

RULES AND REGULATIONS

APPENDIX 7
Airplane Design Group (ADG) VI Operations Plan

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EXECUTIVE SUMMARY

Ontario International Airport (ONT) is designated in the National Plan of Integrated Airports Systems (NPIAS) as a medium hub airport which handles between 0.25 percent and one percent of the annual passenger enplanements in the United States. ONT is also considered the primary alternate airport preferred for diversion operations for most commercial air carriers that operate at commercial airports in Southern California, Southern Nevada and Arizona. Some of these airports support scheduled Airplane Design Group (ADG) VI commercial passenger and cargo flights that include the Boeing 747-8 and Airbus A380. ONT supports scheduled B747-8 commercial cargo flights. Both ADG VI aircraft challenge the limits of passage around the ONT airfield. Therefore, ONT developed and maintains an ADG VI Operations Plan that establishes procedures to accommodate ADG VI aircraft operating on a scheduled basis or those diverted to ONT. All ADG VI aircraft operations at ONT shall be monitored and continuously evaluated to reduce operational impact on the airport and its regular users. Additionally, ONT Airside Operations personnel remain prepared to respond to emergencies and other airfield responsibilities during ADG VI movements as required by 14 CFR Part 139.303. This Plan is a description of the anticipated maneuvers and the contingencies that are required to ensure safe and efficient operation of ADG VI aircraft at ONT.

The ADG VI Operations Plan establishes the recommended arrival and departure runways, primary taxi routes, and designated parking and staging locations for ADG VI aircraft. The Plan also establishes procedures for coordination between ONT Airside Operations personnel and ONT Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) personnel during ADG VI operations at ONT.

Current processes and procedures that govern aircraft operations at ONT have been analyzed to ensure this Plan will minimize disruptions to routine operations. The ADG VI Operations Plan represents ONT's perspective on challenges relating to safety and efficiency, gate assignment policies, and future improvements, along with protocols that are currently being implemented.

This ADG VI Operations Plan addresses:

- Airfield safety measures and regulatory compliances during arrivals, departures, taxi operations, and while ADG VI aircraft are parked at ONT
- Mandatory restrictions on movement areas and service roads along with procedures to enforce these restrictions
- Aircraft parking position assignments
- Contingencies for non-routine operations, including disabled aircraft recovery operations

Although improvements and modifications to certain aircraft movement areas have been completed at ONT to support ADG VI operations, some operational limitations remain. These limitations are addressed through the processes and procedures in this Plan. The Plan will be continually reviewed and updated to reflect current operational conditions and procedures at ONT in concert with observations and experiences with ADG VI operations.

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1. INTRODUCTION

The ONT ADG VI Operations Plan describes procedures and protocols for ADG VI operations at the airport. ONT is confident the execution of this Plan will prove its value when ADG VI aircraft are operating at ONT.

Procedures described in the Plan are in accordance with FAA guidelines and ONT Rules and Regulations. This Plan does not supersede established policies and procedures for general airport operations as described in the ONT Rules and Regulations.

The Plan prescribes operating procedures focused on enhancing safety and efficiency of ADG VI movements on the airfield, thereby mitigating the overall impact on regular air carrier operations as well as the vehicle service road system at ONT.

The Plan also confirms the understanding between carriers operating ADG VI aircraft, ONT FAA ATCT, and ONT Airside Operations on the expected ground maneuvers of ADG VI aircraft. ONT Airside Operations personnel are better prepared to provide the support needed to move ADG VI aircraft around the airport by simplifying taxi routes and designating approved routes of travel.

The Plan will be reviewed and revised to reflect facility and operations changes. Involvement from ONT stakeholders and feedback received from said stakeholders is essential to maintaining an effective ADG VI Operations Plan. Anyone with comments or suggestions that may enhance and improve the Plan is encouraged to contact the OIAA Chief Operating Officer at (909) 544-5300.

2. ADG VI AIRCRAFT ARRIVAL RUNWAYS

A. West Flow Aircraft Operations – VFR and CAT I Weather Conditions

Runway 26R is the recommended ADG VI arrival runway. (However, Runway 26L may be used upon pilot request and approval from ONT FAA ATCT).

ONT FAA ATCT will direct all ADG VI arrivals to Runway 26R unless wind, weather, or other conditions at ONT, render Runway 26R unsuitable for aircraft arrivals. Runway 26R is the Airport's longest runway and is best suited for ADG VI arrivals. ADG VI arrivals may exit Runway 26R at Taxiway D or Taxiway N.

Restrictions: Due to wingspan separation, Runway 26R may not be used for ADG VI arrivals if an ADG VI aircraft is taxiing or staged on Taxiway N.

Runway inspection by ONT Airside Operations personnel is required after each A380 arrival.

B. West Flow Aircraft Operations – IFR Weather Conditions

Runway 26L is the only ADG VI arrival runway during Low-Visibility weather conditions

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During low visibility conditions, ONT FAA ATCT will direct ADG VI arrivals to Runway 26L as the runway is equipped with a Category II/III Instrument Landing System (ILS) at ONT. ADG VI arrivals may exit Runway 26L at Taxiway S to the south or Taxiway D to the north.

Restrictions: Due to aircraft wingspan separation, Runway 26L may not be used for ADG VI arrivals if an ADG VI aircraft is taxiing or staged on Taxiway N or Taxiway S.

Runway inspection by ONT Airside Operations personnel is required after each A380 arrival.

C. East Flow Aircraft Operations – VFR and CAT I Weather Conditions

Runway 08L is the primary ADG VI arrival runway.

ONT FAA ATCT will direct all ADG VI arrivals to Runway 08L when the airport is operating in East Flow aircraft operations unless conditions at ONT require arrivals to use Runway 08R. ADG VI arrivals may exit Runway 08L at Taxiway U or Taxiway W.

Restrictions: Due to aircraft wingspan separation, Runway 08L may not be used for ADG VI arrivals if an ADG VI aircraft is taxiing or staged on Taxiway N.

Designated ONT Airside Operations personnel will monitor all ADG VI movements and will be in contact with ONT FAA ATCT personnel and the ADG VI flight crew on VHF 121.90 MHz. for instant communication.

Runway inspection by ONT Airfield Operations personnel is required after each A380 arrival.

3. ADG VI AIRCRAFT DEPARTURE RUNWAYS

A. West Flow Aircraft Operations – VFR and IFR Weather Conditions

Both Runway 26R and Runway 26L are approved for ADG VI departures available for use to 500 ‘ Runway Visual Range (RVR).

ONT FAA ATCT will direct all ADG VI departures to Runway 26R or Runway 26L unless wind, weather, or other conditions at ONT render Runway 26R and or Runway 26L unsuitable for aircraft departures. Please note, Runway 26R is the Airport’s longest runway and is best suited for ADG VI departures.

Restrictions: Due to wingspan separation, Runway 26R may not be used for ADG VI departures if an ADG VI aircraft is taxiing or staged on Taxiway N.

Restrictions: Due to wingspan separation, Runway 26L may not be used for ADG VI departures if an ADG VI aircraft is taxiing or staged on Taxiway S.

Runway inspection by ONT Airside Operations personnel is required after each A380 departure.

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B. East Flow Aircraft Operations – VFR and CAT I Weather Conditions

Runway 08L is the primary ADG VI departure runway. However, Runway 08R may be used upon pilot request and approval from ONT FAA ATCT.

ONT FAA ATCT will direct all ADG VI departures to Runway 08L when the Airport is operating in East Flow orientation. Runway 08L is the Airport's longest runway and is best suited for ADG VI departures however Runway 08R may be used upon pilot request and approval from ONT FAA ATCT.

Restrictions: Due to wingspan separation, Runway 08L may not be used for ADG VI departures if an ADG VI aircraft is taxiing or staged on Taxiway N.

Runway 08R is the alternate ADG VI departure runway.

Restrictions: Due to wingspan separation, Runway 08R may not be used for ADG VI departures if an ADG VI aircraft is taxiing or staged on Taxiway S.

*Runway inspection by ONT Airside Operations personnel is required after each **A380 departure**.*

Designated ONT Airside Operations personnel will monitor all ADG VI movements and will be in contact with ONT FAA ATCT personnel and the flight crew on VHF 121.90 MHz for instant communication as necessary.

Prior to seeking aircraft push back and taxi clearances, contact with ONT FAA ATCT on VHF frequency 121.90 MHz must be established for aircraft movement monitoring and coordination with Airside Operations personnel.

ADG VI AIRCRAFT TAXIWAYS

The following Taxiways are the primary ADG VI Taxiways at ONT:

A. East/West Movements:

Taxiway N
Taxiway S

B. North/South Movements:

Taxiway D
Taxiway U
Taxiway W

Restrictions or conditions:

- Due to wingspan separation, while ADG VI aircraft are taxiing on Taxiway N, Runway 08L-26R is restricted to ADG V and smaller aircraft for arrival and departure operations.

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- Due to wingspan separation, while ADG VI aircraft are taxiing on Taxiway S, Runway 08R-26L is restricted to ADG V and smaller aircraft for arrival and departure operations.
- **Due to aircraft wingspan restrictions, Taxiway S5 shall not be utilized for any other aircraft while Taxiway W is utilized for ADG VI aircraft. The proximity of the immediate hold position marking on Taxiway S5 and Taxiway Y does not allow the wingspan separation required to safely allow an aircraft to hold at this point while ADG VI are operating on Taxiway W.**
- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel.
- No taxiway closures are required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures are implemented via rolling roadblocks by ONT Airside Operations personnel for **A380 aircraft only**

4. ADG VI AIRCRAFT PARKING AND STAGING AREAS

ADG VI parking and staging positions for non-scheduled flight diversions to ONT will be designated by ONT Airside Operations personnel. Aircraft ground handling companies and airlines operating at ONT, currently lack the necessary Ground Service Equipment (GSE) required to conduct ADG VI aircraft push back and towing operations. Therefore, ADG VI aircraft should remain on Taxiways S or other areas that allow ADG VI aircraft to power in and power out of the parking position as directed by ONT Airside Operations.

When ADG VI aircraft are staged on Taxiway S, Runway 26L/08R is restricted to ADG V and smaller arrival and departure operations due to wingspan separation.

No ADG VI aircraft parking positions are available at any passenger terminal, other remote aircraft ramp positions or Aircraft Movement Areas (AMA) on the north side of the airfield. These areas include Terminal 1, Terminal 2, Terminal 4, 300 series aircraft pads, FIS and all associated Taxiways/Taxilanes. ONT Airside Operations personnel shall be the final determining authority for approving ADG VI aircraft staging or parking on these areas if and when then current operational conditions warrant.

Due to wingspan separation, when ADG VI aircraft are staged on Taxiway N, Runway 26R/08L is restricted to ADG V and smaller arrival and departure operations.

5. ADG VI AIRCRAFT TAXI ROUTES (West Flow Arrivals)

ONT Airside Operations has designated the following taxi routes to safely and efficiently enable the movement of ADG VI aircraft between runways and airplane parking and staging locations.

A. Runway 26R Arrivals to Taxiway S (Primary Route)

1. Aircraft lands Runway 26R
2. Aircraft exits Runway 26R/08L northbound at Taxiway D or at Taxiway N
3. Aircraft taxis eastbound on Taxiway N to Taxiway U
4. Aircraft holds on Taxiway N short of Taxiway U at Runway 26R/08L

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5. Upon ONT FAA ATCT instruction, aircraft taxis southbound on Taxiway U and crosses Runway 26R/08L and Runway 26L/08R to Taxiway S
6. Aircraft taxis westbound on Taxiway S to available parking position as instructed by ONT FAA ATCT and ONT Airside Operations

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel without exception.
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

B. Runway 26R Arrivals to Taxiway S (Alternate Route)

1. Aircraft lands Runway 26R
2. Aircraft exits Runway 26R/08L southbound on Taxiway D and holds short of Runway 26L/08R
3. Upon ONT FAA ATCT instruction, aircraft enters and back-taxis eastbound on Runway 26L/08R to Taxiway U
4. Aircraft exit Runway 26L/08R and taxis southbound on Taxiway U to Taxiway S
5. Aircraft taxis westbound on Taxiway S to available parking position as instructed by ONT FAA ATCT and ONT Airside Operations.

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel without exception.
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

C. Runway 26R to Taxiway S (UPS B747-8F Primary Route)

1. Aircraft lands Runway 26R
2. Aircraft exits Runway 26R/08L at Taxiway D and holds short of Runway 26L/08R.
3. Upon ONT FAA ATCT instruction, aircraft crosses Runway 26L/08R to Taxiway S.
4. Aircraft taxis eastbound on Taxiway S to Taxiway W to the UPS aircraft ramp.

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel accordingly.
- No Taxiway closures required.

D. Runway 26L Arrivals to Taxiway S (Primary Route)

1. Aircraft lands Runway 26L
2. Aircraft exits Runway 26L/08R northbound at Taxiway D, holding short of Runway 26R/08L

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3. Upon ONT FAA ATCT instruction, aircraft crosses Runway 26R/08L and taxis eastbound on Taxiway N to Taxiway U
4. Aircraft holds on Taxiway N short of Taxiway U
5. Upon ONT FAA ATCT instruction, aircraft taxis crosses Runway 26R/08L and Runway 26L/08R on Twy U to Taxiway S
6. Aircraft taxis westbound on Taxiway S to available parking position as instructed by ONT FAA ATCT and ONT Airside Operations

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel without exception
- No taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

E. Runway 26L Arrivals to Taxiway S (Alternate Route)

1. Aircraft lands Runway 26L
2. Aircraft exits Runway 26L/08R northbound at Taxiway D, holding short of Runway 26R/08L
3. Upon ONT FAA ATCT instruction, aircraft enters Runway 26R/08L and back-taxis eastbound on Runway 26R/08L to Twy U
4. Upon ONT FAA ATCT instruction, aircraft taxis southbound on Taxiway U and crosses Runway 26L/08R to Taxiway S
5. Aircraft taxis westbound on Taxiway S to available parking as instructed by ONT FAA ATCT and ONT Airside Operations

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations personnel without exception.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

F. Runway 26L Arrivals to Taxiway S (UPS B747-8F Primary Route)

1. Aircraft lands Runway 26L
2. Aircraft exits Runway 26L/08R southbound on Taxiway S
3. Aircraft taxis eastbound on Taxiway S to Taxiway W to the UPS aircraft ramp.

Restrictions or conditions:

- ONT FAA ATCT will coordinate UPS ADG VI aircraft movement with ONT Airside Operations personnel accordingly.
- No Taxiway closures required

6. ADG VI AIRCRAFT TAXI ROUTES (East Flow Arrivals)

ONT Airside Operations has designated the following taxi routes to safely and efficiently enable the movement of ADG VI aircraft between runways and airplane parking and staging locations.

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A. Runway 08L Arrivals to Taxiway S

1. Aircraft lands Runway 08L
2. Aircraft exits Runway 08L/26R southbound at Taxiway U or Taxiway W and holds short of Runway 08R/26L.
3. Upon ONT FAA ATCT instruction, aircraft crosses Runway 08R/26L on Taxiway U or Taxiway W to Taxiway S
4. Aircraft taxis westbound on Taxiway S to available parking position as instructed by ONT FAA ATCT and ONT Airside Operations

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations staff without exception.
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

B. Runway 08L Arrivals to Taxiway S (UPS B747-8F Primary Route)

1. Aircraft lands Runway 08L
2. Aircraft exits Runway 08L/26R southbound on Taxiway U or Taxiway W and holds short of Runway 08R/26L.
3. Upon ONT FAA ATCT instruction, aircraft crosses Runway 08R/26L on Taxiway U or Taxiway W to Taxiway S and to the UPS aircraft ramp.

Restrictions or conditions:

- ONT FAA ATCT will coordinate UPS ADG VI aircraft movement with ONT Airside Operations personnel accordingly.
- No Taxiway closures required

C. Runway 8R Arrivals to Taxiway S

1. Aircraft lands Runway 8R
2. Aircraft exits Runway 08R/26L southbound at Taxiway U or Taxiway W as directed by ONT FAA ATCT.
3. Aircraft taxis westbound on Taxiway S to available parking position as instructed by ONT FAA ATCT and ONT Airside Operations

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations staff without exception
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

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D. Runway 08R Arrivals to Taxiway S (UPS B747-8F Primary Route)

1. Aircraft lands Runway 08R
2. Aircraft exits Runway 08R/26R southbound on Taxiway U or Taxiway W as directed by ONT FAA ATCT.
3. Aircraft taxis eastbound on S or southbound on Taxiway W to the UPS aircraft ramp.

Restrictions or conditions:

- ONT FAA ATCT will coordinate UPS ADG VI aircraft movement with ONT Airside Operations personnel accordingly.
- No Taxiway closures required

7. ADG VI AIRCRAFT TAXI ROUTES (West Flow Departures)

Prior to seeking aircraft push back or movement clearance, contact with ONT FAA ATCT on VHF frequency 121.90 MHz must be established for aircraft movement to allow monitoring and coordination with Airside Operations personnel. Upon receipt of departure clearance and prior to engine start, contact with ONT Airside Operations must be established to ensure coordination of aircraft movement with ONT FAA ATCT.

A. Taxiway S to Runway 26R or Runway 26L (Primary Route)

1. Aircraft taxis westbound on Taxiway S, holding short of Runway 26L/08R at Taxiway D
2. Upon ONT FAA ATCT instruction, aircraft taxis northbound on Taxiway D and crosses Runway 26L/08R and Runway 26R/08L to Taxiway N
3. Aircraft taxis eastbound on Taxiway N to Taxiway W and awaits ONT FAA ATCT departure instructions for Runway 26R or Runway 26L

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations without exception
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

8. ADG VI AIRCRAFT TAXI ROUTES (East Flow Departures)

A. Taxiway S to Runway 08L (Primary Route)

1. Aircraft taxis westbound on Taxiway S, holding short of Runway 08R/26L at Taxiway D
2. Upon ONT FAA ATCT instruction, aircraft taxis northbound on Taxiway D and crosses Runway 08R/26L and Runway 08L/26R to Taxiway N
3. Aircraft taxis westbound on Taxiway N to Runway 08L/26R and awaits ONT FAA ATCT departure instructions.

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B. Taxiway S to Runway 08R (Primary Route)

1. Aircraft taxis westbound on Taxiway S holding short of Runway 08R/26L and awaits ONT FAA ATCT departure instructions.

Restrictions or conditions:

- ONT FAA ATCT will coordinate all ADG VI aircraft movement with ONT Airside Operations without exception
- No Taxiway closures required.
- Due to wingspan separation, Vehicle Service Road (VSR) closures implemented via rolling roadblocks by ONT Airside Operations personnel. **(A380 aircraft only)**

9. ADG VI AIRCRAFT OPERATIONS COORDINATION

A. Arrival and Departure Process

- Airside Operations personnel will contact ONT FAA ATCT to confirm the runway assignment and preferred taxi route for each ADG VI operation.
- As movement of ADG VI aircraft requires assistance and support of ONT Airside Operations personnel, it is the responsibility of the operating airline to indicate their runway requirement and taxi route to then on-duty ONT Airside Operations personnel at least 30 minutes prior to departure to allow the positioning of necessary staffing to monitor the operation.

B. Aircraft Movement on The Airfield

- Per the Modification to Standards (MOS) #2, ADG VI aircraft are limited to a **maximum of 15 MPH** when operating on ONT Taxiways and Taxilanes.
- Changes to normal departure times must be communicated to then on duty ONT Airside Operations personnel as soon as information becomes available.
- ONT Airside Operations are responsible for providing support for each ADG VI movement on the airfield to the greatest extent possible based upon then current airport operational conditions and activity.
- ONT Airside Operations personnel will monitor and control Vehicle Service Road (VSR) traffic at appropriate points to provide the required clearances for moving ADG VI aircraft. **(A380 aircraft only)**
- Communications with ADG VI Aircraft after arrival and prior to departure will be coordinated with ONT FAA ATCT on frequency 121.90 MHz. It will be the responsibility of the airline to monitor this frequency.
- ONT Airside Operations personnel will remain available to respond to emergencies and other airfield responsibilities during ADG VI movements, as required by CFR part 139.303.
- ONT Airside Operations personnel will ensure required aircraft clearances are met by escorting / shadowing ADG VI aircraft wingtips and ensuring that VSR traffic and equipment remain clear of minimum distances prescribed in the FAA Modification to Standards (MOS). **(A380 aircraft only)**

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