

Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: San Bernardino

From: (Public Agency): Ontario International Airport Authority

1923 E. Avion St., Ontario, CA 91761

(Address)

2020 JUN 26 AM 11:00
COUNTY OF SAN BERNARDINO
CALIFORNIA

CLERK OF THE BOARD OF SUPERVISORS

Project Title: Ontario International Airport (ONT) Runway 26R Touchdown Zone (TDZ) Lights

Project Applicant: Ontario International Airport Authority (OIAA)

Project Location - Specific:

Ontario International Airport, Runway 26R

Project Location - City: Ontario

Project Location - County: San Bernardino

Description of Nature, Purpose and Beneficiaries of Project: Installation of the Runway 26R TDZ lights at ONT directly benefits all airfield users. TDZ lights are a critical long-term component of an Instrument Landing System precision instrument approach that can accommodate industry-standard low visibility approaches. Without the TDZ lights, runways are not able to accommodate the lowest visibility approaches and to safely guide pilots to the runway during times of inclement weather and dense fog. OIAA needs Runway 26R to have TDZ lights as does Runway 26L to provide redundant capabilities to accommodate the lowest visibility approaches at ONT.

Name of Public Agency Approving Project: OIAA

Name of Person or Agency Carrying Out Project: OIAA

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: CEQA Guidelines Sections 15301 and 15302.
- Statutory Exemptions. State code number: _____

Reasons why project is exempt: The TDZ lights project is needed now to ensure that both runways at ONT can accommodate the lowest visibility approaches and to safely guide pilots to the runway during bad weather and dense fog. The anticipated period of time to conduct an environmental review for the project would create a risk to public health and safety under the circumstances. (See attached page for additional explanation.)

Lead Agency

Contact Person: Mark A. Thorpe Area Code/Telephone/Extension: (909) 544-5255

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Mark A. Thorpe Date: June 25, 2020 Title: OIAA Chief Executive Officer

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

DATE FILED & POSTED

Posted On: 6/26/20

Removed On: 8/8/20

Receipt No: 36-06262020-343

Revised 2011

If the Federal Aviation Administration (FAA) is able to continue to fully implement, or can substantially implement, "contra flow" procedures at ONT during the project duration, or if airlines at ONT are able to modify their operations to reduce noise for departures during nighttime hours, then the project would be Categorically Exempt (Class 1 and Class 2) from the requirements of CEQA pursuant to CEQA Guidelines Section 15301 (relating to minor alterations to existing structures or facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination), as well as under CEQA Guidelines Section 15302 (relating to the reconstruction of existing structures or facilities involving substantially the same purpose and capacity as the structure replaced.) Under those conditions noted above, no unusual circumstances would exist that would result in a reasonable possibility that the activity will have a significant impact on the environment pursuant to CEQA Guidelines section 15300.2(c).