Appendix L

Contra Flow Decisions and Federal Guidance

APPENDIX L:
Contra Flow Decisions and Federal Guidance

The following reports are included as part of this appendix to support the noise analysis:

- Appendix L-1: "Section 5 – Aircraft Noise Mitigation Operating Procedures and Restrictions," *Ontario International Airport Rules and Regulations*, August 16, 2019.
- Appendix L-2: ONT Runway 26R Touchdown Zone Light System Installation Safety Risk Management Panel Notes (ONT ATCT and FAA), 8/28/2020. 8/28/2020.
- Appendix L-3: Email from ONT Tower Manager (Sylvia Dee [FAA]) to Director of Planning (Michelle Brantley [OIAA]), 11/5/2020.
- Appendix L-4: *Title 49 U.S. Code § 40103 - Sovereignty and use of airspace*

Appendix L-1

"Section 5 – Aircraft Noise Mitigation Operating Procedures and Restrictions," *Ontario International Airport Rules and Regulations*, August 16, 2019.

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).

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).

It is not intended nor should it be implied, that any air traffic flight regulation or ANMP procedure 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 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 will track aircraft operations deviating from Sub-section 5.03 herein. OIAA will contact, as appropriate, ONT Airside Operations, the FAA, aircraft owners, pilots, airline officials, community complainants or others concerning such deviations. ONT Airside 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.flyontario.com or noise complaints can be filed by telephone, (909) 395-2400.

c. The OIAA will, in cooperation with the FAA, airline and pilot user groups, 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' and from runway 26R at taxiway 'V'.

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, taxilane F south of Twy S is not visible to ONT ATCT controllers, as such, is a non- movement area. Helicopters landing or departing on taxilane F south of Twy S do so at their own risk.

Appendix L-2

ONT Runway 26R Touchdown Zone Light System Installation Safety Risk Management Panel Notes (ONT ATCT and FAA), 8/28/2020. 8/28/2020.

EXECUTIVE SUMMARY

Title: Ontario International Airport Runway 26R Touchdown Zone Light System Installation

Initiating Organization: ONT ATCT

Safety Analysis Type: OPS

PRJECT OVERVIEW

Ontario International Airport (ONT) is a public airport owned and operated by the Ontario International Airport Authority (OIAA). ONT is near downtown Ontario, CA in San Bernardino County. ONT handles scheduled commercial, cargo, air taxi, and General Aviation (GA) flights. The airport has two parallel runways, 26R/8L and 26L/8R, and two parallel taxiways, W and S, and multiple connector taxiways. The ONT ATCT, which operates daily 24/7, had 93,832 operations from 1/01/2019 through 12/31/2019, and 37,024 operations from 1/01/2020 through 06/21/2020. Southern California TRACON (SCT) handles approach control.

ONT proposes to install Runway 26R touchdown zone lights and runway centerline lights during a three-phase construction project to enhance the safety of landing aircraft. The construction project is scheduled be completed in three phases during 90 calendar days and begin on TBD date. During all phases, Runway 26R/8L will be closed for aircraft arrivals/departures with isolated runway locations open periodically. Concurrently, Taxiway W will be closed during Phase 1; Taxiways D, E, F, K, L, P, Q, and R may close periodically during Phase 2; and Taxiway U will be closed during Phase 3. During the construction project, Contra-flow operations associated with Runway 26L/26R arrivals and Runway 08L/8R departures will be discontinued.

A Safety Risk Management (SRM) Panel met virtually on 08/05/2020 to assess the change to the NAS and associated hazards. The SRM Panel was organized by the ONT ATCT with support from the Western Service Center (ESC) Quality Control Group (QCG). The SRM Panel included attendees representing ONT ATCT management and controllers, ONT airport management, Southern California TRACON (SCT), Runway Safety, Technical Operations, the Flight Standards District Office, the Operations Support Group (OSG), the WSC, Airports, the National Air Traffic Controllers Association (NATCA), United Parcel Service pilots, Los Angeles International Airport, Los Angeles World Airports (LAWA), and Southwest Airlines pilots.

The SRM Panel identified four hazards associated with controller, pilot, and vehicle driver loss of situational awareness. The SRM Panel found the hazards to have medium risk. Based on the safety analysis, the SRM Panel determined that the change can be introduced into the NAS with an acceptable level of risk as defined in the FAA Air Traffic Organization Safety Management System Manual, April 2019 Version.

Risk Summary

The SRM Panel conducted a safety analysis on the impact of Runway 26R touchdown zone light system installation construction on the ONT ATCT, SCT, and ONT airport operations. The SRM Panel applied the ATO SRM process, beginning with a Preliminary Hazard List (PHL). Using the PHL as a foundation for completing the Preliminary Hazard Analysis (HAW), SRM Panel attendees analyzed each hazard to determine cause, system state, controls, and effects. SRM Panel members determined severity, likelihood, and initial/predicted residual risk; and attendees identified Safety Requirements and determined Safety Performance Targets.

SRM Panel attendees viewed the ONT airport diagram and reviewed current operations including runway and taxiway use, traffic flows, Contra/ODO operations, and the location of Hotspots 1 and 2. Attendees reviewed and discussed the CSPP, which features phasing diagrams depicting areas of construction by phase, including taxi routes, haul routes, and the operational impact of runway and taxiway closures.

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Construction work will occur in phased areas of construction that segregate construction from aircraft operations. Attendees discussed work to be accomplished along with haul routes, closed surfaces duration, and controls including low profile safety barricades and covered lights. The closed runway will have lighted Xs on each end and runway lighting will be off. The runway will be closed 24/7 during the construction project, which is safer that periodic opening/closing. Taxiway P will be open and taxiways between U and D may be open to ensure taxi route flexibility. At least one taxiway will be open on west and east sides of airfield; Taxiway F or D on the west, Taxiway V or W on the east. Per NOTAM, Category 6 aircraft cannot divert to ONT during the construction project.

Haul routes will be clear of the Runway 26L RSA and avoid movement areas except for crossing Taxiway W. Flaggers with radios will be on each side of the intersection and a minimal number of trucks will need to cross. FOD will be managed according to the CSPP FOD management plan with sweepers available. Minimal FOD is expected per areas of construction work design and haul route path.

Attendees discussed controllers providing aircraft taxiing to/from the active runway with directions that reflect tailored taxi routes based on construction phases. During noise abatement hours, ATCT controllers will apply TMIs that provide adequate spacing of arrival aircraft according to single runway operations procedures. Aircraft exiting the active runway may be impacted by taxiway intersection closures that could increase runway occupancy time.

SRM Panel attendees mentioned the possibility of SMGCS low-visibility operations during construction with Runway 26R closed, but SCT will handle as they would today. Increased communications may be needed for routine runway maintenance (e.g., rubber removal) or an outage (e.g., NAVAID or lights) during single runway operations, but controllers will apply single runway operations procedures.

Attendees reviewed historical data for ONT per the standard Runway Safety airport spreadsheet. During the last two years, several RIs occurred including one Category D, two Category Cs, and one Category B. The RSAT report shows 13 Category C and D RIs during 2018, 2019, and 2020. RSA events include an aircraft wandering into a closed area during a Taxiway W and U closure. Attendees reviewed the monthly decline by percentage in normal ONT traffic operations per COVID impact by comparing traffic levels from April, May, June, and July 2019 to those months in 2020.

SRM Panel attendees identified four hazards with medium risk associated with loss of controller, pilot, and vehicle driver situational awareness with Runway Incursion (RI) and increased go-arounds effects.

Hazard Summary

Hazard ID	Hazard	Initial Risk	Predicted Residual Risk
ONT Runway 26R TZL-01	Loss of controller situational awareness	4C: Medium	4C: Medium
ONT Runway 26R TZL-02	Loss of pilot situational awareness (Effect: Category C RI)	4C: Medium	4C: Medium
ONT Runway 26R TZL-03	Loss of pilot situational awareness (Effect: Increased go-arounds)	4A: Medium	4A: Medium
ONT Runway 26R TZL-04	Loss of vehicle driver situational awareness	4C: Medium	4C: Medium

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Hazard 01 Loss of Controller Situational Awareness. SRM Panel attendees talked about single runway operations, changing taxiway routes, and closed surfaces associated with aloss of controller situational awareness. Severity is based on based on the Category C RI description, historical data, and a worst-case scenario that results in an RI. Likelihood is based on historical data with few recent RIs occurring, and controls including training and applying airside operations lessons learned, and planned airport outreach to tenants about the construction project.

Hazard 2 Loss of Pilot Situational Awareness (RI Effect). SRM Panel attendees talked about the increased potential for an RI during single runway operations and changing taxiway routes associated with a pilot loss of situational awareness. Severity is based on historical data, with few Category RIs in the NAS during 2020, which was gathered during normal operations and not during construction. Likelihood is based on historical data and available pilot information/input.

Hazard 3 Loss of Pilot Situational Awareness (Go-Around Effect). SRM Panel attendees talked about the increased potential for go-arounds during single runway operations and a possible rejected landing associated with a loss of situational awareness. An attendee commented that a pilot has more warning with a go-around compared to an RI. Severity is based on experience and historical data. Likelihood is based on historical data, with go-arounds frequently occurring at ONT (about 1 every 3 days), single runway operations, increased runway/taxiway occupancy time, and a go-around is more likely to occur during construction.

Hazard 04 Loss of Vehicle Driver Situational Awareness. SRM Panel attendees talked about the controls in place including training to help drivers maintain their situational awareness. Mechanics are escorted when driving on the airfield and daily morning safety briefings will keep drivers aware and informed about safety during construction. Severity is based on controls and historical data. Likelihood is based on historical data and experience. Attendees said that drivers touring the ATCT cab to become more familiar with the ATC view of the airfield and operations would heighten their understanding of construction on airfield; however, cab tours are not currently available and only authorized personnel can be in ATCT at this time.

SECTION 1: CURRENT SYSTEM

ONT is a public airport owned and operated by the OIAA. The airport is two miles east of downtown Ontario, CA in San Bernardino County. ONT provides scheduled commercial service and handles air cargo, air taxi, and GA flights along with occasional law enforcement and GA helicopter traffic. Air cargo carriers include United Parcel Service (UPS), Amazon, and Federal Express.

The airport has two parallel runways, 26R/8L and 26L/8R, and multiple parallel and connector taxiways. Runway 26R/8L is 12,197 feet by 150 feet and Runway 26L/8R is 10,200 feet by 150 feet. Instrument Landing Systems (ILS) support Runways 26L, 26R, and 08L; Runway 08R is a visual approach runway. Taxiways W and S are the parallel taxiways and primary for aircraft that park on the south side of the airport and taxi to Runway 26L. Taxiway W is the only taxiway to/from the UPS ramp. The airfield has no visual blind spots for controllers, but a radio blind spot occurs on the west end of Runway 8R.

The ONT ATCT, which operates daily 24/7, had 93,832 operations from 1/01/2019 through 12/31/2019, and 37,024 operations from 1/01/2020 through 06/21/2020. During the 12-month period ending 12/31/2018, ONT averaged 275 aircraft operations per day. About 70 percent were commercial, 13 percent air taxi, 11 percent transient GA, 5 percent local GA, and less than 1 percent military aircraft. SCT handles approach control.

Communities surrounding ONT are noise sensitive. To promote, encourage, and cooperate with OIAA, ONT has a preferred runway use program for noise abatement known as Contra. From 2200L to 0700L, Runway 08L/R is

the preferred departure runway and Runway 26L/R is the preferred arrival runway. Under certain circumstances in the interest of safety, airport efficiency, or aircraft operational necessity, ONT may deviate from noise abatement procedures.

ONT serves as a divert airfield for Los Angeles International Airport, Bob Hope Airport (Burbank, CA), John Wayne-Orange County Airport (Santa Ana, CA), and San Diego International Airport.

Ontario has a semi-arid climate and averages about 12 inches of rain annually. High terrain lies nine miles north, with five 10,000-foot peaks. Although Ontario has long stretches of good weather, it does experience low IFR conditions, occasional thunderstorms, and Santa Ana winds.

5M Model

Mission (purpose of NAS change/operation)	Safely conduct ONT ATCT and SCT air traffic operations during the ONT Runway 26 touchdown zone light system installation construction project
(hu)Man (operators, stakeholders)	ONT and SCT controllers, pilots, vehicle operators, and construction workers
Machine (equipment used in system)	Radar, aircraft, and construction vehicles/equipment
Management (procedures, policies governing/managing system)	JO 7110.65, JO 7210.3, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, AC 150/5370-2, SOP, LOA, Part 139, CSPP, NOTAM, CRM, TMI
Media (environment system is operated)	ONT ATCT, SCT

SECTION 2: DESCRITION OF CHANGE/EXISTING SAFETY ISSUE

ONT proposes to install Runway 26R touchdown zone lights and runway centerline lights during a three-phase construction project to enhance the safety of landing aircraft. Upgrading the lighting systems will minimize economic loss to the aviation community during a planned future Runway 26L/8R reconstruction project/closure. Construction work includes installing touchdown zone lighting and conduit, replacing runway centerline light fixtures and base cans/lights, and reconfiguring the Airfield Lighting Control and Monitoring System (ALCMS). Construction work hours are Monday through Friday, 0700L - 1600L.

The construction project is scheduled be completed in three phases during 90 calendar days and begin on TBD date. During all phases, Runway 26R/8L will be closed for aircraft arrivals/departures with isolated runway locations open periodically. Concurrently, Taxiway W will be closed during Phase 1 (10 days); Taxiways D, E, F, K, L, P, Q, and R may close periodically during Phase 2 (70 days); and Taxiway U will be closed during Phase 3 (10 days).

SRM Panel attendees agreed to the following Assumptions:

1. Contra-flow operations associated with Runway 26L/26R arrivals and Runway 08L/8R departures will be discontinued during the ONT Runway 26R Touchdown Zone Lights installation construction project.
2. NOTAMs will be issued 72 hours in advance of the Runway 26R/8L closure.

The following instrument approach procedures will be available during the construction project:

- Runway 26L: ILS OR LOC RWY 26L, RNAV (RNP) Z RWY 26L, RNAV (GPS) Y RWY 26L; approach lights: ALSF2 standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (Category II or III); visual slope indicator: 4-light PAPI on right (3.00-degree glide path).

- Runway 8R: no instrument approaches, visual slope indicator: 4-light PAPI on left (3.00-degree glide path).
- SIDs: Published for both runways.

SECTION: 3 HAZARD AND RISK ANALYSIS

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
ONT Runway 26R TZL-01	Loss of controller situational awareness	Single runway operations (increased traffic demand) Increased mid-field runway crossings Increased coordination between operating positions in tower cab ATC training during construction project Increased runway occupancy Increased complexity and coordination between ONT ATCT and SCT Minimal ONT ATCT and SCT staffing Increased Airport-ONT ATC communication/ coordination for NAVAIDs/runway maintenance Changing taxi routes (maintenance runs)	All flows Construction project 24/7 All weather conditions	JO 7110.65, JO 7210.3, SOP, LOA, STARS, Fusion, ARSR, ASR, ATIS, ASOS, surface memory aid, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, AC 150/5370-2, Part 139, CSPP, controller/pilot/driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, NOTAM, charts, chart supplemental, AIM, outreach, CRM, daily briefings/notes, TMI	JO 7110.65: 3-7-1, Ground Control Traffic Movement; 3-7-2 ,Taxi and Ground Movement Operations; 3-7-3, Ground Operations; 3-7-4, Runway Proximity; 3-7-5, Precision Approach Critical Area JO 7210.3: 2-1-8, Operations During Staffing Constraints; 2-6-1, Watch Supervision; 6-3-2, NOTAM Data; 10-1-2, Tower Team Concept; 10-3-12, Airport Construction Bulletin

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Category C RI	4: Minor	Historical data	C: Remote	Historical data Subject matter expertise Controls	4C Medium

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
Conduct enhanced simulation training	ONT ATCT	4C Medium	Less than two Category C RIs associated with loss of controller situational awareness during construction project

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs	Bi-weekly	Three months

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Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
ONT Runway 26R TZL-02	Loss of pilot situational awareness	Single runway operations (increased traffic demand) Increased mid-field runway crossings Increased coordination between operating positions in tower cab ATC training during construction project Increased runway occupancy Increased complexity and coordination between ONT ATCT and SCT Minimal ONT ATCT and SCT staffing Increased Airport-ONT ATC communication/ coordination for NAVAIDs/runway maintenance Changing taxi routes (maintenance runs)	All flows Construction project 24/7 All weather conditions	JO 7110.65, JO 7210.3, SOP, LOA, STARS, Fusion, ARSR, ASR, ATIS, ASOS, surface memory aid, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, AC 150/5370-2, Part 139, CSPP, controller/pilot/driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, NOTAM, charts, chart supplemental, AIM, outreach, CRM, daily briefings/notes, TMI	JO 7110.65: 3-7-1, Ground Control Traffic Movement; 3-7-2 ,Taxi and Ground Movement Operations; 3-7-3, Ground Operations; 3-7-4, Runway Proximity; 3-7-5, Precision Approach Critical Area JO 7210.3: 2-1-8, Operations During Staffing Constraints; 2-6-1, Watch Supervision; 6-3-2, NOTAM Data; 10-1-2, Tower Team Concept; 10-3-12, Airport Construction Bulletin

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Category C RI	4: Minor	Historical data	C: Remote	Historical data	4C: Medium

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
Develop FAAST Blast ATIS broadcast RNAV approach Runway 8R and ILS 26L	ONT ATCT/Dr. Paul Foster ONT ATCT	4C: Medium	Less than two Category C RIs associated with loss of pilot situational awareness during construction project

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs	Bi-weekly	Three months

ONT Runway 26R Touchdown Zone Light System Installation SRMDH

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
ONT Runway 26R TZL-03	Loss of pilot situational awareness	Single runway operations (increased traffic demand) Increased mid-field runway crossings Increased coordination between operating positions in tower cab ATC training during construction project Increased runway occupancy Increased complexity and coordination between ONT ATCT and SCT Minimal ONT ATCT and SCT staffing Increased Airport-ONT ATC communication/ coordination for NAVAIDs/runway maintenance Changing taxi routes (maintenance runs)	All flows Construction project 24/7 All weather conditions	JO 7110.65, JO 7210.3, SOP, LOA, STARS, Fusion, ARSR, ASR, ATIS, ASOS, surface memory aid, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, AC 150/5370-2, Part 139, CSPP, controller/ pilot/driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, NOTAM, charts, chart supplemental, AIM, outreach, CRM, daily briefings/notes, TMI	JO 7110.65: 3-7-1, Ground Control Traffic Movement; 3-7-2 ,Taxi and Ground Movement Operations; 3-7-3, Ground Operations; 3-7-4, Runway Proximity; 3-7-5, Precision Approach Critical Area JO 7210.3: 2-1-8, Operations During Staffing Constraints; 2-6-1, Watch Supervision; 6-3-2, NOTAM Data; 10-1-2, Tower Team Concept; 10-3-12, Airport Construction Bulletin

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Increased go-arounds	4: Minor	National data Experience	A: Frequent	Experience	4A: Medium

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
Develop FAAST Blast ATIS broadcast RNAV approach Runway 8R and ILS 26L	ONT ATCT/Dr. Paul Foster ONT ATCT	4A: Medium	Less than 15 go-arounds associated with loss of pilot situational awareness during construction project

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs	Bi-weekly	Three months

ONT Runway 26R Touchdown Zone Light System Installation SRMDH

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
ONT Runway 26R TZL-04	Loss of vehicle driver situational awareness	Single runway operations (increased traffic demand) Increased coordination between operating positions in tower cab ATC training during construction project Increased complexity and coordination between ONT ATCT and SCT Minimal ONT ATCT and SCT staffing Increased Airport-ONT ATC communication/coordination for NAVAIDs/runway maintenance Changing taxi routes (maintenance runs)	All flows Construction project 24/7 All weather conditions	JO 7110.65, JO 7210.3, SOP, LOA, surface memory aid, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, AC 150/5370-2, Part 139, CSPP, controller /driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, outreach, CRM, daily briefings/ notes	JO 7110.65: 3-7-1, Ground Control Traffic Movement; 3-7-2 ,Taxi and Ground Movement Operations; 3-7-3, Ground Operations; 3-7-4, Runway Proximity; 3-7-5, Precision Approach Critical Area JO 7210.3: 2-1-8, Operations During Staffing Constraints; 2-6-1, Watch Supervision; 6-3-2, NOTAM Data; 10-1-2, Tower Team Concept; 10-3-12, Airport Construction Bulletin

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Category C RI	4: Minor	Historical data	C: Remote	Experience Historical data	4C: Medium

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
None	--	4C: Medium	Less than two Category C RIs associated with loss of vehicle driver situational awareness during construction project

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs	Bi-weekly	Three months

SECTION 5: DISSENTION

Not applicable.

SECTION 6: PANEL ATTENDEES

The SRM Panel convened on 08/05/2020 to perform a thorough safety analysis of the proposed NAS change. SMEs from across the agency were invited to leverage their operational experience, and experts in the SRM process were present to maintain its integrity. The following table lists panel participants by their organizations.

Change Proponent

Name	Title, Organization	Email	Phone
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Facilitation Team

Name	Title, Organization	Email	Phone
Garry Brown	Facilitator, Safety Risk Management Specialist, QCG, WSC	garry.f.brown@faa.gov	206-231-2317
Larry Crowley	Facilitator, Safety Risk Management Specialist, QCG, WSC	larry.crowley@faa.gov	206-231-2320
Stephen Szehner	Technical Writer, QCG, WSC	stephen.szehner@faa.gov	206-231-2325

APPENDICES

- Final Runway 26R Touchdown Zone Lights CSPP, Revision 3, dated May 21, 2019
- ONT diagram

Appendix L-3

Email from ONT Tower Manager (Sylvia Dee [FAA]) to Director of Planning (Michelle Brantley [OIAA]), 11/5/2020.

From: Dee, Sylvia L (FAA)
To: Brantley, Michelle
Cc: Smith, Jeffrey
Subject: RE: Contra-Flow Next Steps
Date: Thursday, November 5, 2020 10:54:51 AM

Hello Michelle,
I did have the opportunity to discuss with my manager.
During certain conditions such as construction and restrictive movement area closures, ONT ATCT will temporarily cease CONTRA in efforts to reduce risk. Thank you for inquiring and please reach out to the regional administrator's office.
Please note: March 2020 history of discussion- the reduced hours was considered by both, but I do not recall any firm agreement.
Sincerely,
Sylvia L. Dee
Ontario Tower
Air Traffic Manager
909 605-0057 *3110

From: Brantley, Michelle <MBrantley@flyontario.com>
Sent: Wednesday, November 04, 2020 12:32 PM
To: Dee, Sylvia L (FAA) <Sylvia.L.Dee@faa.gov>
Cc: Smith, Jeffrey <JSmith@flyontario.com>
Subject: RE: Contra-Flow Next Steps
Thanks Sylvia, Just touching base to see if you've spoken to your manager? I want to reach out to Raquel / Faviola by the end of the week. Thanks!

Michelle Brantley
Director of Planning
M: 909.227.3055 | **O:** 909.544.5255
mbrantley@flyontario.com | @flyONT

From: Dee, Sylvia L (FAA) <Sylvia.L.Dee@faa.gov>
Sent: Saturday, October 31, 2020 4:13 PM
To: Brantley, Michelle <MBrantley@flyontario.com>
Cc: Smith, Jeffrey <JSmith@flyontario.com>
Subject: Re: Contra-Flow Next Steps
Hi Michelle. I do need some time to discuss your concerns with my regional manager about future projects and applicable CONTRA ops.
I will reach out to my manager this coming week and get back to you soon after. Thank you for the information.
Sincerely,
Sylvia Dee
Ontario ATCT

On Oct 31, 2020, at 11:47 AM, Brantley, Michelle <MBrantley@flyontario.com> wrote:

Hi Sylvia,

I wanted to touch base with you before I reach out to Raquel Girvin and Faviola Garcia on contra-flow during construction runway closures at ONT. We acknowledge that there will not be contra-flow during construction of TDZ lights project in early 2021 and that is unfortunate. The way bigger concern, however, is not having contra-flow during construction of taxiway improvements and runway rehabilitation for up to three years starting in 2024. This will be devastating to our noise mitigation program and Regional Administrator's Office needs to be fully aware of it. If we cannot find a way to support contra-flow during the future projects then I will need them to support us in the community if there are noise complaints.

This is the history of contra-flow discussions at ONT this year as I know it. Is there anything you would like to add or discuss before I elevate this? Please feel free to add others from your team to this email for additional input. I hope we can continue to work together on these issues.

February 2020	ONT ATCT Informed ONT they would not operate in contra-flow during runway closures associated with the TDC Lights Project
March 2020	Several meetings to discuss, inform and negotiate. Agreement was reached that ATCT would operate in contra-flow from 0000 hrs (12 Midnight) to 0500 hrs each night (weather-permitting) throughout the duration of this project
July 2020	ONT ATC reverted to original position of unable to operate in contra-flow during the TDZ project during any time period
August 2020	SRMP was conducted on TDZ Lights Project and Associated Runway 26R/08L and Taxiway Closure and CONFIRMED no contra-flow during construction.

Thanks so much!

Michelle Brantley
Director of Planning
M: 909.227.3055 | **O:** 909.544.5255
mbrantley@flyontario.com | @flyONT

Appendix L-4

Title 49 U.S. Code § 40103 - Sovereignty and use of airspace

49 U.S. Code § 40103 - Sovereignty and use of airspace

U.S. Code Notes

(a) Sovereignty and Public Right of Transit.—

(1) The United States Government has exclusive sovereignty of airspace of the United States.

(2) A citizen of the United States has a public right of transit through the navigable airspace. To further that right, the Secretary of Transportation shall consult with the Architectural and Transportation Barriers Compliance Board established under section 502 of the Rehabilitation Act of 1973 (29 U.S.C. 792) before prescribing a regulation or issuing an order or procedure that will have a significant impact on the accessibility of commercial airports or commercial air transportation for handicapped individuals.

(b) Use of Airspace.—

(1) The Administrator of the Federal Aviation Administration shall develop plans and policy for the use of the navigable airspace and assign by regulation or order the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. The

(A) navigating, protecting, and identifying aircraft;

(B) protecting individuals and property on the ground;

(C) using the navigable airspace efficiently; and

(D) preventing collision between aircraft, between aircraft and land or water vehicles, and between aircraft and airborne objects.

(3) To establish security provisions that will encourage and allow maximum use of the navigable airspace by civil aircraft consistent with national security, the Administrator, in consultation with the Secretary of Defense, shall—

(A) establish areas in the airspace the Administrator decides are necessary in the interest of national defense; and

(B) by regulation or order, restrict or prohibit flight of civil aircraft that the Administrator cannot identify, locate, and control with available facilities in those areas.

(4) Notwithstanding the military exception in section 553(a)(1) of title 5, subchapter II of chapter 5 of title 5 applies to a regulation prescribed under this subsection.

(c) Foreign Aircraft.—
A foreign aircraft, not part of the armed forces of a foreign country, may be navigated in the United States as provided in section 41703 of this title.

(d) Aircraft of Armed Forces of Foreign Countries.—
Aircraft of the armed forces of a foreign country may be navigated in the United States only when authorized by the Secretary of State.

(e) No Exclusive Rights at Certain Facilities.—A person does not have an exclusive right to use an air navigation facility on which Government money has been expended. However, providing services at an airport by only one fixed-based operator is not an exclusive right if—

(1) it is unreasonably costly, burdensome, or impractical for more than

(Pub. L. 103–272, § 1(e), July 5, 1994, 108 Stat. 1101.)

U.S. Code Toolbox

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