



## Table of Contents

<b>Section 5 – Aircraft Noise Mitigation Operating Procedures and Restrictions</b> .....	1
5.1 Operational Responsibilities .....	1
5.2 Reporting and Implementation Responsibilities .....	2
5.3 Runway Use Procedures .....	2
5.4 Starting, Running, and High-Power Run of Aircraft Engines .....	3
5.5 Engine Run of Aircraft Engines in Test Cells .....	3
5.6 Helicopter Operating Procedures.....	3

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## **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), ONT ATCT 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 ONT ATCT or the pilot with respect to the full utilization of the airport facilities in an unusual situation.

5.1.1 Pilots of all turbojet and turbo-fan powered aircraft who are given a preferential runway assignment by ONT ATCT 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).

5.1.2 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.

5.1.3 ONT Airport Operations (909) 544-5454 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**

5.2.1 OIAA will track aircraft operations deviating from Sub-section 5.03 herein. OIAA 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.

5.2.2 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](http://www.flyontario.com) via [ONT WebTrak](#); or, noise complaints can be filed by telephone, (909) 544-5470.

5.2.3 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**

5.3.1 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 velocities of 8 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.

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

5.3.3 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.

5.3.4 Turbojet and turbo-fan aircraft are prohibited from runway intersection departures, except from runway 08L at taxiway D intersection 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**

5.5.1 Maintenance or test running of jet engines NOT MOUNTED on an aircraft is prohibited.

#### **5.6 Helicopter Operating Procedures**

5.6.1 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.

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

5.6.3 ONT does not have a marked heliport or helipad. Additionally, **taxilane F south of Twy S** is not visible to FAA 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.