps. Applicants must be the driver during the required practical training and not a passenger in the vehicle.

4) Applicants attending the ONT AOA Restricted Area Driver Permit training class must pass a written (multiple-choice) 25 question test. The class and test will be administered by the applicant's company representative who has completed a Train the Trainer class within the previous two years. The Train the Trainer class is given quarterly by ONT Airport Operations, (909) 544-5346. The class and test covers ONT AOA rules and regulations, safety practices, and facility familiarization. Training Class study materials and notes may be used during the Restricted Area Drivers test. The applicant will fail the class when incorrectly answering six (6) or more test questions; applicants who fail the class may attend the next scheduled course taught by their company. If the applicant fails the second test, it can be re- administered in one month.

5) The International Civil Aviation Organization (ICAO) has designated English as the official language of aviation worldwide; the FAA has also adopted English to be used in the United States. ONT AOA Restricted Area Driver Training classes are instructed in English only. Students are welcome to bring a language interpreter, a representative at their own cost and choice, to translate class materials and tests for languages other than English. The ONT AOA Restricted Area Driver Study Guide and exam are available in English only.

9.12 Movement of aircraft by other than pilot in command:

a. Any person who operates a push back/tow tractor to move aircraft is required to complete a Surface Movement Training Class for Non-Pilots. The class is also required for the brake rider in the cockpit. The class is given by Airport Operations staff normally on the last Thursday of the month. The class is also required for mechanics that taxi aircraft for maintenance purposes. If there are two mechanics in the cockpit both are required to have the training. The training is valid for two years or until the badge of the employee expires. For information on the class call ONT Airport Operations, (909) 544-5357.

9.13 AOA escort of vehicles/drivers without Restricted Area Driver Permit and/or Motor Vehicle Operating Permit:

a. Every AOA driver must carry, in their personal possession, a valid California, or other state driver license in addition drivers must display an ONT Security Photo Identification Badge with Restricted Area Driver Permit, worn above the waist. ONT Security Photo Identification Badges must be presented to any Airport Police or Airport Operations personnel upon request.

b. Drivers without an AOA Restricted Area Driver permit shall not drive on the AOA unless guided by an escort vehicle driven by an authorized Restricted Area Driver with an Escort icon (“E”) or while training with an authorized Restricted Area Driver in the same vehicle.

c. ONT tenants shall escort all company and contracted vehicles not having an annual ONT Motor Vehicle Operating Permit (MVOP), and/or vehicles driven by persons without an ONT Security Photo Identification Badge with AOA Restricted Area Driver Permit.

d. ONT airline and tenants escorting box trucks, tractor trailers, buses, and other high profile equipment, must have approval from Airport Operations to enter the AOA. Upon arrival at a Secured Area Access Point (SAAP), the attending Airport Police Security Officer shall contact Airport Operations, (909) 544-5344 or (909) 821-7433, to verify the escorting tenant, type of equipment, and intended AOA destination of the escort requested.

e. Tenant vehicle escorts are limited to Two (2) vehicles per escort; or Four (4) vehicles, when the tenant provides both lead and trailing escort vehicles.

f. Tenants who provide AOA escort to vehicle(s) without a current ONT MVOP accept all legal liabilities for the operator/owner of the vehicle and driver they escort in the ONT AOA.

9.14 Vehicle Roadworthiness:

a. Before operating any motor vehicle on the Airport, the driver must ensure that the vehicle is in roadworthy condition. No vehicle shall be operated which is not in a sound mechanical and safe condition. OIAA reserves the right to inspect and declare unfit for use on Airport property any vehicle or piece of equipment that does not comply with all safety requirements.

b. It is the sole responsibility of the vehicle owner and driver for ensuring the roadworthiness and operational safety of the vehicle, and shall in no way be reduced, or restricted, by the issuance of an ONT Restricted Area Driver Permit, Annual Motor Vehicle Operating Permit, or by any technical inspections carried out by OIAA personnel.

c. Vehicles designed to transport special goods (i.e., fuel tanker trucks,) shall comply with all pertinent provisions contained in Department of Transportation Regulations and National Fire Protection Association (NFPA) Section 407 guidelines. See **Section 6, Fire Safety**, for more information regarding the carriage of hazardous materials on the AOA.

d. Vehicles regularly driven on ONT Aircraft Movement Areas (runways and taxiways) shall be fitted with an operational rotating yellow light or strobe.

9.15 Emergency and Special Purpose Vehicles:

a. All vehicles proceeding with a red rotating beacon or red and blue light bars, and all vehicles guided by them; i.e., Aircraft Rescue and Firefighting and Airport Police vehicles; and, all OIAA vehicles proceeding with a yellow rotating beacon, i.e., Airport Operations, Airport Buses and special purpose vehicles, are exempt from the speed limit when responding to an emergency, or other special situation, and may leave the established roadways when necessary and appropriate.

b. All drivers must exercise special caution when in proximity to these vehicles; do not drive in front of emergency vehicles responding to an emergency, or on scene of an emergency.

c. All vehicles described in this Subsection must yield the right-of-way to taxiing aircraft.

9.16 Actions in Case of an Accident:

a. In case of an accident involving injury or death to any person, the following must be notified immediately:

1) ONT Airport Emergency Dispatchers, (909) 937-1911; or 1-911 when using an ONT passenger terminal courtesy phone.

2) ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

b. All accidents, which result in damage to any property, must also be reported to OIAA ONT Airport Police Services, (909) 937-1911.

c. Any incident or accident involving an aircraft and a vehicle must be reported immediately to ONT Airport Emergency Dispatchers, (909) 937-1911, and ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

d. Any vehicle involved in an accident shall not be moved until released by the ONT Airport Police Officer in charge.

e. All persons involved in an accident, including accident witnesses, shall remain at the scene of the accident until an ONT Airport Police Officer arrives. If witnesses cannot remain at the scene of an accident for reason of other urgent duties, they shall report to the Airport Police Division Office, located at 1923 East Avion Street, Ontario, CA 91761, immediately upon accomplishing their urgent duties.

9.17 Intoxicants and Drugs:

Drivers who operate a motor vehicle or automotive equipment shall not consume intoxicating beverages, drugs or narcotics while on duty; nor shall they have consumed the same within six (6) hours prior to driving on the AOA.

9.18 Right-of-Way:

All vehicles operated in or upon the AOA shall yield the right-of-way as follows:

a. To all aircraft being taxied, towed or otherwise moved, including their towing and guiding vehicles, and ground safety personnel.

b. Emergency vehicles and equipment responding to an emergency; i.e., ONT Aircraft Rescue and Firefighting (ARFF), ONT Airport Police, City of Ontario Fire and Police Department, Rescue Ambulances, or vehicles which display California Emergency Vehicle exterior lighting; including ONT Airport Operations vehicles with yellow rotating beacons.

c. Vehicles operating on service roadways take precedence over all vehicle traffic in entering roadways from: leased premises, aircraft parking aprons and loading cargo ramps, and other equipment parking areas.

d. At road intersections or junctions and in all other areas vehicles shall yield to vehicles the right before left principle (right-of-way) shall apply, unless prescribed otherwise by traffic signs.

9.19 Use of AOA Roadways:

Vehicles shall use only designated and marked (surface painted) roadways and access lanes when crossing taxiways and taxilanes, or when entering/exiting aircraft aprons and cargo loading ramps as follows:

a. If a driver's destination is located off a designated roadway (at passenger terminal gates, aircraft parking positions, or equipment parking areas) the marked roadway shall be used as long as possible. Vehicles entering and exiting aircraft aprons and ramp areas shall use all due care; the shortest route must be taken to/from the roadway. Entrances/exits to access lanes are delineated by elevated red retro-reflective markers.

b. Access lanes may be used only if it does not hinder or endanger taxiing aircraft traffic. Access lanes must be used with special care and attention and must be cleared immediately if aircraft approach.

c. Vehicles are prohibited from leaving marked roadways, or driving on Aircraft Movement Areas, unless escorted by Airport Operations, Airport Police or Airport Safety personnel.

d. Vehicles are prohibited from driving through aircraft parking positions and passenger terminal gates.

9.20 Speed Limits:

Vehicles shall be operated on the ONT AOA in strict compliance with speed limits as follows:

a. **20 mph** on the main ONT roadway loop, including roadways.

b. **10 mph** on all access drives to/from aircraft aprons, cargo loading ramps, aircraft parking positions, passenger terminal gates.

c. **5 mph** on baggage drives, fuel farms, hangars and other enclosed areas.

d. **At walking speed** - 3 miles per hour or less where aircraft occupy parking positions and gates.

e. **Basic Speed Laws** apply; at no time shall drivers exceed speeds which are reasonable and prudent, consistent with prevailing visibility, and existing weather conditions due to fog, precipitation, smoke, and haze, respective of available lighting and traffic conditions.

9.21 Traffic Signs, Directions, Signals and Markings:

a. All vehicles operated on any Airport property must at all times comply with any lawful order, signal, or direction by authorized Police, Safety Officers or Airport Operations personnel.

b. The CEO or his duly authorized representative is authorized to place and maintain such traffic signs, signals, pavement markings, and other Airport property as required to indicate and carry out the provisions of these Rules and Regulations and of the California Vehicle Code to guide and control traffic.

c. Where traffic is controlled by traffic lights, signs, mechanical or electrical signals, or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized OIAA representative directs otherwise.

d. Airport signs generally conform to the standards set by the California Vehicle Code. In addition, special OIAA signs may be posted to alert drivers to special conditions.

e. Where conditions preclude the use of post-mounted traffic signs, surface painted roadway markings shall have the same validity.

Special caution is advised in cases of limited visibility and/or poor road conditions.

9.22 Special Safety Rules:

a. The use of vehicles on the ONT AOA shall be limited to the absolute minimum required. Unnecessary running of engines is prohibited.

b. Hydraulic stabilizers on vehicles may be extended only after it has first been ascertained that all persons are clear of the danger area.

c. The use of forklifts for cargo handling at passenger terminal gate positions is prohibited.

d. Moving scissors-type vehicles, with scissors extended, is prohibited, except to position the vehicle against an aircraft for servicing. The scissors shall not be extended behind an aircraft with engines running. When scissors are extended, a safety lock is required to prevent injury to personnel due to inadvertent lowering of the scissors platform.

e. A guide person is required whenever the vehicle operator's vision is restricted.

9.23 AOA Driving Area Definitions:

a. Roadways; a system of six (6") inch wide white color surface painted parallel markings which demark roadways, access lanes and passage ways or other designated ways intended for the movement of ground vehicle traffic on the AOA. Roadways intersect aircraft taxiways, as such, ground vehicle operators shall stop to visually ensure their vehicle and equipment are safely clear of all aircraft before proceeding across the taxiway intersection; roadway vehicles may cross taxiway intersection(s) after verifying no danger of collision exists for aircraft occupying, approaching, or exiting the taxiway.

b. Access Lanes; exit and entry points to/from roadways allowing ground vehicles and equipment access to aircraft aprons, cargo ramps, public aircraft parking positions, and passenger terminal gates. Ground vehicles and equipment using access lanes may cross taxilane(s), to gain access to roadways, after the vehicle operator has ensured all equipment can remain safely clear of aircraft occupying, approaching, or exiting the taxilane to be crossed.

c. Aircraft Parking Positions; an area around an aircraft position designated for public parking and/or servicing of aircraft, as delineated by signs surface painted markings and buildings or hangars.

1) Aircraft parking positions are normally bounded by passenger terminals, aircraft aprons, cargo ramps, buildings, perimeter fences or roadways. All public aircraft parking positions are co-located with roadway or access lane (solid white lines), and Aircraft Movement Area boundary markings (one (1) solid and one (1) dashed yellow line), which demark the physical limit of a properly parked aircraft, providing safe separation for aircraft maneuvering on adjacent taxilanes or taxiways. Additionally, aircraft parking positions located at ONT passenger terminal gates are marked with surface painted aircraft safety zones, or envelopes, consisting of two (2) solid red stripes separated by one (1) solid white stripe.

2) No vehicle may operate or park inside the envelope of an aircraft parking safety zone, except to actively service an aircraft.

3) Drivers of ground vehicles must exercise special caution when aircraft are taxiing and maneuvering into, or out of, aircraft parking positions. Drivers can make several observations to help identify when an aircraft will soon occupy or push off an aircraft parking position:

a. When an aircraft is about to occupy (taxi into) an empty aircraft parking position, or gate, observe the following indications:

i. Passenger Boarding Bridges (PBB) have a lighted amber rotating beacon; the beacon will be lighted and rotating.

ii. All ground support equipment is clear of the red/white aircraft safety zone envelope area.

iii. Aircraft ground support staff are positioned outside at the top, and sides, of the painted red/white aircraft safety envelope.

b. When an aircraft is about to depart (pushback) from an aircraft parking position, or gate, drivers should observe the following conditions;

i. Aircraft position lights are lighted; GREEN on the right wing tip and RED on left wing tip.

ii. Aircraft beacons/strobes on the belly and top of the aircraft are flashing RED, the aircraft doors are closed, and the PBB is pulled away from the aircraft.

iii. Aircraft wheel chocks have been removed from the landing gear, and vehicles are no longer servicing the aircraft. Use caution, aircraft engine(s) may be running.

4) For your personal safety, and the safety of others, aircraft parking position red/white safety zones must be strictly observed. Vehicles stopped/parked inside an aircraft parking position safety zone envelope must be attended at all times.

d. Taxiways and Taxilanes: Taxiways are a defined path for the taxiing of aircraft from one part of an airport to another marked by a continuous yellow centerline. Taxilanes are a defined path for the taxiing of aircraft, which provides access from taxiways to aircraft parking positions and other terminal areas marked by a continuous yellow centerline.

1) Taxiways and Taxilanes are reserved for aircraft traffic.

2) Driving of motor vehicles on aircraft taxiways and taxilanes is prohibited, except when crossed at designated roadways and access lanes. Stopping on aircraft taxiways and taxilanes at any time is prohibited.

3) No person or vehicle shall cross taxiways/taxilanes if an aircraft is in the vicinity. Ground vehicles must stop at posted "Stop" signs, and yield the right of way to the aircraft whether it is taxiing or under tow.

e. Ground Support Equipment (GSE) Parking Areas;

1) GSE parking areas are marked by unbroken white boundary lines and/or by fences, buildings and signs.

2) GSE parking areas may also be located next to an aircraft parking position safety zone envelope. These surface painted safety zone markings are designed to protect operating and parked aircraft, they are; two (2) red lines separated by a white line. No equipment or vehicle shall be parked inside this aircraft safety envelope unless actively being used to service parked aircraft.

9.24 Aircraft Movement Area (AMA):

The ONT Aircraft Movement Area (AMA) consist of runways, taxiways, and other surfaces of the Airport, including Safety Areas, which surround an AMA to protect aircraft which are taxiing, hover taxiing, or performing takeoff and landing. Aircraft Movement Areas exclude taxilanes, aircraft aprons, cargo ramps, aircraft parking positions and passenger terminal gates.

a. The AMA is reserved for flight operations. Walking or driving on active AMA surfaces is prohibited. However, ground vehicles may cross taxiways where required by marked roadways. Approval for AMA access must be obtained from ONT Airport Operations, (909) 544-5344 or (909) 821-7433, and FAA ONT Air Traffic Control Tower (ATCT).

b. All vehicles operating on the ONT AMA shall be equipped with a lighted, rotating amber beacon, making vehicle movement clearly identifiable; and be equipped with an operational two-way VHF radio (transceiver) for communications with the FAA ONT ATCT.

c. All ground vehicle traffic must, at all times, comply with the directions of ONT: Airport Operations, Airport Police, and Aircraft Rescue and Firefighting (Safety Base) personnel.

d. No vehicle shall cross a runway unless escorted by an ONT Airport Operations vehicle having proper FAA ATCT clearance.

e. All vehicles approved to access a closed runway shall enter and exit the closed runway from the runway approach or departure end; except when deemed necessary during emergency conditions, or as approved by ONT Airport Operations.

9.25 Stopping, Parking and Unattended Vehicles/Equipment:

a. Vehicles shall be parked only in OIAA approved parking areas; be secured against uncontrolled rolling by an engaged handbrake and/or have the wheels blocked with appropriately sized wheels chocks. Ignitions shall be switched off unless required for auxiliary functions.

b. Parking of vehicles in surface painted restricted areas that surround fire hydrants, or the blocking of access to fire hydrants is prohibited.

c. No vehicle shall be stopped or parked on any taxiway, taxilane, access service roadway, access lane, or area marked with solid red or red hatched lines. Authorization to park a vehicle in these areas must receive prior approval from ONT Airport Operations, (909) 544-5344 or (909) 821-7433.

d. No vehicle or equipment shall be stopped or parked in an area that blocks the ingress/egress of emergency vehicles, including vehicles responding to the emergency; i.e., ONT Airport Operations, Airport Police and Construction and Maintenance.

e. No person shall stop or park a vehicle, place an object, or perform work blocking another vehicle (equipment) which prevents a forward path free of obstacles. If the vehicle becomes blocked and it cannot freely move forward from its parked position, the operator of the blocking vehicle must immediately notify the blocked vehicle owner/operator.

f. Operators of vehicles and equipment which becomes disabled on AOA roadways must notify the ONT Emergency Dispatch Center, (909) 937-1911; vehicle operators must stay with (attend) the disabled vehicle, or equipment, until released by ONT Airport Operations or Airport Police.

9.26 Driving Under Aircraft:

No vehicle or equipment operator shall drive a motor vehicle under any portion of an aircraft, except where the vehicle is actively involved in servicing that aircraft. When driving under an aircraft, vehicle operators must drive the slowest speed possible paying strict attention to height limitations. A guide person (marshal) shall be used, even when moving forward, if the drivers view from the vehicle is obstructed. This section shall not apply to fueling operations, which are covered separately by **Section 6, Fire Safety.**

9.27 Reversing and Driving Backwards:

Reversing and driving backwards is permitted only if existing conditions make it impossible to drive forward. When reversing or driving backwards, it is the driver's responsibility to ensure that the path is free of obstacles. If the vision of the driver of a motor vehicle is obstructed to the rear for any reason, a guide person shall assist the driver.

9.28 Driving Behind Aircraft Engines:

Aircraft blast can cause severe injury or death. Safe distances must be maintained when operating vehicles, or when walking, in front of or behind aircraft with engines running. Minimum safe distance behind an operating jet engine (at minimum idle power) is 200 feet. All vehicles, equipment, and persons, shall remain well clear of aircraft running jet engines at high power; such as during maintenance runs, taxi, takeoff, or landing roll, until the high power run has subsided or the aircraft has departed:

a. Due to the potential for aircraft blast, drivers of open air and high profile vehicles are advised not to hold on the following roadways and roadway connectors when B-747, B-777, MD-10, MD-11, A340 and A-380 or similar Group VI aircraft are present:

    1) On the north-south access lane(s) east of taxiway P, and west of taxiway W, where located between taxiway N and Taxilane N-1 (between Passenger Terminal 2 and Passenger Terminal 4).

    2) On the east-west roadway at taxiway intersections: P, S-4, S-2; and, between taxilane S-1 and taxiway D south of taxiway S (Fed- Ex).

    3) On the east-west access lanes of taxiway intersections: W-1, W-2 and W-3 (United Parcel Service - UPS).

    4) At the east-west roadway at taxiway intersections: P, R, V, U and W (between Terminal 2 and Terminal 4).

9.29 Driving Between Aircraft and Passenger Terminal or Bus Loading Gates:

a. In aircraft parking areas, vehicle and equipment operators must be especially watchful for pedestrians. At no time shall a vehicle be driven between an aircraft and a passenger terminal gate when passengers are actively using the walkways.

b. No vehicle shall be driven in any area between a bus and an aircraft, loading gate or building when the area is actively being used as a walkway for passengers.

9.30 Pedestrian Movement:

a. Pedestrian traffic is prohibited on AOA roadways, access lanes, driveways and between passenger terminals.

b. Pedestrians on runways, taxiways and taxilanes are strictly prohibited.

9.31 Motorcycles and Bicycles:

The use of two (2) wheeled cycles; bicycles and motorcycles on AOA roadways, aircraft aprons and cargo ramps is prohibited.

9.32 Electric Carts:

Use of electric carts and recharging stations are subject to approval by the CEO or his duly authorized representative. All requests for the installation of electric vehicle charging stations must be made in writing to the OIAA, and should including specific details of the electric vehicle, location of use, recharging location and method.

9.33 Towed Vehicles:

a. The maximum length of a vehicle train; inclusive of tractor, trailer, and all other vehicles being towed (except fire safety vehicles), shall not exceed 85 feet; inclusive of the load being towed.

b. Tractor/tug towed trains, full or empty, shall not exceed five (5) carts or lower deck LD-3 containers on single wide dollies. Tractor/tug trains shall not exceed four (4), full or empty, when transporting larger lower deck LD-7 containers, main deck M-1 containers, and bulk cargo pallets on double wide dollies. In no event shall the number towed units exceed a number which is safely under control, as indicated by the proper loading and tracking of the vehicles being towed in the train.

c. No single vehicle, or tractor with semi-trailer, shall exceed 50 feet in length.

9.34 Trailer and Cargo Container Dolly Restrictions:

Trailers and cargo container dollies shall not be permitted on the AOA unless equipped with reflective markings, an operational positive lock coupling and independent locking brake system so that when disengaged from a towing vehicle, neither aircraft engine blast nor wind will cause the equipment to become free rolling. The yoke and hitch of all trailers shall be inspected frequently, by the owner/operator, for metal fatigue to preclude yoke malfunction and failure.

9.35 Vehicle Lights/Reflectors:

a. While operating on the AOA from sunset to sunrise, or in limited visibility conditions, a vehicle's lights must be switched on (low-beam lights). All headlights, taillights, turn signal lights and running or clearance lights on a vehicle shall be in proper working order.

b. Any cart or piece of equipment being towed after darkness must have 3" diameter reflectors, reflective tape or operable lights on both sides and rear.

c. All vehicles being guided must switch on their low-beam lights.

d. Driving with parking lights only or high beam headlights is prohibited.

9.36 Passenger and Employee Transportation:

Passengers and employees may be transported only in vehicles equipped for that purpose, provided the driver has been appropriately trained to operate said vehicle. Class A and B licensing is not required when operating on the AOA; however, it is strongly recommended that drivers hold a valid and appropriate license and medical certificate for the vehicles they are operating. If vehicle is equipped with seatbelts they shall be used and fastened.

9.37 Freight/Cargo Transportation:

All freight/cargo must be transported in a matter that prevents spillage. The use of netting, carts with curtains or in the case of oversize cargo payloads, rope or strapping shall be used for such purpose. Prior to transporting, cargo vehicle operators must inspect trailers and dollies to ensure they are properly secured and connected. Roadblocks by Airport Police will be used to enforce these rules. If freight/cargo payloads transported are not secure the tractor trailer train will be detained; allowed to continue when properly secured.

9.38 In-flight Kitchen/Cabin Service Trucks:

In-flight kitchen and cabin service trucks should be operated in such a manner so that trash bags do not have the potential of falling or being blown off the vehicle. They should be stored behind closed doors in the vehicle or placed in a trash receptacle before driving in the AOA. Service vehicles are prohibited from having open doors or personnel on the rear landing of the vehicle while in motion. See **Section 2 General**, for further information regarding refuse and litter, and use of plastic at ONT.

9.39 Transportation of Dangerous Goods and Hazardous Material (HAZMAT):

a. Dangerous Goods and Hazardous Material (HAZMAT) spills can adversely impact airport operations and the overall safety of the traveling public, exceptional care must be exercised when transporting HAZMAT at ONT.

b. Transportation of approved FAA explosives on the ONT AOA requires prior written permission from ONT Airport Police Services. Possession of DOT Class 1.1 explosives are strictly prohibited at ONT and are subject to Federal prosecution and imprisonment.

c. ONT Aircraft Rescue Firefighters (ARFF), and City of Ontario Fire Department Fire Inspectors, have the right to conduct inspections of all Airport property (public, leased and private) for the safe use and storage of HAZMAT. Any HAZMAT violation shall be reported to the Airport Manager for review and further administrative action.

   For further information regarding the Handling of Dangerous Goods, Explosives and Other Hazardous Materials at ONT. Please refer to **Section 6, Fire Safety.** and, **Appendix 2.**

9.40 Traffic Obstructions:

a. Any found U.S. Mail sack or letter box, airline freight/cargo package, container, and other property observed unattended on aircraft aprons, cargo ramps, aircraft parking positions, or roadways shall be removed and delivered to an Airport Police Officer, or to the Secured Area Access Point (SAAP) Security Officer, as found property for distribution to the appropriate agency or owner, as practicable.

b. Any condition which creates a hazard or obstruction to aircraft, or ground vehicle traffic on the AOA shall immediately be reported to

ONT Airport Operations, (909) 544-5344 or (909) 821-7433. Owners of property creating a hazard, when identified, shall remove the hazard soon as possible.

c. Following the servicing of an aircraft, the aircraft parking position or aircraft safety zone (if marked) must be cleared of all vehicles, equipment, and other obstructions without delay.

9.41 Special Weather and Roadway Conditions:

a. Special caution is necessary if roadway markings (traffic signs, stop limit lines, etc.) and maneuvering aircraft are not visible because of adverse weather; i.e., fog, precipitation, smoke and haze; including diminished road conditions. All persons operating a motor vehicle shall drive at speeds that are reasonable and prudent under the prevailing conditions.

b. In low visibility weather conditions (Runway Visual Range (RVR) below 1200 feet horizontally) ONT Airport Operations and ONT ATCT determine the need to activate the ONT Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan. In LVO/SMGCS conditions, all ground vehicle traffic, construction, and maintenance activity is prohibited in aircraft movement areas. Exempt are Airport operations vehicles issued an ATCT clearance and vehicles responding to emergencies or other special needs situations.

c. All non-essential vehicle operations not directly supporting aircraft servicing will be restricted when the ONT LVO/SMGCS Plan is in effect. Individual airlines shall decide which vehicles are essential for use during LVO/SMGCS conditions.

9.42 Maintenance of Vehicles and Ground Servicing Equipment:

a. Repair, dismantling or servicing equipment in any area other than on tenant approved leasehold(s) is prohibited; however, ONT Airport Operations, (909) 544-5344 or (909) 821-7433, may approve repairs to disabled equipment in public areas, as necessary, to maintain the safe and efficient operation of the Airport.

b. Maintenance of vehicles and equipment on public aircraft parking positions and passenger terminal gates; including aircraft aprons and cargo ramps, is prohibited.

c. For further information regarding hazardous materials and environmental issues involving maintenance and repair of vehicles and equipment at ONT, see **Appendix 2.**

9.43 Authorization to Move Vehicles - Vehicle Impound:

a. The OIAA CEO may move, or cause to be removed (at the owner's/operator's expense) from any restricted or reserved area, any roadway or right-of-way, or any other area on the Airport, any vehicle which is disabled, abandoned, or illegally or improperly parked, or which creates a safety hazard or interferes with airport operations.

b. Any such vehicle may be removed or caused to be removed to the official vehicle impound area designated by the CEO. Any vehicle impounded shall be released to the owner or operator upon proper identification of the person claiming such vehicle and upon payment of the towing charge currently in effect and any accrued storage fees. The Airport shall not be liable for damage to any vehicle or loss of personal property, which might result from the act of removal.

9.44 Vehicle Traffic and Air Operations Area (AOA) Access Control:

a. The responsible office for passenger and vehicle traffic control at ONT is the Airport Police.

b. All persons entering the AOA located inside the Airport Security Perimeter Fence (runways, taxiways, infield safety areas, taxilanes, roadways, fuel storage facilities, aircraft aprons, cargo ramps, aircraft parking positions, passenger terminals, buildings and aircraft hangars) identified as restricted areas in the approved ONT DHS-TSA Airport Security Plan (ASP), Security Identification Display Area (SIDA), are required to have a valid ONT Security Photo Identification Badge in their possession at all times; or, be under positive control escort provided by an individual(s) having an “E” escort icon displayed on their Security Photo Identification Badge.

c. Permits and/or Security Photo Identification badges shall be presented to SAAP guards and at all Police inspection stations and control posts upon entry without special request.

d. Airport Police personnel are authorized to check all persons and vehicles in the AOA to determine identity, ensure compliance with

these Rules and Regulations, and protect all persons and property in the area.

e. ONT Airport Operations is also responsible for traffic control on aircraft aprons/ramps and authorized to check persons and vehicles within the provisions of the law.

f. Under emergency conditions and by specific orders of Airport Police or ONT Airport Operations personnel, traffic may be detoured, halted or diverted in any manner to maintain safe and efficient operations in the AOA.

g. Airport Police and ONT Airport Operations are authorized to prevent any persons from driving in the AOA whose conduct may endanger persons or property. In such cases, the driver's permit may be confiscated.

h. All gates or entrances providing access to the AOA must be closed or barricaded immediately after passage by the user. Any gate observed open shall immediately be reported to the ONT Airport Emergency Dispatchers, (909) 937-1911.

9.45 Contractor Vehicle Operations:

a. Contractor vehicles will not be permitted into ONT Air Operations Areas (AOA) without permission of the CEO, or his duly authorized representative. A Letter of Approval is required prior to any construction, or associated vehicles, being approved on the AOA. Construction vehicles must display a valid Monthly Airfield Access Permit and meet, as a minimum, the following requirements:

1) A FETS Construction Inspector must be present during all phases of OIAA contracted construction activity.

2) Construction activity on ONT Aircraft Movement Areas (AMA) requires daily approval from ONT Airport Operations, (909) 544-5344 or 821-7433, with construction safety briefings conducted daily and prior to starting work on the AMA. An Airport Operations escort may be necessary during the hours of construction.

3) Construction contractors working on the AOA who need to operate vehicles on the AMA (runways, taxiways) and aircraft

aprons and cargo ramp areas shall and shall furnish flag persons and traffic signaling as required by OIAA.

4) Construction contractors working on the Airport requiring frequent access to the AOA through gates, not normally granted via ONT Secured Area Access Points, shall furnish guard personnel to control such gates and prevent access to the AOA by unauthorized persons and vehicles.

9.46 Construction Vehicle Flag Requirements:

a. Contractors shall furnish 3' x 3' orange/white checkered flags affixed to the highest point of all construction-related and oversized vehicles as follows:

1) On all vehicles and/or equipment not equipped with a continuously operating yellow beacon.

2) On all vehicles and/or equipment that are parked or operated adjacent to any runway, taxiway/taxilane, aircraft maneuvering area, aircraft parking position or passenger terminal gate.

3) On all vehicles traveling on ONT approved haul routes and AOA roadways.

4) On all contractors' vehicles utilized to escort sub-contractors on AOA roadways, aircraft aprons and cargo ramps.

5) On all cranes (at highest point) during daylight hours; at night crane owner/operators shall add a steady red light (minimum of 100 watts) atop while the crane boom while raised. Note: all cranes operated within five (5) statute miles of an airport require an FAA 7460-1 Aeronautical Study be conducted and approved prior to operation.

b. AOA construction vehicles do not require orange/white checkered flags by meeting all of the following conditions, they: are not oversized, are properly marked with company logos on both sides, will travel only on marked roadways to/from; aircraft aprons, cargo ramps, and will be parked clear of all aircraft maneuvering areas, aircraft parking positions and passenger terminal gates.

9.47 Compliance and Enforcement of Motor Vehicle Operations Rules and Regulations:

a. All persons, while on the Airport, shall comply with all lawful orders or directives given by representatives of ONT Airport Police and/or Airport Operations. This obligation also applies to orders issued by persons exercising legal powers within the scope and course of their employment and duties; i.e., ONT Aircraft Rescue and Fire Fighting (ARFF), City of Ontario Police (OPD) and Fire Departments (OFD), and Divisions of the Department of Homeland Security (DHS); including, Federal Aviation Administration (FAA), U.S. Customs and Border Protection (CBP), Transportation Security Administration (TSA), and related DHS Law Enforcement Agencies.

b. Violations of these Rules and Regulations may lead to temporary suspension or permanent revocation of the privilege to operate a motor vehicle on the AOA or at the Airport overall. Any Airport Police Officer, ONT Airport Operations representative, or other OIAA representative designated by the CEO, or her/his duly authorized representative, shall have authority to enforce these Rules and Regulations.

c. Many of the Rules and Regulations applicable to the operation of motor vehicles at ONT are contained in the statutes of the State of California Vehicle Code and the City of Ontario.

d. Driving on the AOA of the Airport is a privilege granted by the OIAA CEO and may be suspended or revoked at any time for just cause.

SECTION 10 - AIRPORT SIGN POLICY

This section provides a brief overview of the Ontario International Airport (ONT) Sign Policy for tenant signage in ONT passenger terminal areas.

These guidelines are intended to provide tenant signage criteria for existing and new or remodeled terminal facilities being proposed and constructed at ONT. This policy is meant to provide the minimum limitations on signage in these areas.

Any sign not having the approval of the OIAA CEO, or her/his duly authorized representative, in writing, shall not be installed; any existing signs not having approval of OIAA shall be removed; and, the request for approval shall be submitted in accordance with Subsection 11.05 of this policy. If any existing sign exceeds the limitations stated in this policy, but has previously been approved by the OIAA or its predecessor, that sign shall be allowed to remain as is. However, if there is to be a change or relocation in any way involving approved signs, the OIAA shall require these signs to be changed to conform to the limitations of this policy.

The purpose of this sign code is to provide an effective signing program to aid the public using airport facilities and, at the same time, limit the advertising nature of such signing. In short, the acceptable criteria for a sign are one that meets the immediate needs of the airport user. Signs of an advertising nature will not be allowed.

In practice, regardless of the many guidelines, unauthorized signs always pose problems. The CEO or his duly authorized representative will periodically review the leaseholds for signage compliance. By referring to this policy for the proper procedures and limitations, unnecessary expenditures and inconveniences can be alleviated.

10.1 General Rules and Definitions:

a. All signs shall be of an informative nature designed to meet the immediate needs of the traveling public. Signs of an advertising nature are not permitted unless approved by the OIAA.

b. No backwashed, animated, or flashing signs are permitted. Internally illuminated signs shall be kept to a minimum and will only be allowed in the specific circumstances mentioned in the text of this code.

c. Signs in public areas are the responsibility of the OIAA. Signs in leased areas are the responsibility of the tenant.

d. No signs shall be permitted on exterior doors or windows except those required to meet safety standards.

e. No signs shall be permitted on the roof of any building. This regulation also applies to any structure atop a building, such as the ticketing building pylons.

f. No exposed cans, raceways, crossovers, or exposed neon tubing shall be permitted.

g. All signs must meet safety standards. All illuminated signs shall bear the label of the Underwriters' Laboratories, Inc., and shall meet all local code requirements.

h. Signs of a promotional nature may be displayed if such signs or promotions are first authorized in writing by the CEO or his designated representative with the understanding that such signs or promotions are of a temporary nature. The CEO or his designated representative shall approve the duration of the promotional activity, but that said activity shall have a maximum longevity of 30 days.

i. Signs not covered in this code are to be considered prohibited. Exceptions may be granted if such additional signing serves the public.

10.2 Exterior Airline Signs – Ticketing and Satellite/Concourse Buildings:

a. Ticketing Buildings (upper and lower levels); No signage shall be permitted on the exterior surfaces of the ticketing buildings. Signing for the tenants and terminal activities will be limited to sign modules under the canopies and under the elevated roadways. All under canopy and roadway signing shall be furnished and installed by the OIAA The copy on these signs will be limited to the system alphabet (Helvetica) and color or logo/signatures will not be permitted. The copy, frequency, and placement of these signs will be determined by the OIAA CEO.

b. Sidewalk Check-in Facilities; Airline identification signs shall be permitted on curbside check-in counters. Letter area and logo height shall not exceed six (6) inches. These signs shall be attached to the check-in counter only. No signs shall be permitted on conveyor systems, housings, or other structures.

c. Satellite/Concourse Buildings; No signs shall be permitted on the exterior surfaces of the satellite/concourse buildings or tenant constructed appendages except those relating to safety or numerical gate identification. Gate numerals shall have a height of 18 inches. Such signs may be illuminated as specifically approved.

10.3 Interior Airline Signs - Ticketing and Satellite/Concourse Buildings:

a. Ticketing Buildings; Airlines are responsible for the primary airline identification (recognized logo/signature) and shall be confined to the counter back-wall.

1) Airline identification on the overhanging fascia will be limited to the corporate name in the system alphabet (Helvetica) and is the sole responsibility of the OIAA.

2) Airline identification will be limited to the basic corporate name in the system alphabet (Helvetica) on the fascia. Additional copy such as "Airlines" will not be permitted. Frequency and copy size will be governed by linear counter length, architectural guidelines for that building, and follow standards set by the OIAA. All fascia signs are the sole responsibility of the OIAA.

b. Baggage Claim or Check-In Signs; Signs directly relating to the claiming of baggage or check-in of baggage are permitted. Letter height is restricted to a maximum of 4 inches with a maximum letter area height of 18 inches.

c. Satellite/Concourse Buildings; No sign(s) in these areas shall be illuminated, except numerical gate identification signs.

10.4 Concessionaire Signs in the Passenger Areas:

a. Auto Rental Agency;

1) Identification on the overhanging fascia will be limited to the basic corporate name in the system alphabet (Helvetica). The letter height will be dictated by the signage system or motif requirements of that area or building and approval by the OIAA.

2) Corporate identification (recognized logo/signature) shall be confined to the counter back wall. The back wall treatment shall be restricted in display content to one logo/signature. The

maximum letter height is eight (8) inches and the maximum letter area height will be 12 inches. Internally illuminated combination logo/reservation plastic holders are not permitted.

3) Line control or queue signs suspended from the fascia directly above the counters shall be greater than four (4) inches high and the letters shall not exceed two (2) inches in height. Logo/signatures shall not appear on these devices nor shall they have additional attached appendages. These signs shall match in illumination and clear distance from the floor.

4) Signs used to identify unoccupied counters or telephones for this purpose shall have a maximum letter height of one (1) inch and a maximum letter area height of four (4) inches.

b. Bus and Limousine Services; All signs for bus or limousine services shall have a letter height not to exceed four (4) inches, with a maximum letter area height of 12 inches.

c. All Other Concessionaires; Concessionaires must submit graphics and sign proposals to the OIAA for review. Graphics, signs, and letter sizes will be approved based on each individual situation.

10.5 Submitting Sign Requests:

a. Before any sign may be installed, drawings must be approved by the CEO. Submit all requests to:

L.A.-Ontario International Airport
Administration Offices
1923 East Avion Street
Ontario, CA 91761
(909)937-2700

b. The sign drawing submitted shall include the following:

1) A scale drawing of sign location and an elevation view of building fascia or wall showing the sign in place.

2) A detail scale drawing of the sign showing letter style, dimensions, and specifications describing materials and color.

c. For other buildings or conditions not listed in the code, review and approval of signs will be based on those portions of this Sign Policy deemed to be most applicable to the sign presented for approval.

d. Every sign permit issued shall expire 180 calendar days from the date of issuance if the work permitted thereunder has not commenced, or if the work started has been suspended for a period of 180 days or more.

APPENDIX 1 – LVO/SMGCS PLAN

November 1, 2016

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APPENDIX 1

LOW-VISABILITY OPERATIONS/SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (LVO/SMGCS) PLAN

TABLE OF CONTENTS

1.0 INTRODUCTION:

1.01 This Low-Visibility/Surface Movement Guidance and Control System (LVO/SMGCS) Plan describes enhancements, procedures and actions at LA/Ontario International Airport (ONT) is applicable to the airport operator, air traffic control (ATC), and other users and tenants of the Airport during low visibility conditions.

1.02 These enhancements, procedures, and actions are in accordance with the guidance set forth in Federal Aviation Administration (FAA) Advisory Circular 120-57A, Surface Movement Guidance and Control System, current edition and FAA Order 8000.94 Procedures for Establishing Airport Low-Visibility Operations/Surface Movement Guidance and Control System. A LVO/SMGCS Plan is necessary for airports where scheduled air carriers conduct takeoff or landing operations in visibility conditions where Runway Visual Range (RVR) values are 1,200 feet and below.

1.03 The procedures contained in this plan were developed by LVO/SMGCS Working Group which consisted of representatives from Airport Operations, Aircraft Rescue and Firefighting (ARFF), ONT Airport Traffic Control Tower (ATCT), FAA Airports Regional Office, FAA Flight Standards, scheduled airlines, cargo carriers, and other tenants and aircraft operators.

1.04 This document supersedes policies, procedures, rules or guidelines for airports, aircraft or vehicles operators, or air traffic control, as established on 04/19/2007. It does prescribe certain airfield lighting and marking improvements and operating procedures that have been designed to enhance the safety and efficiency of aircraft and vehicle movements.

1.05 To enhance the safety of low visibility operations, 14 CFR Part 91 operators should follow the guidance in this plan to the maximum extent possible and expect follow-me assistance to and from the runway environment.

1.06 This plan addresses current and future enhancements to support low visibility takeoff, landing, and taxiing operations at ONT. The LVO/ SMGCS Working Group will meet not less than once per year to assess low visibility operations and modify the plan as necessary.

2.0 DEFINITIONS:

2.01 Airfield; The portion of the Airport intended to be used wholly or in part for the arrival, departure, and movement of aircraft.

2.02 Airport; Is the LA/Ontario International Airport (ONT) owned and operated by the Ontario International Airport Authority (OIAA).

2.03 Airport Operations; The term "Airport Operations" refers to personnel assigned from the Airport Operations Section who are responsible for the overall management of the airfield.

2.04 Air Carrier; Includes airlines and person(s) who undertake direct public air transportation, by aircraft, or other transportation arrangements. Air carriers do not include General Aviation (GA) aircraft operated for private purposes.

2.05 Air Traffic Control (ATC); All aspects of air traffic operations as regulated by Federal Aviation Administration (FAA) employees, Air Traffic Controllers, and other staff, at Federal facilities including: ATCT, Terminal Radar Approach Control (TRACON), and Air Route Traffic Control Center (ARTCC) within the National Airspace System (NAS).

2.06 Airport Apron Controller; Personnel from airline and/or airport operations providing joint control of non-movement areas. Not in use at ONT.

2.07 Aircraft Apron; A defined area on the airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking and maintenance. Apron areas include the following components:

a. Aircraft Parking Positions, Passenger Terminal Gates and Cargo Ramps; Intended for aircraft parking where passengers enplane or deplane, and cargo is loaded or unloaded.

b. Aircraft Service Areas; adjacent to an aircraft parking position, or passenger terminal gate, aircraft service areas are where personnel stage Ground Service Equipment (GSE) used to load and unload aircraft.

c. Taxilanes; an area providing aircraft under taxi, or tow, access to and from aircraft parking positions, passenger terminal gates, and cargo ramps.

d. Vehicle Roadways and Access Lanes; Identified rights of way on an aircraft apron area designated for ground service, ARFF apparatus, and other emergency vehicles.

2.08 Aircraft Movement Area; Runways, Taxiways, and other areas on the AOA are used for taxi, hover, air taxi, takeoff, and landing of aircraft; exclusive of aircraft aprons, cargo ramps and aircraft parking positions.

2.09 Aircraft Non-movement Area; ONT Non-Movement Ares include Taxilanes, Aircraft Aprons, Cargo Ramps, ATC Non-Visibility Areas, and aircraft parking positions which, by definition, are not under FAA Air Traffic Control (ATC).

2.10 Controlling Region; Refers to the FAA geographic region in which the airport is located. ONT is located in the FAA Western-Pacific Region.

2.11 Emergency Access Roadways; Rights of way on aircraft movement areas designated for Aircraft Rescue and Firefighting (ARFF) and other emergency vehicle operations.

2.12 Mandatory Runway Holding Position Signs, Markings and Guard Lights; A system of signs, markings and lights designed to protect the active runway environment; installed on all taxiways which intersect ONT runways; they include the following:

a. Surface Painted Holding Position Markings; Installed at all runway intersections, Surface Painted Holding Position Markings identify runway entrance/ exit locations. Surface painted holding position markings delineate the appropriate holding point for pilots and Airport users to remain clear of aircraft operating on the adjacent runway.

b. Mandatory Runway Holding Position Signs; Installed at all runway intersections, a mandatory runway holding position sign is elevated with white numbers/letters on red background and collocated to the surface painted hold position marking.

c. Runway Guard Lights - Elevated; installed at all runway intersections, Elevated Runway Guard Lights are a pair of alternating flash (wig-wag) yellow lights, installed on both sides of a taxiway, co-located with runway hold position markings to alert pilots and users to the presence of a runway, assisting in the prevention of runway incursions.

d. Runway Guard Lights - In-pavement; Installed at all runway intersections, in-pavement Runway Guard Lights are an array of alternately flashing yellow lights installed across the entire taxiway, co-located with a runway holding position marking. In-pavement runway guard lights alert pilots and Airport users to the presence of a runway, assisting in prevention of runway incursions.

e. Enhanced Taxiway Centerline Markings; Installed at all runway intersections, Enhanced Taxiway Centerline Markings are surface painted markings which have dashed yellow lines on each side of a solid yellow taxiway centerline installed at all taxiways preceding all runway holding markings, signs and guard lights, which alert pilots and Airport users that they are approaching a runway entrance.

f. Holding Position Sign and Markings for ILS Critical Area/POFZ Boundary; Installed on the west end of Twy N to indicate the aircraft holding positions for Runway 08L ILS critical area. The elevated lighted signs are white letters on a red background and collocated to the surface painted ILS boundary markings.

2.13 Controlling Region; Refers to the FAA geographic region in which the airport is located. ONT is located in the FAA Western-Pacific Region.

2.14 Geographic Position Markings; Not installed at ONT, Geographic Position Markings are pavement markings used to identify the location of aircraft or vehicles during low visibility conditions.

2.15 Instrument Landing System (ILS); A system of FAA installed maintained and monitored Radio Navigational Aids used by ATC and aircraft to assist pilots on approach to the Airport in low visibility and instrument metrological conditions. ONT is approved to accept ILS Category IIIb instrument approaches by appropriately equipped aircraft, operated by properly trained pilots, as regulated by the FAA.

2.16 Low Visibility Operations; The movement of aircraft or vehicles on airfield dedicated paved surfaces when Runway Visual Range (RVR) values and visibility conditions are reported to be 1,200 feet or below.

2.17 Runway Status Lights; Not installed at ONT, Runway Status Lights consist of in-pavement red light fixtures located at runway holding position markings, and ILS critical area holding position markings. Runway status lights may be automated or controllable by ATC and integrated for use with in-pavement (green) taxiway centerline lead-on line lights at locations where aircraft will enter or cross a runway.

2.18 Runway Visual Range (RVR); a value, in feet, of horizontal visibility measured parallel a runway centerline. RVR values are measured at three (3) locations along the length of a runway: Touchdown, Midfield, and Rollout. ONT RVR measuring equipment is installed, maintained and monitored by the FAA.

2.19 Low-Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan; A LVO/SMGCS plan consists of and provides for guidance and control or regulation of all aircraft, ground vehicles, and personnel on the movement area of an aerodrome. Guidance relates to facilities, information and advice necessary to enable pilots of aircraft, and drivers of ground vehicles, to find their way on the aerodrome in low visibility conditions; to keep aircraft and/or vehicles on surfaces or areas intended for their specific use. Control or regulation means the measures necessary to prevent collision and to ensure the safe and efficient flow of aircraft and ground vehicle movement.

2.20 Surface Painted Direction Marking; Not installed at ONT, Surface Painted Direction Markings are usually installed where taxiway direction signs cannot be installed, or where taxiway direction information is needed to enhance taxiway intersections.

2.21 Surface Painted Location Marking; Not installed at ONT, Surface Painted Location Markings are usually installed where taxiway location signs cannot be installed, or where taxiway location information is needed to enhance a taxiway location.

2.22 Taxiway Centerline Lights; Taxiway centerline lights are a series of in-pavement green lights which lead aircraft to/from active runway environments in low-visibility operations. All major parallel taxiways, and most connector taxiways, at ONT are equipped with in-pavement taxiway centerline lighting systems.

2.23 Taxi Route; A specific sequence of lighted taxiways used by aircraft during low visibility operations.

3.0 FACILITIES, SERVICES AND EQUIPMENT:

3.01 **Runways**; ONT has two (2) east-west parallel runways used individually, or in combination, for takeoff and landing of aircraft.

All runways are useable for takeoffs down to 500 feet RVR equipped with Runway Visual Range (RVR), High Intensity Runway Edge Lighting (HIRL), and runway Centerline Lighting (CL).

a. Runway 26L is available for landings down to 600 feet RVR; marked as a Precision Instrument Runway (PIR) with 10,200 feet Takeoff Runway Distance Available (TODA) and Landing Distance Available (LDA), runway 26L is approved to accept Category-IIIb Instrument Landing System (ILS) approaches, and is equipped with RVR, ALSF-2 Approach Lighting System (ALS) with Sequenced Flasher (SF), and Precision Approach Path Indicator (PAPI) lights. Runway 26L lighting includes: HIRL, CL, Touchdown Zone Lights (TDZL), and rapid exit taxiway centerline lighting.

b. Runway 26R is available for landings down to 2400 feet RVR; marked as a PIR with 12,200 feet TODA and LDA, runway 26R is approved to accept ILS Category-I approaches, and is equipped with RVR, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALS-R), and PAPI. Runway 26R lighting includes: HIRL, CL and rapid exit taxiway centerline lights.

c. Runway 08L is available for landings down to 1800 feet RVR; is marked as PIR with 12,200 feet TODA and 11,203 feet LDA (displaced threshold of 997 feet), is approved to accept ILS Category-I approaches; and, is equipped with RVR and MALS-R and PAPI. Runway 08L lighting includes: HIRL, TDZL, CL and rapid exit taxiway centerline lights.

d. Runway 08R is a visual approach runway available for landing down to 5000 RVR, marked as a PIR with 10,200 feet TODA and LDA. Equipped with RVR and a PAPI, Runway 08R lighting includes: HIRL, CL and rapid exit taxiway centerline lights.

3.02 **Taxiway Lighting**; Continuous green taxiway centerline lights extend from all runway rapid exit taxiways and runway end entrances. Continuous green taxiway centerline lights and blue taxiway edge lights also extend the full length of parallel taxiways: S, N, W, and, at all taxiways which intersect runways.
Taxiways: G, H, J, M, and Taxilane N-1, do not meet FAA Advisory Circular AC120-57A lighting requirements for use as low visibility taxi routes; during low visibility conditions aircraft taxiing on these taxiways require escort by Airport Operations.

3.03 **Runway Guard Lights**; Elevated and in-pavement runway guard lights are located at all runway access points and are illuminated at all times to prevent runway incursions.

3.04 **Runway Status Lights**; Not installed at ONT, see Section 2.17.

3.05 **Taxiway Guidance Signing and Marking Inspections**; Taxiway guidance signage and marking are inspected routinely as part of the Airport Operations airport self-inspection program. Electronic monitoring is provided for all signs and lights associated with low visibility taxi routes. This monitoring alerts ATC whenever the lighting system is inoperative.

3.06 **Non-movement Area Control**; The Airport administers control of the AOA non-movement areas on all aircraft aprons, cargo ramps, aircraft parking positions and passenger terminal gates. Airport tenants control some AOA non-movement areas, Fixed Base Operators (FBO), as designated by airport leaseholds or private property. Appropriate movement and non-movement boundary area markings are installed at all aircraft apron boundaries.

3.07 **Surface Movement Surveillance**; Airport Surface Detection Equipment Radar Equipment (ASDE-X) is not installed at ONT.

3.08 **Aircraft Escort (Follow-me) Service**; Upon PIC or ATC request, ONT Airport Operations will provide aircraft escort “follow-me” service to all aircraft. Aircraft escorts are subject to availability based on operational priorities.

a. All General Aviation (GA) aircraft operations (14 CFR Part 91) require Airport Operations to provide (follow-me) escort to aircraft operators to and from the runway environment when RVR values are 1200 feet and below.

Airport Operations escort of aircraft, arriving and departing ONT will originate/terminate upon an aircraft crossing the aircraft movement area boundary marking adjacent the intended Fixed Base Operator (FBO) leased property perimeter.

b. An aircraft Pilot in Command (PIC), assisted by the respective FBO as available, is solely responsible for the operation and control of their aircraft on FBO tenant leased property.

(1) Departing GA aircraft will be escorted by Airport Operations from an FBO leased property perimeter to the assigned departure runway holding position.

(2) Arriving GA aircraft will be escorted by Airport Operations from a designated runway intersection exit to the FBO perimeter as instructed by an ONT ATCT clearance.

3.09 **Aircraft Parking and Passenger Boarding Bridge (PBB) Docking**; The air carrier (airline) PIC, and/or airline service company, are responsible for aircraft within their control; when maneuvering on ONT aircraft parking positions and passenger terminal gates. Operation and docking of ONT PBB(s) to aircraft is the responsibility of the air carrier or aircraft service company operating the PBB. Airport Operations may escort aircraft to the movement area boundary of an aircraft parking position; however, air carriers and/or airline service companies shall assume control of aircraft parking operations when the PIC exits the aircraft movement area.

4.0 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF):

4.01 **ARFF Response**; ONT ARFF facilities are located south of the mid-point of Runway 26L/08R, south of Taxiway S. ARFF response times shall comply with FAA 14 CFR Part 139, as certificated. During low visibility operations, required ARFF apparatus and personnel continuously monitor operations, on stand-by ready, at the ARFF station. ONT Airport Operations is responsible for notifying the ARFF Captain that current weather conditions have activated the ONT LVO/SMGCS Plan.

4.02 **Emergency ARFF response when RVR values are 1,200 feet and below**;

a. ARFF Captain(s) will place personnel on standby alert status when notified of LVO/SMGCS Plan activation.

b. ARFF personnel must receive an ATC clearance from ATCT personnel prior to entering any aircraft movement area and notify ATCT when all ARFF vehicles have cleared movement areas.

ARFF personnel will also notify ATCT on appropriate ATC frequencies when performing tactical operations on non-movement areas; and, when tactical operations have ceased and all ARFF apparatus are clear of those areas.

c. ARFF personnel will notify Airport Operations of all activity requiring access to the aircraft movement areas and when all ARFF equipment is clear of aircraft movement areas.

d. ARFF will become familiar with the low visibility taxi routes described in Exhibit 'A' - Published LVO/SMGCS Taxi Routes.

4.03 **ARFF Low Visibility Training**; ARFF conducts Aircraft Movement Area intersection identification and familiarization training weekly to ensure ONT ARFF effectiveness and safety. ARFF training is also accomplished during disaster drill exercises as required by 14 CFR Part 139.325.

5.0 GROUND VEHICLE CONTROL:

5.01 **Ground Vehicle Access**; Vehicle access onto the airfield is controlled by a system of perimeter fencing, gates and restricted area access control through an individual security photo identification badge system. Mandatory vehicle markings and placards (company logos) are required to identify all vehicles in ONT Air Operations Areas (AOA). Non-permitted vehicles (vendors, and tenant contractors) must be tenant escorted, as individually approved by ONT Airport Operations. ONT Airport Police and Airport Operations personnel have authority over all vehicles operated on the AOA; and, may have any unauthorized vehicle or equipment, deemed unsafe and removed from the AOA.

5.02 **Ground Vehicle Roadways**; Except for the necessary movement on exclusive lease areas, vehicles on the ONT AOA operate within a clearly marked system of vehicle roadways, access lanes, aircraft aprons and cargo ramps. Service roads are identified by solid white edge lines and a dashed white line used as centerline divider. Where a service road intersects a taxiway, a solid white stop line is provided across the vehicle lane at a point that assures adequate clearance from taxiing aircraft. Standard “Stop” signs are installed in line with the surface painted white stop line, on the right side of the road, at each entrance. Dashed white/black “Zipper Lines” are installed across certain taxiways where additional driver reference is needed during low-visibility conditions.

5.03 **AOA Driver Training**; All ONT AOA drivers must be certified as having at least 8 hours practical (on-the-job) training provided by their individual employer, tenant, FBO, or tenant contractor. After completion of the 8 hours of driver training, all drivers must attend an AOA Driver Training class inclusive of LVO/SMGCS procedures for vehicle operations during low visibility conditions are 1200 RVR or below as validated by ONT Airport Operations. All drivers must successfully complete the class and pass the driver training exam. All drivers shall attend this class, every 24 months, upon renewing their LA/Ontario Airport Security Photo Identification Badge.

5.04 **Access Restrictions**; Vehicles operated by Airport Operations and FAA Facility Maintenance personnel may with proper training, access ONT Aircraft Movement Area(AMA) when displaying proper security photo identification badge(s) in vehicles equipped with 2-way VHF radio and lighting equipment. All other access to the AMA will be coordinated and approved by ONT Airport Operations. During low visibility conditions (1200 RVR and below), no vehicles are permitted in the AMA that are not in direct support of the LVO/SMGCS Plan.

5.05 **Construction**; ONT will obtain prior FAA approval for any temporary alternatives/changes to the ONT LVO/SMGCS Plan or taxi routes affected by AMA construction in accordance with FAA Order 8000.94, Paragraph 11b. Prior to implementation of the LVO/SMGCS Plan, Airport Operations will stop all construction activity and/or other specialized activity on the airfield that could interfere with aircraft movement.

6.0 AIR TRAFFIC CONTROL PROCEDURES:

6.01 **Background and Operating Concept**; The ONT LVO/SMGCS plan

provides guidance and control of aircraft between aircraft apron and

cargo ramp boundaries, taxiways, and runways, in a safe and efficient manner during low visibility conditions. The coordinated efforts of ONT FAA ATCT and Airport Operations focus on assuring the safe movement of aircraft to avoid inadvertent or unauthorized entry onto Aircraft Movement Areas.

When any one portion of the Airfield is in a low visibility condition; i.e., visibility (RVR) values are 1200 feet and below, the entire Airfield is considered to be in low visibility conditions and LVO/SMGCS procedures and restrictions are in effect.

The concept for accomplishing these objectives is to use the east-west runways in a westerly flow direction only. The principal arrival runway is Runway 26L while both runways may be used for departures.

6.02 **Visibility Reporting**; ONT ATCT personnel will coordinate with Airport Operations when lowering ceiling and visibility conditions indicate that RVR values of 1,200 feet are imminent and LVO/SMGCS procedures will go into effect. Airport Operations shall notify ONT based airlines, airline service companies, FBO and cargo operators, as available, by telephone or other communications. Individual airlines will be responsible for notifying their staff and service companies, or vendors, not notified by Airport Operations, that the LVO/SMGCS plan is in effect.

ONT ATCT personnel will coordinate with Airport Operations prior to implementation of LVO/SMGCS procedures, for a visual inspection of all in-pavement runway guard lights, elevated runway guard lights, runway and taxiway centerline and edge lights and internally illuminated signs for their operational status. Airport Operations shall report the operational condition of each lighting system and signs to ONT ATCT personnel every two hours until RVR values exceed 4,000 feet.

These procedures are terminated by ONT ATCT when no longer deemed necessary due to prevailing weather conditions. ONT ATCT will also advise ONT Airport Operations when the LVO/SMGCS Plan is no longer required, and ONT Airport Operations will advise the airport tenants and other organizations noted above that the LVO/SMGCS Plan is no longer in effect. The airlines will make appropriate notifications when the LVO/SMGCS Plan has been terminated.

6.03 **Departures**; Each air carrier (airline) or aircraft operator is responsible for positioning their aircraft at the Aircraft Movement Area boundary prior to taxi. This may be accomplished with a tug, signalman, follow-me escort vehicles, or other appropriate means, including unassisted taxi, when visibilities on aircraft aprons or cargo ramps permit.

Aircraft established at the movement area boundary, shall contact ATC ground control for taxi instructions. ATC may provide RVR readings to pilots prior to taxiing in the movement area.

When RVR values are 1,200 feet and below, all taxiway lighting shall be illuminated.

FAA Air Traffic Controller(s) may use pilot position reports to monitor aircraft position prior to an aircraft entering an aircraft movement area.

FAA Air Traffic Controller(s) provide taxi instructions and traffic advisories appropriate to the route. The north parallel taxiway, Taxiway N, will be used for all arrival and departure traffic from Runway 26R and Runway 26L.

The south parallel taxiway, Taxiway S, will be used for all arrival and departure traffic to and from Runway 26L and Runway 26R with the exception of United Parcel Service (UPS) aircraft. All UPS aircraft will use Taxiway W for departures on Runway 26L and Runway 26R.

6.04 **Departure Routings**; Aircraft routings for departures will vary depending on the initial location of the aircraft. Aircraft must have ATC clearance prior to entering aircraft movement areas of: Taxilane N1, Taxiway N, Taxiway S, and Taxiway W.

Aircraft already operating in an aircraft movement area when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure runway per SMGCS plan taxi routes herein with ONT Airport Operations “follow-me” escort to all aircraft.

a. Runway 26R departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 26R from Terminal 2 proceed on Taxi lane N1 eastbound, or westbound, and continue south on Taxiway P or Taxiway R to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(2) Aircraft departing on Runway 26R from Terminal 4 precede Taxi lane N-1 eastbound or westbound, and continue south on Taxiway U or Taxiway W, to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(3) Aircraft departing on Runway 26R from West Cargo Ramp (WCR) proceed south on Taxiway B to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(4) Aircraft departing on Runway 26R from the International Arrivals Terminal (IAT) or Terminal 1 require Airport Operations escort from Taxiway G, Taxiway H, and Taxiway J to join Taxiway N. Airport Operations shall terminate the aircraft escort with ATCT after the aircraft has established Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

b. Runway 26L departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 26L from the South Cargo Ramp (SCR) and General Aviation aircraft parking areas; proceed north on Taxilane S1, Taxilane S2, Taxilane S3, Taxilane S4, or Taxiway P, to Taxiway S. Aircraft proceed east on Taxiway S. Aircraft hold short of Taxiway W for Runway 26L departure sequencing.

(2) Aircraft departing on Runway 26L from United Parcel Service (UPS) cargo ramp proceed north on Taxilanes; W1, W2, or W3, to Taxiway W west-northwest. Aircraft hold short of Taxiway S for Runway 26L departure sequencing.

c. Runway 08L departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 08L from Terminal 2

proceed west or east on Taxilane N1 and turn south on Taxiway R or Taxiway P to Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

(2) Aircraft departing on Runway 08L from Terminal 4 proceed west or east on Taxilane N1 and turn south on Taxiway V or Taxiway U to Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

(3) Aircraft departing on Runway 08L from the International Arrivals Terminal (IAT), or Terminal, 1 require Airport Operations escort from Taxiway G, Taxiway H, and Taxiway J to join Taxiway N. Airport Operations shall terminate the aircraft escort with ATCT after the aircraft has established Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

(4) Aircraft departing on Runway 08L from West Cargo Ramp (WCR) proceed south on Taxiway B to Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

(5) Aircraft departing on Runway 08L from Federal Express cargo ramp proceed west on Taxiway S to hold short of Runway 08R. When cleared aircraft cross Runway 08R and Runway 08L to Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

(6) Aircraft departing on Runway 08L from United Parcel Service (UPS) cargo ramp proceed north on Taxilanes; W1, W2, or W3, to Taxiway W west-northwest. Aircraft hold short of Taxiway S for ATC clearance. Aircraft proceed west on Taxiway S to hold short of Runway 08R. When cleared aircraft cross Runway 08R and Runway 08L to Taxiway N. Aircraft proceed west on Taxiway N to Runway 08L.

d. <u>Runway 08R departures</u>; When RVR values are less than 1200 feet, down to and including 500 feet:

(1) Aircraft departing Runway 08R from Federal Express cargo ramp, South Cargo Ramp (SCR), and General Aviation aircraft parking areas; proceed north on Taxilane S1, Taxilane S2, Taxilane S3, Taxilane S4, or Taxiway P, to Taxiway S. Aircraft proceed west on Taxiway S to Runway 08R.

(2) Aircraft departing Runway 08R from United Parcel Service (UPS) cargo ramp proceed north on Taxilanes; W1, W2, or W3, to Taxiway W west-northwest. Aircraft hold short of Taxiway S for ATC clearance. Aircraft proceed west on Taxiway S to Runway 08R.

6.05 **Arrivals**; When RVR values are 1,200 feet and below, all taxiway lighting will be illuminated. However all landings are on Runway 26L, with ATC approved ILS CAT-IIIb approaches certified to 600 RVR. Taxiway's S and N are primary arrival parallel taxiways. ATC may ask arriving aircraft to report "clear" of the runway or ILS critical area.

Aircraft already operating in the movement area when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure runway per LVO/SMGCS plan taxi routes herein with ONT Airport Operations "follow-me" escort to all aircraft.

a. Runway 26L arrivals; When RVR values are 1200 feet, down to and including 600 feet:

(1) In general, all aircraft arriving on Runway 26L exit Taxiway K to the north side or Taxiway F to the south side, as appropriate. If aircraft are unable to exit the runway using the above taxiways, aircraft are to continue roll out to the end of the runway to exit on Taxiway D for north side parking and Taxiway S for south side parking.

(2) Aircraft arriving Runway 26L for Passenger Terminal 2; exit the runway at Taxiway K or Taxiway D to the north, cross Taxiway M, hold short of Runway 26R until cleared by ATCT to cross Runway 26R; clearing Runway 26R proceed east on Taxiway N to Taxiway P or Taxiway R, turn north on Taxilane N1 to the assigned gate location.

(3) Aircraft arriving on Runway 26L for Passenger Terminal 4; exit the runway at Taxiway K or Taxiway D to the north, cross Taxiway M, hold short of Runway 26R until cleared by ATCT to cross Runway 26R; clearing Runway 26R, proceed east on Taxiway N to Taxiway U or Taxiway V north, turn on Taxilane N1 to the assigned gate location.

(4) Aircraft arriving on Runway 26L for the International Arrival Terminal (IAT) or Terminal 1 aircraft parking positions; exit the runway at Taxiway K or Taxiway D to the north, cross Taxiway M, hold short of Runway 26R until cleared by ATCT to cross Runway 26R; clearing Runway 26R proceed east on Taxiway N for Airport Operations Escort onto Taxiway G, Taxiway H, or Taxiway J. Airport Operations will terminate all aircraft escorts upon entering the assigned passenger gate.

(5) Aircraft arriving on Runway 26L for the West Cargo Ramp (WCR) exit the runway at Taxiway K or Taxiway D to the north, cross Taxiway M, hold short of Runway 26R until cleared by ATCT to cross Runway 26R; clearing Runway 26R proceed west on Taxiway N to Taxiway B north, to the assigned aircraft parking position.

(6) Aircraft arriving on Runway 26L for South Cargo Ramp (SCR) or General Aviation parking, Fixed Base Operator (FBO) exits Runway 26L at Taxiway F or Taxiway D to the south. Aircraft arriving for Federal Express or Guardian Jet Center proceed west or east on Taxiway S to Taxiway S2 or Taxiway S1 south, as appropriate. Aircraft arriving Atlantic Aviation, SCR or ASIG proceed east on Taxiway S, turn south on Taxiway S3, Taxiway S4, or Taxiway P, as appropriate.

(7) Aircraft arriving Runway 26L for United Parcel Service cargo ramp exit Runway 26L at Taxiway P, Taxiway F or Taxiway D to the south, proceed east on Taxiway S to Taxiway W south. Aircraft contact UPS ramp control on 131.325 for parking assignment prior to entering Taxiway W south of Taxiway S; proceed via Taxilanes W1, W2 or W3, as appropriate. Taxiway W south of Taxiway S is a non-movement area.

(8) An aircraft shall not be cleared to land while another aircraft is on or crossing the arrival runway; and, an aircraft shall not be cleared to cross or taxi onto a runway on which an aircraft has been cleared to land.

6.06 **Aircraft Operations when RVR values are below 500 feet**; Air carriers are not permitted to enter ONT Aircraft Movement Areas when RVR values are below 500 feet. However, air carrier operators already operating in aircraft movement areas when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure runway, per LVO/SMCGS plan taxi routes with ONT Airport Operations "follow-me" escort available to all aircraft.

6.07 **Aircraft Maintenance - High Power Aircraft Engine Run (run-up)**; Aircraft maintenance high power engine runs (run-up) are not permitted whenever ONT Airport Terminal Information Service (ATIS) reported visibility is less than 2 miles, and/or ceilings are less than 800 feet.

7.0 AIRCRAFT OPERATOR PROCEDURES DURING LOW VISIBILITY CONDITIONS:

7.01 **General**; A PIC conducting low visibility aircraft operations is required to have a current, FAA approved, ONT low visibility taxi route chart. Low visibility taxi routes are available on appropriate NOS, Jeppesen, and LIDO published charts. See Exhibit 'A' herein.

7.02 **When RVR values are at or above 500 feet RVR, Departures**;

a. Departures: All aircraft must have an FAA ATCT clearance prior to entering any aircraft movement area. Departing aircraft will follow company LVO/SMGCS procedures for pushback and engine start prior to entering any aircraft movement area. As appropriate, PIC should request push back and taxi assistance from qualified airline ground service companies; including aircraft marshals, wing walkers and ground safety personnel, or other appropriate means set out in the airline's operating procedures to assist aircraft positioning for entry into aircraft movement areas. ONT Airport Operations "follow me" escort available to all aircraft under tow for departure or relocation to an adjacent aircraft gate on Twy N1.

7.03 **When RVR values are at or above 600 feet RVR, Arrivals**;

b. Arrivals: Arriving aircraft will follow company LVO/SMGCS procedures for taxi to aircraft parking positions, passenger terminal gates, and cargo ramps, as appropriate. Aircraft leaving ONT aircraft movement areas are considered under the control of individual air carriers providing aircraft docking

from qualified aircraft marshals, wing walkers, and ground safety personnel, or other appropriate means set out in the airline's operating procedures to assist aircraft parking.

c. Taxi routing: See section 6.04 and 6.05 as above, herein this LVO/SMGCS Plan.

7.03 When RVR values are below 500 feet: Air carriers are not permitted to enter ONT Aircraft Movement Areas when RVR values are below 500 feet. Air carrier operators already operating in aircraft movement areas when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure runway with ONT Airport Operations "follow-me" escort available to all aircraft.

8.0 AIRPORT OPERATIONS PROCEDURES DURING LOW VISIBILITY PROCEDURES:

8.01 When RVR values are 1200 feet and below;

a. Airport Operations will notify ARFF Senior Safety Officer when ATCT personnel activate or discontinue LVO/SMGCS Plan. ARFF personnel are to be on alert status while LVO/SMGCS Plan is in effect.

b. Airport Operations will notify, or cause to make notifications to, air carriers and fixed base operators regarding LVO/SMGCS conditions by issuance of an appropriate NOTAM.

c. Provide all General Aviation aircraft operations (14 CFR Part 91) "follow-me" escort services to and from the runway environment when RVR values are 1200 feet and below. Airport Operations escort of aircraft, arriving and departing ONT will originate/terminate upon an aircraft crossing the aircraft movement area boundary marking adjacent the intended Fixed Base Operator (FBO) leased property perimeter.

d. Upon ATC or PIC request, provide follow-me escort to all aircraft.

e. All Airport Operations personnel are trained in procedures necessary prior to conducting aircraft escorts in all weather conditions. Specific training guidelines are maintained in the Airport Operations office.

8.02 **When visibility is less than 500 feet**; Air carrier operations are not permitted when RVR values are less than 500 feet. However, aircraft already operating in an aircraft movement area when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure runway per SMGCS plan taxi routes herein. Upon ATC or PIC request, ONT Airport Operations will provide follow-me escort to all aircraft.

8.03 **Aircraft Maintenance - High Power Aircraft Engine Run (run-up)**; Aircraft maintenance high power engine runs (run-up) are not permitted whenever ONT Airport Terminal Information Service (ATIS) reported visibility is less than 2 miles, and/or ceilings are less than 800 feet.

9.0 LVO/SMGCS PLAN RESPONSIBILITIES:

9.01 **Airport Operator**;

a. Serve as the point of contact for the LVO/SMGCS plan, hold meetings of the LVO/SMGCS Working Group and maintain documentation of proceedings.

b. Coordinate a review of the LVO/SMGCS plan and airport activities on at least an annual basis, and amend, publish, and distribute the initial and revised LVO/SMGCS plan.

c. Monitor adherence to the sections of the LVO/SMGCS plan that are under the Airport's control and take action to correct deficiencies.

d. Conduct inspections, report failures and provide maintenance of lighting aids associated with the LVO/SMGCS plan.

9.02 **Airport Traffic Control Tower**;

a. Initiate and terminate LVO/SMGCS procedures specified herein, Paragraph 6.0 - AIR TRAFFIC CONTROL PROCEDURES.

b. Coordinate with Airport Operations Department prior to implement the LVO/SMGCS Plan.

c. Provide directional assistance to ARFF units and other emergency equipment responding during an emergency in low visibility conditions.

d. Monitor and control aircraft and vehicles in movement areas.

e. Develop and coordinate the Low Visibility Taxi Routes charts with FAA Airport Safety Certification Division, FAA Flight Standards Division, and FAA Air Traffic Division, within the FAA Western-Pacific Region.

9.03 Airport Tenants;

a. Participate in the LVO/SMGCS Working Group and disseminate low visibility procedures to company employees.

b. Train personnel in low visibility procedures.

c. Enforce LVO/SMGCS plan driving procedures on the AOA.

d. Assure adherence to all sections of the LVO/SMGCS plan that are under airport tenant control, and take action to correct deficiencies.

10.0 PLAN MILESTONES:

10.01 Near Term LVO/SMGCS Plan; Continue periodic meetings of the LVO/SMGCS working group. Make changes to the LVO/SMGCS Plan as necessary.

10.02 Long Term LVO/SMGCS Plan; Continue to meet FAA mandates regarding LVO/SMGCS Plan and update any necessary lighting and markings required by future FAA publications.

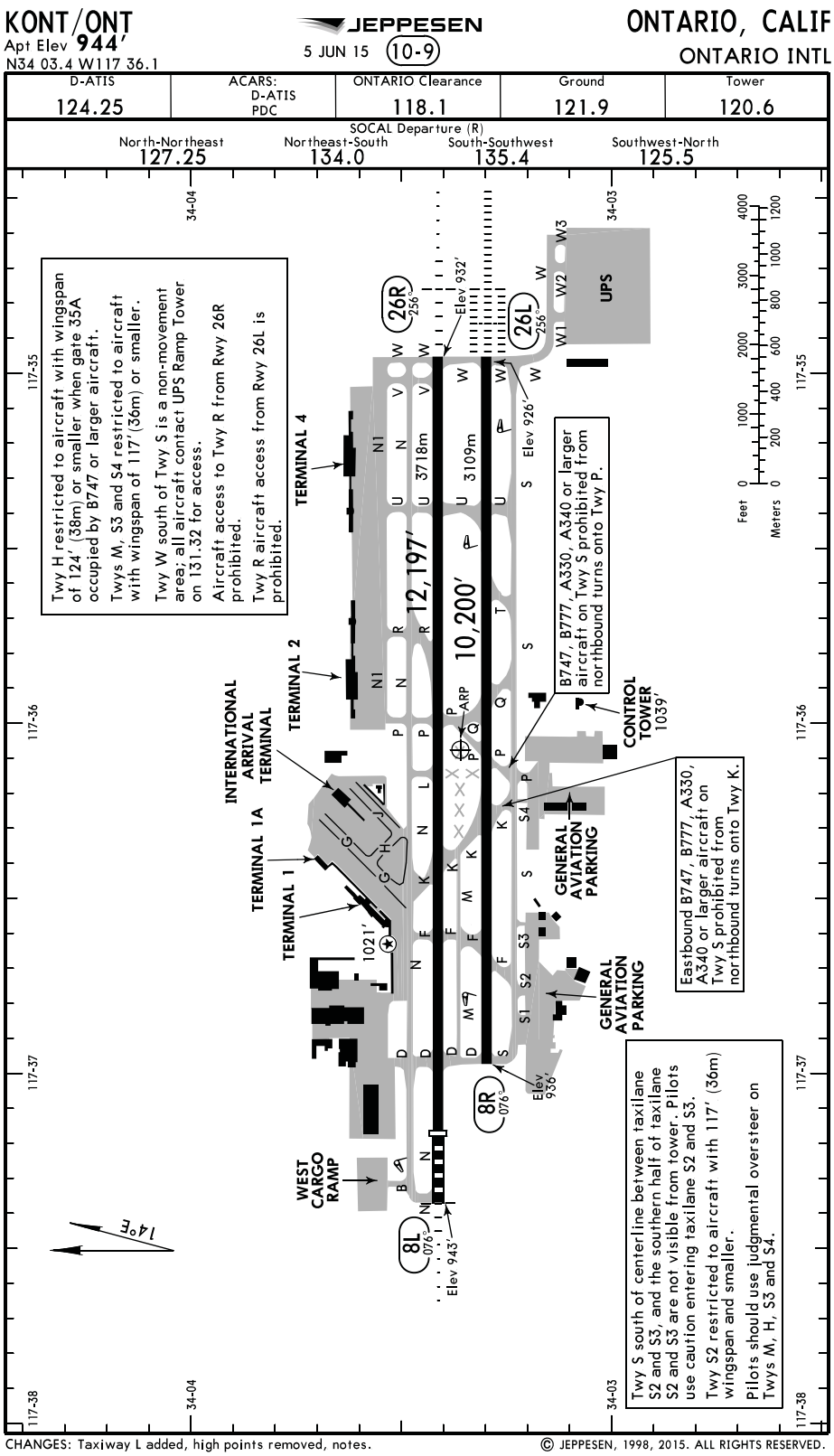
11.0 DISTRIBUTION LIST:

FAA, ONT Airport Traffic Control Tower Manager
FAA, Airport Safety Certification Division, Western Pacific Region
FAA, Flight Standards Division, Western-Pacific Region
ONT, Air Carrier Station Managers
ONT, Air Carrier Chief Pilots
ONT, Fixed Based Operators
ONT, Aircraft Ground Handling Companies
ONT, Aircraft Refueling Companies
ONT, Air Carrier Caterers
ONT, Airport Management
ONT, Airport Operations
ONT, Aircraft Rescue and Firefighting

12.0 REVISION PAGE CONTROL:

Remove Page(s)	Dated	Insert Pages	Date
All	04/19/2007	All	06/01/2010
All	12/21/2012	All	01/30/2013
All	01/30/2013	All	04/01/2014
All	04/01/2014	All	12/18/2014

13.0 EXHIBIT 'A' - PUBLISHED AIRPORT LOW VISIBILITY CHARTS



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GENERAL

CAUTION: Birds in vicinity of airport.
Aircraft parking and contract ground services are limited for alternate aircraft ops.
Noise abatement procedures in effect; full-length turbojet departure encouraged, nightly preferential runway usage, 2200-0700.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	USABLE LENGTHS BEYOND Glide Slope	TAKE-OFF	WIDTH
8L	HIRL CL MALSR TDZ ❶PAPI-L grooved RVR	11,200' 3414m	10,325' 3147m		150' 46m
26R	HIRL CL MALSR ❶PAPI-L grooved RVR		11,037' 3364m		
❶ Angle 3.00°.					
8R ❷ 26L	HIRL CL ❸PAPI-L RVR				150' 46m
	HIRL CL ALSF-II TDZ ❸PAPI-R RVR		9040' 2755m		
❷ Grooved.					
❸ Angle 3.00°.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 8)

Rwy 26L

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 26R

Both RVRs are required and controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8R

With Mim climb of 285'/NM to 3000'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8L

With Mim climb of 285'/NM to 3000'

Both RVRs are required and controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwys 8L/R: Climb heading 076° to 2600' then climbing RIGHT turn direct PDZ VOR, thence climb in PDZ VOR holding pattern (hold northeast, RIGHT turns, 210° inbound) to cross PDZ VOR at or above MEA for route of flight before proceeding on course.

Rwys 26L/R: Climb heading 256° to 2200' then climbing LEFT turn direct PDZ VOR, thence climb in PDZ VOR holding pattern (hold northeast, RIGHT turns, 210° inbound) to cross PDZ VOR at or above MEA for route of flight before proceeding on course.

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwy 8L: Headings as assigned by ATC; requires minimum climb of 280'/NM to 2900'.
Rwy 8R: Headings as assigned by ATC; requires minimum climb of 285'/NM to 2900'.
Rwy 26L: Headings as assigned by ATC.
Rwy 26R: Headings as assigned by ATC.

For TAKEOFF OBSTACLE NOTES see 10-9A1

FOR FILING AS ALTERNATE

	ILS Rwy 8L ILS Rwy 26L	ILS Rwy 26R	LOC Rwy 8L LOC Rwy 26L RNAV (GPS) Rwy 8R	RNAV (RNP) Z Rwy 8L RNAV (RNP) Z Rwy 26L RNAV (RNP) Z Rwy 26R VOR DME Rwy 8R	Authorized Only When Local Weather Available RNAV (GPS) Y Rwy 8L RNAV (GPS) Y Rwy 26L RNAV (GPS) Y Rwy 26R	LOC Rwy 26R
A B C	600-2	700-2	800-2		800-2	800-2
D		700-2¼				800-2¼

CHANGES: Noise abatement note.

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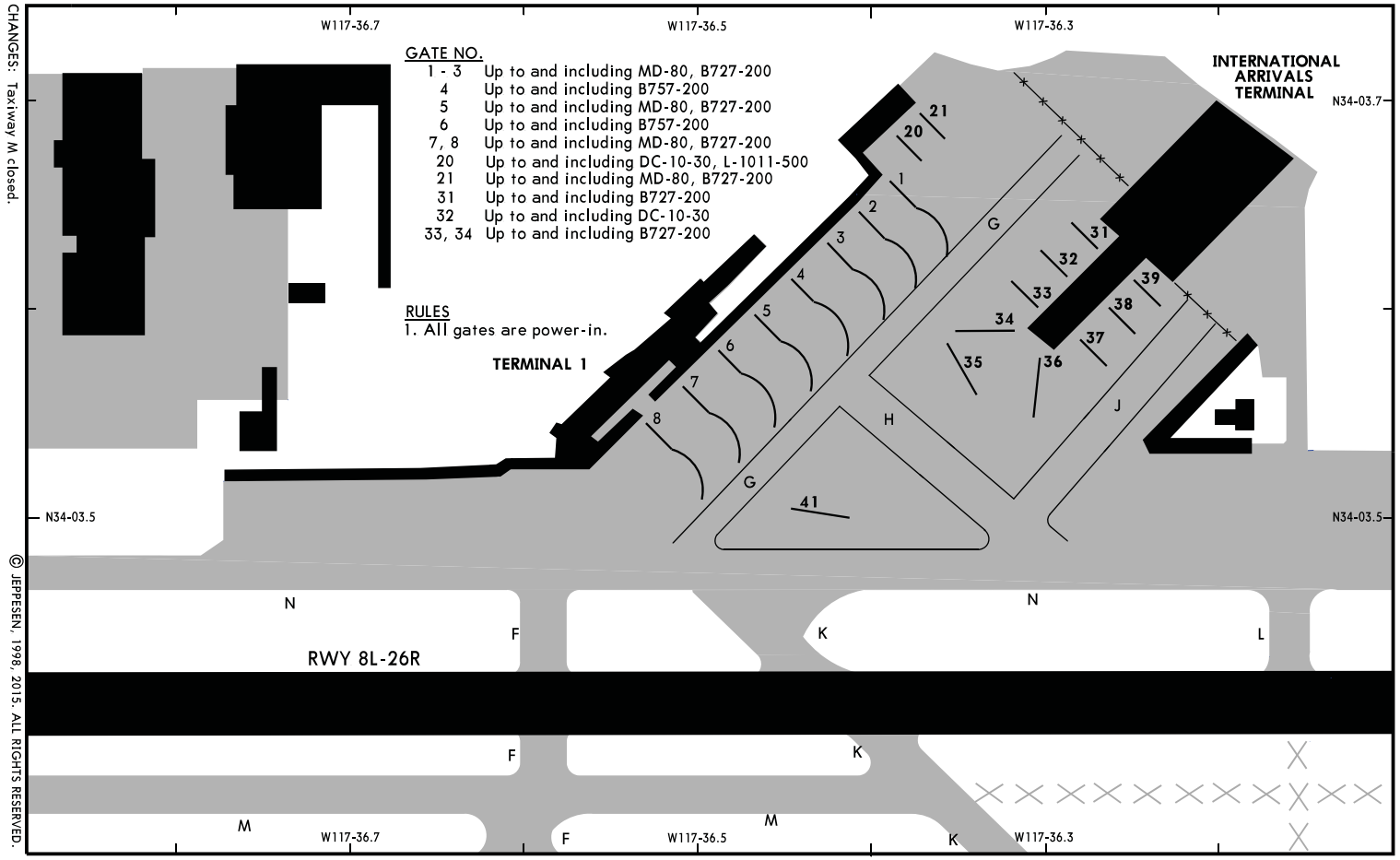

KONT/ONT

5 JUN 15 (10-9B)

JEPPESEN

ONTARIO, CALIF

ONTARIO INTL

kont109b.apt Tue May 19 09:03:24 2015 Rev:06/05/15 (5) Eff:O/R

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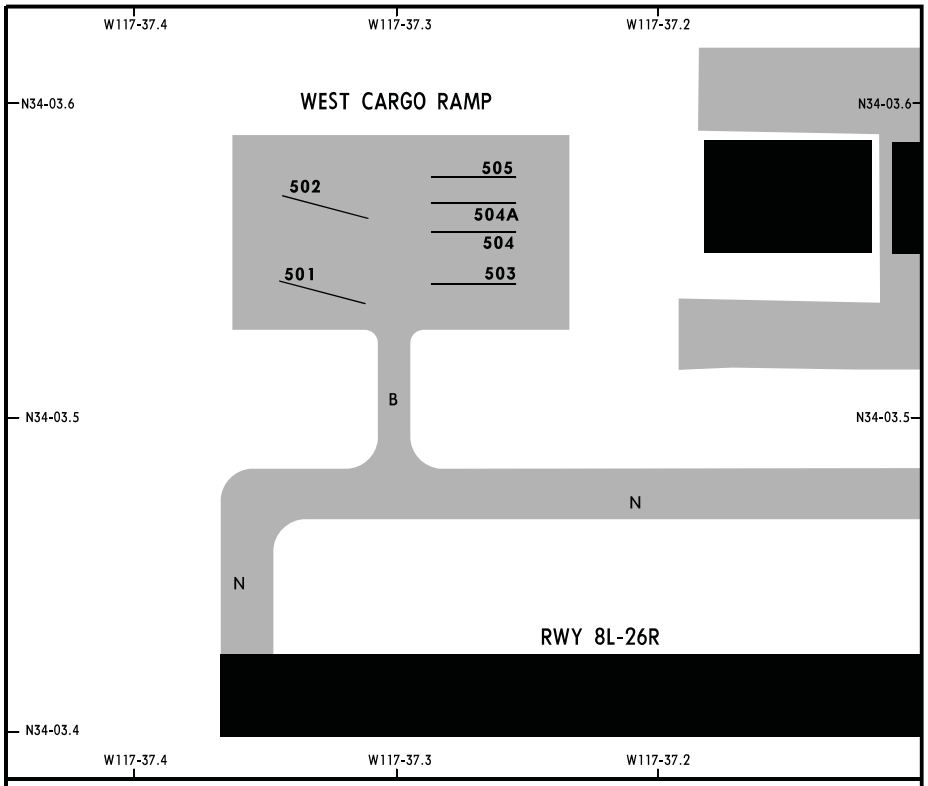
K J B



PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES
1	N34 03.7 W117 36.4
2 thru 4	N34 03.6 W117 36.4
5 thru 7	N34 03.6 W117 36.5
8	N34 03.5 W117 36.5
20, 21	N34 03.7 W117 36.4
31 thru 34	N34 03.6 W117 36.3
35	N34 03.6 W117 36.4
36 thru 38	N34 03.6 W117 36.3
39	N34 03.6 W117 36.2
41	N34 03.5 W117 36.4
501	N34 03.5 W117 37.3
502	N34 03.6 W117 37.3
503	N34 03.5 W117 37.3
504 thru 505	N34 03.6 W117 37.3

CHANGES: Taxiway A deleted.

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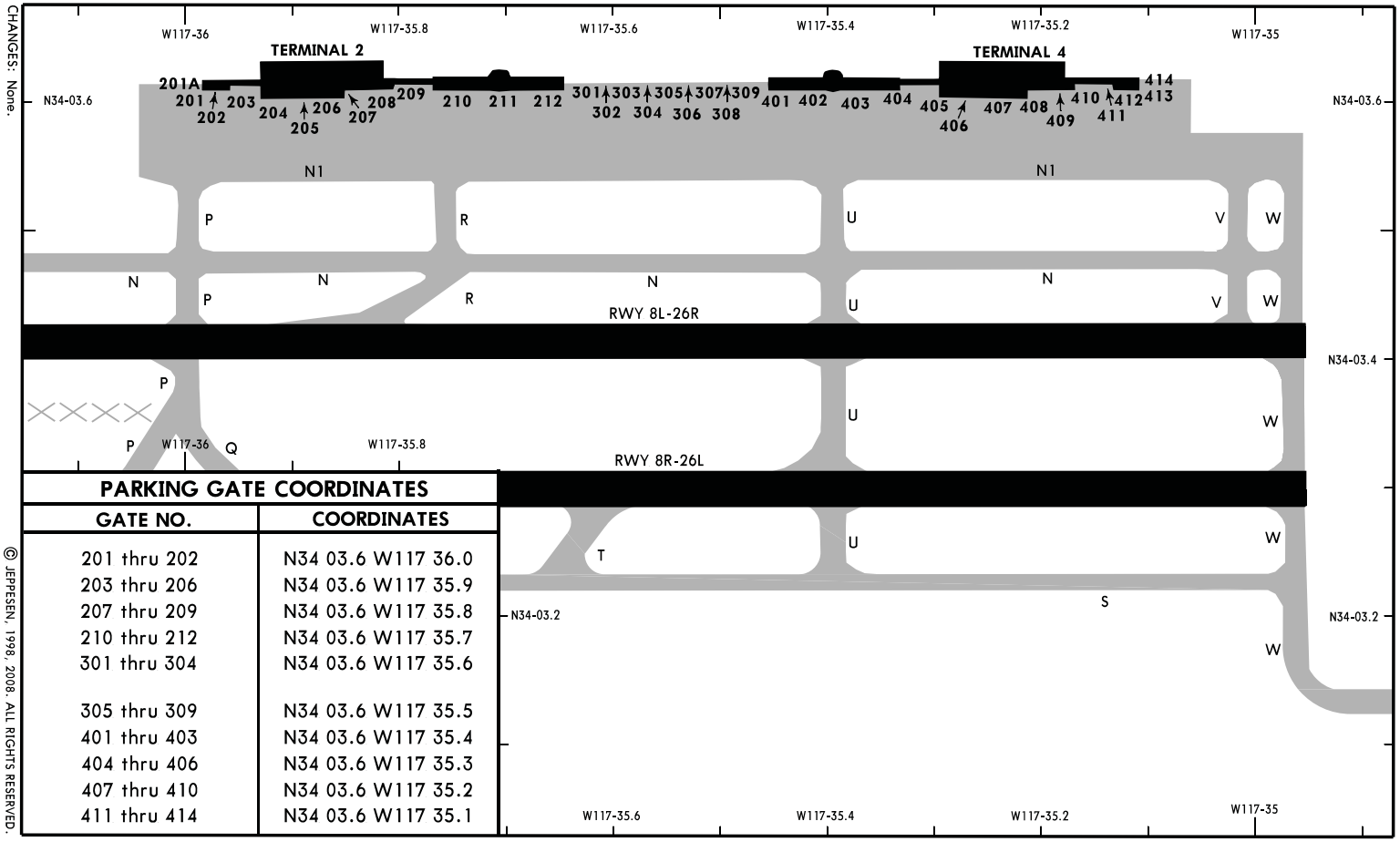
Corrs

CHANGES: None.



PARKING GATE COORDINATES	
GATE NO.	COORDINATES
201 thru 202	N34 03.6 W117 36.0
203 thru 206	N34 03.6 W117 35.9
207 thru 209	N34 03.6 W117 35.8
210 thru 212	N34 03.6 W117 35.7
301 thru 304	N34 03.6 W117 35.6
305 thru 309	N34 03.6 W117 35.5
401 thru 403	N34 03.6 W117 35.4
404 thru 406	N34 03.6 W117 35.3
407 thru 410	N34 03.6 W117 35.2
411 thru 414	N34 03.6 W117 35.1

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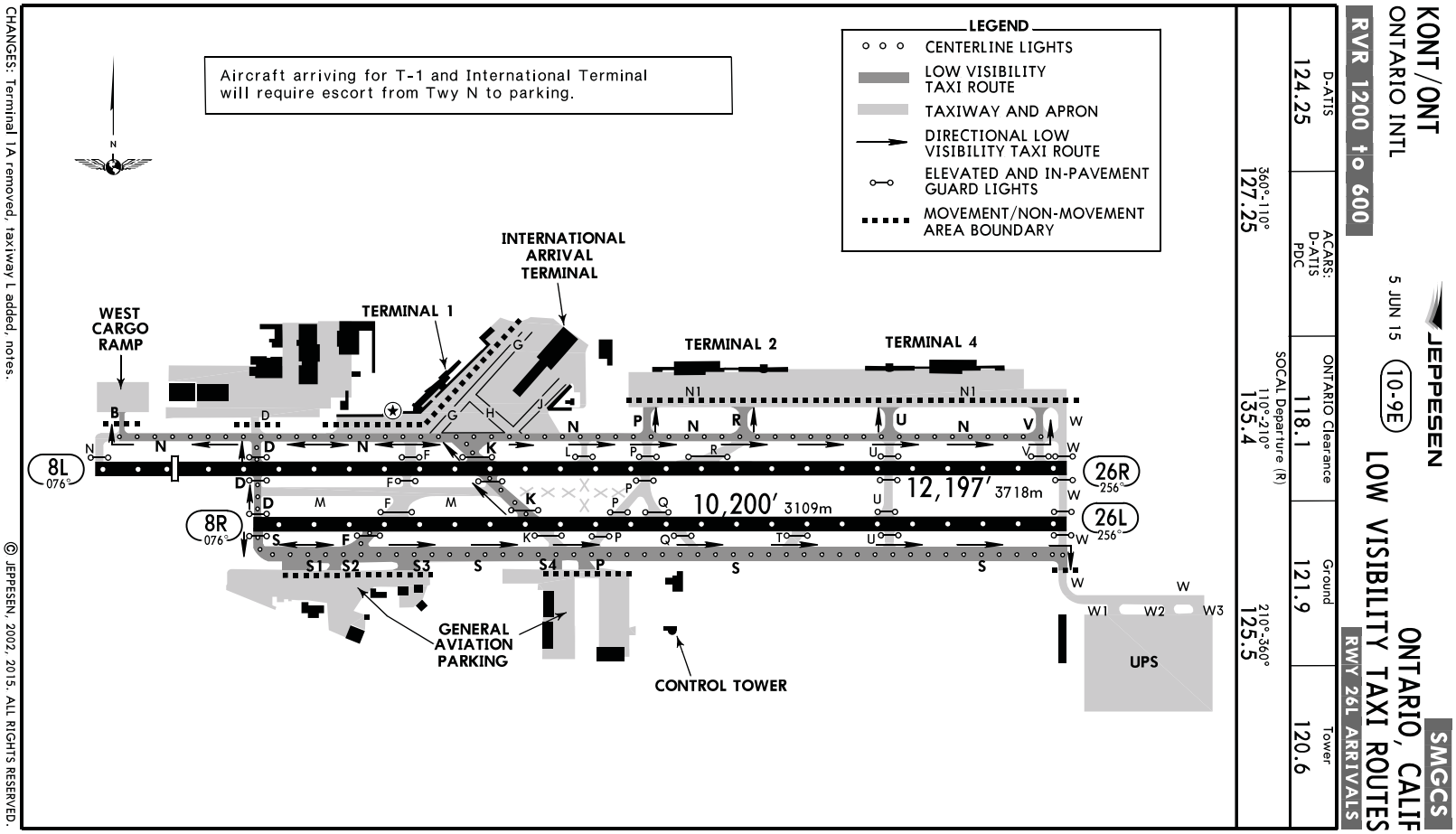

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KONT/ONT
ONTARIO INTL

JEPPESEN

5 JUN 15 (10-9F)

SMGCS

ONTARIO, CALIF
LOW VISIBILITY TAXI ROUTES

RVR 1200 to 500

RWY 8L/R DEPARTURES

D-ATIS	ACARS: D-ATIS PDC	ONTARIO Clearance	Ground	Tower
124.25		118.1	121.9	120.6

SOCAL Departure (R)

360°-110°	110°-210°	210°-360°
127.25	135.4	125.5

CHANGES: RVR, terminal 1A removed, taxiway L added, notes.

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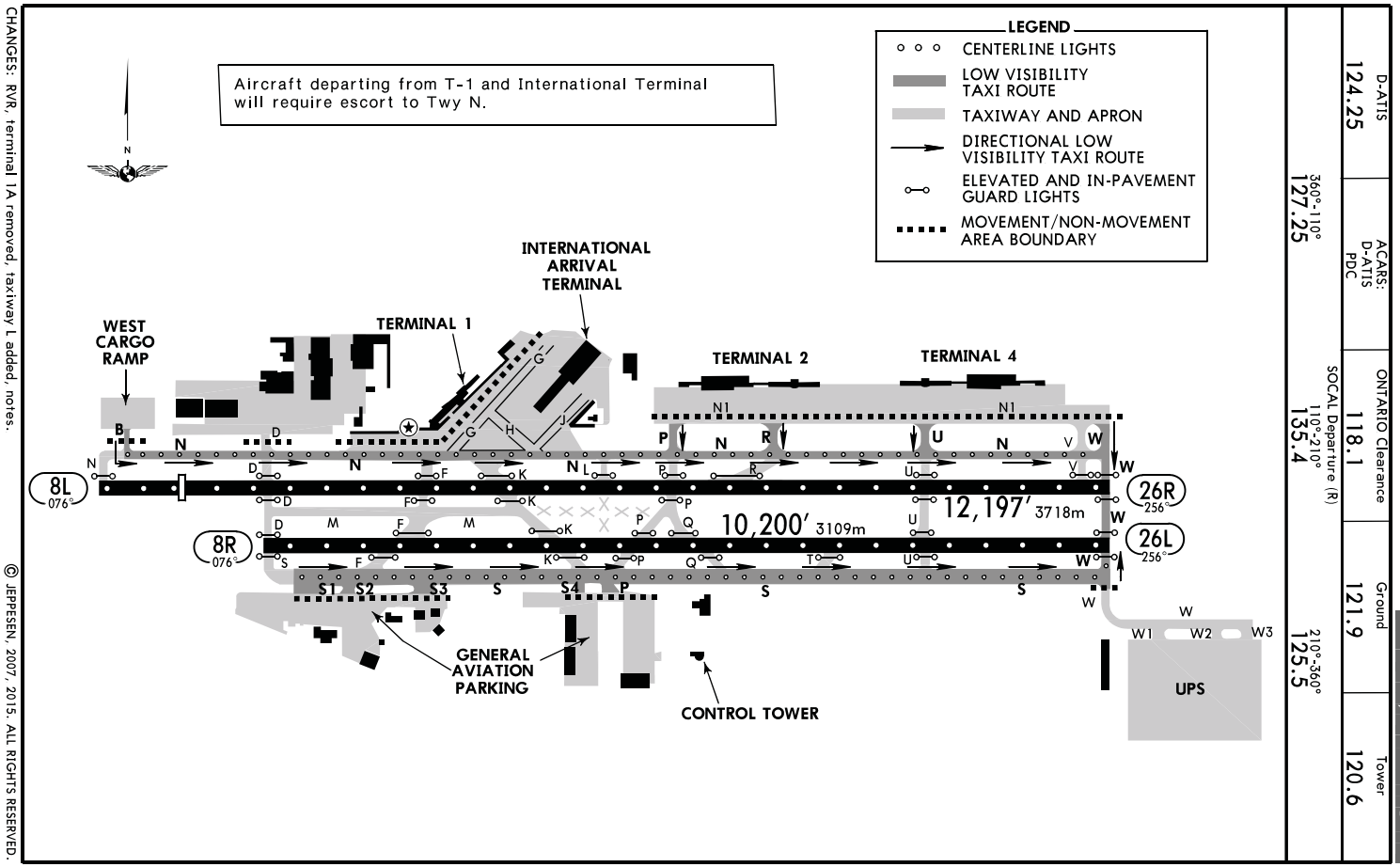
KONT/ONT
ONTARIO INTL
RVR 1200 to 500

JEPPESEN
5 JUN 15
10-9G

SMGCS
ONTARIO, CALIF
LOW VISIBILITY TAXI ROUTES
RWY 26L/R DEPARTURES



D-ATIS	ACARS: D-ATIS PDC	ONTARIO Clearance	Ground	Tower
124.25		118.1	121.9	120.6

SOCAL Departure (R)
360°-110° 127.25
110°-210° 135.4
210°-360° 125.5

CHANGES: RVR, terminal 1A removed, taxiway L added, notes.

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APPENDIX 2 – ENVIRONMENTAL

November 1, 2016

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APPENDIX 2

Environmental Rules

SC-1	Discharge of Non-Storm Water Discharges to Storm Drains
SC-2	Aircraft, Ground Vehicle and Equipment Maintenance
SC-3	Aircraft, Ground Vehicle and Equipment Fueling
SC-4	Aircraft, Ground Vehicle and Equipment Washing
SC-5	Aircraft Deicing/Anti Icing
SC-6	Outdoor Material Handling
SC-7	Outdoor Storage of Significant Material
SC-8	Waste/Garbage Handling and Disposal
SC-9	Building and Grounds Maintenance
SC-10	Strom Water Pollution Prevention Education
SC-11	Lavatory Service Operations
SC-12	Outdoor Wash-down/Sweeping
SC-13	Fire Fighting Foam Discharge
SC-14	Potable Water System Flushing
SC-15	Runway Rubber Removal
TC-1	Oil/Water Separators
SR-1	Emergency Spill Cleanup Plans

Ontario International Airport Authority

SC1 ELIMINATION OF NON-STORM WATER DISCHARGES TO STORM DRAINS

PURPOSE:

***Existing discharges**:* Eliminate non-storm water discharges to the storm water collection system. Non-storm water discharges can be classified as follows: 1) *Activity-based* (subtle), and 2) *Overt* (hard pipe connection). Activity-based non-storm water discharges may include: wash water, deicing fluids, and spillage. Overt non-storm water discharges may include: process wastewater, treated cooling water, and sanitary wastewater.

Prevention of illicit connections: Prevent improper physical connections to the storm drain system from sanitary sewers, floor drains, industrial process discharge lines, and wash racks through education, developing project approval conditions, and performing both construction phase and post-construction inspections.

GENERAL APPROACH:

Identification of Activity-Based (Subtle) Discharges:

The following techniques may be used to identify activity-based non-storm water discharges to the storm water collection system:

- Perform frequent activity inspections to identify non-storm water discharges - stagger inspection times to cover all work periods.
- Perform visual inspections of discharge points to the storm drain system - observe uncharacteristic volumes, colors, turbidity, odors, deposition, staining, floatables, and foaming characteristics of any flow.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Perform inspections during the design review and project construction phases to ensure drainage, wastewater, and water supply connections are correct (no cross connections or illicit hookups).
- Develop a set of as-built prints for all projects. Keep a set of the prints at the facility.
- Design projects to include adequate waste repositories at locations near waste origin points.
- Provide adequate and appropriately designed facilities for functions such as steam cleaning, degreasing, painting, mechanical maintenance, chemical/fuel storage and delivery, material handling, waste handling and storage, lavatory service, and food preparation.

TARGETED ACTIVITIES

All Maintenance
All Fueling
All Washing
Equipment Cleaning
Cargo Handling
All Storage
Painting/Stripping
Floor Washdowns
Aircraft Deicing/Anti-Icing
Garbage Collection
Aircraft Lavatory Service
Fire Fighting Equip. Testing
Potable Water System Flush
Runway Rubber Removal

TARGETED POLLUTANTS

Oil and Grease
Vehicle Fluids
Fuel
Solvents/Cleaning Sol.
Deicing/Anti-Icing Fluid
Battery Acid
Pesticides/Herbicides/ Fertilizers
Paint
Aircraft Fire Fighting Foam
Metals
Dumpster Wastes
Sediment
Landscape Waste
Floatables
Lavatory Chem. Wastes
Potable Water System Chemicals
Rubber Particles

KEY APPROACHES

Perform inspections and enforcement
Provide training for employees
Promote education of vendors/public

Ontario International Airport Authority

SC1	ELIMINATION OF NON-STORM WATER DISCHARGES TO STORM DRAIN

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Use "dry" cleaning and surface preparation techniques where feasible.
- Limit the availability of outdoor water supplies (hose bibs).
- Post signs at outdoor water sources stating the appropriate uses and discouraging uses which would introduce pollutants to the storm drain system/receiving waters.

Contingency Response

- Develop and implement a Spill Prevention Control and Countermeasure (SPCC) Plan, if required under guidelines set forth in 40 CFR, Section 112.3(a), (b).
- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.

Inspection and Training

- Inspect waste containers frequently for leaks and proper closure seal.
- Develop employee training programs which emphasize the proper disposal procedures for operations-derived wastes.
- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

REQUIREMENTS:

- Capital and O&M costs associated with the elimination of non-storm water discharges can be high.

LIMITATIONS:

- Storm drain documentation for many facilities is not up-to-date.
- Activity-based (subtle) non-storm water discharges from a particular facility are typically sporadic, transient, and often require frequent inspections to detect.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC2 AIRCRAFT, GROUND VEHICLE AND EQUIPMENT MAINTENANCE

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from aircraft, vehicle, and equipment maintenance and repair, including ground vehicle and equipment painting/stripping and floor washdowns.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Provide covered maintenance areas when designing new facilities or upgrading existing facilities. Utilize indoor areas, lean-tos, or portable covers.
- Locate outdoor maintenance areas so minimal quantities of runoff cross the site.
- Include appropriate storm water quality structures (oil/water separators, sumps, first flush diversion basins, etc. - see TC-1 for further information regarding treatment control BMPs) in the design of outdoor maintenance areas.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Implement the following to the maximum extent practicable.

Good Housekeeping

- Use drip pans.
- Use absorbent materials at potential problem areas. Adequately collect/remove absorbent materials from area after use and dispose of them in an appropriate manner.
- Drain and crush oil filters (and oil containers) before recycling or disposal. Store crushed oil filters and empty lubricant containers in a leak-proof container - covered if outdoors.
- Label storm drain inlets to indicate they are to receive no wastes. Do not hose down work areas to the storm drainage system or use concrete cleaning products unless the storm drain inlet is blocked and wash water is collected and properly disposed of through a permitted sewer connection. As an alternative, use mops, dry sweeping compound, or contract professional cleaning services. Confirm the use of appropriate disposal practices by contract cleaning services.
- Drain and properly dispose of all fluids and remove batteries from salvage aircraft, vehicles, and equipment.

TARGETED ACTIVITIES

Aircraft Maintenance

Vehicle Maintenance

Equipment Maintenance

TARGETED POLLUTANTS

Oil and Grease

Vehicle Fluids

Solvents/Cleaning Solutions

Fuel

Battery Acid

Paint

KEY APPROACHES

Conduct maintenance indoors, or in covered area.

Prevent wash water discharges to the storm drain

Clean catch basins regularly

Collect and properly dispose of all fluids

SC2	AIRCRAFT, GROUND VEHICLE AND EQUIPMENT MAINTENANCE

Good Housekeeping, cont.

- Recycle or properly dispose of the following: greases, oils, antifreeze, brake fluid, cleaning solutions, hydraulic fluid, batteries, transmission fluid, and filters.
- Use biodegradable products and substitute materials with less hazardous properties where feasible.

Physical Site Usage

- Where feasible, move maintenance activities indoors or provide cover over work area.
- Use designated washing, steam cleaning, and degreasing areas to clean equipment.
- Store mechanical parts and equipment that may yield even small amounts of contaminants (e.g., oil or grease) under cover and away from drains.

Structural Controls

- Equip maintenance and cleaning areas with runoff controls that prevent discharge to storm sewers.
- Install and maintain catch basin filter inserts that assist in the removal of oil and grease, sediments and floatables.

Maintenance

- Maintain clean equipment by eliminating excessive amounts of external oil and grease buildup. Use water-based cleaning agents or non-chlorinated solvents to clean equipment.
- Regularly clean any catch basins that receive runoff from a maintenance area, especially after larger storms.
- Inspect, clean and maintain sump and oil/water separators, if necessary.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.
- Furnish all maintenance vehicles with adequate supplies of spill response materials and appropriate spill response procedures.

Inspection and Testing

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Provide employee storm water quality awareness training.
- Develop regular maintenance and inspection programs for oil/water separators.
- Characterize wastes collected from oil/water separators. Provide appropriate employee training.

REQUIREMENTS:

- Capital and O&M costs should be low but will vary depending on the size of the facility. Costs associated with diversion basins can be high.
- Maintenance costs should be low.

Ontario International Airport Authority	
SC2	**AIRCRAFT, GROUND VEHICLE AND EQUIPMENT MAINTENANCE**

LIMITATIONS:

- Size, space and time limitations may preclude all work being performed indoors.
- Identification of engine and equipment leakage points may require the use of solvents or other cleaners to remove external accumulations of oily grime.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

SC3 AIRCRAFT, GROUND VEHICLE, AND EQUIPMENT FUELING

PURPOSE:

Prevent fuel spills and leaks, and reduce their impacts to storm water.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Design fueling areas to prevent the run-on of storm water and the runoff of spills by employing the following approaches:
  - Cover the fueling area if possible.
  - Use a perimeter drain or slope the fueling area to a dead-end sump or oil/water separator.
  - Pave the fueling area with concrete rather than asphalt.
- If storm water runoff from fueling areas is not collected, install an appropriately sized oil/water separator. Regulatory agency approvals are required.
- Install and maintain vapor recovery systems where required and/or appropriate.
- Existing underground fuel storage tanks should be upgraded with leak detection, spill containment, and overfill protection in advance of December 22, 1998, the federal regulatory deadline. This is relevant to storm water regulations due to the potential for contamination of surface soils or waters that could be transported by storm water runoff.
- Design facilities to include secondary containment where required and/or appropriate.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Implement the following to the maximum extent practicable.

Good Housekeeping

- Fuel pumps intended for vehicular use (not aircraft) should be posted with signs stating "No Topping Off" to prevent overflow.
- Use absorbent materials and spot cleaning for small spills; do not hose down the area unless the storm drain is blocked and drainage is collected by vacuum truck and disposed of through a permitted connection to the sanitary sewer.
- Properly dispose of any fuel spills and leaks. Vacuum equipment/trucks are recommended for collection. Always dispose of materials in an approved manner; use an approved treatment facility through a permitted connection. Never discharge materials to a catch basin or storm drain.

TARGETED ACTIVITIES

Aircraft Fueling

Vehicle Fueling

Equipment Fueling

TARGETED POLLUTANTS

Fuel

KEY APPROACHES

Install berms or curbing around fueling areas

Use absorbent materials and/or vacuum equipment for spills

Install proper equipment for fuel dispensing and tank monitoring to prevent spills, leaks and overflows

SC3 AIRCRAFT, GROUND VEHICLE AND EQUIPMENT FUELING

Good Housekeeping (contd.)

- Use pigs/mats over catch basins during fueling activity.
- Manage the disposal of water that collects in fuel tanks and fueling hydrant sumps according to state and federal regulations.

Physical Site Usage

- Avoid mobile fueling of equipment wherever feasible; fuel equipment at designated fueling areas.

Structural Controls

- Cover the fueling area if possible.
- Divert storm water runoff away from fueling area to avoid storm water contact with contaminated surfaces through the use of berms or curbing.
- Install gate valves at catch basins for use during fueling activity.
- Employ secondary containment or cover when transferring fuel from a tank truck to a fuel tank.

Equipment

- Provide appropriate monitoring for tanks containing fuel, such as:
  - Level indicators and gauges.
  - Overfill protection with alarms.
  - Interstitial leak detection for double-walled tanks.
  - Routine inspection/lockout for drainage valves for tank containment areas.
- Fuel dispensing equipment should be equipped with "breakaway" hose connections that will provide emergency shutdown of flow should the fueling connection be broken through movement.
- Automatic shut-off mechanisms should be in place on fuel tankers. These valves should remain in the closed position unless manually opened during fueling.

Maintenance

- Inspect, clean and maintain sumps and oil/water separators at appropriate intervals.

Contingency Response

- Develop and implement a Spill Prevention Control and Countermeasure (SPCC) Plan if required under guidelines set forth in 40 CFR, Sections 112.3(a), (b).
- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.
- Furnish adequate spill response information, equipment and materials on all fueling vehicles.

Inspection and Training

- Inspect fueling areas and storage tanks regularly. Record all maintenance activities and inspections relating to fueling equipment and containers in a logbook.
- Underground fuel storage tanks should be tested as required by federal and state laws.
  Provide the appropriate level of spill response training to personnel to address all types of potential spills.

Ontario International Airport Authority

SC3	AIRCRAFT, GROUND VEHICLE, AND EQUIPMENT FUELING

REQUIREMENTS:

- The cost of retrofitting existing fueling areas to minimize storm water contamination can be high. Practical design concepts such as incorporating extruded curb along the upstream side of facilities to prevent run-on of storm water can be of modest cost.

LIMITATIONS:

- Properly sized and installed oil/water separators must be regularly maintained to be effective (see TC-1 for a description of management practices relating to oil/water separator operations and maintenance).

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC OPA/Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharge
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC4 AIRCRAFT, GROUND VEHICLE AND EQUIPMENT WASHING

PURPOSE:
Prevent or reduce the discharge of pollutants to storm water drains from aircraft, vehicle, and equipment washing, and equipment degreasing.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Consider off-site commercial washing where feasible. Using appropriate off-site facilities will decrease the waste generated on-site.
- Consider incorporating a wash water recycling system into the project design.
- Outdoor washing operations should have the following design characteristics:
  - Paved with portland cement concrete.
  - Bermed and/or covered (if feasible) to prevent contact with storm water.
  - Sloped to facilitate wash water collection.
  - Wash water should be collected in a dead-end sump for removal or discharged to the sanitary sewer through a permitted connection.
  - Discharge piping serving uncovered wash areas should have a positive shut-off control valve that allows switching between the storm drain and the sanitary sewer.
  - Clearly designated.
  - Equipped with an oil/water separator designed to operate under storm water runoff conditions (treat storm water volumes and flow rates). Regulatory agency approvals are required.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Implement the following to the maximum extent practicable.

Good Housekeeping

- Use "dry" washing and surface preparation techniques where feasible. Several products are presently marketed which are being used to clean even the largest aircraft. Remove all materials (i.e., drippings and residue) using vacuum methods. Dispose of properly.
- Provide secondary containment for containers of washing and steam cleaning additives.
- Use pigs/mats to cover catch basins during wash activity.
- Use biodegradable phosphate-free detergents.
- Keep washing area clean and free of waste.
- Include proper signage to prohibit the discharge of waste oils into the drains.
- Collect and discharge wash water to an approved treatment facility (sanitary sewer system) through a permitted connection.

TARGETED ACTIVITIES

Aircraft Washing

Vehicle Washing

Equipment Washing

Equipment Degreasing

TARGETED POLLUTANTS

Oil and Grease

Solvents

Vehicle Fluids

Cleaning Solutions

KEY APPROACHES

Use designated area

Use dry washing techniques

Recycle wash water or discharge appropriately

Cover catch basins

Provide training

Ontario International Airport Authority

SC4 AIRCRAFT, GROUND VEHICLE AND EQUIPMENT WASHING

Physical Site Usage

- Consider off-site commercial washing and steam cleaning where feasible. Using appropriate off-site facilities will decrease the waste generated on-site.
- Use designated wash areas indoors, or outdoors covered and bermed where feasible, to prevent contamination of storm water by contact with wastes.

Structural Controls

- Install gate valves at catch basins for use during washing activities to facilitate the collection of the wash water and prevent discharge to the storm drainage system.
- Filter and recycle wash water where practical.

Maintenance

- Conduct berm repair and patching.
- Inspect, clean, and maintain sumps, oil/water separators, and on-site treatment and recycling units.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Develop regular maintenance and inspection programs for oil/water separators.
- Characterize wastes derived from oil/water separators. Provide appropriate employee training.

REQUIREMENTS:

- Capital costs vary depending on measures implemented.
  - LOW COST: $500-1,000 for berm construction.
  - MEDIUM COST: $5,000-20,000 for plumbing modifications (including re-routing discharge to the sanitary sewer and installing a simple sump).
  - HIGH COST: $30,000-150,000 for on-site treatment and recycling.
- O&M costs increase with increasing capital investment.

LIMITATIONS:

- Some wastewater agencies may require pretreatment and monitoring of wash water discharges to the sanitary sewer.
- Steam cleaning and de-greasing operations can generate significant pollutant concentrations which may require permitting, monitoring, pretreatment, and inspections. These compliance issues will vary according to local agency jurisdiction.

Ontario International Airport Authority	
SC4	**AIRCRAFT, GROUND VEHICLE AND EQUIPMENT WASHING**

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC5 AIRCRAFT DEICING/ANTI-ICING

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from aircraft deicing and anti-icing procedures.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- When designing or modifying operating areas, consider the following characteristics:
  - Paved with portland cement concrete.
  - Sloped to facilitate fluid collection.
  - Fluids could be collected in a dead-end sump for removal or discharged to the sanitary sewer through a permitted connection (check with local wastewater agency).
  - Clearly designated.
  - Equipped with an oil/water separator.
- Consider incorporating a closed loop recycling system into the design of deicing/anti-icing stations.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Perform anti-icing and deicing operations only in areas designated by OIAA as appropriate for such activities.
- Depending on conditions, apply only enough fluid to surfaces to ensure the safe operation of the aircraft. Excess fluid dripped to the ground contaminates soil and water if not properly contained
- Clean ramp areas following deicing/anti-icing operations. Wet-type sweepers are effective in removing deicing fluids from paved areas. Dispose of or recycle the fluids in accordance with local, state, and federal regulations.
- Implement forthcoming recommendations of the FAA technical committee on deicing.
- Inspect, clean and maintain sumps and oil/water separators.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.

Inspection and Training

- Monitor deicing and anti-icing operations regularly to ensure quantities of fluids used are at a minimum while not jeopardizing aircraft safety.
- Provide the appropriate level of employee training in the following areas: spill

TARGETED ACTIVITIES

Aircraft Deicing

Aircraft Anti-Icing

TARGETED POLLUTANTS

Ethylene glycol

Propylene glycol

KEY APPROACHES

Perform in designated areas only

Apply only required amounts of fluid

Clean ramp area when done

Implement forthcoming recommendations of FAA

SC5 AIRCRAFT DEICING/ANTI-ICING

Inspection and Training (contd)

response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

REQUIREMENTS:

- Costs associated with the collection and proper disposal of anti-icing fluids can be high.

LIMITATIONS:

- Wastewater agencies may ban conventional anti-icing chemicals, such as ethylene glycol, from the sanitary sewer system or may require extensive pretreatment and monitoring of deicing and anti-icing fluid discharges to the sanitary sewer.

RELEVANT REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

LOS ANGELES WORLD AIRPORTS

SC6 OUTDOOR MATERIAL HANDLING

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from loading and unloading of material and cargo.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Design loading/unloading areas to prevent storm water run-on through the use of the following practices:
  - Grading or berming.
  - Positioning roof downspout to direct storm water away from loading/ unloading areas.
- Design facilities so that materials which may contribute pollutants to storm water may be stored indoors or under cover.
- Incorporate oil/water separators into exposed loading dock designs.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Good Housekeeping

- Use seals or door skirts between vehicles and structures to prevent material exposure to rainfall.
- Contain and adsorb leaks during transfers and spillage from hose disconnections; dispose of residue properly.
- Avoid transferring materials in close proximity to storm drain inlets.
- Use drip pans under hoses.
- Transfer liquids only in paved areas. Portland cement paving should be used if the liquid is asphalt reactive.
- Provide contractors and haulers with copies of pertinent BMPs. Require contractors/haulers adherence to BMP specifications.
- Consider contracting maintenance operations for material handling equipment. Designate an appropriate area for contractors to perform maintenance activities. Verify proper waste disposal practices of contractors.

Physical Site Usage

- Protect all loading/unloading activities from rainfall, run-on and wind dispersal to the maximum extent practicable. Viable options include conducting loading/unloading under existing cover, or moving indoors.
- Position tank trucks or delivery vehicles so that possible spills or leaks can be contained.

TARGETED ACTIVITIES

Cargo Handling

Fuel Storage

Chemical Storage

Equipment Storage

TARGETED POLLUTANTS

Fuel

Pesticides/ Herbicides/ Fertilizers

Oil and Grease

Solvents/Cleaning Solutions

Battery Acid

KEY APPROACHES

Conduct loading/ unloading under cover

Transfer materials in paved areas, away from storm drain inlets

Contain and absorb leaks/spills that occur during material transfer

LOS ANGELES WORLD AIRPORTS

SC6 OUTDOOR MATERIAL HANDLING

Structural Controls

- Cover loading/unloading areas/docks to reduce exposure of materials to rain. Construct roofing structure over material handling area, or move indoors.
- Consider relocating storm drain inlets in areas away from fuel hydrants.

Maintenance

- Conduct berm repair and patching.
- Inspect, clean and maintain oil/water separators.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.
- Include spill kits on appropriate material handling vehicles and equipment.

Inspection and Training

- Conduct regular inspections and make repairs as necessary.
- Check loading/unloading equipment (valves, pumps, flanges, and connections) regularly for leaks.
- Develop and implement a written operations plan which describes loading/unloading procedures.
- Provide proper training for material handling equipment operators.
- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

REQUIREMENTS:

- Capital and O&M costs should be low except when covering large loading/unloading areas.

LIMITATIONS:

- Space and time limitations may preclude the indoor or covered transfer of cargo and materials.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm water Discharges

LOS ANGELES WORLD AIRPORTS

SC7 OUTDOOR STORAGE OF SIGNIFICANT MATERIAL

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from outdoor storage areas for significant material (e.g., fuels, chemicals, bagged material on pallets, soils or asphalt material bulk storage, deicing compounds, etc.).

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Require the use of appropriate water quality control structures for fuel and chemical storage areas such as detention/retention basins and sumps. Develop appropriate minimum performance standards for these water quality control structures and implement a reporting program to monitor the performance and maintenance of these structures.
- Chemical, fuel, and oil dispensing (non-aircraft) areas should be covered, if possible.
- Develop standard guidelines for the management of storm water which collects in secondary containment areas.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Good Housekeeping

- Avoid dispensing from drums positioned horizontally in cradles. Dispensing materials from upright drums equipped with hand pumps is preferred. Always use drip pans and self closing spigots if dispensing from horizontally positioned drums.
- Store drums and containers on pallets or other structures to keep the container out of contact with storm water.
- Use drum lids to prevent rainfall from washing materials and drippage from the top of containers to the storm drain system.
- Discharge collected storm water from secondary containment areas according to guidelines developed by the federal government and applicable state and local regulations.
- Store all materials in their original containers or containers approved for that use. Ensure that all containers are appropriately sealed. Store empty containers indoors or under cover or move them off-site.

TARGETED ACTIVITIES

Aircraft/Vehicle/ Equipment Maintenance

Aircraft/Vehicle Fueling

Fuel/Chemical/ Equipment Storage

Cargo Handling

TARGETED POLLUTANTS

Fuel

Solvents/Cleaning Solutions

Deicing/Anti-Icing Fluids

KEY APPROACHES

Store materials indoors or under cover

Store drums/ containers on pallets

Provide berming or secondary containment

Develop/implement an SPCC, if required

Perform and document periodic inspections

Ontario International Airport Authority

SC7	OUTDOOR STORAGE OF SIGNIFICANT MATERIAL

REQUIREMENTS:

- Capital and O&M costs will vary widely depending on the size of the facility and the necessary controls. Costs associated with on-site detention/retention facilities could be high.

LIMITATIONS:

- Storage structures must meet local building and applicable local Uniform Fire Code (UFC) requirements. However, spills and releases are frequently caused by improper handling rather than structural deficiencies.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC8 WASTE/GARBAGE HANDLING AND DISPOSAL

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from waste handling and disposal by tracking waste generation, storage, and disposal; reducing waste generation and disposal through source reduction, re-use, and recycling; and preventing run-on and runoff from waste management areas, including garbage collection areas.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- If possible, avoid the following characteristics when examining candidate sites for storing wastes:
  - Excessive slope.
  - High water table.
  - Locations near storm drain inlets.
  - Locations near public access areas.
- Waste handling and storage areas should be covered, if possible.
- Develop standard guidelines for the management of storm water which collects in secondary containment areas.
- Incorporate sanitary sewer drains into bermed, outdoor, non-hazardous waste storage areas, if approved by the local wastewater treatment agencies/regulations.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Good Housekeeping

- Perform regular housekeeping activities in waste storage areas and surroundings.
- Recycle materials whenever possible.
- Inspect waste management areas for spills and waste management containers for leaks.
- Ensure that sediments and wastes are prevented from being washed, leached, or otherwise carried off-site.

TARGETED ACTIVITIES

Fuel/Chemical Storage

Painting/Stripping

Garbage Collection

TARGETED POLLUTANTS

Oil and Grease

Vehicle Fluids

Solvents/Cleaning Solutions

Dumpster Wastes

KEY APPROACHES

Cover waste storage areas

Recycle materials

Regularly inspect and clean waste storage areas

Berm waste storage areas to prevent contact with run-on or runoff

Perform dumpster cleaning in designated areas

Properly dispose of all fluids

SC8	WASTE/GARBAGE HANDLING AND DISPOSAL

Good Housekeeping (contd)

- Schedule waste pickup as frequently as necessary to keep storage of waste to a minimum and to avoid overloaded/overfilled disposal containers.
- Minimize spills and fugitive losses such as dust or mist from loading areas.
- Maintain a minimal inventory of required chemicals to reduce the magnitude of potential spills and limit waste generation.
- Track waste generated:
  - Characterize waste streams.
  - Evaluate the process generating the waste.
  - Prioritize the waste streams using: manifests, bills of lading, biennial reports, permits, environmental audits, SARA Title III reports, emission reports, Material Safety Data Sheets (MSDS), NPDES discharge monitoring reports.
  - Inventory reports.
  - Data on chemical spills.
  - Emissions.
- Find substitutes for harmful chemicals; properly dispose of unusable chemical inventory.

Physical Site Usage

- Segregate and separate wastes.
- Avoid locating waste handling and storage in areas with storm drain inlets/catch basins.
- Locate waste storage areas beneath existing cover, if possible.

Structural Controls

- Enclose or berm waste storage areas, if possible, to prevent contact with run-on or runoff.

Garbage Collection Areas

- Design facilities to provide shelter and secondary containment for dumpsters.
- Use covered dumpsters and keep them closed and locked.
- Use only dumpsters with plugged drain holes to prevent leaks from waste materials.
- Do not dispose of liquid wastes such as oils or hazardous materials into dumpsters.
- Perform dumpster cleaning in designated areas that are bermed to contain wash water for a subsequent disposal or discharge to the sanitary sewer. Ramp scrubbers are effective in removing wash water from paved areas. Dispose of or recycle all fluids collected.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.
- Equip waste transport vehicles with spill containment equipment.

Ontario International Airport Authority

SC8	WASTE/GARBAGE HANDLING AND DISPOSAL

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Perform and document in a log book periodic inspections of hazardous and non-hazardous waste storage areas. Inspection items should include the following:
  - Check for external corrosion and structural failure.
  - Check for spills and overfills due to operator failure.
  - Check for failure of piping system (pipes, pumps, flanges, couplings, hoses, and valves).
  - Check for leaks or spills during pumping of liquids or gases.
  - Visually inspect new tanks or containers for loose fittings, poor welds, and improper or poorly fitted gaskets.
  - Inspect tank foundations and storage area coatings.
  - Inspect dumpster areas for signs of leakage.

REQUIREMENTS:

- Capital and O&M costs for these programs will vary substantially depending on the size of the facility and the types of wastes handled.

LIMITATIONS:

- Hazardous waste that cannot be re-used or recycled must be disposed of by a licensed hazardous waste hauler.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC9 BUILDING AND GROUNDS MAINTENANCE

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from building and grounds maintenance by washing and cleaning up with as little water as possible, preventing and cleaning up spills immediately, keeping debris from entering storm drains, and maintaining the storm water collection system.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Incorporate areas of landscape into project design. Landscape areas are pervious and will result in less runoff discharge from a site.
- Incorporate design considerations such as leaving or planting native vegetation to reduce irrigation, fertilizer, and pesticide needs.
- Select landscaping plants which require little maintenance and/or pest control.
- Incorporate storm water detention/retention to reduce peak runoff flows and for water quality control.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

Good Housekeeping

- Collect outdoor washdown water and properly dispose of it through a permitted connection to the sanitary sewer. Approval from treatment facility required for discharge.
- Clean any catch basins that receive runoff from maintenance areas on a regular basis. Use a vacuum truck to remove accumulated materials. Do not simply flush wastes into the storm drain system.
- Minimize use of pesticides, herbicides, and fertilizers. Use according to directions. Seek less harmful/toxic products to replace ones currently used.
- Utilize integrated pest management where appropriate.
- Properly dispose of landscape waste, wash water, sweepings, and sediments.
- Regularly clean paved surfaces that are exposed to industrial activity. Use A "dry" cleaning techniques, such as sweeping, whenever possible.

TARGETED ACTIVITIES

Building Maintenance

Grounds Maintenance

TARGETED POLLUTANTS

Pesticides/Herbicides/ Fertilizers

Oil and Grease

Sediment

Landscape Waste

KEY APPROACHES

Keep paved surfaces cleaned and swept

Clean catch basins regularly using vacuum trucks

Manage use of pesticides/herbicides/ fertilizers

Ontario International Airport Authority

SC9	BUILDING AND GROUNDS MAINTENANCE

Structural Controls

- Provide landscaped areas where erosion is becoming a problem.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may occur.

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

REQUIREMENTS:

- Costs will vary depending on the type and size of the facility. Costs of on-site storm water detention/retention facility could be high.

LIMITATIONS:

- Alternative pest/weed controls may not be available, suitable, or effective in every case.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substances
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC10 STORM WATER POLLUTION PREVENTION EDUCATION

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from activities through implementing an education program targeting employees, vendors, and the public.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Work early on with design and construction engineers, and local storm water authorities to incorporate proactive storm water management features into projects such as decreased impervious areas, infiltration BMPs, biofilters, oil/water separators, etc.
- Inform all construction contractors of their responsibility to comply with adopted BMPs and with regulations prohibiting cross connections between sanitary sewers and storm drains. Provide contractors and subcontractors with copies of relevant BMPs during specification and bidding phases.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Contingency Response

- Provide adequate implementation training for facilities with a Spill Prevention Control and Countermeasure (SPCC) Plan, if required developed under guidelines set forth in 40 CFR, Section 112.3(a), (b).
- Adequately train employees in the use of spill response equipment and materials.

Inspection and Training

- Perform and document in a logbook frequent inspections of work areas, waste storage facilities, maintenance areas, and contractor projects to examine compliance with BMPs. Follow up with additional training or enforcement as required. Incorporate inspection findings into subsequent training efforts.

- Design storm water pollution education programs to contain the following elements:
  - Promote the proper storage, use, and disposal of landscape maintenance chemicals and other potentially harmful chemicals.
  - Promote the use of safer alternative products such as: short-lived pesticides, non-chlorinated solvents, water-based paints, non-aerosol products.
  - Encourage the use of "dry" washing processes for aircraft, vehicles, and

TARGETED ACTIVITIES

All Maintenance
All Fueling
All Washing
Equipment Cleaning
Cargo Handling
All Storage
Painting/Stripping
Floor Washdowns
Aircraft Deicing/Anti-Icing
Garbage Collection
Aircraft Lavatory Service
Fire Fighting Equip. Testing
Potable Water System Flush.
Runway Rubber Removal

TARGETED POLLUTANTS

Oil and Grease
Vehicle Fluids
Fuel
Solvents/Cleaning Sol.
Deicing/Anti-Icing Fluid
Battery Acid
Pesticides/Herbicides/ Fertilizers
Paint
Aircraft Fire Fighting Foam
Metals
Dumpster Wastes
Sediment
Landscape Waste
Floatables
Lavatory Chem. Wastes
Potable Water System Chemicals
Rubber Particles

KEY APPROACHES

Perform inspections and enforcement
Provide training for employees
Promote education of vendors/public

Ontario International Airport Authority

SC 10	STORM WATER POLLUTION PREVENTION EDUCATION

Inspection and Training (contd)

- Design storm water pollution education programs to contain the following elements:
  - Encourage efficient and safe housekeeping practices in industrial activity areas.
  - Increase awareness of the detrimental environmental impacts that result when fuel, antifreeze, pesticides, lubricants, detergents, paints and other wastes are dumped onto the ground or into storm drains.
  - Promote source reduction and recycling of waste materials.
  - Increase awareness of possible penalties and fines associated with discharge of pollutants into storm drains.
  - Increase awareness of what is and what is not allowed to enter storm drains. Provide a mechanism for violations to be reported.

REQUIREMENTS:

- Capital and O&M costs are minimal for educational programs.
- Educational programs need to be ongoing. Information and training must be disseminated at regular intervals.

LIMITATIONS:

- The success of educational programs is difficult to measure. Acceptance and awareness are critical factors.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC11 LAVATORY SERVICE OPERATIONS

PURPOSE:

Eliminate discharges to the storm drain system associated with ground servicing of aircraft lavatory facilities. The sanitary sewage and associated rinse waters produced during the servicing of aircraft lavatory facilities must be discharged to a wastewater treatment facility under appropriate permitting. Trucks or trailers equipped with bulk storage tanks are typically used to service lavatory facilities. Non-storm water discharges and residuals associated with servicing these facilities can be classified as follows:

- Discharges and residuals associated with diluting and mixing the surfactants and disinfectants used for servicing lavatory facilities.
- Discharges and residuals associated with transferring materials from the aircraft.
- Discharges and residuals associated with transporting and disposing materials to the sanitary sewer system.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- If possible, design triturator facilities to be covered, with low roll-over type berming.
- Include a source of water at the triturator for clean up of lavatory service equipment.
- Coordinate permitting of the triturator sanitary sewer connection through the local storm water and sanitary sewering agencies.
- Triturator facilities should not be located near storm drains.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Do not discharge lavatory waste to sanitary sewer connections other than triturator facilities. Other industrial-type connections may be equipped with bypass gates which, if improperly maintained or defective, may discharge to the storm water collection system.
- Drain the aircraft connecting hose as completely as possible into the storage tank after servicing an aircraft. Properly secure all hoses, valves, and equipment when transporting waste to eliminate leakage and spills.
- Use only surfactants and disinfectants approved for discharge to the sanitary sewer system. Do not discharge or rinse other unapproved chemicals or materials into the triturator facility. Any change in the chemicals used in aircraft lavatory service operations must be approved by OIAA.

TARGETED ACTIVITIES

Aircraft Lavatory Service

Lavatory Truck Cleanout/ Backflushing

TARGETED POLLUTANTS

Lavatory Chemicals

Lavatory Waste

Lavatory Truck Wash Water

KEY APPROACHES

Do not discharge lavatory waste to sanitary sewer connections other than triturator facilities

Utilize buckets or pans to capture drippage from aircraft lavatory access fittings

Do not perform lavatory truck cleanout/backflushing at any location other than triturator facilities

Carry absorbent and other containment equipment on the lavatory service equipment

Ontario International Airport Authority

SC11	LAVATORY SERVICE OPERATIONS

Operational Considerations (contd)

- If possible, perform surfactant/disinfectant mixing and transfers in the triturator area or under cover. This will allow the rinsing of minor spills and splashes to enter the sanitary sewer system.
- Do not perform lavatory truck cleanout/backflushing at any location other than triturator facilities.
- Utilize buckets or pans to capture drippage from aircraft lavatory access fittings. Immediately dump the drippage into the bulk storage tank on the service cart or truck.
- Carefully handle chemicals and chemical concentrates. Immediately collect dry chemicals or absorb liquid chemicals for proper disposal. Do not hose down spills unless the discharge enters the sanitary sewer system through a permitted connection (triturator facility).
- Practice good housekeeping techniques at the triturator facility. Immediately clean spills of wastes and chemicals.

Contingency Response

- Carry absorbent and other containment equipment on the lavatory service equipment.
- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.

Inspection and Training

- Perform regular inspections of the hose and fittings used for transferring lavatory waste. Keep the equipment in good working order. Replace worn equipment before leaks develop. Notify appropriate ground service personnel if it is noticed that the aircraft lavatory fittings require maintenance.
- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

REQUIREMENTS:

- Costs associated with the elimination of discharges resulting from aircraft lavatory servicing are generally low. Most management practices are based on careful material handling, good housekeeping, and awareness of maintenance requirements.

LIMITATIONS:

- Facilities may have a limited number of permitted sanitary sewer access points (triturator facilities) for a large quantity of lavatory service equipment.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC12 OUTDOOR WASHDOWN/SWEEPING

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water from outdoor washdown and sweeping operations.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Consider contracting apron washing/sweeping services. Using appropriate contractors will decrease waste handling responsibilities. Inform contractors of their responsibilities regarding proper disposal of sweeper and scrubber waste. Supply contractors with pertinent BMPs and operating specifications. Follow up with contractor inspections frequently.
- Incorporate appropriate waste receiving facilities for sweepers and washing equipment. Coordinate sanitary sewer connection permitting through the local sanitary sewering agency.
- Incorporate oil/water separators or other water quality devices into project designs.
- Consider incorporating gate valves in areas where apron washing will occur. The gate valves will direct wash water to the sanitary sewer in dry weather and will direct storm water to the storm drain system during wet weather. Mechanical devices should be incorporated to ensure that valves are not left open (to sanitary sewer) during wet weather. Coordinate permitting and connections through the local sanitary sewering agency.
- Employ berms to minimize run-on to other areas.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Collect and discharge wash water to the sanitary sewer system through a permitted connection.
- Use designated and approved discharge facilities to dispose of waste derived from apron/ramp cleaning.
- Use "dry" sweeping techniques where feasible.
- Dispose of sweepings in an appropriate manner.
- Conduct berm repair and patching.
- Inspect, clean and maintain sumps and oil/water separators.

TARGETED ACTIVITIES

Apron Washing

Ramp Scrubbing

Outdoor Washdown

TARGETED POLLUTANTS

Oil and Grease

Solvents/Cleaning Solutions

Fuel

Aircraft Fire Fighting Foam

Deicing/Anti-Icing Fluids

Sediment

Floatables

KEY APPROACHES

Collect and discharge wash water to the sewer

Use "dry" sweeping techniques

Dispose of sweepings

Ontario International Airport Authority

SC12	OUTDOOR WASHDOWN/SWEEPING

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near areas where spills may be likely to occur.

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Develop regular maintenance and inspection programs for oil/water separators. Document inspections and maintenance in a log book.
- Characterize wastes derived from oil/water separators. Dispose of these wastes properly and provide appropriate employee training.

REQUIREMENTS:

- Capital costs vary depending on measures implemented.
  - LOW COST: $500-1,000 for berm construction.
  - MEDIUM COST: $5,000-20,000 for plumbing modification (including re-routing discharge to the sanitary sewer and installing a simple sump).
- O&M costs increase with increasing capital investment:

LIMITATIONS:

- Some wastewater agencies may require pretreatment and monitoring of wash water discharges derived from apron washing to the sanitary sewer.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC13 FIRE FIGHTING FOAM DISCHARGE

PURPOSE:

Eliminate discharges to the storm drain system associated with flushing or testing of fire fighting foam systems.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Design testing facility with the following characteristics:
  - Located away from storm drain inlets, drainage facilities or water bodies.
  - Paved with concrete or asphalt, or stabilized with an aggregate base.
  - Bermed to contain foam and to prevent run-on.
  - Configure discharge area with a sump to allow collection and disposal of foam.
- Discharge foam waste to a sanitary sewer. Foam waste shall not be discharged to storm drains or water bodies.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Perform fire fighting foam testing operations only in areas designated by OIAA as appropriate for such activities.
- Properly dispose of, or recycle, foam discharge.
- Service sump regularly.
- Conduct berm repair and patching.
- Inspect, clean, and maintain sumps.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near area of activity.

Inspection and Training

- Inspect testing facility weekly or monthly, depending on frequency of use.
- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.

TARGETED ACTIVITIES

Fire Fighting Equipment Testing

Fire Fighting Equipment Flushing

TARGETED POLLUTANTS

Aircraft Fire Fighting Foam

KEY APPROACHES

Perform testing operations in designated areas

Properly dispose of, or recycle, foam discharge

Service sump regularly

Ontario International Airport Authority

SC13	FIRE FIGHTING FOAM DISCHARGE

REQUIREMENTS:

- Capital costs vary depending on measures implemented.
  - LOW COST: $500-1,000 for berm construction.
  - MEDIUM COST: $5,000-20,000 for plumbing modifications (including re-routing discharge to the sanitary sewer and installing a simple sump.
- O&M costs increase with increasing capital investment.

LIMITATIONS:

- Some wastewater agencies may require pretreatment and monitoring of this type of discharge to the sanitary sewer.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 122-124 NPDES Regulations for Storm water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC14 POTABLE WATER SYSTEM FLUSHING

Purpose:

Eliminate discharges to the storm drain system associated with flushing of aircraft potable water systems.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Design water truck flushing area with the following characteristics:
  - Located away from storm drain inlets or drainage facilities.
  - Paved with concrete or asphalt, or stabilized with an aggregate base.
  - Bermed to contain wastewater and to prevent run-on.
  - Configure discharge area with a sump to allow collection and disposal of water.
- Discharge water to a permitted sanitary sewer connection. Waste water shall not be discharged to storm drains.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- Perform water truck flushing operations only in designated areas, designed with berms to prevent run-on and runoff. Do not perform flushing near storm drains.
- Collect all discharge from aircraft potable water flushing or water truck flushing containing Purine, chlorine bleach or other chemicals and properly discharge to a permitted sanitary sewer connection, or recycle the water.
- Conduct berm repair and patching.
- Inspect, clean and maintain sumps and on-site treatment and recycling units.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible locations near area of activity.

TARGETED ACTIVITIES

Aircraft potable water system cleaning and flushing
Water truck cleaning and flushing

TARGETED POLLUTANTS

Purine

Chlorine Bleach

KEY APPROACHES

Perform water truck flushing in designated areas only

Collect all discharge from aircraft potable water flushing or water truck flushing and discharge to a permitted sanitary sewer connection

Do not discharge water to the ground or storm drain sanitary sewer connection

Ontario International Airport Authority

SC14	POTABLE WATER SYSTEM FLUSHING

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution educational approaches), right-to-know awareness training, and hazardous materials management.
- Monitor flushing operations regularly to ensure that proper collection and disposal of discharge is being performed.

REQUIREMENTS:

- Capital costs are low for implementation of collection system for aircraft potable water flushing.
- For new facility, capital costs vary depending on measures implemented.
  - LOW COST: $500-1,000 for berm construction.
  - MEDIUM COST: $5,000-20,000 for plumbing modifications (including re-routing discharge to the sanitary sewer and installing a simple sump.
  - HIGH COST: $30,000-150,000 for on-site treatment and recycling.
  -

LIMITATIONS

- Some wastewater agencies may require pretreatment and monitoring of this type of discharge to the sanitary sewer.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges
.40 CFR 401 Effluent Limitation Guidelines

Ontario International Airport Authority

SC15 RUNWAY RUBBER REMOVAL

PURPOSE:

Eliminate discharges to the storm drain of particulate rubber generated by runway rubber removal activities.

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

- Design runway storm drain culverts to allow placement of particulate capture devices, such as hay bales or filter fabric, that will capture rubber and dirt particles generated during periodic runway rubber removal activities.

APPROACH TO EXISTING FACILITIES ACTIVITIES:

Operational Considerations

- Place devices that will capture rubber particulates, such as hay bales or filter fabric, over storm drain culverts or at other areas that will capture rubber particulates generated during periodic runway rubber removal activities.
- Use manual or mechanical cleaning methods (ordinary mechanical street sweepers) to remove rubber particulates from the runway and adjacent paved areas after periodic runway rubber removal activities.

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Inspect storm drain culverts or runway drainage areas after runway rubber removal activities.

REQUIREMENTS:

- Capital and O&M costs should be low.
- Maintenance costs should be low

TARGETED ACTIVITIES

Runway Rubber Removal

TARGETED POLLUTANTS

Rubber particles

Dirt particles

KEY APPROACHES

Use hay bales or filter fabric over culverts

Use manual or mechanical cleaning methods (e.g., street sweepers) to remove particulates following normal removal process

LIMITATIONS:

Runway drainage patterns may not be suitable for the collection of rubber particulates in wash water run-off.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997

.40 CFR 122-124 NPDES Regulations for Storm Water Discharges

Ontario International Airport Authority

TC1 OIL/WATER SEPARATORS

PURPOSE:

Oil/Water separators are baffled chambers designed to remove petroleum compounds and grease from storm water. Oil/water separators also remove floatable debris and settled solids (sediment).

APPROACH TO FUTURE FACILITIES AND UPGRADES:

Design of New Facilities and Existing Facility Upgrades

Oil/water separators are typically used in areas where the concentrations of petroleum hydrocarbons, floatables, or sediment may be abnormally high and source control techniques are not very effective. There are two types of oil/water separators: the American Petroleum Institute (API) separator and the coalescing plate separator (CPS). Design, sizing, and placement of oil/water separators is dependent on several factors including: tributary area, type of activity, pollutant type and concentration, and water temperature. General sizing guidelines for API separators include the following:

- Horizontal velocity: 3 feet per minute.
- Depth of 3 to 8 feet.
- Depth-to-width ratio of 0.3 to 0.5.
- Width of 6 to 16 feet.
- Baffle height-to-depth ratios of 0.85 for top baffles and 0.15 for bottom baffles.

CPS separator sizing is more complex. Sizing calculations require the inclusion of information such as packing plate surface areas and plate angles. CPS separators can, due to their packed plate design, remove the same quantities of oils and greases while occupying less space than API separators.

APPROACH TO EXISTING FACILITIES ACTIVITIES:

Operational Considerations

- Separators must be inspected and cleaned frequently for accumulated oil, grease, floating debris and sediments to be effective storm water quality controls.
- Oil absorbent pads are to be replaced as needed, but will always be replaced prior to the wet season.

TARGETED ACTIVITIES

Aircraft/Vehicle/ Equipment Maintenance

Aircraft/Vehicle/ Equipment Fueling

Aircraft/Vehicle/ Equipment Washing

Equipment Maintenance/ Degreasing

Fuel/Chemical Storage

Cargo Handling

TARGETED POLLUTANTS

Oil and Grease

Fuel

Floatables

Sediment

KEY APPROACHES

Frequently inspect and clean separators

Replace absorbent pads as needed

Ontario International Airport Authority

TC1	OIL/WATER SEPARATORS

Operational Considerations (continued):

- The effluent valve will be closed during cleaning operations.
- Any standing water removed during the cleaning operation must be disposed of in accordance with federal, state, and local requirements.
- Any standing water removed during the cleaning operation must be replaced with clean water to prevent oil carry-over through the outlet.

Contingency Response

- Maintain adequate supplies of spill response equipment and materials in accessible location near areas where spills may be likely to occur.

Inspection and Training

- Provide the appropriate level of employee training in the following areas: spill response and prevention, storm water pollution prevention education (see SC-10 for storm water pollution education approaches), right-to-know awareness training, and hazardous materials management.
- Perform and document in a log book all inspections and maintenance operations
- Develop a written operating, sampling and reporting procedure under local storm water authority guidelines. Train appropriate employees to implement these procedures.

REQUIREMENTS:

- Capital and O&M costs should be low.

LIMITATIONS:

- Oil/water separator installations should be designed and installed by experienced individuals. Little data on the characteristics of petroleum hydrocarbons in storm water leads to considerable uncertainty about separator performance.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 112 Oil Pollution Prevention (SPCC/OPA Plans)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges

Ontario International Airport Authority

SR1 EMERGENCY SPILL CLEANUP PLANS

PURPOSE:

Prevent or reduce the discharge of pollutants to storm water resulting from petroleum products or other materials

GENERAL APPROACH:

Owners and operators of facilities that store, process, or refine oil or oil products may be required by federal law (40 CFR 112) to develop and implement a Spill Prevention Control and Countermeasure (SPCC) plan. Emergency spill cleanup plans should include the following information:

- A description of the facility including the owner's name and address, the nature of the facility activity, and the general types and quantities of chemicals stored at the facility.
- A site plan showing the location of storage areas for chemicals, the location of storm drains, site drainage patterns, fire water source locations, and the location and description of any devices used to contain spills such as positive shut-off control valves.
- Notification procedures to be implemented in the event of a spill, such as key company personnel and local, state, and federal agencies.
- Instructions regarding cleanup procedures
- Designated personnel with overall spill response cleanup responsibility.

APPROACH TO EXISTING FACILITY ACTIVITIES:

Operational Considerations

- **Post a summary of the plan at appropriate site locations, identifying the spill cleanup coordinators, location of cleanup equipment, and phone numbers of regulatory agencies to be contacted in the event of a spill.**
- **Maintain an inventory of appropriate cleanup materials on-site and strategically deploy cleanup materials based on the type and quantities of chemicals present.**
- **Make absorbent readily available in the fueling areas**

Contingency Response

- Perform the following notifications in the event of a spill:
  - Fire Department

TARGETED ACTIVITIES

Aircraft/Vehicle/ Equipment Maintenance
Aircraft/Vehicle/ Equipment fueling
Aircraft/Vehicle/ Equipment Washing
Cargo Handling
Fuel/Chemical Storage
Equipment Degreasing

TARGETED POLLUTANTS

Fuel

Vehicle Fluids/Oils

Solvent/Cleaning Solutions

Pesticides/herbicides/ Fertilizers

Battery Acid

KEY APPROACHES

Develop/implement SPCC, if required

SPCC implementation training

Immediate containment/cleanup of spills

Availability of spill response equipment/materials

Required Agency Notification

Ontario International Airport Authority	
SR1	**EMERGENCY SPILL CLEANUP PLANS**

Contingency Response (contd)

- Local Health Department
- State Office of Emergency Services
- National Response Center – if spill exceeds reportable quantity (RQ)
- Containment and cleanup of spills shall begin immediately

Inspection and Training

- Provide formal training in plan execution to key personnel, with additional training for first responder level personnel (29 CFR 1910.120). All employees should have basic knowledge of spill control procedures.

REQUIREMENTS:

- Capital and OEM costs should be small to moderate depending on the types and quantities of chemicals stored on-site.
- Maintenance costs include periodic training and equipment replacement.

LIMITATIONS:

- Spills occurring after work hours in confined areas may go undetected until they impact off-site areas.

RELEVANT RULES AND REGULATIONS:

Industrial Activities Storm Water General Permit, April 17, 1997
.40 CFR 110.3 Discharge of Oil
.40 CFR 122 Oil Pollution Prevention (SPCC/OPA Plan)
.40 CFR 117.3 Determination of Reportable Quantities for a Hazardous Substance
.40 CFR 122-124 NPDES Regulations for Storm Water Discharges

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APPENDIX 3 – DISABLED AIRCRAFT OPERATIONS

November 1, 2016

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APPENDIX 3

Disabled Aircraft Recovery Operations (DARO) & Emergency Contact Information

Thank you for providing the following information. In the event an aircraft becomes disabled at LA/Ontario International Airport (ONT), the information that you have provided will assist ONT Airport Operations staff in making prompt notifications and in facilitating the recovery operations. This information is **not** intended to replace the ONT Airport Emergency Plan or Airport Certification Manual (ACM) or any aircraft owner/operator's internal procedures that have been established for emergency response. It is, however, intended to provide for the liaison that is needed between the affected Air Carrier, the Airport and other supporting agencies and organizations.

Company Information

Company:	
ONT Station Manager:	Phone:
Corporate Contact Information:	Phone:
Public Affairs Contact Information:	Phone:
Type of aircraft operated at ONT:	

Aircraft Recovery Operations

Description and location of available Aircraft Recovery Equipment:
Name, address and telephone number of company that will be contracted in the event aircraft recovery is needed:

Aircraft Removal Authorization

In the event of an accident or incident involving your aircraft, please indicate below persons whom your company has empowered with the authority to facilitate removal after its release from the National Transportation and Safety Board, the FBI or any other investigative organization involved.

Name	Position	Business Phone	24 hour Phone
1.			
2.			
3.			
4.			
5.			

Company Representative Signature	Title	Date

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APPENDIX 4 – SECURITY BADGE PROGRAM

November 1, 2016

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APPENDIX 4

LA/ONTARIO AIRPORT (ONT)
SECURITY BADGE IDENTIFICATION PROGRAM

1. **Procedures for obtaining an ONT Airport Security Photo Identification Badge**;

a. The ONT Security Badge Office (SBO) is responsible for the implementation of Transportation Security Administration (TSA) rules and regulations regarding the identification of persons authorized access to the airport restricted areas, including the ONT Air Operations Area (AOA), exclusive areas and terminal buildings as outlined in Title 49 CFR Part 1542, part of the U.S. Department of Homeland Security (DHS).

b. The ONT Security Badge Office is open for fingerprinting and issuing of identification badges:

1. Monday-Friday: by appointment only, except for Holidays. Appointments can be made via email at: mailto:ONTsecuritybadgeoffice@flyontario.com

2. The Security Badge Office is located at:

1923 E. Avion Street, Ontario, CA 91761
Office (909) 944-5170
Fax (909) 937-2513

3. An authorized signer or designee may pick up blank applications or forms from SBO. Only original applications will be accepted for processing.

4. An application authorized and dated more than seven (7) calendar days prior to the employee applying for the badge will not be accepted for processing.

c. All ONT Security Photo Identification Badges issued by OIAA are the property of OIAA. Identification badges shall be returned upon expiration, or separation of employment (for any reason), or when job function no longer requires an Airport issued Security Photo Identification badge or upon demand of OIAA. Any misuse of or willful failure to return OIAA issued photo identification badge is subject to criminal misdemeanor prosecution.

d. All lost, stolen or misplaced badges shall be immediately reported to the ONT SBO, (909) 933-5670, or ONT Emergency Dispatch Center, (909) 933-5611.

e. Organizations enrolled in the ONT Security Photo Identification Badge Program are responsible for the accountability of all badges issued. The SBO will perform audits of organizational compliance and verify accountability of badges.

f. Any failure, by a company or organization enrolled in the ONT Security Photo Identification Badge Program, to follow and abide by the rules outlined in this procedure reference guide, may be subject to the revocation of any ONT Security Photo Identification badges issued to the company. If badges are revoked company employees will not be allowed access to airport restricted areas.

g. Challenging Rules; Each Airport employee is required to display, on his or her person, a LAWA ONT Security Photo Identification Badge. Each airport employee issued an ONT Security Photo Identification Badge is responsible for challenging an individual who is not displaying an approved badge. Any person without an approved badge shall be referred to the Airport Emergency Dispatch Center, (909) 933-5611.

h. Law Enforcement; All law enforcement personnel must have their application approved and signed by the Chief of Airport Police or his/her designee prior to having a badge issued.

i. New Badges (New Employees); All employees who require access to airport restricted areas must have an ONT Security Photo Identification Badge. All employees that apply for an ONT Security Photo Identification Badge are required to submit to a fingerprint based Criminal History Records Check and Security Threat Assessment (STA). Applicants must present the SBO with a completed fingerprint application, TSA supplemental form, a valid government issued photo identification, and employment eligibility document at the time of fingerprinting.

j. Badge Renewal; Prior to the badge expiration date, badge renewal applicants must present the SBO with a complete badge application, appropriate valid government issued photo identification, and employment eligibility documents.

k. Expired Badges; Expired ONT Security Photo Identification Badges are not subject to renewal. For security reasons, expired badge holders must follow the new badge application process above. Expired badge

applicants must present the SBO with the expired badge, a complete badge application; appropriate valid government issued photo identification and employment eligibility documents, submit a completed fingerprint application, and must be re-fingerprinted. Re-fingerprinting may delay the issue of a new badge for processing new fingerprint based Criminal History Records Check and Security Threat Assessment (STA).

l. Reporting of Lost or Stolen Badges;

1. Lost or Stolen badges must be immediately reported to the SBO by faxing an update form to (909) 937-2513; a follow-up phone call should be placed to the SBO, (909) 544-5170. If reporting a lost or stolen badge after SBO hours of operation, a report must be made immediately to ONT Airport Emergency Dispatch Center, (909) 933-5611, and the update form faxed to the SBO.

2. If a subsequent badge is needed, the Badge holder must return to SBO, complete a lost/stolen report, fill out a security badge application, present employment eligibility documents, show work authorization documents, and complete a new security badge application in order to be issued a new badge. A $25.00 replacement fee will apply.

3. The status of lost or stolen applies only to current active badges.

4. Badges that have not been recovered from former employees must be reported immediately as a termination.

NOTE: A reported lost, stolen or terminated badge shall continue to appear on company invalid badge printouts. These badges shall remain in the system to guard against unauthorized use even after a new badge has been issued.

m. Returned Badges; All ONT SIDA badges must be returned to the SBO when the employee is:

1. Terminated,

2. Transferred; or,

3. No longer requires ONT restricted area access, the organization must return the ONT Security Photo Identification Badge to the SBO immediately.

n. Billing; OIAA bills ONT tenants and companies for ONT Security Photo Identification Badges. Payment is due within 30 days. The following charges apply:

- $10.00 - First issue badges and renewals of expiring badges.
- $25.00 - Replacement of lost or stolen badges. Lost or stolen badges can only be reported for active and current company employees.
- $25.00 - Terminated badge, i.e., employee has left company and badge was not returned.
- $15.00 - Credit on recovered lost, stolen, or terminated badges.

o. Security Photo Identification Badge Application; Please contact the ONT Security Badge Office, (909) 544-5170, for current applications or badge related questions. No badge will be issued without the following:

(1) Completed original application with wet (original) signatures dated within seven calendar days.

(2) Fingerprint Clearance Notification.

(3) Two forms of identification – one must be a valid government-issued photo identification and employment eligibility documentation. The application must be filled out in its entirety. If any of the required information is missing, applicant will not be issued a badge.

p. Misuse of Badge Authority on Air Operations Area (AOA); Any employee having an ONT Security Photo Identification Badge, with or without AOA Restricted Area Driving privileges, who causes a runway incursion (pedestrian/vehicle, pilot deviation), a surface movement deviation, or is found driving on the aircraft movement area without proper authorization, will have their SIDA badge immediately confiscated and be escorted out of the SIDA:

- **First Offense**: Complete remedial training in the ONT AOA Restricted Area Driver Training program or Aircraft Surface Movement Program training, as applicable;
- **Second Offense**: Suspension of AOA driving privileges for 120 days; and, complete remedial training in the ONT AOA Restricted Area Driver Training program or Aircraft Surface Movement Program.
- **Third Offense:** AOA access and privileges permanently revoked.
- **A severe runway incursion (Category A) is cause for revocation of AOA access on the employee's first offense.**

2. Air Operations Area (AOA) Restricted Area Driver Permit (RADP) Program;

a. Every driver who operates a vehicle in the Air Operations Area (AOA) of the Airport must obtain an AOA Restricted Area Driver Permit (RADP) in compliance of 14 CFR Part 139.329. AOA drivers must also be familiar with pertinent provisions of the State of California Vehicle Code; and, all traffic and licensing found in **Section 9, Motor Vehicle Operations**, of these Rules and Regulations.

b. Airport tenants are responsible to provide proper training on all vehicles and equipment their employees' are authorized and required to operate in the AOA. OIAA does not require California DMV Class A and B licensing for airport tenant drivers operating in the AOA; however, it is strongly recommended that drivers hold a valid and appropriate license and medical certificate for the vehicles they operate.

c. ONT Airport Operations maintains sole administrative control of the AOA RADP program and curriculum requirements.

d. AOA RADP instruction is delegated to individual OIAA stakeholders: airlines, cargo handlers, aircraft service companies, concessions, fixed base operators, government and regulatory agencies, including OIAA employees, using the most current curriculum available, as provided by ONT Airport Operations.

e. How to become an Authorized Trainer of the ONT AOA RADP Program:

1. ONT Security Photo Identification Badge "Authorized Signers" identify individuals within their organization who are to become AOA RADP "Authorized Trainers" capable of instructing employees in the ONT AOA RADP curriculum. Airport Operations requests Authorized Signers identify only necessary staff, in numbers relevant (1 in 10 employees) to the number of total OIAA ONT Photo Security Identification Badges issued to your company, or organization, become an Authorized Trainer. AOA RADP Authorized Trainers are encouraged to have, but are not required to possess, a Restricted Area Driver Permit.

2. AOA RADP Authorized Trainers must receive AOA RADP instruction training from Airport Operations, with recurrent training at least every 24 calendar months, prior to instructing the RADP curriculum. Airport Operations shall provide Authorized Trainer certification instruction at least once annually, in a one-and-one-half (1-1/2) hour group training session.

f. How to obtain an ONT AOA Restricted Area Driver Permit (RADP):

1. For security purposes, all new AOA RADP driver candidates must first obtain an ONT Security Photo Identification Badge prior to being allowed to work or operate any vehicle or equipment in the AOA.

2. New AOA RADP candidates must complete eight (8) supervised hours of practical behind-the-wheel AOA driver training prior to receiving AOA RADP instruction and testing. Practical driver training provides new AOA drivers familiarization of ONT facilities, and should include daylight and night driving on all AOA roadways, access drives, aircraft aprons and cargo ramps.

3. View the 20 minute FAA safety video entitled: "Driving on Airport Operations Area, with Harrison Ford."

4. Write in answers on the AOA Driver Study Guide during the AOA RADP Slide Presentation, as instructed by an Authorized Trainer of the AOA RADP program.

5. Pass one (1) of three (3) versions of the AOA RADP 25 question test, as proctored by an Authorized Trainer. The test is an open book examination; candidates may use their completed AOA Driver Study Guide during testing. A Passing test score is 19 of 25 questions answered correctly, no more than six (6) questions can be answered incorrectly.

6. All AOA Drivers must receive recurrent AOA RADP instruction at least every 24 calendar months. **Recurrent AOA RADP instruction must be completed within 60 days prior to an employee processing their ONT Security Photo Identification Badge renewal application; with every bi-annual badge renewal.**

g. Following successful AOA RADP training and testing as above, the Employee, their Authorized Trainer, and Authorized Signer, must certify all areas of the "LA/Ontario Airport Air Operations Restricted Area Driver Permit Application Form" are complete, as follows:

1. Employee Name: (last and first and middle, if any), employee signature, and date of AOA RADP training.