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October 14, 2025

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
PROPOSED PASSENGER FACILITY CHARGE (PFC) APPLICATION NO. 26-07-C-00-ONT TO THE
FAA TO IMPOSE AND USE PFC REVENUE AT ONTARIO INTERNATIONAL AIRPORT
NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT**

The Ontario International Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Ontario International Airport (ONT or the Airport) and to concurrently use PFC revenue at the Airport. The Authority has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The Authority will accept public comments on the proposed PFC Application No. 26-07-C-00-ONT (PFC 26-07) from the day of posting through Tuesday, November 18, 2025.

Authority Point of Contact: Comments may be mailed to Ms. Celeste Heinonen, Senior Vice President & Chief Financial Advisor, Ontario International Airport, 1923 E. Avion Street, Ontario, CA 91761 or e-mailed at cheinonen@flyontario.com.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The Airport will seek authority from the FAA to impose and use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible enplaned passengers at the Airport.

Charge Effective Date: October 1, 2028 (which reflects the estimated charge expiration date for PFC Application No. 16-05-C-02-ONT).

Estimated Charge Expiration Date: March 1, 2031

Estimated Total PFC Impose and Use Revenue: \$34,622,249

Projects for which The Authority is seeking impose and use authority:

7.01 Taxiway C (Crossover Taxiway) - Design and Construction

Project Description: This reimbursement project funded for the design and construction of new Taxiway C, a crossover taxiway, located between Taxiways A and N. This new taxiway replaced Taxiway D and now provides two access points to the FedEx Cargo Ramp. This taxiway was design and constructed based on FAA airfield standards for Airplane Design Group (ADG) V aircraft.

Project Justification: This project preserved capacity at ONT by separating cargo and commercial aircraft movements on the airfield. New Taxiway C was constructed to provide direct access from Taxiway N to the cargo ramp, allowing arriving cargo aircraft to exit the runway via two newly built connectors. Passenger aircraft now continue using the existing taxiway system without interference. This separation supports the continued growth of cargo operations while maintaining existing passenger capacity. Additionally, the removal of Taxiway D eliminated direct ramp-to-runway access, reducing the risk of runway incursions.

7.02 Taxiways S and W Intersection Reconstruction - Construction

Project Description: This reimbursement project funded for the reconstruction of approximately 4,080 square yards of select concrete pavement sections at the intersection of Taxiway S and W intersection near the Runway 26L approach at ONT. The new pavement sections were designed and constructed in accordance with FAA AC 150/5300-13A, *Airport Design* guidance.

Project Justification: The Taxiway S and W intersection is located in a critical area of the airfield. Taxiway S is a full-length taxiway that supports Runway 8R-26L and the many ramps and operational areas south of Runway 8R-26L. Taxiway W, located on the east end of the airfield, provides access to Runway 26L and Runway 26R approaches and a major cargo ramp in the southwest area of the airfield. Sections of this intersection were last rehabilitated in 1991 and 1999 and have exceeded their minimum useful life based on FAA guidance. A pavement evaluation completed in 2021 identified the Pavement Condition Index (PCI) rating average as 67 which is considered to be in fair condition.

7.03 Taxiway S5 Construction

Project Description: This reimbursement project funded for the construction of new Taxiway S5. Taxiway S5 is located on the east end of the airfield, adjacent to Taxiways S and W. This taxiway was designed and constructed based on FAA airfield standards for ADG V aircraft and also includes installation of new lighting, signage, and drainage infrastructure.

Project Justification: This project preserved the capacity of the Airport. Taxiway S5 is a new taxiway and was constructed to allow aircraft passage to the cargo apron located south of Taxiway Y or access to the Runway 26L or Runway 26R approaches during the reconstruction of Taxiway S and W.

7.04 Taxiway S Rehabilitation – Design and Construction

Project Description: This reimbursement project funded the rehabilitation of approximately 4,000 square yards of select concrete and asphalt pavement sections on Taxiway S from Taxiway F to near the FAA Tower to improve pavement conditions and ensure safe aircraft operations. The new pavement sections were designed and constructed in accordance with FAA design standards.

Project Justification: Taxiway S is a full-length taxiway that supports Runway 8R-26L and the many ramps and operational areas south of Runway 8R-26L. Sections of this taxiway were last rehabilitated in 1991 and have exceeded their minimum useful life based on FAA guidance. A pavement evaluation completed in 2011 identified the Pavement Condition Index (PCI) rating average as 67 which is considered to be in fair condition. Rehabilitation of this taxiway helped mitigate foreign object damage (FOD) accumulation and ensure the airfield continues to meet FAA safety standards.

7.05 Runway 26R Touchdown Zone Lights – Design and Construction

Project Description: This reimbursement project funded for the design and construction to install new touchdown zone lighting on Runway 26R to enhance safety and efficiency during low-visibility operations. This upgrade improves overall operational safety for aircraft landing on Runway 26R during low visibility operations and ensures correct positioning of aircraft on Runway 26R.

Project Justification: This project will preserve capacity by reducing aircraft separation standards and enhances the overall operational safety once Runway 26R is upgraded with a full Instrument Landing System (ILS) to support CAT III approaches. Previously limited to CAT I, this enhancement improves operational flexibility and safety, especially during poor weather conditions. Upon completion of the Runway 26R ILS Upgrade project will allow both runways to support advanced landing procedures, reducing delays and maintaining reliable airport operations.

7.06 Terminal 1 Apron Rehabilitation – Design

Project Description: This reimbursement project funded for the design phase of the Terminal 1 Apron Rehabilitation project. The construction phase of this project will rehabilitate approximately 31,000 square yards of asphalt pavement in the northeast section of the Terminal 1 apron area. The new pavement sections were designed in accordance with FAA design standards.

Project Justification: The Terminal 1 apron is one of many areas dedicated to the Authority's growing cargo operations. This project preserves capacity by rehabilitating the Terminal 1 apron to maintain safe and efficient operations. This section of the Terminal 1 apron was last constructed in 2001 and had exceeded its minimum useful life. A pavement evaluation completed in 2011 identified these pavements as having an average PCI rating of 42 which is considered to be in poor condition. Rehabilitation of this ramp helped mitigate FOD accumulation and ensured the airfield continued to meet FAA safety standards.

7.07 Terminal 1 Apron Rehabilitation – Construction

Project Description: This reimbursement project funded for the construction phase of the Terminal 1 Apron

Rehabilitation project. This project rehabilitated approximately 31,000 square yards of asphalt pavement in the northeast section of the Terminal 1 apron area. The new pavement sections were constructed in accordance with FAA design standards.

Project Justification: The Terminal 1 apron is one of many areas dedicated to the Authority's growing cargo operations. This project preserves capacity by rehabilitating the Terminal 1 apron to maintain safe and efficient operations. This section of the Terminal 1 apron was last constructed in 2001 and had exceeded its minimum useful life. A pavement evaluation completed in 2011 identified these pavements as having an average PCI rating of 42 which is considered to be in poor condition. Rehabilitation of this ramp helped mitigate FOD accumulation and ensured the airfield continued to meet FAA safety standards.

7.08 South Cargo Ramp Rehabilitation - Design

Project Description: This reimbursement project funded the design phase for the South Cargo Ramp Rehabilitation project. This project rehabilitated approximately 48,000 square yards of concrete and asphalt pavement sections on the dedicated South Cargo Ramp located west of the air traffic control tower. The new pavement sections were designed in accordance with FAA design standards.

Project Justification: The South Cargo Ramp area is one of many areas dedicated to the Authority's growing cargo operations. This project preserves capacity by rehabilitating the South Cargo Ramp to maintain safe and efficient operations. The South Cargo Ramp was last constructed in 2001 and had exceeded its minimum useful life. A pavement evaluation completed in 2011 identified the two major pavement sections as having a PCI rating of 74 and 27, which is considered fair and poor, respectively. Rehabilitation of this ramp area helped mitigate FOD accumulation and ensured the airfield continued to meet FAA safety standards.

7.09 South Cargo Ramp Rehabilitation - Construction

Project Description: This reimbursement project funded the construction phase for the South Cargo Ramp Rehabilitation project. This project rehabilitated approximately 48,000 square yards of concrete and asphalt pavement sections on the dedicated South Cargo Ramp located west of the air traffic control tower. The new pavement sections were constructed in accordance with FAA design standards.

Project Justification: The South Cargo Ramp area is one of many areas dedicated to the Authority's growing cargo operations. This project preserves capacity by rehabilitating the South Cargo Ramp to maintain safe and efficient operations. The South Cargo Ramp was last constructed in 2001 and had exceeded its minimum useful life. A pavement evaluation completed in 2011 identified the two major pavement sections as having a PCI rating of 74 and 27, which is considered fair and poor, respectively. Rehabilitation of this ramp area helped mitigate FOD accumulation and ensured the airfield continued to meet FAA safety standards.

7.10 Runway 26R ILS Upgrade

Project Description: This project funds the design and installation of a new Instrument Landing System (ILS) on Runway 26R at ONT Airport. This project includes equipment upgrades to enable Category III approach capabilities. This project will also fund for the associated navigational aids such as glide slope equipment, runway visual range systems, and approach lighting.

Project Justification: Upgrading Runway 26R to support advanced landing capabilities will help maintain airport capacity and improve safety during poor weather. This enhancement aligns with FAA guidelines and ensures both main runways can support the same level of operations.

7.11 Airfield Pavement Management System

Project Description: This reimbursement project funded for the Airfield Pavement System evaluation at ONT Airport. The Airfield Pavement Evaluation is performed to assess current conditions and support future maintenance planning. The study followed FAA guidelines and included data collection, pavement surveys, and analysis to help ensure safe and efficient operations across the airfield.

Project Justification: FAA Grant Assurances require the Airport to implement a pavement management program. ONT Airport conducted this evaluation to meet FAA requirements and support long-term pavement maintenance. The program helps prioritize repairs, reduce costs, and extend the life of airfield surfaces, ensuring safe and efficient

operations.

7.12 Airport Layout Plan Update

Project Description: This reimbursement project funded for the updating of ONT’s Airport Layout Plan (ALP) update to meet current FAA requirements. This update includes aeronautical surveys, GIS data collection, and future planning to support passenger, cargo, and general aviation needs. The ALP ensures the Airport’s infrastructure and development align with projected activity and federal standards.

Project Justification: This project preserved capacity of the Airport by updating the existing ALP to meet current FAA requirements and support future growth. The previous plan was outdated and did not reflect modern data standards or planned developments. This update ensures regulatory compliance and helps preserve airport capacity for expanding passenger, cargo, and aviation needs.

7.13 Common Use Terminal Equipment and Common Use Passenger Processing System at Terminal 2 – Phase 1

Project Description: This project funds the installation of a new Common Use Terminal Equipment (CUTE) and Passenger Processing System (CUPPS) in Terminal 2 to enhance airline operations and passenger experience. This upgrade includes new self-service kiosks, biometric boarding scanners, gate workstations, and display screens. This system supports multiple airlines and improves flexibility at ticket counters and gates without changing the terminal layout.

Project Justification: This project enhances airline competition, by converting select ticket counters in Terminal 2 to a common-use system. Previously underutilized, these counters now support multiple airlines through a shared technology platform, improving space efficiency and lowering barriers for new carriers. This upgrade aligns with FAA guidelines to enhance competition between or among carriers.

7.14 PFC Administrative Costs

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at ONT, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval. The cost for this project will reimburse the Authority for cost associated with the preparation of this PFC application.

Project Justification: Administrative costs are eligible in accordance with 14 CFR Part 158.3, PFC Administrative Support Costs.

Funding Sources for PFC 26-07

Pro No.	Project Title	PFC Level	PFC Revenue Requested	AIP Funding	Airport Funding	Airport Funding
7.01	Taxiway C (Crossover Taxiway) - Design and Construction	\$4.50	\$6,220,565	\$0	\$0	\$6,220,565
7.02	Taxiways S and W Intersection Reconstruction - Construction	\$4.50	\$1,937,317	\$5,327,018	\$0	\$7,264,335
7.03	Taxiway S5 Construction	\$4.50	\$466,888	\$1,283,799	\$0	\$1,750,687
7.04	Taxiway S Rehabilitation – Design and Construction	\$4.50	\$2,065,518	\$5,729,535	\$0	\$7,795,053
7.05	Runway 26R Touchdown Zone Lights – Design and Construction	\$4.50	\$1,267,501	\$3,485,240	\$0	\$4,752,741
7.06	Terminal 1 Apron Rehabilitation – Design	\$4.50	\$311,201	\$0	\$0	\$311,201
7.07	Terminal 1 Apron Rehabilitation – Construction	\$4.50	\$1,215,112	\$3,341,181	\$0	\$4,556,293
7.08	South Cargo Ramp Rehabilitation - Design	\$4.50	\$225,581	\$0	\$0	\$225,581
7.09	South Cargo Ramp Rehabilitation - Construction	\$4.50	\$638,582	\$1,755,904	\$0	\$2,394,486
7.10	Runway 26R ILS Upgrade	\$4.50	\$16,643,365	\$0	\$867,531	\$17,510,896
7.11	Airfield Pavement Management System	\$4.50	\$258,132	\$709,780	\$0	\$967,912
7.12	Airport Layout Plan Update	\$4.50	\$316,094	\$869,161	\$0	\$1,185,255
7.13	Common Use Terminal Equipment and Common Use Passenger Processing System at Terminal 2 – Phase 1	\$4.50	\$2,981,393	\$0	\$187,941	\$3,169,334
7.14	PFC Administrative Costs	\$4.50	\$75,000	\$0	\$0	\$75,000
Total			\$34,622,249	\$22,501,618	\$1,055,472	\$58,179,339