

Part 150 Noise Exposure Map Update Appendices

LA/Ontario International
Airport



LA/Ontario International
Los Angeles World Airports

September 2015

Noise Exposure Map Update LA/Ontario International Airport

In Compliance with
14 CFR Part 150
Appendices

September 2015



LA/OntarioInternational
Los Angeles World Airports

Los Angeles World Airports

1 World Way
Los Angeles, CA 90045

LA/Ontario International Airport 14 CFR Part 150 Update Noise Exposure Map Appendices

This is the second of two volumes for the LA/Ontario International Airport Part 150 Update Noise Exposure Map (NEM). The Appendices which follow contain background and supporting material for the NEM in accordance with the documentation requirements of Title 14 of the Code of Federal Regulations (CFR) Part 150 “Airport Noise Compatibility Planning.” This is not a stand-alone document and should be used together with the first volume of the NEM. The Appendices are provided under separate cover due to the magnitude of information contained therein and to provide an easier review of the information presented.

This page intentionally left blank

Contents

Appendix A	Introduction to Noise Evaluation.....	A-1
A.1	Introduction to Noise Terminology.....	A-1
A.1.1	Decibel, dB.....	A-1
A.1.2	A-Weighted Decibel.....	A-2
A.1.3	Maximum Sound Level, Lmax.....	A-4
A.1.4	Sound Exposure Level, SEL	A-4
A.1.5	Single Event Noise Exposure Level.....	A-5
A.1.6	Equivalent Sound Level, Leq.....	A-6
A.1.7	Day-Night Average Sound Level, DNL.....	A-7
A.1.8	Community Noise Equivalent Level (CNEL).....	A-9
A.2	Effects of Weather on Outdoor Sound Propagation.....	A-10
A.3	The Effects of Aircraft Noise on People	A-12
A.3.1	Speech interference.....	A-12
A.3.2	Sleep interference.....	A-13
A.4	Community Annoyance	A-14
A.5	Land Use Compatibility	A-16
Appendix B	EXISTING NOISE COMPATIBILITY PROGRAM.....	B-1
B.1	Program Elements Summary of Original 1990 NCP – Aircraft Operational/Noise Abatement Measures	B-1
B.2	Program Elements Summary of Original 1990 NCP – Noise Mitigation Measures	B-3
B.3	Program Elements Summary of Original 1990 NCP – Program Management Measures	B-7
B.4	Supporting Noise Resolutions and Ordinances	B-10
B.4.1	Resolution 17152 – Stage 2 Aircraft Phase-out	B-10
B.4.2	Ordinance 168853 – Stage 2 Aircraft Phase-out	B-21
B.4.3	Resolution 13513 – Noise Abatement Policy.....	B-42
Appendix C	FAA Notification of Compliance for 1990 Noise Exposure Maps.....	C-1
Appendix D	FAA Record of Approval for 1990 Noise Compatibility Program.....	D-1
Appendix E	FAA Record of Approval for Reevaluation of Measure 5.4(b) 1990 Noise Compatibility Program.....	E-1
Appendix F	Forecast of Aircraft Operations at ONT 2015 and 2020.....	F-1
Appendix G	FAA Approval of Aircraft Operations Forecasts.....	G-1
Appendix H	Non-Standard Modeling Substitution Request Letter	H-1
Appendix I	FAA Approval of Non-Standard Modeling Substitutions	I-1
Appendix J	Request for Use of RealContours™ for the ONT NEM Update.....	J-1

Appendix K	FAA Approval of LAWA Request to Use RealContours for the ONT NEM Update	K-1
Appendix L	Public Consultation	L-1
L.1	Potentially Interested Groups, Organizations, and Businesses Receiving Postcard Notifications	L-1
L.2	Data Collection Meetings with Airport Operations and Users	L-3
L.3	LA/ONT Airport Noise Advisory Committee Meeting Attendance	L-7
L.3.1	OANAC Meeting Agenda – August 14, 2013.....	L-8
L.3.2	OANAC Meeting Approved Minutes – August 14, 2013	L-9
L.3.3	ONT NEM Presentation – August 14, 2013.....	L-11
L.3.4	OANAC Meeting Agenda – January 15, 2014.....	L-13
L.3.5	OANAC Meeting Approved Minutes – January 15, 2014	L-14
L.3.6	ONT NEM Presentation – January 15, 2014.....	L-15
L.3.7	OANAC Meeting Agenda – July 16, 2014	L-17
L.3.8	ONT NEM Presentation – July 16, 2014	L-18
L.3.9	OANAC Meeting Agenda – January 21, 2015.....	L-22
L.3.10	OANAC Meeting Approved Minutes – January 21, 2015	L-23
L.3.11	ONT NEM Presentation – January 21, 2015.....	L-27
L.3.12	OANAC Meeting Agenda – July 15, 2015	L-32
L.3.13	ONT NEM Presentation – July 15, 2015	L-33
L.4	Public Workshop May 1, 2014.....	L-38
L.4.1	Announcement/Press Release/ Display Ads.....	L-38
L.4.2	Public Workshop Sign-in Sheets – May 1, 2014.....	L-48
L.4.3	Public Workshop Handouts – May 1, 2014	L-50
L.4.4	Public Workshop Display Boards – May 1, 2014	L-53
L.4.5	Public Workshop Presentation – May 1, 2014	L-59
L.5	Frequently Asked Questions Posted on ONT Website.....	L-67
L.6	Public Workshop March 19, 2015.....	L-72
L.6.1	Announcement/Press Release/ Display Ads.....	L-72
L.6.2	Public Workshop Sign-in Sheets – March 19, 2015.....	L-85
L.6.3	Public Workshop Handouts – March 19, 2015	L-89
L.6.4	Public Workshop Display Boards – March 19, 2015	L-95
L.6.5	Public Workshop Presentation – March 19, 2015	L-104
L.7	Comments Received at or Immediately Following the Public Workshops and by the Closure Date of the Public Review	L-118

Appendix A Introduction to Noise Evaluation

This appendix introduces the acoustic metrics that provide a basis for evaluating and understanding a broad range of noise situations. Understanding these fundamental terms or metrics is helpful in explaining and comprehending the noise environment around an airport.

Noise is a complex physical quantity. To provide a basic reference, this appendix provides an introduction to fundamentals of acoustics and noise terminology (Section A.1), the effects of weather on outdoor sound propagation (Section A.2) and the effects of aircraft noise on people (Section A.3).

A.1 Introduction to Noise Terminology

To assist reviewers in interpreting the complex noise metrics used in evaluating airport noise, this appendix introduces the following acoustical descriptors of noise, roughly in increasing degree of complexity:

- Decibel, dB
- A-Weighted Decibel
- Maximum A-Weighted Sound Level, L_{max}
- Sound Exposure Level, SEL
- Single Event Noise Exposure Level, SENEL
- Equivalent A-Weighted Sound Level, Leq
- Day-Night Average Sound Level, DNL
- Community Noise Equivalent Level, CNEL

A.1.1 Decibel, dB

All sounds come from a sound source -- a musical instrument, a voice speaking, an airplane passing overhead. It takes energy to produce sound. The sound energy produced by any sound source is transmitted through the air in sound waves -- tiny, quick oscillations of pressure just above and just below atmospheric pressure. These oscillations, or sound pressures, impinge on the ear, creating the sound we hear.

Our ears are sensitive to a wide range of sound pressures. Although the loudest sounds that we hear without pain have about one million times more energy than the quietest sounds we hear, our ears are incapable of detecting small differences among these pressures. Thus, to better match how we hear this sound energy, we compress the total range of sound pressures to a more meaningful range by introducing the concept of sound pressure level.

Sound pressure levels (SPL) are measured in decibels (or dB). Decibels are logarithmic quantities reflecting the ratio of the two pressures, the numerator being the pressure of the sound source of interest, and the denominator being a reference pressure (the quietest sound we can hear).

The logarithmic conversion of sound pressure to SPL means that the quietest sound that we can hear (the reference pressure) has a sound pressure level of about 0 dB, while the loudest sounds that we hear without pain have sound pressure levels of about 120 dB. Most sounds in our day-to-day environment have sound pressure levels on the order of 30 to 100 dB.

Because decibels are logarithmic quantities, combining decibels is unlike common arithmetic. For example, if two sound sources each produce 100 dB operating individually and they are then operated together, they produce 103 dB -- not the 200 decibels we might expect. Four 100-dB sources operating simultaneously produce another three decibels of noise, resulting in a total SPL of 106 dB. For every

doubling of the number of equal sources, the SPL goes up another three decibels. A tenfold increase in the number of sources makes the sound pressure level increase 10 dB.

If one noise source is much louder than another, the two sources operating together will produce virtually the same SPL (and sound to our ears) that the louder source would produce alone. For example, a 100 dB source plus an 80 dB source produce approximately 100 dB of noise when operating together (actually, 100.04 dB). The louder source "masks" the quieter one. But if the quieter source gets louder, it will have an increasing effect on the total SPL such that, when the two sources are equal, as described above, they produce a level three decibels above the sound of either one by itself.

People hear changes in sound level according to the following rules of thumb: (1) a 6 to 10 dB increase in the SPL is sometimes described to be about a doubling of loudness, and (2) changes in SPL of less than about three decibels are not readily detectable outside of a laboratory environment.

A.1.2 A-Weighted Decibel

An important characteristic of sound is its frequency, or "pitch". This is the per-second rate of repetition of the sound pressure oscillations as they reach our ear, expressed in units known as Hertz (Hz).

When analyzing the total noise of any source, acousticians often break the noise into frequency components (or bands) to determine how much is low-frequency noise, how much is middle-frequency noise, and how much is high-frequency noise. This breakdown is important for two reasons:

- Our ear is better equipped to hear mid and high frequencies and is less sensitive to lower frequencies. Thus, we find mid- and high-frequency noise more annoying.
- Engineering solutions to a noise problem are different for different frequency ranges. Low-frequency noise is generally harder to control.

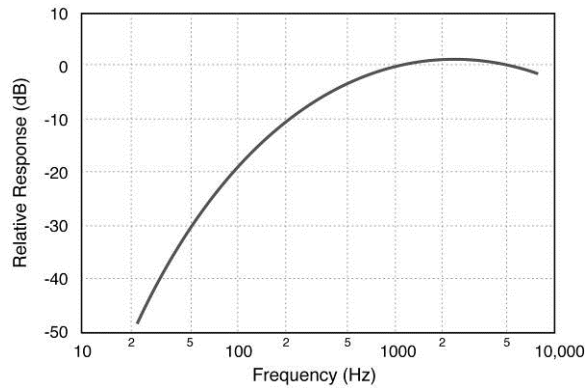
The normal frequency range of hearing for most people extends from a low of about 20 Hz to a high of about 10,000 to 15,000 Hz. People respond to sound most readily when the predominant frequency is in the range of normal conversation, typically around 1,000 to 2,000 Hz. The acoustical community has defined several "filters," which approximate this sensitivity of our ear and thus, help us to judge the relative loudness of various sounds made up of many different frequencies.

The "A" filter (or "A weighting") does this best for most environmental noise sources. A-weighted sound levels are measured in decibels, just like unweighted. To avoid ambiguity, A-weighted sound levels should be identified as such (e.g. "an A-weighted sound level of 85 dB") or stated up front that all noise levels presented in this document are A-weighted unless otherwise specified (as in this study).

Government agencies in the U.S (and most governments worldwide) recommend or require the use of A-weighted sound levels for measuring, modeling, describing, and assessing aircraft sound levels (and sound levels from most other transportation and environmental sources).

Figure A-1 depicts A-weighting adjustments to sound from approximately 20 Hz to 10,000 Hz.

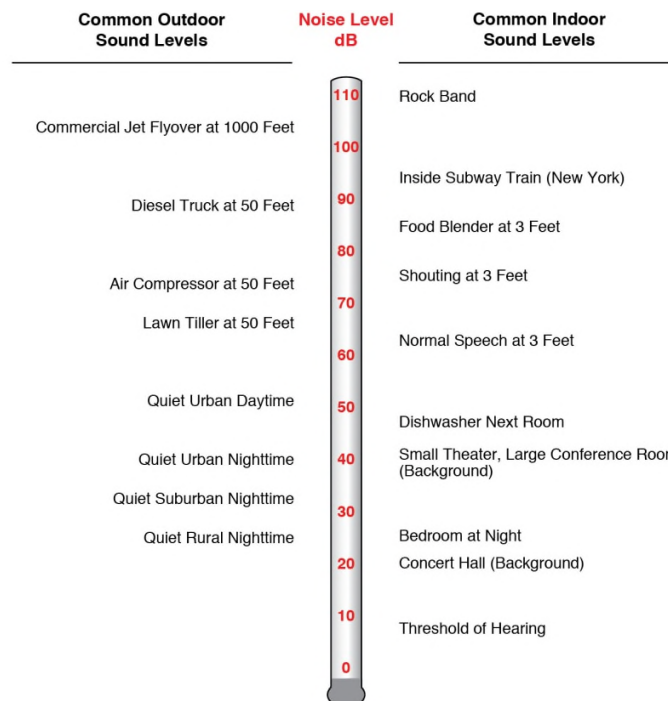
Figure A-1 A-Weighting Frequency Response
Source: HMMH



The A-weighted filter significantly de-emphasizes those parts of the total noise at lower and higher frequencies (below about 500 Hz and above about 10,000 Hz) where we do not hear as well. The filter has very little effect, or is nearly "flat", in the middle range of frequencies between 500 and 10,000 Hz where we hear quite easily. Because this filter generally matches our ears' sensitivity, sounds having higher A-weighted sound levels are usually judged to be louder than those with lower A-weighted sound levels. It is for this reason that acousticians normally use A-weighted sound levels to evaluate environmental noise sources.

Figure A-2 depicts representative sound levels for a variety of common sounds.

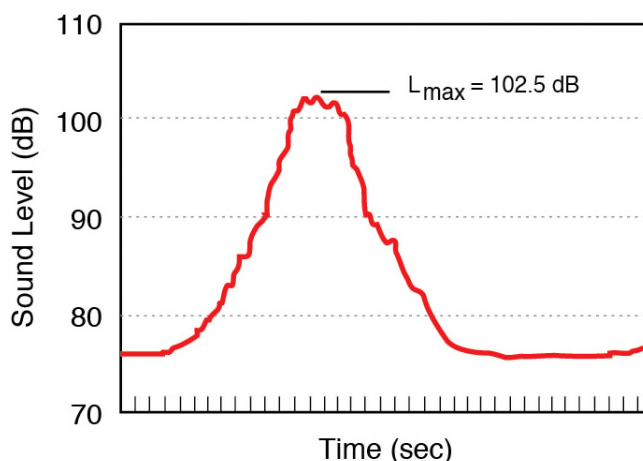
Figure A-2 Representative Sound Levels
Source: HMMH



A.1.3 Maximum Sound Level, L_{max}

An additional dimension to environmental noise is that noise levels vary with time. For example, the sound level increases as an aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance (though even the background varies as birds chirp, the wind blows, or a vehicle passes by). This is illustrated in Figure A-3.

Figure A-3 Variation in the Sound Level over Time
Source: HMMH



Because of this variation, it is often convenient to describe a particular noise "event" by its maximum sound level, abbreviated as L_{max} . In Figure A-3 the L_{max} is approximately 102.5 dB.

While the maximum level is easy to understand, it suffers from a serious drawback when used to describe the relative "noisiness" of an event such as an aircraft flyover; i.e., it describes only one dimension of the event and provides no information on the event's overall, or cumulative, noise exposure. In fact, two events with identical maximum levels may produce very different total exposures. One may be of very short duration, while the other may continue for an extended period and be judged much more annoying. The next sections introduce two closely related measures that account for this concept of a noise "dose," or the cumulative exposure associated with an individual "noise event" such as an aircraft flyover.

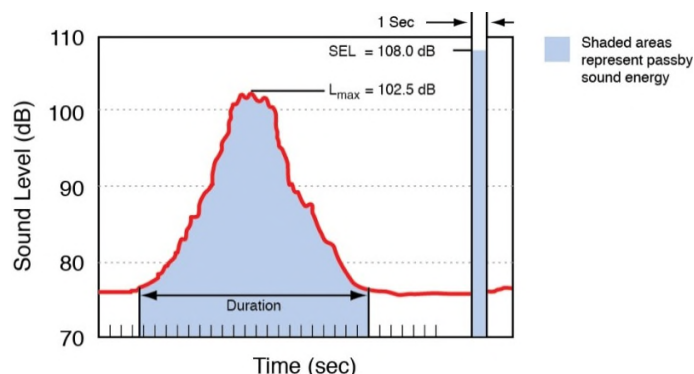
A.1.4 Sound Exposure Level, SEL

The most commonly used measure of cumulative noise exposure for an individual noise event, such as an aircraft flyover, is the Sound Exposure Level, or SEL. SEL is a summation of the sound energy over the entire duration of a noise event. SEL expresses the accumulated energy in terms of the one-second-long steady-state sound level that would contain the same amount of energy as the actual time-varying level. In simple terms, SEL "compresses" the energy into a single second.

Figure A-4 depicts this compression.

Figure A-4 Graphical Depiction of Sound Exposure Level

Source: HMMH



Note that because SEL is normalized to one second, it almost always will be a higher value than the event's L_{max}. In fact, for most aircraft flyovers, SEL is on the order of 5 to 12 dB higher than L_{max}.

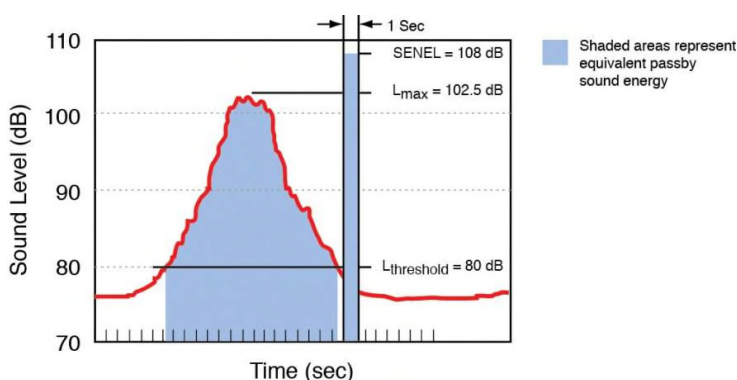
A.1.5 Single Event Noise Exposure Level

Caltrans Division of Aeronautics noise standards regulations require use of a measure called the Single Event Noise Exposure Level, or SENEL, to describe the cumulative noise exposure for an individual noise event, such as an aircraft flyover. SENEL is a very slight variation on SEL. Just like SEL, it is the one-second-long steady-state level that contains the same amount of energy as the actual time-varying level. However, unlike SEL, it is calculated only over the period when the level exceeds a selected threshold.

Figure A-5 depicts the SENEL concept for the noise event used in the Figure A-4 SEL example, but with an 80 dB SENEL threshold value. Note that even though the SENEL is calculated over a shorter duration, both metrics have the value of 108 dB. This situation is typical for most noise events; for all but very unusual noise events, as long as the threshold is at least 10 dB below the maximum level, the SEL and SENEL values will be within 0.1 dB.

Figure A-5 Graphical Depiction of Single Event Noise Exposure Level

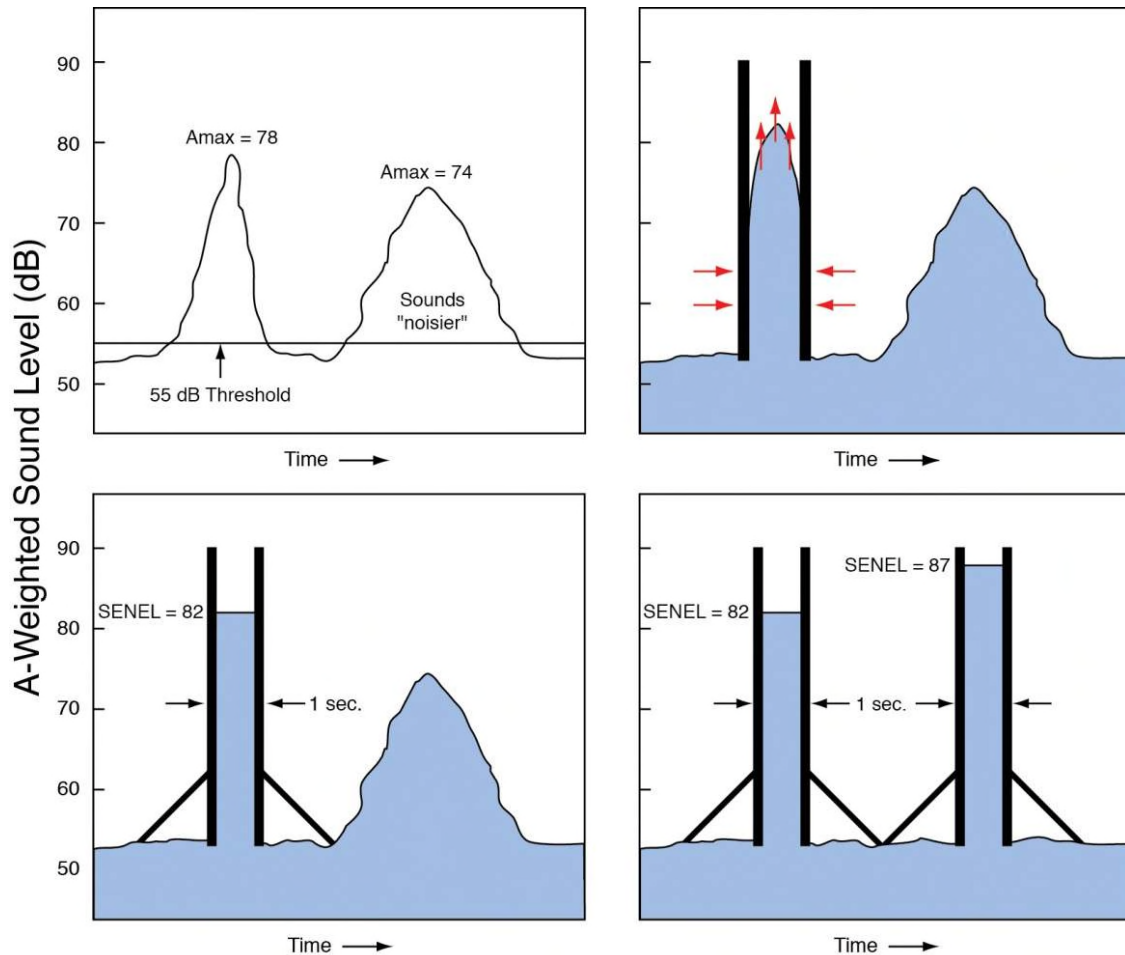
Source: HMMH



Because SENEL is a cumulative measure, a higher SENEL can result from either a louder or longer event, or some combination. Figure A-6 provides a representative example: The longer duration noise event on the right results in a higher SENEL than the event on the left, even though it has a lower L_{max}.

Figure A-6 Graphical Depiction of Single Event Noise Exposure Level for Two Noise Events with Different Maximums and Durations

Source: HMMH



SEL and SENEL provide bases for comparing noise events that generally match our impression of their overall “noisiness,” including the effects of both duration and level; the higher the SEL or SENEL, the more annoying a noise event is likely to be.

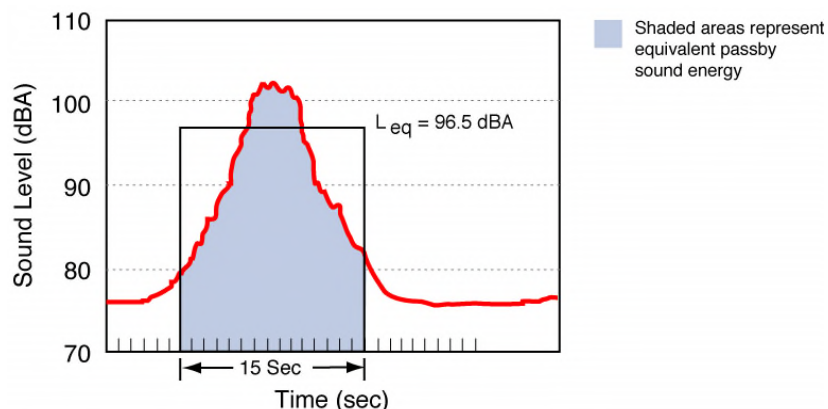
A.1.6 Equivalent Sound Level, L_{eq}

The Equivalent Sound Level, abbreviated L_{eq} , is a measure of the exposure resulting from the accumulation of sound levels over a particular period of interest; e.g., an hour, an eight-hour school day, nighttime, or a full 24-hour day. The applicable period should always be identified or clearly understood when discussing the metric.

L_{eq} may be thought of as a constant sound level over the period of interest that contains as much sound energy as the actual varying level. It is a way of assigning a single number to a time-varying sound level. This is illustrated in Figure A-7.

Figure A-7 Example of a One-Minute Equivalent Sound Level

Source: HMMH



In airport noise applications, L_{eq} is often presented for consecutive one-hour periods to illustrate how the hourly noise dose rises and falls throughout a 24-hour period as well as how certain hours may be significantly affected by only a few loud aircraft.

A.1.7 Day-Night Average Sound Level, DNL

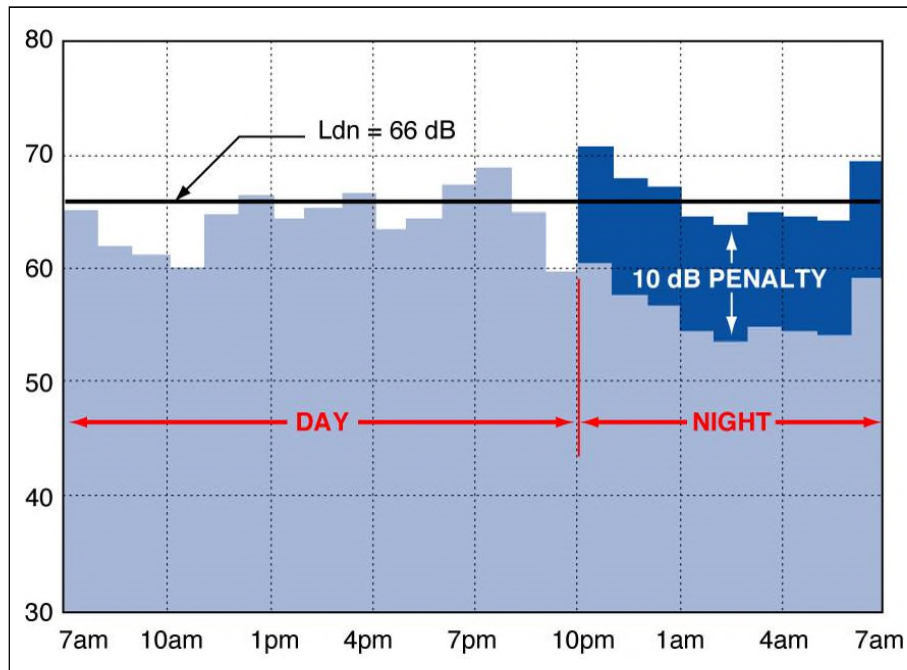
The previous sections address noise measures that account for short term fluctuations in levels as sound sources come and go affecting the overall noise environment. The FAA requires that airports use a more complex measure of noise exposure than either a single, peak event metric (L_{max}) or a single event total energy metric (SEL or SENEL). Therefore, the Day-Night Average Sound Level (DNL or L_{dn}) was developed to represent a 24-hour noise dose. DNL is essentially equal to the 24-hour L_{eq} , with one important adjustment: noise occurring at night – from 10 pm through 7 am – is “factored up.” The factoring up can be made in one of two ways:

- Weighting, by counting each nighttime noise contribution 10 times; e.g., if DNL is calculated by summing the SEL of aircraft operations over a 24-hour period, each nighttime operation is represented by 10 identical daytime operations.
- Penalizing, by adding 10 dB to all nighttime noise contributions; e.g., if DNL is calculated from the SEL of aircraft operations occurring over a 24-hour period, 10 dB are added to the SEL values for nighttime operations.

The 10 dB adjustment accounts for our greater sensitivity to nighttime noise and the fact lower ambient levels at night tend to make noise events, such as aircraft flyovers, more intrusive.

Figure A-8 depicts this adjustment graphically.

Figure A-8 Example of a Day-Night Average Sound Level Calculation
Source: HMMH



Most aircraft noise studies use computer-generated estimates of DNL, determined by adding up the energy from the SELs for each event, with the 10 dB adjustment applied to night operations. Computed values of DNL are often depicted as noise contours reflecting lines of equal exposure around an airport (much as topographic maps indicate contours of equal elevation). The contours usually reflect long-term (annual average) operating conditions, taking into account the average flights per day, how often each runway is used throughout the year, and where over the surrounding communities aircraft normally fly. Alternative time frames may also be helpful in understanding shorter term aspects of a noise environment.

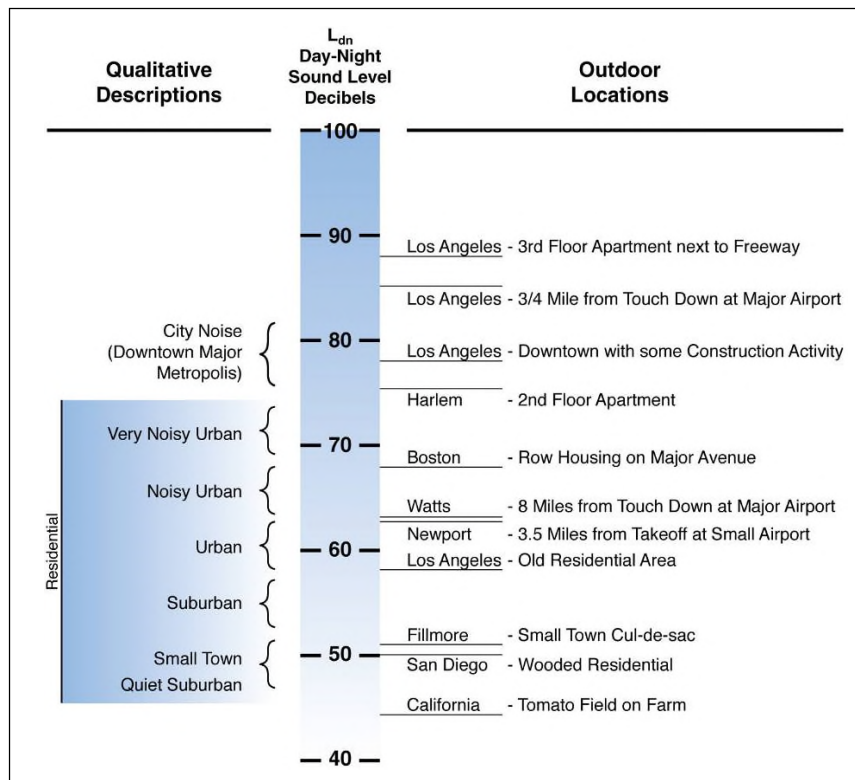
Why is DNL used to describe noise around airports? The U.S. Environmental Protection Agency identified DNL as the most appropriate measure of evaluating airport noise based on the following considerations:

- The measure should be applicable to the evaluation of pervasive long-term noise in various defined areas and under various conditions over long periods of time.
- The measure should correlate well with known effects of the noise environment on the individual and the public.
- The measure should be simple, practical, and accurate. In principle, it should be useful for planning as well as for enforcement or monitoring purposes.
- The required measurement equipment, with standard characteristics, should be commercially available.
- The measure should be closely related to existing methods currently in use.
- The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.
- The measure should lend itself to small, simple monitors which can be left unattended in public areas for long periods of time.

Representative values of DNL range from a low of 40 to 45 dB in extremely quiet, isolated locations, to highs of 80 or 85 dB immediately adjacent to a busy truck route. DNL would typically be in the range of 50 to 55 dB in a quiet residential community and 60 to 65 dB in an urban residential neighborhood. Figure A-9 presents representative outdoor DNL values measured at various U.S. locations.

Figure A-9 Examples of Measured Day-Night Average Sound Levels

Source: USEPA 1974, p.14.



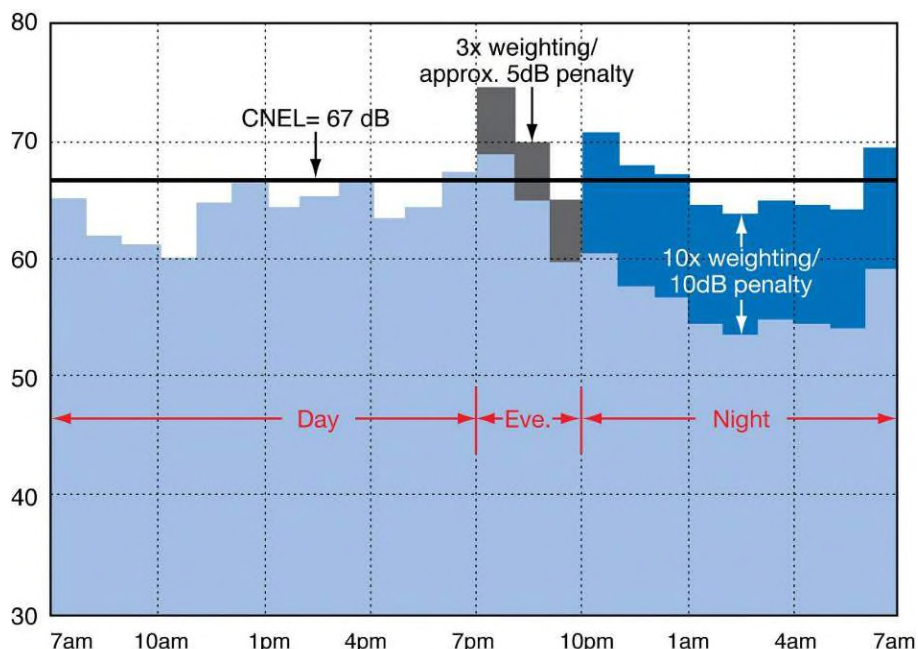
Most public agencies dealing with noise exposure, including the Federal Aviation Administration (FAA), Department of Defense, and Department of Housing and Urban Development (HUD), have adopted DNL in their guidelines and regulations. As noted in the following section, the state of California requires the use of a variant of DNL for use in airport noise assessments.

A.1.8 Community Noise Equivalent Level (CNEL)

California Division of Aeronautics noise standards regulations require use of a slight variation of DNL to express cumulative noise exposure over any number of days – the Community Noise Equivalent Level (CNEL). CNEL differs from DNL in one way: It adds an “evening” (7 pm – 10 pm) period during which noise events are weighted by a factor of three, which is mathematically equivalent to adding approximately a 4.77 dB penalty.

Figure A-10 depicts this adjustment graphically.

Figure A-10 Example of a Community Noise Equivalent Level Calculation
Source: HMMH



Unless noise exposure is calculated for an unlikely situation where there is no noise-producing activity during the evening period (an unlikely situation) CNEL will always be greater than DNL. However, from a practical standpoint this difference is rarely more than one decibel. For this reason, the DNL values shown in Figure A-9 are reasonably representative of CNEL values for the same environments.

A.2 Effects of Weather on Outdoor Sound Propagation

Atmospheric effects that can influence the propagation of sound include (in roughly increasing order of importance) humidity and precipitation, temperature and wind gradients, and turbulence (or gustiness). The effects of wind, and in particular, of turbulence, generally are of more importance than other factors, however, the importance of temperature gradients is enhanced under calm wind conditions, and, under unusual conditions, can be extreme. Attenuation caused by humidity is generally of small relative importance to the other effects.

Influence of Humidity and Precipitation

In general, humidity and precipitation have little effect on the propagation of sound. Attenuation due to humidity only becomes important with high-frequency noise under fairly calm wind conditions. Rain, snow, and fog also have little, if any noticeable effect on sound propagation. A substantial body of empirical data supports these conclusions¹.

Influence of Temperature

The velocity of sound in the atmosphere is dependent upon the air temperature², and if the temperature varies at different heights above the ground, the sound will travel in curved paths rather than straight

¹Ingard, Uno. "A Review of the Influence of Meteorological conditions on Sound Propagation," *Journal of the Acoustical Society of America*, Vol. 25, No. 3, May 1953, p. 407.

²In dry air, the approximate velocity of sound can be obtained from the relationship:

lines. Normally, during the daytime, the temperature decreases with increasing height; this condition, characterized by a negative temperature gradient, is known as temperature lapse. In temperature lapse conditions, sound waves are refracted upwards and an acoustical shadow zone may exist at some distance from the noise source.

Under certain weather conditions, a layer of cool air may be trapped beneath a layer of warmer air. This condition, known as a temperature inversion, is prevalent throughout many regions in the evening, at night, and early in the morning when heat absorbed by the ground during the day is released into the night sky through radiation³. The effect of an inversion is just the opposite of lapse conditions; sound propagating through the atmosphere refracts downward. Under inversion conditions, no shadow zones can be formed, and, barring effects due to terrain or other obstructions, sound levels at observer locations are not affected.

Often, however, the downward refraction caused by temperature inversions allows sound rays with originally upward-sloping paths to bypass obstructions and ground effects. As a result, audibility of distant sounds is often somewhat better at night (during the most common time for temperature inversions) than in the daytime⁴. Under extreme conditions, one study found that noise from ground-borne aircraft may be amplified 15 to 20 dB by a temperature inversion. In a similar study, noise caused by an aircraft on the ground registered a higher level at an observer location 1.8 miles away than at a second observer location only 0.2 miles from the aircraft⁵.

Influence of Wind

Just as there is a temperature gradient in the atmosphere, there is also a wind gradient; typically, higher wind speeds exist at greater heights above the ground. The wind gradient affects sound propagation similarly to the temperature gradient by causing upward or downward refraction of sound. Because temperature is a scalar quantity (i.e., described by magnitude alone with no regard for direction), the refraction of sound caused by variations in the vertical gradient is the same in all horizontal (compass) directions⁶. Wind, on the other hand, is a vector quantity (described by both magnitude and direction) and affects sound propagation differently in various directions. Wind results in downward refraction downwind and upward refraction upwind with a shadow zone formed in the upwind direction. Receivers in a predominately downwind direction will experience higher sound levels, and those upwind will experience lower sound levels. Sound propagating perpendicular to the wind direction will not be affected.

$c = 331 + 0.6T_c$ (c in meters per second, T_c in degrees Celsius). Pierce, Allan D., *Acoustics: An Introduction to its Physical Principles and Applications*. McGraw-Hill. 1981. p. 29.

³Embleton, T.F.W., G.J. Thiessen, and J.E. Piercy, "Propagation in an inversion and reflections at the ground," *Journal of the Acoustical Society of America*, Vol. 59, No. 2, February 1976, p. 278.

⁴Ingard, p. 407.

⁵Dickinson, P.J., "Temperature Inversion Effects on Aircraft Noise Propagation," (Letters to the Editor) *Journal of Sound and Vibration*. Vol. 47, No. 3, 1976, p. 442.

⁶Piercy, J.E. and T.F.W. Embleton, "Review of noise propagation in the atmosphere," *Journal of the Acoustical Society of America*, Vol. 61, No. 6, June 1977, p. 141.

The refraction caused by vertical gradients of wind is additive to the refraction due to temperature gradients⁷. One study suggests that for frequencies greater than 500 Hz, the combined effects of these gradients tends towards two extreme values: approximately 0 dB in conditions of downward refraction (inversion or downwind propagation) and -20 dB in upward refraction conditions (lapse or upwind propagation). At lower frequencies, the effects of refraction due to wind and temperature gradients are less pronounced⁸.

The preceding discussion of the influence of wind is somewhat idealized due to the assumption of laminar conditions (i.e., the assumption of no turbulence). In reality, a wind is generally "gusty," and sound levels heard at remote receiver locations will fluctuate with gustiness. In addition, gustiness can cause considerable attenuation of sound through the effects of eddies traveling with the wind. The attenuation due to eddies is essentially the same in all directions, with or against the flow of the wind, and can often mask the refractive effects discussed above⁹.

A.3 The Effects of Aircraft Noise on People

To residents around airports, aircraft noise can be an annoyance and a nuisance. It can interfere with conversation and listening to television, it can disrupt classroom activities in schools, and it can disrupt sleep. Relating these effects to specific noise metrics helps in the understanding of how and why people react to their noise environment.

A.3.1 Speech interference

A primary effect of aircraft noise is its tendency to drown out or "mask" speech, making it difficult to carry on a normal conversation. The sound level of speech decreases as the distance between a talker and listener increases. As the background sound level increases, it becomes harder to hear speech. Figure A-11 presents typical distances between talker and listener for satisfactory outdoor conversations, in the presence of different steady A-weighted background noise levels for raised, normal, and relaxed voice effort. As the background level increases, the talker must raise his/her voice, or the individuals must get closer together to continue talking.

As indicated in the figure, "satisfactory conversation" does not always require hearing every word; 95% intelligibility is acceptable for many conversations. Listeners can infer a few unheard words when they occur in a familiar context. However, in relaxed conversation, we have higher expectations of hearing speech and generally require closer to 100% intelligibility. Any combination of talker-listener distances and background noise that falls below the bottom line in Figure A-11 (thus assuring 100% intelligibility) represents an ideal environment for outdoor speech communication and is considered necessary for acceptable indoor conversation as well.

One implication of the relationships in Figure A-11 is that for typical communication distances of 3 or 4 feet (1 to 1.5 meters), acceptable outdoor conversations can be carried on in a normal voice as long as the background noise outdoors is less than about 65 dB. If the noise exceeds this level, as might occur when an aircraft passes overhead, intelligibility would be lost unless vocal effort increased or communication distance decreased.

Indoors, typical distances, voice levels, and intelligibility expectations generally require a background level less than 45 dB. With windows partly open, housing generally provides about 10 to 15 dB of interior-to-exterior noise level reduction. Thus, if the outdoor sound level is 60 dB or less, there is a

⁷Piercy and Embleton, p. 1412. Note, in addition, that as a result of the scalar nature of temperature and the vector nature of wind, the following is true: under lapse conditions, the refractive effects of wind and temperature add in the upwind direction and cancel each other in the downwind direction. Under inversion conditions, the opposite is true.

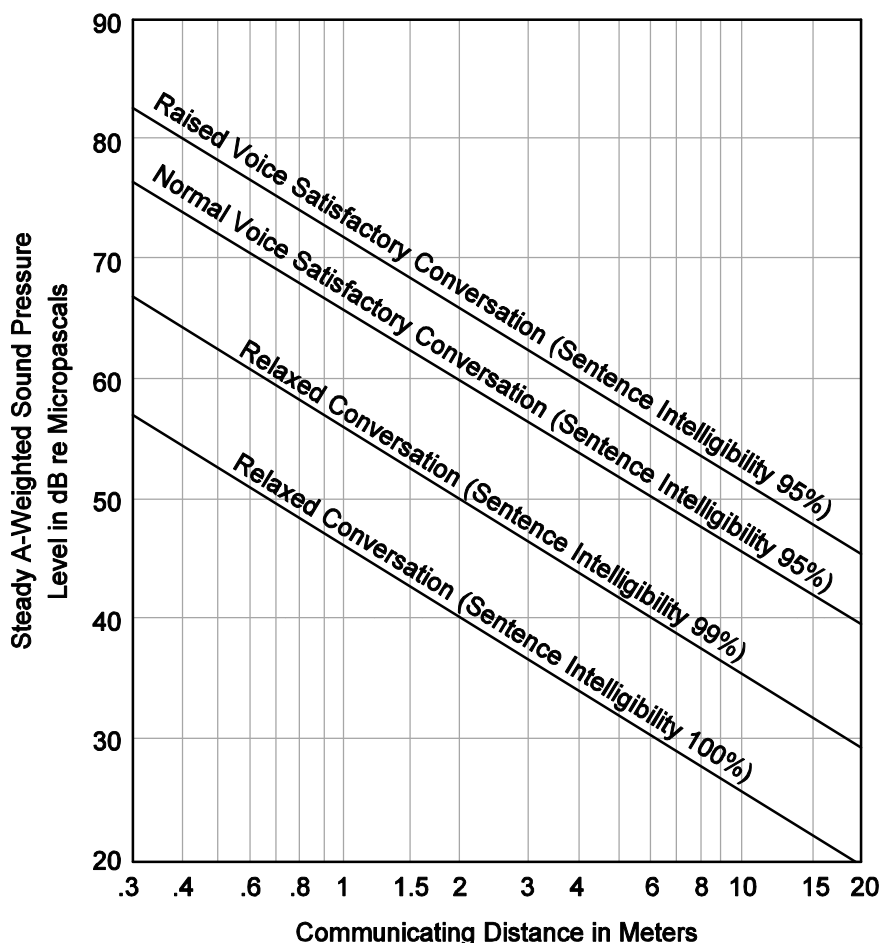
⁸Piercy and Embleton, p. 1413.

⁹Ingard, pp. 409-410.

reasonable chance that the resulting indoor sound level will afford acceptable conversation inside. With windows closed, 25 dB of attenuation is typical.

Figure A-11 Outdoor Speech Intelligibility

Source: United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974, p. D-5



A.3.2 Sleep interference

Research on sleep disruption from noise has led to widely varying observations. In part, this is because (1) sleep can be disturbed without awakening, (2) the deeper the sleep the more noise it takes to cause arousal, (3) the tendency to awaken increases with age, and other factors.

Figure A-12 shows a summary of findings on the topic.

Figure A-12 Recommended Sleep Disturbance Dose-Response Relationship

Source: Federal Interagency Committee on Aviation Noise (FICAN), “Effects of Aviation Noise on Awakenings from Sleep”, June 1997, page 5

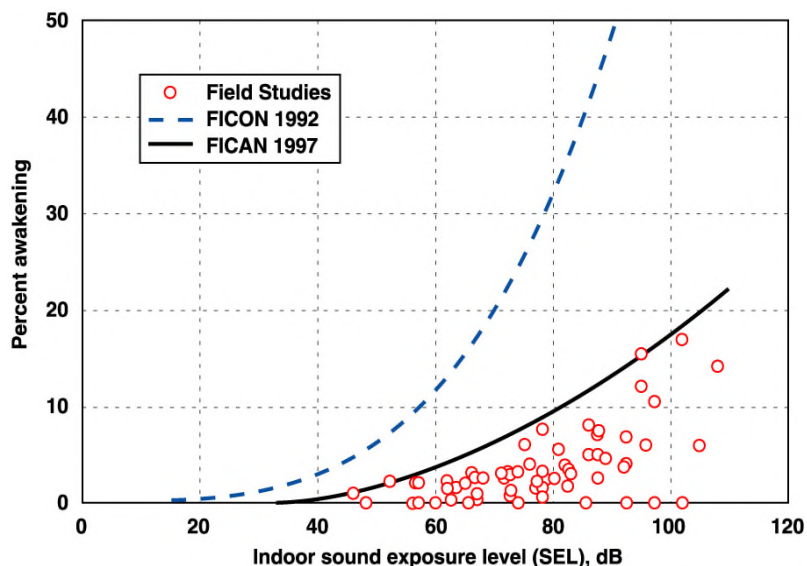


Figure A-12 uses indoor SEL or SENEL as the measure of noise exposure; recent work supports the use of this metric in assessing sleep disruption. However, awakening data presented in the form of Figure A-12 apply to only one noise event; it says nothing about what happens with a full night of noise events of different levels. The American National Standards Institute (ANSI) has published a standard that provides a method for estimating the number of people awakened at least once from a full night of noise events: ANSI/ASA S12.9-2008 / Part 6, “Quantities and Procedures for Description and Measurement of Environmental Sound – Part 6: Methods for Estimation of Awakenings Associated with Outdoor Noise Events Heard in Homes.” This method can use the information on single events computed by a program such as the FAA’s Integrated Noise Model, to compute awakenings.

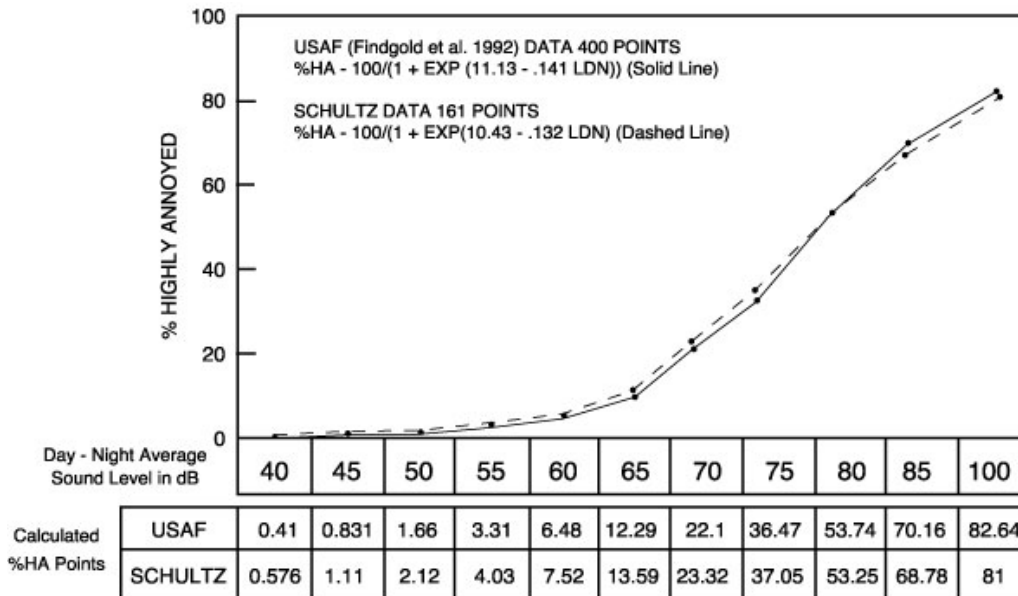
A.4 Community Annoyance

Numerous psychoacoustic surveys provide substantial evidence that individual reactions to noise vary widely for a given noise exposure level. However, since the early 1970’s, researchers have determined (and subsequently confirmed) that a community’s aggregate response is generally predictable and relates reasonably well to measures of cumulative noise exposure such as DNL or CNEL.

Figure A-13 shows the widely recognized relationship between environmental noise and the percentage of people “highly annoyed,” with annoyance being the key indicator of community response usually cited in this body of research.

Figure A-13 Percentage of People Highly Annoyed

Source: Federal Interagency Committee on Noise, Vol. 2, Technical Report. "Federal Agency Review of Selected Airport Noise Analysis Issues". August 1992. (From data provided by USAF Armstrong Laboratory). pp. 3-6.

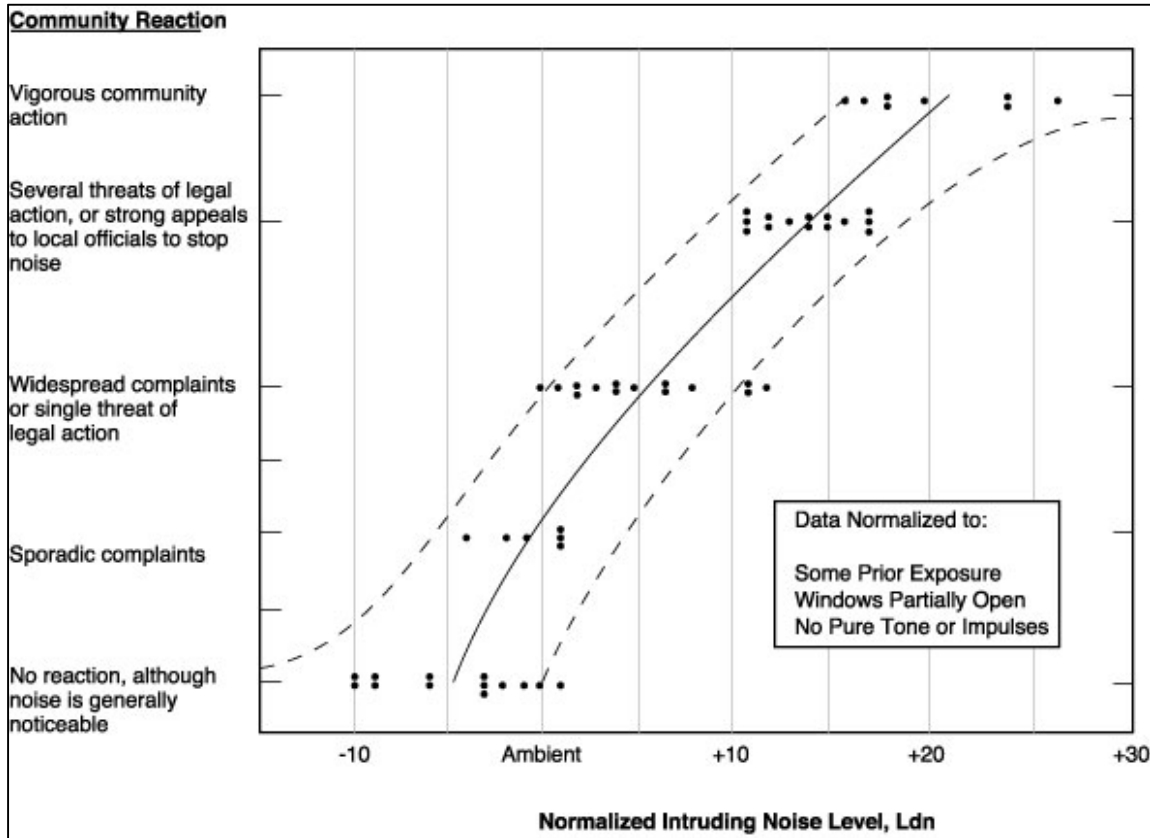


Based on data from 18 surveys conducted worldwide, the curve indicates that at levels as low as CNEL 55 dB, something on the order of 3 to 4 percent of the persons would be highly annoyed, whereas this percentage of persons annoyed increases more rapidly as exposure increases above CNEL 65 dB.

Separate work by the EPA has shown that overall community reaction to a noise environment is also dependent on CNEL. This relationship is shown in Figure A-14. Levels have been normalized to the same set of exposure conditions to permit valid comparisons between ambient noise environments. Data summarized in Figure A-14 suggest that little reaction would be expected for intrusive noise levels five decibels below the ambient, while widespread complaints can be expected as intruding noise exceeds background levels by about five decibels. Vigorous action is likely when the background is exceeded by 20 dB.

Figure A-14 Community Reaction as a Function of Normalized Outdoor DNL

Source: U.S. EPA, "Community Noise," NTID300.3, December 1971, derived from Figure 25, page 63.



A.5 Land Use Compatibility

The Federal Aviation Administration Part 150 Airport Noise Compatibility Planning guidelines provide the following:

1. A basis for comparing existing noise conditions to the effects of noise abatement procedures and/or forecast changes in airport activity.
2. A quantitative basis for identifying potential noise impacts.

Both of these functions require the application of objective criteria for evaluating noise impacts. Part 150 provides the FAA's recommended guidelines for noise-land use compatibility evaluation. Table A-1 reproduces the FAA guidelines.

These guidelines represent a compilation of the results of extensive scientific research into noise-related activity interference and attitudinal response. However, reviewers should recognize the highly subjective nature of response to noise, and that special circumstances can affect individuals' tolerance. For example, a high non-aircraft background noise level can reduce the significance of aircraft noise, such as in areas

constantly exposed to relatively high levels of traffic noise. Alternatively, residents of areas with unusually low background levels may find relatively low levels of aircraft noise annoying.

Response may also be affected by expectation and experience. People may get used to a level of exposure that guidelines indicate may be unacceptable, and changes in exposure may generate response that is far greater than that which the guidelines might suggest.

The cumulative nature of DNL or CNEL means that the same level of noise exposure can be achieved in an essentially infinite number of ways. For example, a reduction in a small number of relatively noisy operations may be counterbalanced by a much greater increase in the number of relatively quiet flights, with no net change in CNEL. Residents of the area may be highly annoyed by the increased frequency of operations, despite the seeming maintenance of the noise status quo.

With these cautions in mind, the Part 150 guidelines can be applied to the CNEL contours to identify the potential types, degrees and locations of incompatibility. Measurement of the land areas involved can provide a quantitative measure of impact that allows a comparison of at least the gross effects of existing or forecast operations.

Part 150 guidelines indicate that all land uses normally are compatible with aircraft noise at exposure levels below 65 DNL or CNEL. This limit is supported in a formal way by standards adopted by the U. S. Department of Housing and Urban Development (HUD). The HUD standards address whether sites are eligible for Federal funding support. These standards, set forth in Part 51 of the Code of Federal Regulations, define areas with CNEL exposure not exceeding 65 dB as acceptable for funding. Areas exposed to noise levels between CNEL 65 and 75 are "normally unacceptable," and require special abatement measures and review. Those at 75 and above are "unacceptable" except under very limited circumstances.

Part 150 permits airports and local land use control jurisdictions to adopt land use compatibility criteria that differ from the guidelines reproduced in Table A-1.

Table A-1 Part 150 Noise / Land Use Compatibility Guidelines

Source: 14 CFR Part 150, Appendix A, Table 1

Land Use	Yearly Day-Night Average Sound Level, DNL (or Community Noise Equivalent Level, CNEL), in Decibels (Key and notes on following page)					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade--general	Y	Y	Y(2)	Y(3)	Y(4)	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Key to Table A-1

SLUCM: Standard Land Use Coding Manual.

Y (Yes): Land use and related structures compatible without restrictions.

N (No): Land use and related structures are not compatible and should be prohibited.

NLR: Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35: Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table A-1

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

- 1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often started as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- 2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- 3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- 4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- 5) Land use compatible provided special sound reinforcement systems are installed.
- 6) Residential buildings require an NLR of 25.
- 7) Residential buildings require an NLR of 30.
- 8) Residential buildings not permitted.

This page intentionally left blank

Appendix B EXISTING NOISE COMPATIBILITY PROGRAM

LAWA and the City of Ontario developed the first Part 150 NCP for ONT in 1990. The NCP recommended 22 program elements as follows:

- 8 aircraft operational/noise abatement measures
- 9 noise mitigation measures
- 5 program management measures

The FAA approved implementation of 12 of these program elements in a Record of Approval (ROA) issued in 1991 (Appendix D). In addition, three program elements were disapproved, one required no action at the time and six were disapproved pending additional information/data. In 1994, LAWA provided supplemental information and requested the FAA reconsider/reevaluate the Bon View School relocation measure originally disapproved in 1991; the FAA issued an ROA in 1994 approving the recommendation (Appendix E).

A summary of each proposed measure, by category, that was not disapproved entirely by the FAA is presented below along with the FAA action and the current implementation status. The NCP measures are categorized as: aircraft operational/noise abatement measures, noise mitigation measures and program management measures. The original measures were not grouped by these categories; therefore, the numbering may appear out of order. For clarity, these numbers are consistent with the 1990 NCP and the ROA. *The following discussion reproduces the descriptions of the measures as presented in the FAA's ROA.* Supporting resolutions and ordinances are provided in Section B.4.

B.1 Program Elements Summary of Original 1990 NCP – Aircraft Operational/Noise Abatement Measures

This section contains a summary of the aircraft operational/noise abatement measures designed to reduce noise impacts in surrounding communities. Of the eight recommended measures, two measures were approved upon submission and three measures were disapproved pending additional information in the FAA ROA. These five measures are summarized below.

Program Element 1.1 - Achieve a 65% or greater Stage III fleet mix at ONT by 1995 and 100% by 2000.

FAA Action: Disapproved pending submission of additional information to determine the extent of the restriction on air commerce and its relationship to the objectives of the Airport Noise and Capacity Act of 1990 (49 U.S.C. Section 9301 et seq.). An accelerated schedule for phasing out of Stage 2 aircraft operations was proposed and approved as part of the FAR NCP by the Airport Commission. The NCP does not provide adequate information to determine if the accelerated schedule would unduly burden interstate commerce, interfere with the effective implementation of a National Noise Policy, the 1990 Act, or unjustly discriminate against any classes of airport user.

Implementation Status: Complete – no further action/information required. On May 31, 1990, prior to the implementation of ANCA on October 1, 1990, the Los Angeles Board of Airport Commissioners authorized the circulation of a set of noise control regulations for LAX and ONT (Appendix B.4). These regulations included a three-phase accelerated limitation on Stage 2 nighttime operations at ONT and a four-step phaseout of all Stage 2 operations (gross takeoff weight exceeding 75,000 pounds). In addition, aircraft operators with four or fewer operations per day at ONT were not required to comply but they were not permitted to conduct a greater number of Stage 2 operations. An Environmental Impact Report

(EIR) on the proposed ONT Stage 2 aircraft phaseout regulation was finalized in May 1991. Resolutions for the Stage 2 phaseout regulation were approved by the Los Angeles Board of Airport Commissioners in May 1991 and amended in December 1992, resulting in the City of Los Angeles Ordinance No. 168853 in June 1993 establishing the four-phase program to eliminate Stage 2 operations at ONT (Appendix B.4).

The limitation on the nighttime phaseout of Stage 2 operations was not included based on a review that the nighttime contra-flow airport operations kept the nighttime departures over compatible land uses to the east, and this nighttime phaseout would result in more Stage 2 aircraft daytime departures to the west during normal traffic flow creating more noise exposure to the local community. The four phases of the program to eliminate Stage 2 operations were as follows:

- On and after July 1, 1995, at least 55 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes
- On and after January 1, 1997, at least 65 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes
- On and after January 1, 1999, at least 75 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes
- On and after January 1, 2000, 100 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes

Each airplane operator was required to submit a quarterly report with specific requirements in order to remain compliant. Failure to comply with the regulation subjected the airplane operator to the loss of its Stage 2 operating rights at ONT.

In addition ANCA required the phase out of all Stage 2 airplanes weighing more than 75,000 pounds by January 1, 2000 and the FAA Modernization and Reform Act of 2012 requires the phase out of all Stage 2 jet airplanes weighing 75,000 pounds or less in the contiguous United States by December 31, 2015.

Program Element 2.1 - Continue preferential runway use at night: Runway 8 departures and Runway 26 arrivals between 10:00 p.m. and 7:00 a.m.

This measure has been in place since June 20, 1988 (Reference FAA Order ONT 7110.5E). This measure intends to reduce impacts on incompatible uses.

FAA Action: Approved. Continuance of this measure reduces noise impacts on incompatible land uses

Implementation Status: Implemented. This is included in the current operating policies at the airport.¹⁰ Wind and air traffic conditions are considered during the period of operation. This measure is effective in reducing the noise impact on incompatible land uses to the west of the airport.

Program Element 6.1 - Achieve Stage III fleet mix used in the NCP.

FAA Action: Disapproved pending submission of additional information to determine the extent of the impact of the restriction on air commerce and its relationship to the objectives of the Airport Noise and Capacity Act of 1990 (ANCA) (49 U.S.C. Section 9301 et seq.). An accelerated schedule for phasing out of Stage 2 aircraft operations was proposed and approved as part of the FAR 150 NCP by the Airport Commission. The NCP does not provide adequate information to determine if the accelerated schedule would unduly burden interstate commerce, interfere with the effective implementation of a National Noise Policy, the 1990 Act, or unjustly discriminate against any classes of airport user.

¹⁰ http://www.lawa.org/welcome_ont.aspx?id=988

Implementation Status: Implemented. An all Stage 3 fleet mix for aircraft over 75,000 pounds gross takeoff weight has been achieved through a local airport noise regulation proposed prior to October 1, 1990, as exempt in the Airport Noise and Capacity Act (ANCA). This regulation (Board Resolution No. 17152 and Ordinance No. 168853 provided in Appendix B.4) consisted of a specific measure to phase out Stage 2 aircraft operating at ONT on an accelerated schedule, and was more restrictive than the nationwide phase-out plan under ANCA. See discussion on Stage 2 phaseout in Program Element 1.1 and ANCA.

Program Element 7.1 - Pilot training in jet powered air carrier aircraft is prohibited except upon prior approval by airport management for pilot qualification and then only when conducted with full-stop landings.

FAA Action: Disapproved pending submittal of additional information. The discriminatory effects of singling out “jets” require further study.

Implementation Status: Implemented prior to the Part 150 Study. This measure reflects continuation of an existing noise control policy (Board Resolution No. 13513 provided in Appendix B.4) at the airport adopted on February 2, 1983.

According to the current operating policies¹¹ at ONT, touch-and-go (training) operations are not permitted by jet powered aircraft. The airport is available for pilot familiarization and training flights (other than touch-and-go operations). However, during periods of high aircraft traffic activity the FAA ATCT may not be able to accommodate the additional aircraft in the training pattern.

Program Element 7.2 - For maintenance purpose jet engine runups are prohibited during the hours from 10:00 p.m. until 7:00 a.m. local time, unless they are muffled within a jet engine hush house.

This measure reflects continuation of an existing noise control policy at the airport.

FAA Action: Approved. This measure has been in place since June 30, 1988, reference FAA Order ONT 7110.5E. Currently a hush house is used for engine maintenance at ONT.

Implementation Status: Implemented. This is included in the current operating policies at the airport.¹²

B.2 Program Elements Summary of Original 1990 NCP – Noise Mitigation Measures

This section contains a summary of the nine noise mitigation measures, eight of which were approved upon submission and one measure that was disapproved pending additional information in the FAA’s ROA. Figure B-1 provides a reference to the designated Impact/Action Areas discussed in several of the noise mitigation measures.

Program Element 5.1 - Continue to develop Impact Area I according to existing General Plan uses.

There are no incompatible land uses located within this area. Existing General Plan, Area Specific Plans and zoning will continue to assure compatible land uses.

¹¹ LA/Ontario International Airport Rules and Regulations 2012, Section 3, Aircraft Operations, http://www.lawa.org/welcome_ont.aspx?id=2874.

¹² LA/Ontario International Airport Rules and Regulations 2012, Section 3, Aircraft Operations, http://www.lawa.org/welcome_ont.aspx?id=988

FAA Action: Approved. This measure is considered to be within the authority of the City of Ontario.

Implementation Status: Implemented. Both current plans and zoning support maintaining compatible land uses to the east of the airport.¹³

Program Element 5.2(a) - Continue to develop undeveloped land in Impact Area II according to existing General Plan policy. Rezone approximately 25 acres of incompatible, undeveloped land to compatible uses.

Less than 25 acres of undeveloped land in this area is zoned incompatible and requires rezoning. Existing General Plan (1989), Area Specific Plans and Zoning will continue to provide compatible land uses for undeveloped land uses.

FAA Action: Approved. Rezoning of the 25-acre parcel of land is considered to be within the authority of the City of Ontario.

Implementation Status: Implemented. The City of Ontario confirms that all properties within Impact Area II have compatible land use designations and zoning in accordance with the General Plan.

Program Element 5.2(b) - Acquire and remove incompatible uses for developed land in Impact Area II.

Acquisition and removal of incompatible uses is proposed because of noise exposure and safety. The area is generally impacted by noise greater than 70 CNEL with approximately 500 dwelling units within the 70 CNEL for the 1995 forecast NEM. Purchase and purchase assurance of non-conforming uses from willing sellers would be emphasized for this impact area. Acquisition of development rights, zoning, and General Plan actions would form the remainder of the program for this impact area.

FAA Action: Approved for noise mitigation purposes only.

Implementation Status: Implemented. To date over 300 dwelling units have been acquired with planning actions taken to prevent the addition of incompatible land uses in the acquired parcels.

Program Element 5.3(a) - Acquire, restrict, and control undeveloped land in Impact Area III.

This measure, as written, was to encourage owners of undeveloped land to voluntarily develop the property consistent with State noise standards¹⁴, or consolidate parcels for possible sale to the Ontario Redevelopment Agency¹⁵.

FAA Action: Approved for noise mitigation purposes only.

Implementation Status: Implemented. The City of Ontario has adopted the State noise standards, known as Title 21, for maintaining compatible land uses in Impact Area III. The Ontario Redevelopment Agency has been dissolved since the time this measure was recommended.

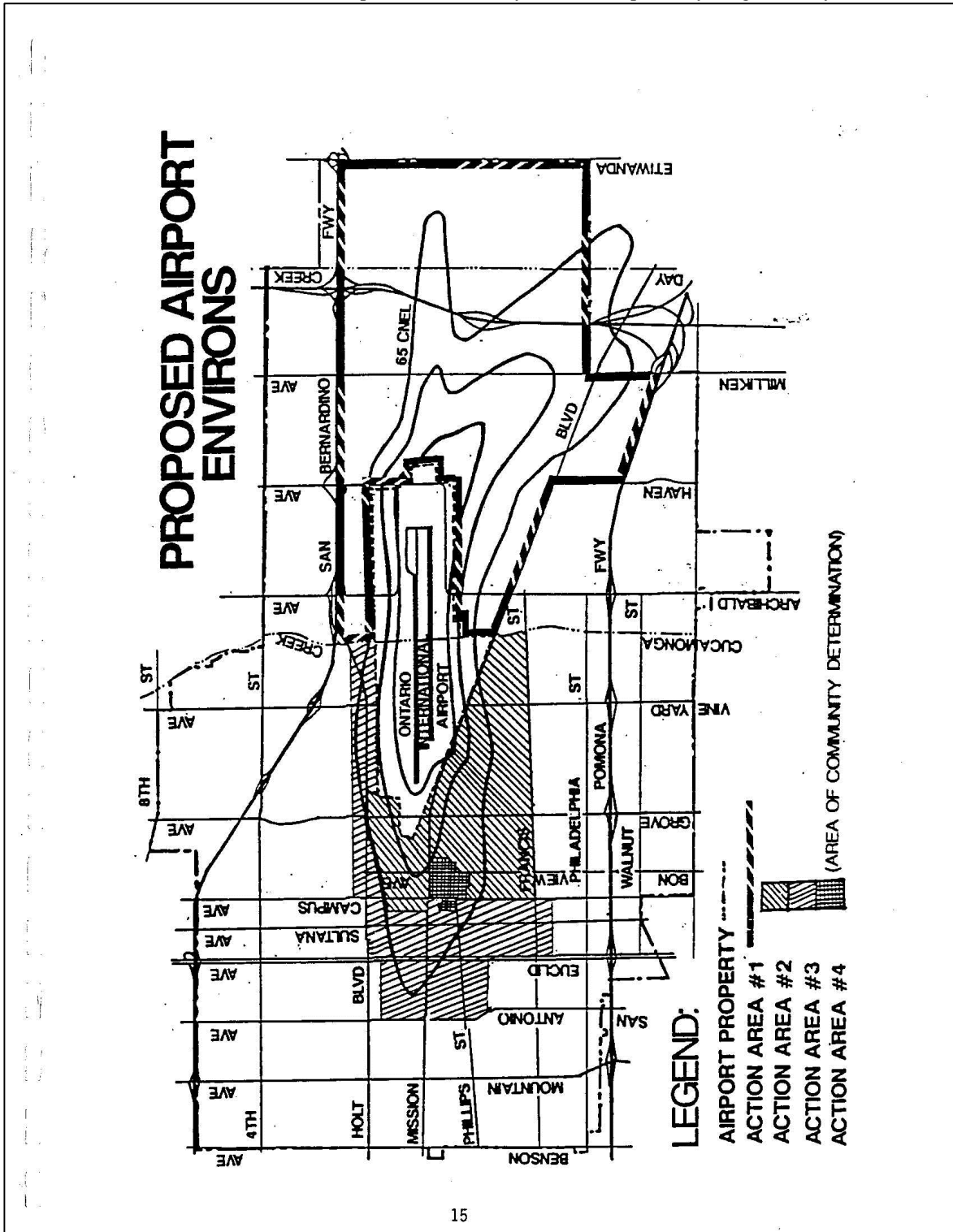
¹³ LA/Ontario International Airport Land Use Compatibility Plan

¹⁴ California Department of Transportation, Division of Aeronautics, Title 21, Subchapter 6 Noise Standards.

¹⁵ The Ontario Redevelopment Agency has been dissolved since the previous Part 150 and is no longer a source of funding for parcel consolidation.

Figure B-1 LA/Ontario International Airport Action Areas

Source: Ontario International Airport Part 150 Study, Noise Compatibility Program, May 1990



Program Element 5.3(b) - Acoustical treatment, purchase assurance, and neighborhood enhancement of developed incompatible land in Impact Area III.

This measure is intended to reduce interior noise levels to Title 25 standards¹⁶ by acoustical treatment in approximately 1,200 dwelling units. Purchase assurance, avigation easements, and neighborhood enhancements would be part of the program.

FAA Action: Approved for noise mitigation purposes only.

Implementation Status: Implemented. The Ontario Municipal Code (Title 8, Chapter 15 Sound Transmission Control in High Noise Impact Areas) addresses acoustical requirements for modifying existing residential and constructing new residential buildings in the impact areas surrounding ONT. Where deemed appropriate, the purchasing of buildings and converting to compatible uses were implemented as part of the overall program. For those areas designated for retention within the impact area, additional neighborhood improvements were planned to improve the living environment.

Program Element 5.4(a) - Acoustical treatment of impacted schools.

Euclid, De Anza, Sultana, and Linda Vista¹⁷ schools would be acoustically treated, including air conditioning, to bring the interior classroom noise levels to a level conducive to learning.

FAA Action: Approved. The actions involving implementation of this mitigation measure are required to follow the procedures described in FAA Order 5100.38A, paragraph 712¹⁸.

Implementation Status: Implemented. These four schools were acoustically treated in cooperating agreements between the Ontario/Montclair School District, LAWA, and the FAA.

Program Element 5.4(b) - Relocate Bon View Elementary School.

Relocate Bon View Elementary School if it can be moved to correct noise issues.

FAA Action (1991): Disapproved pending submission of additional information. Bon View Elementary School is currently located outside the 65-CNEL contour shown on the 1990 Noise Exposure Map (NEM). The 1995 NEM indicates the school is located on the edge of the 65-CNEL noise contour. The Noise Compatibility Program does not provide adequate information concerning the noise impacts, benefit(s) of relocation, or potential site(s) for relocation of the school.

Additional Information (1994): Projections for 1994 show Bon View Elementary well within the 65-CNEL impact area. Existing measure was amended to “Relocate the Bon View Elementary School, together with providing the same level of Federal funding as though the school was to be soundproofed.” Reference Los Angeles Department of Airports letter dated February 23, 1994.

FAA Action (1994): Approved. The airport sponsor submitted noise contour maps prepared for the third quarter of 1993 and other information to demonstrate the noise impacts and benefits of relocating the school. This additional information clearly indicates that Bon View Elementary School is located within the 65-CNEL contour, one year ahead of projection in the Official NEM.

¹⁶ “Title 25” is expected to be in error and should be “Title 21”. Interior noise exposure level standards are currently provided in California Department of Transportation, Division of Aeronautics Title 21, Subchapter 6, “Noise Standards.”

¹⁷ Linda Vista School is currently the Ontario-Montclair School District (OMSD) Parent Educational Center.

¹⁸ This is now FAA Order 5100.38C, Airport Improvement Program (AIP) Handbook.

Implementing this measure would allow relocation of the school from its current location within the 65-CNEL noise contour, to a new location, approximately 2,300 feet south of that contour, at the northeast corner of Philadelphia Street and Bon View Avenue. The additional information and Official NEM indicate that this site will remain outside of existing and future 65-CNEL contours, taking into account growth in the airport's aviation activity.

This measure approves the relocation of Bon View School to an area where it would be compatible land use. The sponsor's recommendation to relocate the school instead of soundproofing it will improve the learning environment by reducing exterior and interior noise levels. This relocation also enables the Ontario/Montclair School District to construct a facility according to appropriate noise attenuation building codes as further protection against unforeseen increases in aircraft noise.

Implementation Status: Implemented. Bon View School was relocated as planned and remains outside of the 65-CNEL contour.

Program Element 5.4(c) - Acoustical study of other impacted schools.

Provide for relief of possible speech interference during instructional programs.

FAA Action: Approved for evaluation purposes only. The NCP does not identify which schools are to be studied and does not indicate if the schools are located within the 65-CNEL noise contour.

Implementation Status: Not implemented. No additional schools were identified for evaluation.

Program Element 7.3 - The City of Ontario will continue to obtain aviation easements for all new construction of incompatible uses within the projected 12 Million Annual Passenger level, 65 CNEL.

This measure reflects continuation of an existing noise control policy at the airport.

FAA Action: Approved. This is considered to be within the authority of the DOA and the City of Ontario. This approval does not guarantee Federal participation in the funding of the acquisition of these easements.

Implementation Status: Implemented. The City of Ontario's policy continues to require such easements within and beyond the 1995 12 Million Annual Passenger (MAP) level CNEL 65-dB contour.¹⁹ Based on the City of Ontario's Airport Land Use Compatibility Plan (ALUCP), which was adopted in April 2011, the defined noise impact areas were expanded to include a composite of the noise exposure contours for the No Project (343,000 annual operations on existing runway configuration and airport operations capacity) and the Proposed Project (465,000 annual operations on shifted future runway configuration that accommodates additional airport operations capacity).

B.3 Program Elements Summary of Original 1990 NCP – Program Management Measures

This section contains a summary of four of the five program management measures designed to enhance the effectiveness of both the noise abatement and noise mitigation measures through continuing review and monitoring of the Part 150 programs. Two measures were approved upon submission, and two measures were disapproved pending additional information in the FAA ROA.

¹⁹ The 12 MAP level 65-CNEL contour is the 1995 NEM.

Program Element 6.2 - Monitor (See Program Element 6.5) and maintain the 65-CNEL noise exposure level.

If elements of the NCP are not implemented or effective, then additional programs and regulations will be developed.

FAA Action: Disapproved pending submission of additional information. The measure does not provide adequate information concerning how the 65-CNEL noise exposure level will be maintained.

Implementation Status: Not implemented. No further information was submitted to the FAA.

Program Element 6.4 - Develop an ongoing airport/community compatibility forum of local elected officials and aviation industry representatives to adjust the Part 150 NCP as appropriate over time.

The purpose of the forum is to maintain the continuous public consultation process developed during the Part 150 Study and provide input on changed conditions, program effectiveness, and recommended alternative Part 150 actions over time as appropriate. The Forum will review noise monitoring/management system reports which monitor aircraft noise for compliance with NCP measures. Noise complaints recorded on the Ontario Airport “Hot Line” phone number shall be compiled and reported to members of the Forum.

FAA Action: Approved. This measure is considered to be within the authority of the City of Ontario and the Los Angeles City Department of Airports.

Implementation Status: Implemented. The Ontario Airport Noise Advisory Committee (OANAC) meets semi-annually to review LAWA noise management reports, noise mitigation efforts, noise complaints, and general business activity at ONT.

Program Element 6.5 - Develop a computer-based land use/noise monitoring system.

The proposed system is an essential tool to monitor the implementation of the NCP. It will provide noise monitoring capability tied to a land use data base. The system as conceived would link the Department of Airports (currently LAWA) and the City of Ontario. Both jurisdictions would benefit from monitoring up to date land use and noise data. These data will be used by the airport/community compatibility forum to monitor the Noise Compatibility Program.

FAA Action: Approved. This measure is considered to be within the authority of the City of Ontario and the Los Angeles City Department of Airports.

Implementation Status: Implemented. Historically, LAWA installed the first noise monitoring system at ONT in 1976. Since then, upgrades were added and newer systems replaced older systems resulting in the current Airport Noise & Operations Management System (ANOMS) that was installed and accepted in 2009 and approved by the State of California in 2010. The current system includes 9 noise monitors located within the communities surrounding ONT and measures aircraft generated noise in the community. It also provides aircraft flight tracks within a 60-nautical mile radius of the airport, and allows the playback of radio communications between air traffic controllers and pilots.

In addition, LAWA developed its own Geographic Information System (GIS) database in the early 1990’s to provide land use information, as required under the State of California Title 21 Airport Noise Standards, for both quarterly noise reports and progress reports for the land use mitigation program (sound insulation and acquisition). LAWA obtained assessor parcel data from the County of San Bernardino to use along with land use information from the City of Ontario to create the LAWA land use

database. This information was the basis for the MapGen tool LAWA used to update specific parcel-level information in tracking the progress of the City of Ontario's Quiet Home Program. Subsequently, LAWA has completely recreated the Land Use Database and implemented a new tool (Airport Noise GIS [ANGIS]) to more readily include updates provided by the City of Ontario. Each year, the Ontario Quiet Home Program submits a Cumulative Annual Progress Report to LAWA documenting how funding has been spent on residential sound insulation and property acquisition and what properties have been mitigated during the prior year. LAWA includes this information in its land use database and provides quarterly noise reports and noise mitigation program reports to the State and County each year. This allows LAWA to show land use data and mitigation progress information within the noise impact contour. The coordination and sharing of information between LAWA and the City of Ontario will continue at least through the completion of the noise mitigation program.

Program Element 7.4 - Continue to actively pursue amendment of Title 21-Airport Noise Standards to augment the definition of compatible land use, to include uses offered for acoustical treatment or purchase assurance in cases where owners have chosen not to participate.

FAA Action: Disapproved pending submission of additional information regarding how noise compatibility would be achieved for the subject properties. ASNA and Part 150 are intended to achieve land use compatibility, which may not occur under the above circumstances. Changes in ownership would appear to further complicate effectively implementing such a recommendation.

Implementation Status: California Code of Regulations, Title 21 Noise Standards was amended March 22, 1990 and includes the following description for achieving compatible land use:

“(4) the airport proprietor has made a genuine effort as determined by the department in accordance with adopted land use compatibility plans and appropriate laws and regulations to acoustically treat residences exposed to an exterior CNEL of less than 80 dB...or acquire avigation easements, or both, for residences involved, but the property owners have refused to take part in the program...”²⁰

It is unclear as to whether this would apply to the purchase assurance program.

²⁰ California Department of Transportation Aeronautics Division, Title 21, Subchapter 6, Noise Standards, Section 5014.

B.4 Supporting Noise Resolutions and Ordinances

B.4.1 Resolution 17152 – Stage 2 Aircraft Phase-out



City of Los Angeles Department of Airports
Tom Bradley, Mayor

Board of Airport Commissioners

Jerry B. Epstein
President
Johnnie L. Cochran, Jr.
Vice President
Robert A. Chick
Samuel Greenberg
Diane Pasillas
Clifton A. Moore
Executive Director

RESOLUTION NO. 17152

WHEREAS, on recommendation of Management, there was presented for approval, authorization for the Executive Director to circulate for review and comment a noise control regulation to phase out FAR Part 36 Stage 2 aircraft at Ontario International Airport (ONT); and

WHEREAS, at its meeting on September 27, 1989, the Board requested the Executive Director to investigate and prepare proposals to phase-out FAR Part 36 Stage 2 aircraft at Ontario International Airport. This agenda item directs the Executive Director to circulate for comment a noise control regulation to accomplish that purpose and to initiate the appropriate environmental review prior to submittal of the regulation to the Board for consideration and possible adoption. Included in the circulation of the noise control regulation will be the Ontario Noise Abatement Consultative Committee, the FAR Part 150 Committees, and the City of Ontario; and

WHEREAS, the noise control regulation will repeal the current ONT Noise Control Regulation which was adopted by the Board on May 6, 1987 as Resolution No. 15818 and later adopted by the Los Angeles City Council as Ordinance No. 162,665. The current ONT Noise Control Regulation was adopted to assure that all affected aircraft operations conform to FAR Part 36 noise criteria; and

WHEREAS, the noise control regulation is comprised of a five-part program that would:

1. prohibit new additional operations by FAR Part 36 Stage 2 aircraft from the date of enactment;
2. phase out Stage 2 aircraft that exceed 75,000 pounds through a four-phased program starting on January 1, 1991 and culminating in a complete phase-out by January 1, 2000;
3. exempt from the phase-out deadlines any aircraft operator with four or less daily operations that originate or terminate outside the United States;
4. provide an accelerated phase-out of Stage 2 aircraft during the nighttime hours between 10:00 p.m. and 07:00 a.m. of the following day to be completed by January 1, 1996; and

Resolution No. 17152

-2-

5. require that all affected aircraft comply with FAR Part 36 Stage 3 noise criteria by January 1, 2000; and

WHEREAS, this authorization to circulate for comment a noise control regulation for ONT and to prepare the appropriate environmental documentation is exempt from the provisions of the California Environmental Quality Act as provided by Article III, Section 2.d. of the Los Angeles City CEQA Guidelines;

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners determined that this action is exempt from the provisions of CEQA, and authorized the Executive Director to circulate the proposed noise control regulation for review and comment and to prepare the appropriate environmental documentation.

oOo

I hereby certify that the foregoing is a true and correct copy of Resolution No. 17152 adopted by the Board of Airport Commissioners at a regular meeting held Thursday, May 31, 1990.

Sandra J. Miller
ACTING SECRETARY

Elaine E. Staniec - Secretary
BOARD OF AIRPORT COMMISSIONERS

ORDINANCE NO. [DRAFT - ONT]

An Ordinance repealing Ordinance No. 162,665 and approving a Regulation adopted by Resolution No. _____ of the Board of Airport Commissioners of the City of Los Angeles, which Resolution established a noise control regulation for air carriers having operating agreements at Ontario International Airport.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO ORDAIN AS FOLLOWS:

ONTARIO INTERNATIONAL AIRPORT
NOISE CONTROL REGULATION

Sec. 1. The Regulation adopted by Resolution No. _____ of the Board of Airport Commissioners on _____, is hereby approved. Said Regulation contained in said resolution provides for the establishment of a noise control regulation for air carriers having operating agreements at Ontario International Airport and is set forth as follows:

SECTION 1. PURPOSE: The purpose of this Regulation is to reduce aircraft noise in the communities surrounding Ontario International Airport by (a) prohibiting the introduction of new affected aircraft operations by Stage 2 aircraft upon the effective date of this Regulation;

ONTNOISEORD050490BKLB1

(b) implementing a four-phase compliance program with FAR Part 36 Stage 3 noise criteria to be completed by January 1, 2000; (c) implementing a three-phase accelerated limitation on nighttime Stage 2 aircraft operations to be completed by January 1, 1996; and, (d) assuring that all affected aircraft shall conform to FAR Part 36 Stage 3 noise criteria by January 1, 2000.

SECTION 2. EFFECTIVE DATE: This Regulation shall take effect on the date it becomes effective as an ordinance and shall remain in full force and effect until amended, modified or rescinded.

SECTION 3. DEFINITIONS:

(a) Affected Aircraft -- All revenue aircraft operating at Ontario International Airport weighing 75,000 pounds or more, except military aircraft.

(b) Affected Aircraft Operations -- A revenue landing or revenue takeoff of an affected aircraft at Ontario International Airport.

(c) Aircraft Operator -- That entity responsible for an affected aircraft operation at Los Angeles International Airport of an affected aircraft in interstate and/or foreign commerce pursuant to the terms of the Federal Aviation Act of 1958, as amended, and/or in intrastate commerce pursuant to the provisions of the California Public Utilities Code.

(d) Airport -- Ontario International Airport.

(e) Board -- The Board of Airport Commissioners, City of Los Angeles, as described and defined in Article VI, Section 70, et seq. and Article XXIV, Section 238, et seq. of the Charter of the City of Los Angeles.

(f) FAA -- Federal Aviation Administration.

(g) Foreign Aircraft Operator -- A foreign air carrier engaged in foreign air commerce as both of said terms are defined in Federal Aviation Regulation Part 1.

(h) General Manager -- General Manager, also designated "Executive Director", of the Department of Airports, as described and defined in Article VI, Section 70, et seq. and Article XXIV, Section 238, et seq. of the Charter of the City of Los Angeles.

(i) Quarterly Period -- The successive three-month periods occurring at regular intervals four times a year, the first quarter of any given year beginning on the first day of January, the last quarter ending on the thirty-first of December.

(j) Stage 2 Aircraft -- An aircraft that is certificated by the FAA as complying with the noise levels prescribed in C.F.R. Part 36, Appendix C, Section 36.5(a) (2), or is certificated in accordance with Chapter 2 of Annex 16 Article 37 of the International Civil Aviation Organization Convention.

(k) Stage 3 Aircraft -- An aircraft that is certificated by the FAA as complying with the noise levels prescribed in 14 C.F.R. Part 36 Appendix C, Section 36.5(a) (3), or is certificated in accordance with Chapter 3 of

Annex 16, to Article 37 of the International Civil Aviation Organization Convention.

SECTION 4. APPLICABILITY: This Regulation shall be applicable in all respects to each and every affected aircraft that now operates or in the future may operate at Airport.

SECTION 5. REGULATION:

(a) Part 1 -- Upon the effective date of this Regulation, an affected aircraft will be permitted to commence or continue affected aircraft operations at the Airport only if it is a Stage 3 aircraft; except, however, that a Stage 2 aircraft may conduct affected aircraft operations at the Airport if the aircraft operator can establish that the affected aircraft operation in question represents a continuation of, on a one aircraft operation for one aircraft operation basis, a Stage 2 affected aircraft operation that was conducted during the latest four quarterly periods prior to the effective date of this Regulation.

(b) Part 2 -- To reduce aircraft noise in the communities surrounding the Airport, a four-phase program to achieve compliance with FAR Part 36 Stage 3 noise criteria is required to be completed by January 1, 2000.

Aircraft operators shall not conduct affected aircraft operations at the Airport unless such aircraft conform to the Stage 3 criteria of FAR Part 36, consistent

with the following compliance dates and schedule:

- (i) By January 1, 1991 and continuing thereafter, at least 25% of the aircraft operated into the Airport in all affected aircraft types or classes.
 - (ii) By January 1, 1994 and continuing thereafter, at least 50% of the aircraft operated into the Airport in all affected aircraft types or classes.
 - (iii) By January 1, 1996 and continuing thereafter, at least 75% of the aircraft operated into the Airport in all affected aircraft types or classes.
 - (iv) By January 1, 2000 and continuing thereafter, 100% of the aircraft operated into the Airport in all affected aircraft types or classes.
- (c) Part 3 -- Prior to January 1, 2000, if an aircraft operator performs no more than two regularly scheduled flights (for a total of four affected aircraft operations) per day at the Airport, computed on a monthly basis, and those flights have a designated point of origination or termination outside the United States and its territories, then the operator is not required to comply with the schedule set forth in Part 2 of this Regulation if the affected aircraft operations are performed by Stage 2 aircraft.
- (d) Part 4 -- To accelerate the reduction of

aircraft noise in the communities surrounding the Airport during nighttime hours, a three-phase program to limit Stage 2 aircraft operations during nighttime hours shall be completed in accordance with the following schedule:

- (i) Effective January 1, 1991, Stage 2 aircraft may operate at Airport only from 0600 until 2400 hours.
- (ii) Effective January 1, 1994, Stage 2 aircraft may operate at Airport only from 0630 until 2300 hours.
- (iii) Effective January 1, 1996, Stage 2 aircraft may operate at Airport only from 0700 until 2200 hours.

(e) Part 5 -- By January 1, 2000, all affected aircraft operating at the Airport must be certificated by the FAA to the Stage 3 noise criteria of FAR Part 36. The utilization of operating techniques at Airport to comply with Stage 3 noise criteria in lieu of FAA certification shall not be permitted.

SECTION 6. COMPLIANCE: To demonstrate compliance with the provisions of this Regulation, commencing with the first quarterly period after the effective date of this Regulation, and each quarterly period thereafter, each aircraft operator shall submit a quarterly report to the Department of Airports that identifies all affected aircraft that have operated at the Airport during the preceding quarter by:

- (a) type or class and model number;
- (b) type of engines;
- (c) registration number;
- (d) compliance with Part 36 Stage 2 or 3 noise criteria;
- (e) total affected aircraft operations by type or class and model number;
- (f) percentage of total affected aircraft operations conducted with Stage 3 aircraft during the quarterly period; and,
- (g) a comparison which shows the total affected aircraft operations by type or class and model number for each of the latest four quarterly periods prior to the effective date of this Regulation and how each Stage 2 affected aircraft operation during the preceding quarterly period is a continuation of a Stage 2 affected aircraft operation that was conducted during one or all of the latest four quarterly periods prior to the effective date of this Regulation.

Each aircraft operator's required quarterly report shall be submitted to the Department of Airports within 20 days after completion of each quarterly period.

The General Manager shall provide those administrative procedures necessary for reporting compliance with this Regulation.

SECTION 7. VARIANCES: The Board may grant a variance from Section 5 Part 2(i) through (iii) of this

Regulation upon written application made no later than 90 days prior to the applicable compliance date provided therein. The request for a variance must be accompanied by a proposed alternative program that achieves the objectives contained in this Regulation. In the consideration of the variance request, the Board or its designated officer shall give notice and hold a public hearing to receive all information relevant to the request.

Upon application, the Board shall grant a variance if the public interest would be satisfied by such a variance. In weighing the public interest, the Board shall consider the following:

(a) The ability of the aircraft operator to effectuate new aircraft delivery or the retrofitting of existing aircraft in a timely manner.

(b) The economic feasibility of complying with the Regulation.

(c) The noise impact should the variance be granted.

(d) The value to the public of the services for which the variance is sought.

(e) Whether the aircraft operator is taking measures which achieve the objectives of this Regulation.

(f) Whether the aircraft operator has a statement, signed by the Secretary of State or by a Deputy Secretary of State, stating the official position of the United States that the granting of a variance is in the foreign policy or national security interests of the United

States.

The burden of proof shall be upon the applicant for a variance. The Board shall make findings on the merits of said request based on the aforementioned criteria and either grant or deny the request. The Board may grant a variance in part, or for limited duration, or may impose such conditions on the granting of a variance which it finds appropriate to accomplish the purposes of this Regulation.

In no event shall a variance be granted herein for a period beyond December 31, 1999.

SECTION 8. ENFORCEMENT AND PENALTIES: Any aircraft operator that fails to comply with any part of this Regulation shall be subject to the loss of its operating rights at the Airport.

Prior to initiating enforcement proceedings, the subject aircraft operator shall be notified in writing of the violation and shall be afforded the opportunity to respond thereto at a public hearing.

SECTION 9. SEVERABILITY OF REGULATION: If any provision of this Regulation or the application thereof is held unconstitutional or otherwise unlawful, the remainder of the Regulation and the application of same shall not be affected thereby.

B.4.2 Ordinance 168853 – Stage 2 Aircraft Phase-out

Ordinance No. 168853

An Ordinance repealing Ordinance No. 152,455 and approving a regulation adopted by Resolution No. 17603, as amended by Resolution No. 18299, of the Board of Airport Commissioners of the City of Los Angeles, which Resolutions established a Stage 2 airplane phaseout regulation for airplanes operating at Ontario International Airport.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

ONTARIO INTERNATIONAL AIRPORT
STAGE 2 AIRPLANE PHASEOUT REGULATION

Sec. 1. The regulation adopted by Resolution No. 17603, as amended by Resolution No. 18299 of the Board of Airport Commissioners on May 15, 1991 and December 21, 1992, respectively, is hereby approved. Said regulation contained in said Resolutions provides for the establishment of a Stage 2 airplane phaseout regulation for airplanes operating at Ontario International Airport and is set forth as follows:

SECTION 1. PURPOSE: The purpose of this Regulation is to reduce airplane noise in the communities surrounding the Airport by (a) prohibiting the introduction of any new affected airplane operations with Stage 2 airplanes; (b) implementing a four-phase program to eliminate operations with Stage 2 airplanes, to be completed by January 1, 2000; and (c) assuring that all affected airplanes operated at the Airport on or after January 1, 2000 comply with the Stage 3 noise standards of FAR Part 36.

SECTION 2. EFFECTIVE DATE: This Regulation shall take effect on the date it becomes effective as an ordinance and shall remain in full force and effect until amended, modified or rescinded.

SECTION 3. DEFINITIONS:

(a) Affected Airplane -- A subsonic or supersonic airplane operated at the Airport with a maximum certificated gross takeoff weight of more than 75,000 pounds, except military airplanes.

(b) Affected Airplane Operation -- a landing or takeoff of an affected airplane at the Airport.

(c) Airplane Operator -- The entity responsible for an affected airplane operation at the Airport.

(d) Airport -- Ontario International Airport.

(e) Board -- The Board of Airport Commissioners, City of Los Angeles, as described and defined in Article VI, Section 70, et seq. and Article XXIV, Section 238, et seq. of the Charter of the City of Los Angeles.

(f) FAA -- Federal Aviation Administration.

(g) General Manager -- General Manager, also designated "Executive Director", of the Department of Airports, as described and defined in Article VI, Section 70, et seq. and Article XXIV, Section 238, et seq. of the Charter of the City of Los Angeles.

(h) Quarterly Period -- The successive three-month periods occurring at regular intervals four times a year, the first quarter of any given year beginning on the first day of January, the last quarter ending on the thirty-first day of December.

(i) Stage 2 Airplane -- A United States registered affected airplane certificated by the FAA as complying with the Stage 2 noise standards of Appendix C, Part 36 of the Federal Aviation Regulations (14 CFR 36), or an affected airplane certificated by the country of registry as complying with the noise standards of Chapter 2, Volume I of Annex 16 to the Convention on International Civil Aviation.

(j) Stage 3 Airplane -- A United States registered affected airplane certificated by the FAA as complying with the Stage 3 noise standards of Appendix C, Part 36 of the Federal Aviation Regulations (14 CFR 36), or an affected airplane certificated by the country of registry as complying with the noise standards of Chapter 3, Volume 1 of Annex 16 to the Convention on International Civil Aviation.

SECTION 4. APPLICABILITY: This Regulation shall be applicable in all respects to each and every affected airplane that now operates or in the future may operate at the Airport.

SECTION 5. REGULATION:

(a) Part 1 -- On and after the effective date of this Regulation, no airplane operator shall conduct an affected airplane operation at the Airport unless it is conducted with a Stage 3 airplane; except that, an airplane operator may continue to conduct affected airplane operations with Stage 2 airplanes provided the annual number of such affected airplane operations, computed during the twelve month period commencing on the first of June of each year, does not exceed the number of Stage 2 affected airplane operations that is shown for that airplane operator on Exhibit A of this Regulation.

(b) Part 2 -- To reduce airplane noise in the communities surrounding the Airport, a four-phase program shall be implemented to assure that all affected airplane operations are conducted with Stage 3 airplanes on and after January 1, 2000:

- (i) On and after July 1, 1995, at least 55 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes;
- (ii) On and after January 1, 1997, at least 65 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes;

(iii) On and after January 1, 1999, at least 75 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes; and

(iv) On and after January 1, 2000, 100 percent of each airplane operator's affected airplane operations at the Airport shall be conducted with Stage 3 airplanes.

(c) Part 3A -- If, during any given month prior to January 1, 2000, an airplane operator conducts an average of no more than four affected airplane operations per day at the Airport, then during said month that airplane operator is not required to comply with the compliance schedule set forth in Part 2 (i) through (iii) of this Section; provided, however, that no airplane operator is permitted to conduct a greater number of annual affected airplane operations with Stage 2 airplanes than is shown for that airplane operator on Exhibit A of this Regulation.

(d) Part 3B -- Prior to January 1, 2000, an affected airplane operator is exempted from complying with Subsections (i), (ii), or (iii), whichever is currently applicable, of Section 5(b) Part 2 if the percentage of affected Stage 3 airplane operations conducted by all airplane operators at the Airport, calculated quarterly on an airport fleet-wide basis, meets or exceeds the Stage 3 percentage requirement of the applicable subsection. If at any time the quarterly airport fleet-wide percentage of affected Stage 3 airplane operations fails to equal or exceed the currently applicable percentage stated in Part 2, the exemption in this Part 3B shall thereafter become inoperative and all

affected airplane operators shall individually comply fully with the compliance schedule set forth in Part 2.

The General Manager shall issue a quarterly report of airport-wide operations, which shall include the percentage of Stage 3 operations and a forecast of projected compliance or non-compliance, if any, with the applicable Stage 3 percentage.

(e) Part 4 -- On and after January 1, 2000, no airplane operator shall conduct an affected airplane operation at the Airport unless the airplane has been certificated by the FAA to the Stage 3 noise standards of FAR Part 36.

SECTION 6. COMPLIANCE: To demonstrate compliance with the provisions of this Regulation, commencing with the first quarterly period after the effective date of this Regulation, and each quarterly period thereafter, each airplane operator shall submit a quarterly report to the Department of Airports that lists all affected airplanes that have operated at the Airport during the preceding quarter by the airplane characteristics in (a) through (d), and that provides the additional summary information in (e) through (g), as follows:

- (a) type or class and model number;
- (b) type of engines;
- (c) registration number;
- (d) compliance with Part 36 Stage 2 or 3 noise standards;
- (e) number of affected airplane operations by each type or class and model number and the total number of affected airplane operations;

(f) percentages of total affected airplane operations conducted with Stage 2 and Stage 3 airplanes during the quarterly period; and

(g) a comparison showing the total number of Stage 2 affected airplane operations conducted by the airplane operator during the preceding four quarterly periods and the number of Stage 2 affected airplane operations shown for that airplane operator on Exhibit A of this Regulation.

Each airplane operator's required quarterly report shall be submitted to the Department of Airports within 20 days after completion of each quarterly period.

The General Manager shall provide those administrative procedures necessary for reporting compliance with this Regulation.

SECTION 7. VARIANCES:

(a) The Board may grant a variance from Section 5 of this Regulation upon written application. The request for a variance must be accompanied by a proposed program that will achieve the objectives contained in this Regulation. In the consideration of the variance request, the Board or its designated officer shall give notice and hold a public hearing to receive all information relevant to the request and shall grant a variance if the public interest would be satisfied by such a variance. In weighing the public interest, the Board shall consider the following:

- (i) The ability of the airplane operator to effectuate new airplane delivery or the retrofitting of existing airplanes in a timely manner, including evidence that firm and timely

orders have been placed for hush kit or new affected airplane deliveries.

- (ii) The economic feasibility of complying with the Regulation.
- (iii) The noise impact should the variance be granted.
- (iv) The value to the public of the services for which the variance is sought.
- (v) Whether the airplane operator is taking measures which achieve the objectives of this Regulation.
- (vi) Whether the airplane operator has a statement, signed by the Secretary of State or by a Deputy Secretary of State, stating the official position of the United States that the granting of a variance is in the foreign policy or national security interests of the United States.
- (vii) Whether the airplane operator has a statement, signed by the Secretary of Transportation, which finds the granting of a variance would be in the vital national interest.

(b) The burden of proof shall be on the applicant for a variance. The Board shall make findings on the merits of said request based on the aforementioned criteria and either grant or deny the request. The Board may grant a variance in part, or for limited duration, and may impose such conditions on the granting of a variance which it finds appropriate to accomplish the purposes of this Regulation.

(c) In acting upon any variance, the Board shall be subject to the following limitation: the terms of any variance shall not exceed two years or the length of the term of any applicable compliance period which is the subject of a variance request, whichever is shorter; a variance shall not be granted which is a continuation of or modification to a variance previously granted.

(d) If a variance is requested from Section 5(a) Part 1 of this Regulation for the purpose of permitting a new entrant airplane operator to commence operations at the Airport with affected Stage 2 airplanes, the variance may be granted only on the condition the prospective new entrant airplane operator conducts operations at the Airport with a percentage of Stage 3 operations at least equal to the quarterly airport fleet-wide percentage of Stage 3 aircraft operations at the Airport at the time of entry. Any air carrier not listed on Exhibit A may only apply to operate at the airport as a "new entrant airplane operator."

(e) In the event the Board denies the variance as requested by an airplane operator, such operator may request within 30 days of said denial a written finding of the Secretary of Transportation that granting a variance will be in the "vital national interest." If the Secretary pursuant to Section 7(a)(vii) issues the requested finding, the Board shall grant a variance provided the finding is specific as to why a variance is in the vital national interest considering (i) competition in the air carrier industry, (ii) essential small community air service, (iii) financial viability and continued existence of the operator, and (iv) new service to a city presently without commercial air service to or from Airport. The Board shall not be required to grant a variance pursuant

to Section 7(a)(vii) if it would lead to an increase in affected Stage 2 operations at the airport beyond that percentage of Stage 2 operations which is required by the most recent interim compliance date, or if it would permit Stage 2 operations beyond December 31, 1999. Section 7(a)(vii) shall not be applicable to the Board's denial of any variance from Section 7(d) of this Regulation. The Board shall, however, consider any opinion issued by the Secretary of Transportation on the subject of the Board's denial of a variance.

(f) If pursuant to Section 7(a)(vi) an airplane operator secures the required statement of the Secretary of State regarding the granting of the requested variance, the Board shall be obligated to grant a variance.

SECTION 8. ENFORCEMENT AND PENALTIES: Any airplane operator that fails to comply with any part of this Regulation shall be subject to the loss of its Stage 2 operating rights at the Airport.

Prior to initiating enforcement proceedings, the subject airplane operator shall be notified in writing of the violation and shall be afforded the opportunity to respond thereto at a public hearing.

If carrier-by-carrier Stage 3 rules are imposed pursuant to Section 5(d), an airplane operator shall receive ninety (90) days advance written notice prior to losing its Stage 2 operating rights at the Airport.

SECTION 9. SEVERABILITY OF REGULATION: If any provision of this Regulation or the application thereof is held unconstitutional or otherwise unlawful, the remainder of the Regulation and the application of same shall not be affected thereby.

Sec. 2. The City Clerk shall certify to the passage of this Ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing Ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

ELIAS MARTINEZ, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

JAMES K. HAHN, City Attorney

By *Robert K. Sohn*

File No. _____

EXHIBIT A

ONTARIO INTERNATIONAL AIRPORT

The annual number of Stage 2 affected airplane operations permitted to be conducted by airlines commencing on June 1, 1990. This list was promulgated pursuant to the Interim ONT Noise Control Moratorium Policy adopted by the Los Angeles City Board of Airport Commissioners on May 31, 1990 under Resolution No. 17153.

AIRLINE	PERMITTED ANNUAL STAGE 2 OPERATIONS
AIR TRAIN (EMERY)	2
AIRBORNE EXPRESS	520
ALASKA AIRLINES	1430
AMERICA WEST	7416
AMERICAN	2190
BURLINGTON AIR X	0
CONTINENTAL	2190
DELTA AIRLINES	3098
EMERY WORLDWIDE	154
EVERGREEN INTL	14
FEDERAL EXPRESS	752
KALITTA AIR	188
NORTHWEST AIR	1460
ROSENBALM	300
SOUTHWEST	6364
TWA	2190
UNITED AIRLINES	10512
UPS	2584
US AIR	0

5/16/91


ELIAS MARTINEZ
City Clerk

J. Michael Carey
Executive Officer

When making inquiries
relative to this matter
refer to File No.

91-0905
91-0906

CITY OF LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

Office of
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - 485-5703
General Information - 485-5705

Pat Letcher
Chief Legislative Assistant

CD 6

June 30, 1993

Department of Airports
Airport Commission
City Attorney
City Administrative Officer
Chief Legislative Analyst

RE: ESTABLISHING STAGE 2 AIRPLANE PHASEOUT (NOISE) REGULATIONS FOR
COMMERCIAL AIRCRAFT OPERATING AT THE LOS ANGELES AND ONTARIO
INTERNATIONAL AIRPORTS

At the meeting of the Council held June 23, 1993, the following
action was taken:

Attached report adopted, as amended.....	X
See attached motion adopted (Flores - Galanter).....	X
Two Ordinances adopted.....	X

Ordinance Number.....	168852
Publication date.....	07-02-93
Effective date.....	08-02-93
Mayor approved.....	06-30-93


Ordinance Number.....	168853
Publication date.....	07-02-93
Effective date.....	08-02-93
Mayor approved.....	06-29-93

Nancy Russell

City Clerk
bem

steno1910905

AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste 

File Nos. 91-0905
91-0906

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your COMMERCE, ENERGY AND NATURAL RESOURCES COMMITTEE

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	—

COMMERCE, ENERGY AND NATURAL RESOURCES COMMITTEE REPORT and ORDINANCES relative to establishing Stage 2 airplane phaseout (noise) regulations for commercial aircraft operating at Los Angeles and Ontario International Airports.

Recommendations for Council action, as recommended by the City Administrative Officer:

1. PRESENT and ADOPT accompanying two (2) Ordinances establishing Stage 2 airplane phaseout (noise) regulations for commercial aircraft operating at Los Angeles International Airport and Ontario International Airport.
2. NOT PRESENT and ORDER FILED two (2) draft Ordinances dated May 16, 1991 relative to noise regulations, inasmuch as these are "old" draft Ordinances.

Summary

On June 8, 1993, the Commerce, Energy and Natural Resources Committee considered and approved recommendations of the City Administrative Officer relative to adopting two proposed Ordinances to establish a Stage 2 airplane phaseout (noise) regulations for commercial (air carrier) aircraft operating at Los Angeles and Ontario International Airports.

In 1991, the City Council considered draft Ordinances relative to phasing out the operations of the more noisy Stage 2 commercial aircraft at Los Angeles and Ontario International Airports by the year 2000. The primary differences between the proposed Ordinances and the requirements of the Federal Aviation Administration (FAA) at that time was the City schedule to achieve reductions in the number of operations sooner.

Enactment of these earlier draft Ordinances was successfully frustrated by the FAA under its broad authority to withhold noise mitigation grant funds and approval of applications by a local airport operator to impose the Passenger Facility Charge (PFC) if

locally enacted restrictions on Stage 2 and Stage 3 aircraft operations are believed to be inconsistent with the needs of the national air transport system. The City Council returned the previous draft Ordinances to the Commerce, Energy and Natural Resources Committee and requested the Department of Airports (DOA) to resolve the concerns of the FAA.

The replacement Ordinances are believed by the DOA Executive Director and the City Attorney to resolve the concerns of the FAA. If adopted, the noise regulations should no longer cause difficulty in receiving federal noise grant funds or jeopardize receipt of PFC's in the future. The City Attorney believes that the FAA concurs with this view.

Although not as aggressive in limiting Stage 2 operations as the prior draft Ordinances, the replacement Ordinances will permit regulation of Stage 2 operations at LAX and Ontario, i.e., there is a definable limit on the number of Stage 2 operations and penalties for violations.

The Committee recommended that the Ordinances dated May 16, 1991 be received and thereafter filed, inasmuch as they are old drafts, and further recommended that the currently proposed Ordinances relative to noise restrictions at Los Angeles and Ontario International Airports be adopted by the City Council.

Respectfully submitted,

COMMERCE, ENERGY AND NATURAL RESOURCES COMMITTEE

KC
6/9/93
CD 6 (91-0905)
Enc: Ordinances (4)

#910905

Joan Wilke Ilous
John Gabuter
John ...

REPORT
ADOPTED
*AS AMENDED
JUN 23 1993

LOS ANGELES CITY COUNCIL
SEE ATTACHED MO.
ORDS ADOPTED

MOTION

40 A

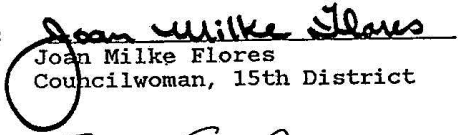
The Commerce, Energy and Natural Resources Committee Report and Ordinances considered Stage 2 airplane phase out (noise regulations) for commercial aircraft operating at Los Angeles Airport and Ontario International airports.

The Committee was advised by the City Attorney and the Executive Director of the Department of Airports, that the Ordinance for commercial aircraft operating at Los Angeles airport does not apply to private aircraft and applies only to federally certificated air carriers, and that a letter had been had issued so stating.

The Committee instructed the Department of Airports to include the letter in the file to clarify this issue.

I THEREFORE MOVE THAT the Committee report be amended to add an instruction to the City Attorney's office to include the letter from the Department of Airports in the file to clarify this issue.

PRESENTED BY:


Joan Milke Flores
Councilwoman, 15th District

SECONDED BY:




mtn105

* MO.
ADOPTED

JUN 23 1993

LOS ANGELES CITY COUNCIL



City of Los Angeles Department of Airports
Tom Bradley, Mayor

Board of Airport Commissioners

Robert A. Chick
President
Leland Wong
Vice President
Johnnie L. Cochran, Jr.
Maria Elena Durazo
Jack Tenner
Clifton A. Moore
Executive Director

RESOLUTION NO. 18299

WHEREAS, aircraft noise has been of significant concern at Ontario International Airport since the advent of the jet age in 1959; and

WHEREAS, in 1969, the State of California adopted an Airport Noise Law and thereafter approved noise regulations, with amendments thereto, requiring airport operators to reduce the noise impact of jet aircraft in the vicinity of California airports; and

WHEREAS, in Air Transport Association v. Crotti, etc., et al., a case to which the City of Los Angeles was a party, the California Noise Regulations were ruled constitutional on their face with respect to Community Noise Equivalent Levels (CNEL) and it was held that each airport proprietor has certain duties, rights, obligations, and powers in this regard; and

WHEREAS, in Aaron, et al. v. City of Los Angeles, the California Court of Appeal imposed liability upon the City of Los Angeles, as the airport proprietor, for the diminution in property values due to noise emanating from jet aircraft operating to and from Los Angeles International Airport; and

WHEREAS, in Japan Air Lines, et al. v. City of Los Angeles, the California Court of Appeal held, as to property damage under the law of eminent domain, that the City of Los Angeles is not entitled to indemnification from air carriers operating at Los Angeles International Airport; and

WHEREAS, in Baker v. Burbank-Glendale-Pasadena Airport Authority, the California Supreme Court held airport proprietors may be held liable for emotional distress and personal injury damages caused by aircraft noise under the legal theory of nuisance; and

WHEREAS, the management of the Department of Airports has been apprised of the holdings of the United States Supreme Court in Griggs v. Allegheny County and Lockheed Air Terminal, Inc. v. City of Burbank, the Federal Circuit Court of Appeals Opinion in the Concorde 1 and 2 cases with respect to the Port Authority of New York and New Jersey, and the Federal District Courts' Opinions in National Aviation v. City of Hayward and San Diego Unified Port District v. Gianturco, which relate in various ways to the rights, duties,

Resolution No. 18299

-2-

obligations, and powers inherent in an airport proprietor with regard to the liability for and the control of jet aircraft noise; and

WHEREAS, the Los Angeles City Attorney's Office has reported to the Board of Airport Commissioners on numerous occasions, by virtue of the above-referenced statute, regulations, decisions, and the common law rights vested in the airport proprietor that said Board has the obligation, duty, and right to take affirmative steps to reduce the noise impact of aircraft using the City of Los Angeles' Airports; and

WHEREAS, the Board of Airport Commissioners, by Resolution No. 15818, dated May 6, 1987, adopted the Ontario International Airport Noise Control Regulation to limit and reduce the noise from aircraft operations through the phaseout of FAR Part 36 Stage 1 aircraft; and

WHEREAS, a similar regulation pertaining to the phaseout of Stage 1 aircraft at Los Angeles International Airport was upheld in 1985 as valid and enforceable by the Ninth Circuit Court of Appeals in Empresa Ecuatoriana de Aviacion v. City of Los Angeles; and

WHEREAS, the Board of Airport Commissioners, by Resolution No. 16854, dated September 27, 1989, directed the Executive Director to investigate and definitively prepare proposed noise and access restrictions ("proposed regulation") regarding the phaseout and non-addition of FAR Part 36 Stage 2 aircraft at Ontario International Airport; and

WHEREAS, after submission of the Executive Director's proposed regulation, the Board of Airport Commissioners, by Resolution No. 17152, dated May 31, 1990, directed the Executive Director to circulate for review and comment the proposed regulation to all concerned parties including the air carriers, local governments, the Federal Aviation Administration, the ONT Part 150 Committees, the Ontario Noise Abatement Consultative Committee and the Air Transport Association and to simultaneously initiate the appropriate environmental review process; and

WHEREAS, as an interim measure, the Board of Airport Commissioners, by Resolution No. 17153, dated May 31, 1990, adopted an Interim Noise Control Moratorium Policy to prohibit as a policy the introduction of additional new aircraft operations by FAR Part 36 Stage 2 aircraft at Ontario International Airport; and

WHEREAS, the Board of Airport Commissioners, by Resolution No. 17603, dated May 15, 1991, adopted a proposed Stage 2 regulation which was forwarded to the Los Angeles City Council for approval by ordinance; and

Resolution No. 18299

-3-

WHEREAS, the Los Angeles City Council returned the proposed regulation without taking action to adopt it as an ordinance; and

WHEREAS, in accordance with discussions and negotiations with the Federal Aviation Administration, the Board of Airport Commissioners is now amending and readopting the proposed Stage 2 regulation to amend certain provisions to address the concerns expressed by the Federal Aviation Administration; and

WHEREAS, the amending language does not significantly change the general scope and effect of the proposed regulation and retains the object of phasing out all Stage 2 aircraft by the year 2000; however, the amending language will permit the Board of Airport Commissioners to grant variances in additional situations and make the ONT regulation more closely aligned with federal Stage 2/3 regulations;

WHEREAS, this action amends Board of Airport Commissioners Resolution No. 17603 and the provisions of the proposed regulation adopted by said Resolution; and

WHEREAS, the proposed amended regulation ("proposed regulation") is intended to apply only to FAR Part 36 Stage 2 aircraft operations and is not intended to regulate or restrict Stage 3 aircraft operations; and

WHEREAS, in order to comply with the California Environmental Quality Act and to ensure that the proposed regulation is fair, nondiscriminatory, economically sound, and not unduly burdensome in interstate commerce, the Board of Airport Commissioners caused the proposed regulation to be widely distributed and, thereafter, public hearings held with respect to the proposed regulation; and

WHEREAS, pursuant to said process, public meetings and hearings were held on May 31, 1990, August 29, 1990, March 25, 1991, and May 15, 1991 affording the opportunity for comments by governmental agencies, elected officials, industry representatives, airport neighbors, and members of the general public, which meetings and hearings were widely attended by the public; and

WHEREAS, the Federal Aviation Administration received copies of the proposed regulation at the outset of the proposed action which resulted in oral and written presentations by Federal Aviation Administration representatives to the Board of Airport Commissioners with respect to the provisions of the proposed regulation; and

WHEREAS, the Federal Aviation Administration sent a written request that the Board of Airport Commissioners study and investigate 15 specific items, prior to adopting the proposed regulation, which the Department of Airports accomplished with the aid of a professional

Resolution No. 18299

-4-

consultant study of the economic effect of the proposed regulation both at Ontario International Airport and nationally, including an assessment of other economic alternatives; and

WHEREAS, the United States Congress, on November 5, 1990, adopted the "Airport Noise and Capacity Act of 1990" enacting a national Aviation Noise Policy which expressly provides in Section 9304(a)(2)(A) that Stage 2 noise regulations "proposed" by local airports prior to October 1990 are categorically exempt from the provisions of the Act; and

WHEREAS, this proposed regulation qualifies as a Stage 2 regulation proposed prior to October 1, 1990 and, therefore, is expressly grandfathered by the provisions of Section 161.201(a)(1) of the Federal Aviation Regulation and Section 9304(2)(A) of the Airport Noise and Capacity Act of 1990 [49 U.S.C. 2153(a)(2)(A) and 49 U.S.C. 1305]; and

WHEREAS, the Executive Director reviewed the economic and environmental studies, reviewed and considered the comments submitted by all interested parties, analyzed the comments of the Federal Aviation Administration, weighed the practical alternatives, and hereby recommends the Board of Airport Commissioners' adoption of the proposed regulation; and

WHEREAS, the Board of Airport Commissioners has reviewed the economic and environmental studies, reviewed and considered the recommendation of the Executive Director, and considered other practical alternatives to this proposed regulation, and hereby finds the proposed regulation to be a reasonable, feasible, and legally appropriate method of reducing the impact of jet aircraft engaging in operations at Ontario International Airport; and

WHEREAS, pursuant to the powers of the Board of Airport Commissioners contained in the City Charter of the City of Los Angeles, the Board of Airport Commissioners finds that the proposed regulation achieves a balance between the needs of the community impacted by jet aircraft noise, the needs of the City of Los Angeles, and the region served by Los Angeles International Airport as a whole and the requirements of the air carriers operating at this facility; and

WHEREAS, the purpose of the Ontario International Airport Stage 2 Airplane Phaseout Regulation, as amended, is to reduce airplane noise in the communities surrounding the Airport by: (a) prohibiting the introduction of any newly affected airplane operations with Stage 2 airplanes; (b) implementing a four-phase program to eliminate operations with Stage 2 airplanes to be completed by January 1, 2000; and (c) assuring that all affected airplanes operated at the Airport on or after January 1, 2000 comply with the Stage 3 Noise Standards

Resolution No. 18299

-5-

of Part 36; and

WHEREAS, the environmental consequences of this action has been previously assessed by the Board of Airport Commissioners by Resolution No. 17062, dated May 15, 1991, with the approval of a final Environmental Impact Report (EIR); and

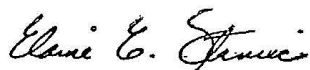
WHEREAS, this action is in compliance with the California Environmental Quality Act and the City of Los Angeles Guidelines, Article III, 2.(i);

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners hereby APPROVES and ADOPTS the Ontario International Airport Stage 2 Airplane Phaseout Regulation, DIRECTS the Executive Director to transmit the Regulation to the Los Angeles City Council for consideration and adoption in the form of an ordinance; REQUESTS the Los Angeles City Council to adopt the Resolution as an ordinance upon preparation and approval as to legal form by the City Attorney; DIRECTS the Executive Director, if necessary, to transmit the Regulation to the City Council of the City of Ontario for adoption in ordinance form; and RESCINDS Resolution No. 15818 upon final adoption of this Resolution No. 18299 by ordinance; and

BE IT FURTHER RESOLVED this Regulation, attached hereto and incorporated herein, shall be applicable in all respects to each and every affected aircraft that now operates, or in the future may operate, at Ontario International Airport.


ooc

I hereby certify that the foregoing is a true and correct copy of Resolution No. 18299 adopted by the Board of Airport Commissioners at a regular meeting held Monday, December 21, 1992.



Elaine E. Staniec - Secretary
BOARD OF AIRPORT COMMISSIONERS

B.4.3 Resolution 13513 – Noise Abatement Policy


City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 646-5252 Telex 65-3413
John Bradley, Mayor

**Board of
Airport Commissioners**

Johnnie L. Cochran, Jr.
President
Robert A. Chick
Vice President
Jerry B. Epstein
Samuel Greenberg
Maria D. Hummer
Clifton A. Moore
General Manager

**Board File
No. 2013.2**

RESOLUTION NO. 13513

**ONTARIO INTERNATIONAL AIRPORT (ONT)
NOISE ABATEMENT POLICY STATEMENT**

WHEREAS, aircraft noise has been of significant concern since the advent of the jet age in 1959; and

WHEREAS, it is in the best interests of the City of Los Angeles, the Department of Airports, and people living close to Ontario International Airport that the Board of Airport Commissioners adopt a Noise Abatement Policy stating its objectives, and noise mitigation measures; and

WHEREAS, when the prior noise policy was drafted, Stage Three Part-36 aircraft, which are substantially quieter than the present fleet were not anticipated; and

WHEREAS, also in the prior policy the four-phased runway construction program was incorporated under the section entitled "Future Planning Program"; said plan was basically a guide, subject to change over time based on new conditions and not a commitment to a fixed program, and conditions previously anticipated have now changed; and

WHEREAS, ground access to the Airport is important and is now being studied, and when the recommended network of highways, freeways, and collector streets is determined, this circulation pattern will affect the ultimate airfield configuration; and


WHEREAS, construction of the ultimate airfield will not occur until capacity, safety, and economic conditions warrant such construction; and

WHEREAS, the Board of Airport Commissioners has reviewed the recommendations of the General Manager and considered all of the pertinent data, and has consulted with the Office of the Los Angeles City Attorney;

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners of the City of Los Angeles hereby adopts the following Ontario International Airport (ONT) Noise Abatement Policy Statement:

I. OBJECTIVES

The purpose of this policy is to reduce the impact of aircraft noise in the communities surrounding Ontario International Airport by the encouragement of a two-phase compliance program with FAR Part 36 noise criteria to be completed by January 1, 1985, the provision of a north Runway 26R remodeling and extension program, and various noise mitigation actions.



Resolution No. 13513

-2-

Another purpose is to make the airport compliant with the State of California Noise Regulation level of aircraft operations projected to be 12 million annual passengers (MAP) by 1995. The goal of the State law is to achieve a "zero" impact (as defined in that law) through a decrease of aircraft noise as measured by Community Noise Equivalent Level (CNEL) metric and development of compatible land use surrounding ONT. Following is the CNEL sliding scale of values as defined in Section 5012 of the State standards:

<u>Date</u>	<u>CNEL in Decibels</u>
Effective date of regulations	
1-1-81 to 12-31-85	70
1-1-86 and thereafter	65

The encouragement of an optimum balance among: air traffic volume; flight patterns; schedules; noise abatement procedures; aircraft type restrictions; and surrounding land use, are all important variables that may be used in combination to reduce environmental impacts.

II. BACKGROUND

Noise impact studies prepared for the recently constructed runway 26L indicate the 65 CNEL impact area of ONT, operating at a level of 12 MAP, as defined by State law, would extend approximately two and one-half miles to the west of the airport and four miles to the east, with a narrow noise corridor extending one and one-half miles to the southwest.

A. Federal Aviation Regulation Part 36 (FAR 36)

This regulation sets noise certification levels for all aircraft, designed after 1970. Foreign manufactured aircraft are subject to International Civil Aviation Organization (ICAO) Annex 16 which is essentially identical with FAR Part 36. It is expected that both ICAO and the Federal Aviation Administration (FAA) will further lower noise certification limits for future aircraft designs.

The initial goal is to reduce present Part 36 levels by approximately 10 dBA. Since July 1974, all newly manufactured U.S. aircraft of older, previously approved designs have been required to meet Part 36 standards. A federal aircraft retrofit or replacement rule has been adopted. The retrofit or replacement rule has been, and will continue to be, extremely beneficial in reducing noise impact. Moreover, the Department of Airports has strongly supported the retrofit or replacement of aircraft and other technical changes to produce further improvements in aircraft and engine technology to reduce noise.

Resolution No. 13513

-3-

III. NOISE CONTROL PROGRAM

A. DEPARTMENT OF AIRPORTS ACTIONS

1. Phased Runway Extension

- a. The southerly Runway 26L has now been completed and commissioned for use. This runway is a noise mitigation project because it was set back 2,200 feet to the east shifting the noise contour back closer to the airport. The existing diagonal Runway 3/21 will be decommissioned in the near future.
- b. Phase II - Runway 26R will be extended 2,200 feet to the east so that the landing thresholds of 26 Left and Right are uniform and the rest of the runway strengthened to accommodate wide body aircraft. The previously certified EIR for ONT reflects the environmental impacts associated with this extension.
- c. Phase III - In the Airport Noise Control/Land Use Compatibility (ANCLUC) Study, to be initiated in early 1983, consideration will be given to an additional extension of 1,800 feet of Runway 26R so that takeoffs would be accomplished from Runway 26R only. Safety, economic, and capacity considerations will be stressed in the staggered airfield analysis.
- d. Phase IV - Also included in the ANCLUC Study will be considerations of still another extension of Runway 26R 2,000 feet east of the present ONT easterly boundary.
- e. A new environmental assessment for the 1,800-foot and 2,000-foot extensions would be required. This EIR would consider the environmental impacts of routing all takeoffs over the same properties if 26R is used only for takeoffs. Previous studies have confirmed that landing may not take place at any point closer to the east than the present threshold of Runway 26L.

2. Part-36 Compliance

The FAA is strongly encouraged to maintain its time-phased program to achieve compliance with FAR Part 36 noise criteria now scheduled for completion in 1985 in order to reduce jet aircraft noise in the communities surrounding the airport. Moreover, additional State and Federal tax benefits, financial, and other incentives are encouraged to hasten the replacement of non Part-36 aircraft. For ONT the following provisions apply:

- a. The FAA Part-36 Compliance program requires that, by January 1, 1983 and continuing thereafter, at least 50 percent of the aircraft over 75,000 pounds in the total aircraft fleet powered by four engines with no bypass ratio or with a bypass ratio less than two be replaced or retrofitted.

Resolution No. 13513

-4-

- b. Additionally, the FAA requires that, by January 1, 1983, 100 percent of all other aircraft 75,000 pounds or more must be Part-36 compliant except for two-engine aircraft engaged in small community service which will be replaced or re-engined by 1988.
- c. Moreover, the FAA requires by January 1, 1985, and continuing thereafter, 100 percent of the aircraft except for two-engined aircraft in small community service shall be Part-36 compliant.

3. Preferential Runway Use

Runway 26L will be used for commercial traffic as the primary runway until Runway 26R is extended 2,200 feet and reconstructed.

4. Flight Training

Pilot training in jet powered air carrier aircraft is prohibited except upon prior approval by airport management for pilot qualification and then only conducted with full-stop landings.

5. Jet Engine Runups

For maintenance purposes jet engine runups are prohibited during the hours from 10:00 p.m. until 7:00 a.m. local time, unless they are muffled within a jet engine hush house.

6. Noise Monitoring

A full-time noise monitoring system featuring eight microphone locations has been installed. This monitoring system exceeds State of California requirements and can provide noise measurement of single events and impact values. Information compiled by the system is available to affected public agencies and interested individuals. Quarterly reports of monitoring activities are submitted to both the State and County.

7. Easements

The acquisition of air easements over noise impacted property can be accomplished by negotiated purchase or proceedings in eminent domain as additional tools in meeting State requirements for achieving compatibility with airport operations. Since the acquisition of easements neither reduces noise nor directly increases the compatibility of impacted property, the Department and the State of California considers easement acquisition the least desirable approach to meeting State standards.

Resolution No. 13513

-5-

8. Curfews

Curfews are not warranted because there are so few nighttime operations at ONT. Eliminating nighttime flights would not result in a significant reduction to the CNEL impact area. Notwithstanding, the heavy penalty of ten-to-one for each nighttime operation, CNEL contours are dominated by the preponderance of day and evening operations.

9. 65 CNEL Sound Contour

A projected 12 million annual passengers (MAP) 65 CNEL sound contour is to be prepared and maintained for the two parallel runways with perpendicular easterly thresholds, based on projected fleet mix and feasible mitigation measures.

B. JOINT AGENCY ACTIONS

1. Advisory Committees

a. Ontario Advisory Board

The Joint Powers Agreement between the City of Los Angeles and the City of Ontario provides for two members of Ontario City Council to serve as an Advisory Board to the Board of Airport Commissioners in matters pertaining to ONT. To maintain the existing high levels of communication and cooperation the Advisory Board and the Commission should meet at least twice a year.

b. Noise Abatement Consultative Committee

In addition, a Community Noise Abatement Consultative Committee should be constituted within 90 days from the adoption of this resolution and be incorporated in a Noise Control Program for ONT. This committee should consist of three members appointed by the City of Ontario, three members appointed by the Board of Airport Commissioners, and three members appointed by the Board of Supervisors of the County of San Bernardino.

2. Airport Land Use Commission (ALUC)

These commissions were established by State legislation to achieve the highest degree of compatible land use in communities surrounding airports by coordinating their respective plans.

The San Bernardino County West Valley Airport Land Use Commission is staffed by the San Bernardino County Planning Department and meets on an as-needed basis to consider airport/community problems.

Resolution No. 13513

-6-

The Commission has prepared an Airport Land Use Plan for the communities surrounding the airport, with the exception of certain portions of the City of Ontario. The Department of Airports urges that such a plan be completed through an ANCLUC process and adopted by all affected local jurisdictions. At the present time, the Airport Land Use Commission Act does not mandate compliance with the Airport Land Use Plan. Each affected jurisdiction may, by a four-fifths vote of its governing body, override the recommended land use or policies contained in the Plan. The Board of Airport Commissioners shall continue to aggressively support additional legislation strengthening the Act to make adoption and implementation of plans developed by Airport Land Use Commissions mandatory.

3. Airport Noise Control/Land Use Compatibility (ANCLUC) Study

An Airport Noise Control and Land Use Compatibility (ANCLUC) Study should be initiated to achieve maximum compatibility between ONT and the adjacent communities. No single jurisdiction, agency, organization or industry has the ability to solve the aircraft noise problem. An ANCLUC study can provide a forum for representatives of the communities and aviation industry to collectively address the aircraft noise problem.

Study participants can include airport neighbors, the Federal Aviation Administration (FAA), Board of Airport Commissioners (BOAC), Ontario City Council, San Bernardino County Board of Supervisors, Los Angeles Department of Airport (DOA), Air Transport Association (ATA), Airline Pilots Association (ALPA), California Department of Transportation (CALTRANS), Southern California Association of Government (SCAG) and others.

This group will develop and assess alternative mitigation programs. The participation of each group is essential to a successful study because each jurisdiction and implementing agency will clearly understand what actions can be taken to reduce the impact of airport noise and the associated costs involved. The ultimate benefits from the ANCLUC study will be fewer people adversely impacted by aircraft noise and the establishment of a process to jointly resolve airport/community problems.

4. Airport Land Use Commission - Land Use Control

As an output of the ANCLUC study, communities surrounding ONT should adjust their long-range land use plans which would provide that the land included within the projected 1986 CNEL contour be designated for compatible purposes. Dwelling units in the area now located on industrially zoned property should, over time, be replaced with compatible land uses. Cooperative action by surrounding political jurisdictions to maintain and foster compatible land use development is essential to the orderly growth of ONT.

Resolution No. 13513

-7-

The County of San Bernardino and the Cities of Ontario, Montclair, Chino, Upland, and Rancho Cucumonga have adopted Noise Elements as a part of their respective General Plans. The objectives of these Noise Elements should be considered in any planning and construction phases of the Airport. The affected jurisdictions will be kept advised of the progress of such airport planning programs.

5. Local Support

The continued orderly development of ONT to accommodate 12 MAP to meet future demand will require the close support and cooperation of the area's political jurisdictions and the general public.

6. State Noise Variance

Prior to January 1, 1981 the criterion CNEL applicable to ONT was 75 CNEL. ONT operated in compliance with the State noise standards from 1977 until January 1, 1981, when the applicable noise criterion became 70 CNEL, and the Department requested a variance from the State noise standards. The Regulations currently provides that as of January 1, 1986 the applicable criterion shall be 65 CNEL.

7. Soundproofing

An experimental home soundproofing program was conducted for the Department by Wyle Laboratories and for the FAA by Bolt, Beranek & Newman. In the program, various existing single family homes in the LAX impact area were remodeled with several different degrees of noise attenuation treatment to determine effectiveness in reducing noise impact. Soundproofing was found to be more effective in lower noise impact areas. Soundproofing of all new residential construction in the impact areas of the airport as defined by the State standards should become mandatory and strictly enforced by the affected local jurisdictions.

C. FAA AND MILITARY ACTIONS

1. FAA

The FAA is strongly encouraged to formalize where safe and feasible the following noise mitigation measures in their control of aircraft approaching and departing the airport.

a. Flap Settings

Utilization is encouraged of noise mitigation flap settings.

b. Glide Slope

Fly above the glide slope, to keep the aircraft as high as possible over the surrounding communities on approach.

Resolution No. 13513

-8-

c. Drift

Eliminate aircraft drift to the extent feasible on departure from the airport.

d. Intersection Departures

Eliminate taxiway/runway intersection departures where aircraft take off westerly of the runway threshold, which means the airplanes fly lower on departure over sensitive land use.

e. Gate-Hold

Expand gate-hold procedures and other similar noise mitigation measures to reduce noise and save and conserve fuel.

f. Helicopter Noise Rule

There were no FAA flight or noise certification standard rules in 1983 for helicopters. Some preliminary work currently is being done by the FAA to establish a noise certification rule for newly designed and constructed helicopters. Depending on the outcome of these federal actions, efforts may need to be made to develop a fleet noise rule for helicopters insofar as technically possible.

2. Military

Although the State noise law does not include military flight operations in CNEL calculations, the removal of high sound level associated with military activity from ONT has resulted in an actual noise impact reduction. However, the ONT noise monitoring system does include military aircraft. Contractual agreements in the original airport acquisition by the City of Ontario guarantee the military's right to utilize the Airport as it best serves air defense needs. Nevertheless, it is urged that the military conduct its operations in conformance with the noise policies established for commercial operations; and

BE IT FURTHER RESOLVED that the adoption of this policy statement is categorically exempt from the requirements of the California Environmental Quality Act as provided by Article VII, Class h of the Los Angeles City CEQA Guidelines; and

BE IT FURTHER RESOLVED that Resolution No. 9596 is hereby rescinded.

oOo

Resolution No. 13513

-9-


I hereby certify that the foregoing is
a true and correct copy of Resolution
No. 13513 adopted by Board of Airport
Commissioners at a special meeting
held February 2, 1983



Elaine E. Staniec - Secretary
BOARD OF AIRPORT COMMISSIONERS

Appendix C FAA Notification of Compliance for 1990 Noise Exposure Maps

APP-600


U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

APR 02 1991

Mr. Clifton A. Moore
Airport Executive Director
Los Angeles Department of Airports
One World Way
P.O. Box 92216
Los Angeles, California 90009-2216

**Ontario International Airport, Ontario, California
FAR Part 150 Noise Exposure Map Acceptance
and Noise Compatibility Program Review Notice**

Dear Mr. Moore:

This is to notify you that the Federal Aviation Administration (FAA) has evaluated the Noise Exposure Maps and supporting documentation for the Ontario International Airport, Ontario, California, transmitted by your letter of August 20, 1990 and supplemental information included in your letter dated March 21, 1991. In accordance with Section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (the Act), the FAA has determined that they are in compliance with applicable requirements of 14 Code of Federal Regulations (CFR) Part 150. Further, we have determined that:

- a. The 1990 CNEL noise contours and the supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in 14 CFR Part 150, Airport Noise Compatibility Planning, Section 150.21(a), and are accordingly found in compliance under this part. This determination is based on the certification by the Los Angeles City Department of Airports accepting the current and five year forecast Noise Exposure Maps on August 20, 1990 and your letter dated March 21, 1991 providing the requested supplemental information.
- b. The projected 1995 aircraft operations, the 1995 (Future) CNEL noise contours and the supporting documentation are accepted as the description of the future conditions as set forth in Part 150 and are accordingly found in compliance under this part.

FAA's acceptance of your Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such determination does not constitute approval of your data, information or plans.

The FAA will publish a notice in the Federal Register announcing the compliance finding of the Noise Exposure Maps for Ontario International Airport. The FAA's determination in no way approves or endorses a noise compatibility program, potential related Federal funding of projects identified in such a program, or any related operation restrictions at Ontario International Airport.

2

~~The Federal Register notice also announces the start of FAA's review of the proposed Noise Compatibility Program for Ontario International Airport which will be approved or disapproved on or before September 29, 1991. This notice also announces the availability of this program for public review and comment which ends on May 2, 1991.~~

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on your Noise Exposure Maps, you should note that the FAA will not be involved in any way in determining the contours, or interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's determination relative to your Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with you, the airport operator, or with these public agencies and planning agencies with which consultation is required under Section 150.21 of Part 150, that the statutorily required consultation has been accomplished.

~~Your notice of this determination and the availability of the Noise Exposure Maps, when published at least three times in a newspaper of general circulation in the county where affected properties are located, will satisfy the requirements of Section 107 of the Act.~~

Your attention is called to the requirements of Section 150.21(d) of Part 150, involving the prompt preparation and submission of revisions to these maps if any actual or proposed change in the operation of Ontario International Airport might create substantial, new non-compatible use in any area depicted on the maps.

Thank you for your continued support for land use compatibility planning around Ontario International Airport.


Sincerely,

**ORIGINAL SIGNED BY
HERMAN C. BLISS**

Herman C. Bliss
Manager, Airports Division

cc: APP-600

Appendix D FAA Record of Approval for 1990 Noise Compatibility Program


US Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

OCT 7 1991

Mr. Clifton A. Moore
Airport Executive Director
Los Angeles Department of Airports
One World Way
P.O. Box 92216
Los Angeles, California 90009-2216

10/9 Orig. to MZI
cc: CAM
DAM ✓
JLG
WMS
cc: JTL
RMC

Ontario International Airport
Ontario, California
FAR Part 150 Noise Compatibility Program

Dear Mr. Moore:

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP) for the above referenced airport contained in the FAR Part 150 Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979. The recommended Noise Compatibility Program proposed by the Los Angeles City Department of Airports (DOA) and the City of Ontario is described in the Noise Compatibility Program Report. I am pleased to inform you that the Assistant Administrator for Airports has approved 12 of the 22 proposed noise abatement measures in the NCP. Nine (9) noise abatement measures were disapproved and one (1) had no action taken as it related to flight procedures. The specific FAA action for each Noise Compatibility Program element is set forth in the enclosed Record of Approval. The effective date of this approval is September 27, 1991.

All of the approval, disapproval or no action decisions are more fully described in the attached record of approval.

Each Airport Noise Compatibility Program developed in accordance with FAR Part 150 is a local program and not a Federal program. The FAA does not substitute its judgement for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval, disapproval or no action taken of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

1. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;
2. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of new incompatible land uses;

RECEIVED

2

3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of airport grant agreements, or intrude into areas preempted by the Federal government.
4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required. An FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California. Please be aware that the FAA is limited by the provisions of the Aviation Safety and Noise Abatement Act of 1979, as amended, to participation in funding of noise mitigation/abatement projects to those within the 65 CNEL contour.

The FAA will publish a notice in the Federal Register announcing approval of this Noise Compatibility Program. You are not required to give local official notice, however you may do so if you wish.

Thank you for your continued interest in Noise Compatibility Planning.

Sincerely,

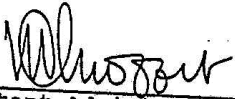

Herman C. Bliss
Manager, Airports Division


Enclosure

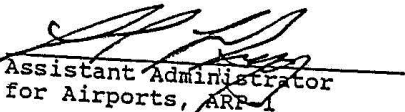
cc: Gary Brown, Environmental Management Bureau

FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
FAR PART 150 NOISE COMPATIBILITY PROGRAM
ONTARIO INTERNATIONAL AIRPORT
ONTARIO, CALIFORNIA

CONCUR NONCONCUR


Assistant Administrator for
Policy, Planning, and
International Aviation, API-1 9/23/91 X _____
Date


Chief Counsel, AGC-1 7/26/91 X _____
Date


Assistant Administrator
for Airports, ARP-1 9/27/91 _____
Date Approved Disapproved

RECORD OF APPROVAL
ONTARIO INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM

Introduction

The Noise Compatibility Program (NCP) proposed by the Los Angeles City Department of Airports (DOA) and the City of Ontario for Ontario International Airport (ONT) describes the current and future noncompatible land uses based upon the parameters established in FAR 150, Airport Noise Compatibility Planning. The NCP recommends 22 measures to remedy existing noise problems and prevent future noncompatible uses.

Each action is identified below by plan category. The recommended elements below summarize as closely as possible the airport operator's recommendations in the noise compatibility program. The statements contained within the summarized recommendations preceding the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the DOA and the City of Ontario recommend be taken by the Federal Aviation Administration. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

Noise Compatibility Program Elements

- 1.1. Achieve a 65% or greater Stage III fleet mix at ONT by 1995 and 100% by 2000.

Disapproved pending submission of additional information to determine the extent of the restriction on air commerce and its relationship to the objectives of the Airport Noise and Capacity Act of 1990 (49 U.S.C. Section 9301 et seq.). An accelerated schedule for phasing out of Stage 2 aircraft operations was proposed and approved as part of the FAR 150 NCP by the Airport Commission. The NCP does not provide adequate information to determine if the accelerated

-2-

schedule would unduly burden interstate commerce, interfere with the effective implementation of a National Noise Policy, the 1990 Act, or unjustly discriminate against any classes of airport user.

- 2.1 Continue preferential runway use at night; Runway 8 departures and Runway 26 arrivals between 10:00 p.m. and 7:00 a.m. This measure has been in place since June 20, 1988 (reference FAA Order ONT 7110.5E). This measure intends to reduce impacts on incompatible uses. NCP Page 21.

Approved. Continuance of this measure reduces noise impacts on incompatible land uses.

- 3.1 Modify FAA Order ONT 7110.5E and the PRADO TWO SID procedures so aircraft making PRADO SID departures from Runway 26 would do so as soon as practical. Note that the reference to the FAA Order in the NCP is incorrect. NCP Page 22.

Disapproved. The FAA has previously evaluated in detail, a proposed change to the PRADO TWO SID and has determined that the proposed change does not provide noise relief but mainly relocates the noise impact. An extension of the departure routes will impact arrivals at Los Angeles International Airport.

- 3.2 Modify HASSA FOUR, ONTARIO ONE, and POMONA TWO SIDs to avoid overflights of residential areas. This measure addresses departures using Runway 8. NCP Page 22.

No action required at this time. This measure relates to flight procedures under the provisions of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979, as amended, and requires the establishment of a new flight procedure prior to implementation. The FAA will assess DOA's proposed flight procedure modifications when DOA submits the details of those changes to FAA.

- 4.1 Extend Runway 26R to the east 1,800 feet. This measure along with Measure 3.1 above will help to reduce noise impacts over incompatible areas located to the west of the airport. NCP Page 23.

-3-

Disapproved for the purposes of Part 150. This disapproval is consistent with a previous determination on the part of the FAA of the potential safety, capacity and environmental impacts associated with this measure. The determination on this proposal in terms of safety of operations and its effect on airport capacity was made at the time of approval of the Environmental Impact Statement for construction of the parallel runway system in its present configuration.

- 5.1 Continue to develop Impact Area I according to existing General Plan uses. There are no incompatible land uses located within this area. Existing General Plan, Area Specific Plans and zoning will continue to assure compatible land uses. NCP page 23.

Approved. This measure is considered to be within the authority of the City of Ontario.

- 5.2(a) Continue to develop undeveloped land in Impact Area II according to existing General Plan policy. Rezone approximately 25 acres of incompatible, undeveloped land to compatible uses. NCP page 23.

Approved. Rezoning of the 25-acre parcel of land is considered to be within the authority of the City of Ontario.

- 5.2(b) Acquire and remove incompatible uses for developed land in Impact Area II. This measure states that acquisition and removal of incompatible uses is proposed because of noise exposure and safety. The area is generally impacted by noise greater than 70 CNEL. NCP Page 24.

Approved for noise mitigation purposes only.

- 5.3(a) Acquire, restrict, and control undeveloped land in Impact Area III. This measure states that the sponsors will encourage owners of undeveloped land to voluntarily develop the property consistent with State noise standards, or consolidate parcels for possible sale to the Ontario Redevelopment Agency (ORA).

Approved for noise mitigation purposes only.

-4-

- 5.3(b) Acoustical treatment, purchase assurance and neighborhood enhancement of developed incompatible land in Impact Area III. This measure is intended to reduce interior noise levels to Title 25 standards by acoustical treatment in approximately 1,200 dwelling units.
- Approved for noise mitigation purposes only.
- 5.4(a) Acoustical treatment of impacted schools. This measure intends to acoustically treat the following four (4) schools: Euclid, De Anza, Sultana, Linda Vista. NCP page 25, Appendix A-6.
- Approved. The actions involving implementation of this mitigation measure are required to follow the procedures described in FAA Order 5100.38A paragraph 712.
- 5.4(b) Relocate Bon View Elementary School. NCP page 25.
- Disapproved pending submission of additional information. Bon View Elementary School is currently located outside the 65-CNEL contour shown on the 1990 Noise Exposure Map (NEM). The 1995 NEM indicates the school is located on the edge of the 65-CNEL noise contour. The Noise Compatibility Program does not provide adequate information concerning the noise impacts, benefit(s) of relocation, or potential site(s) for relocation of the school.
- 5.4(c) Acoustical study of other impacted schools. NCP page 25.
- Approved for evaluation purposes only. The NCP does not identify which schools are to be studied and does not indicate if the schools are located within the 65-CNEL noise contour.
- 6.1 Achieve Stage III fleet mix used in the NCP. This measure will be implemented through use of a proposed noise regulation. NCP page 25.

-5-

Disapproved pending submission of additional information to determine the extent of the impact of the restriction on air commerce and its relationship to the objectives of the Airport Noise and Capacity Act of 1990 (ANCA) (49 U.S.C. Section 9301 et seq.). An accelerated schedule for phasing out of Stage 2 aircraft operations was proposed and approved as part of the FAR 150 NCP by the Airport Commission. The NCP does not provide adequate information to determine if the accelerated schedule would unduly burden interstate commerce, interfere with the effective implementation of a National Noise Policy, the 1990 Act, or unjustly discriminate against any classes of airport user.

- 6.2 Monitor (see program 6.5) and maintain the 65-CNEL noise exposure level. NCP page 25.

Disapproved pending submission of additional information. The measure does not provide adequate information concerning how the 65-CNEL noise exposure level will be maintained.

- 6.3 Annual funding available for the NCP shall come from the FAA, the Department of Airports and the City of Ontario Redevelopment Agency. NCP Page 26.

Disapproved. This measure is not consistent with FAA standards of review as contained in Section 150.33(b) in that this measure would adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended. The measure requires a commitment on the part of the FAA to a specific funding level each year. All projects must compete for funding in terms of priority; therefore, a specific amount of funding from the FAA each year for noise mitigation/abatement measures is not possible to determine or guarantee. The FAA is not authorized to make long range commitments in terms of funding for any airport.

- 6.4 Develop an ongoing airport/community compatibility forum of local elected officials and aviation industry representatives to adjust the Part 150 NCP as appropriate over time. NCP Page 26.

-6-

Approved. This measure is considered to be within the authority of the City of Ontario and the Los Angeles City Department of Airports.

- 6.5 Develop a computer based land use/noise monitoring system. This measure if implemented, would create a noise monitoring system tied to a land use data base. NCP Page 26.

Approved. This measure is considered to be within the authority of the City of Ontario and the Los Angeles City Department of Airports.

- 7.1 Pilot training in jet powered air carrier aircraft is prohibited except upon prior approval by airport management for pilot qualification and then only conducted with full-stop landings. NCP Page 27.

Disapproved pending submittal of additional information. The discriminatory effects of singling out "jets" requires further study.

- 7.2 For maintenance purposes jet engine runups are prohibited during the hours from 10:00 p.m. until 7:00 a.m. local time, unless they are muffled within a jet engine hush house. NCP Page 27.

Approved. This measure has been in place since June 30, 1988, reference FAA Order ONT 7110.5E. Currently a hush house is used for engine maintenance at ONT.

- 7.3 The City of Ontario will continue to obtain aviation easements for all new construction of incompatible uses within the projected 12 Million Annual Passenger level, 65 CNEL. NCP Page 27.

Approved. This is considered to be within the authority of the DOA and the City of Ontario. This approval does not guarantee Federal participation in the funding of the acquisition of these easements.

- 7.4 Continue to actively pursue amendment of Title 21-Airport Noise Standards to augment the definition of compatible land use, to include uses offered for acoustical treatment or purchase assurance but owners have chosen not to participate. NCP Page 27.

-7-

Disapproved pending submission of additional information regarding how noise compatibility would be achieved for the subject properties. ASNA and Part 150 are intended to achieve land use compatibility, which may not occur under the above circumstances. Changes in ownership would appear to further complicate effectively implementing such a recommendation.

Appendix E FAA Record of Approval for Reevaluation of Measure 5.4(b) 1990 Noise Compatibility Program



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

JUN - 3 1994

Mr. John J. Driscoll
Airport Executive Director
Los Angeles Department of Airports
P.O. Box 92216
Los Angeles, California 90009-2216

Dear Mr. Driscoll:

Ontario International Airport
Ontario, California
FAR Part 150 Noise Compatibility Program

The Federal Aviation Administration (FAA) has re-evaluated its determination on Element 5.4(b) - relocation of Bon View School, of the approved Noise Compatibility Program (NCP) based on the additional information submitted by the Los Angeles City Department of Airports by letter dated February 23, 1994.

This measure is contained in the FAR Part 150 Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979. The recommended Noise Compatibility Program element proposed by the Los Angeles City Department of Airports (DOA) and the City of Ontario is described in the NCP Report.

I am pleased to inform you that the Assistant Administrator for Airports has approved the measure to relocate Bon View School. The specific FAA action for this NCP element is set forth in the enclosed Record of Approval. The effective date of this approval is May 24, 1994. The approval decision is more fully described in the Record of Approval. This decision does not in any way change or alter the other decisions made by the FAA on the approved NCP.

Each Airport Noise Compatibility Program developed in accordance with FAR Part 150 is a local program and not a Federal program. The FAA does not substitute its judgement for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval, disapproval or no action taken of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

1. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150:

2

2. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of new incompatible land uses;
3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of airport grant agreements, or intrude into areas preempted by the Federal government.
4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required. An FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

Please be aware that the FAA is limited by the provisions of the Aviation Safety and Noise Abatement Act of 1979, as amended, to participation in funding of noise mitigation/abatement projects to those within the 65 CNEL contour.

Thank you for your continued interest in Noise Compatibility Planning.

Sincerely,

Original signed by:
HERMAN C. BLISS

Herman C. Bliss
Manager, Airports Division

Enclosure

✓cc: Gary Brown, Environmental Management Bureau

FEDERAL AVIATION ADMINISTRATION



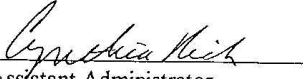
RECORD OF APPROVAL

FEDERAL AVIATION REGULATION - PART 150
SUPPLEMENT TO THE
NOISE COMPATIBILITY PROGRAM

ONTARIO INTERNATIONAL AIRPORT

ONTARIO, CALIFORNIA

(ADDITIONAL INFORMATION RELATED TO NOISE MITIGATION
ELEMENT 5.4(b) RELOCATION OF BON VIEW ELEMENTARY SCHOOL)

		Concur	Non Concur
	5/13/94	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Assistant Administrator for Policy, Planning and International Aviation, API-1	Date		
	5/23/94	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chief Counsel, AGC-1	Date		
	5/24/94	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Assistant Administrator of Airports, ARP-1	Date	Approved	Disapproved

**RECORD OF APPROVAL
SUPPLEMENT TO THE
ONTARIO INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM**

**(ADDITIONAL INFORMATION RELATED TO NOISE MITIGATION
ELEMENT 5.4(b) RELOCATION OF BON VIEW ELEMENTARY SCHOOL)**

INTRODUCTION

On September 27, 1991, the Federal Aviation Administration (FAA) approved 11 of the 22 measures that the Los Angeles City Department of Airports (LADOA) proposed in its Noise Compatibility Program (NCP) for the Ontario International Airport (ONT). One of the recommendations not approved at that time, pending the submittal of additional information, was Noise Mitigation Measure 5.4(b), the Relocation of Bon View Elementary School.

On March 4, 1994, the FAA received a letter from LADOA dated February 23, 1994, which presented additional information regarding Measure 5.4(b) and requested FAA approval of this measure. FAA's determination regarding the school's relocation, which is the subject of this Record of Approval (ROA), is based on that additional information.

This ROA contains FAA's approval of Measure 5.4(b). It should be noted that this approval indicates only that the action would, if implemented, be consistent with the purposes of Part 150. This approval does not constitute a decision to implement the action. Later decisions concerning possible implementation of this action may be subject to applicable environmental or other procedures or requirements.

The recommendation in this ROA summarizes as closely as possible the airport sponsor's recommendations in the NCP, as supplemented by the sponsor's letter of February 23, 1994 and accompanying Noise Exposure Maps. The statement contained within the summarized recommendations and before FAA's approval statement does not represent the opinions or decisions of the FAA.

FAA DETERMINATION OF SEPTEMBER 27, 1991

5.4(b) Relocate Bon View Elementary School. NCP page 25

Disapproved pending submission of additional information. Bon View Elementary School is currently located outside of the 65 CNEL contour shown on the 1990 Noise Exposure Map (NEM). The 1995 NEM indicates the school is located on the edge of the 65 CNEL noise contour. The Noise Compatibility Program does not provide adequate information concerning the noise impacts, benefit(s) of relocation or potential site(s) for relocation of the school.

FAA DETERMINATION ON MEASURE 5.4(b) - RELOCATE BON VIEW SCHOOL

5.4(b) Relocate Bon View Elementary School, together with providing the same level of Federal funding as though the school were to be soundproofed (estimated to be approximately \$1.5 million). NCP page 25, and LADOA letter dated February 23, 1994, transmitting additional information.


Approved. The airport sponsor submitted noise contour maps prepared for the third quarter of 1993 and other information to demonstrate the noise impacts and benefits of relocating the school. This additional information clearly indicates that Bon View Elementary School is located within the 65 CNEL contour, one year a head of projections in the Official NEM.

Implementing this measure would allow relocation of the school from its current location within the 65 CNEL noise contour, to a new location, approximately 2,300 feet south of that contour, at the northeast corner of Philadelphia Street and Bon View Avenue. The additional information and Official NEM indicate that this site will remain outside of existing and future 65 CNEL contours, taking into account growth in the airport's aviation activity.

This measure approves the relocation of Bon View School to an area where it would be a compatible land use. The sponsor's recommendation to relocate the school instead of soundproofing it will improve the learning environment by reducing exterior and interior noise levels. This relocation also enables the Ontario/Montclair School District to construct a facility according to appropriate noise attenuation building codes as further protection against unforeseen increases in aircraft noise.

This page intentionally left blank

Appendix F Forecast of Aircraft Operations at ONT 2015 and 2020



SH&E International Air Transport Consultancy

FORECASTS OF AIRCRAFT OPERATIONS AT ONT - 2015 AND 2020

Prepared by:
SH&E, Inc.
An ICFI Company

July 17, 2014

1.0 Introduction

Los Angeles World Airports (LAWA) is conducting a Noise Exposure Map (NEM) Update to continue eligibility of federal funds to implement the Noise Compatibility Program (NCP) at Ontario International Airport (ONT). Per federal requirements provided in Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or Part 150), the study includes two forecasts of average daily aircraft operations: a year of submittal forecast, which is 2015 and a five-year forecast for 2020 that reflects expected growth and changes in aircraft fleet mix.

Information analyzed during the preparation of these forecasts includes USDOT T100 data, OAG passenger schedules, FAA Tower Counts, FAA ASDI information (via FlightAware.com), FAA ETMSC data, and industry forecasts prepared by Airbus, Boeing and the FAA¹.

¹ The T-100 information used for this project contains domestic non-stop segment data reported to the USDOT by U.S. air carriers, including airline, origin, destination, departures performed and aircraft type for passengers and freight transported.

OAG, formerly Official Airline Guide, is an aviation information business that publishes a well-known database of airline schedules.

The FAA Tower Operations database is part of the agency's Operations Network (OPSNET), the official source of National Airspace System (NAS) air traffic operations and delay data. It includes instrument flight rules (IFR) and visual flight rules (VFR) itinerant operations (arrivals and departures), IFR and VFR overflights, and local operations worked by airport control towers.

Aircraft Situation Display (ASD) data includes the near real time position and other relevant flight data for every civil IFR aircraft receiving radar services within the NAS. The filtered data, meaning that military and sensitive operations are not included, is referred to as ASD to Industry (ASDI) data. FlightAware is a business providing on-line access to current and historical ASDI information including departures and arrivals at US airports.

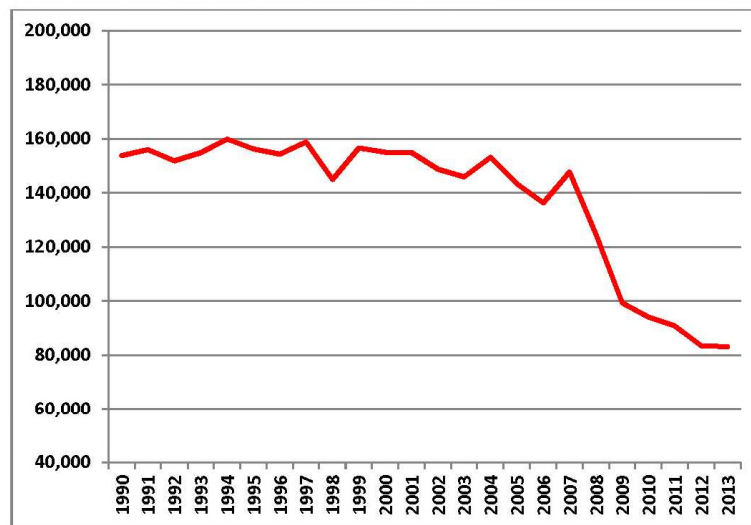
Enhanced Traffic Management System Counts (ETMSC) is designed to provide information on traffic counts by airport or by city pair for various data groupings such as aircraft type or by hour of the day. ETMSC source data are created when pilots file flight plans and/or when flights are detected by the National Airspace System. ETMSC records are assembled by the FAA Air Traffic Airspace (ATA) Lab by combining electronic messages transmitted to the En Route computer for each flight into a complete record of that flight.

2.0 2015 Aircraft Operations Forecast

ONT Operations 1990 to 2013

Exhibit 1 shows annual aircraft operations at ONT from 1990 to 2013. Total operations by all types of aircraft showed little change between 1990 and 2007, averaging approximately 152,000 per year. ONT aircraft operations fell by 15.7% in 2008 as the country entered a deep economic recession, reducing the demand for air travel. In addition, ExpressJet which had the second-largest number of revenue operations at ONT in 2007 ceased independent flying at all airports in September 2008, limiting its operations to providing regional flights for other airlines and contributing to the sharp decrease in ONT aircraft activity. Operations continued to decline from 2009 to 2012 at an average rate of 5.7% per year, but leveled off with little change in 2013.

Exhibit 1: ONT Annual Aircraft Operations

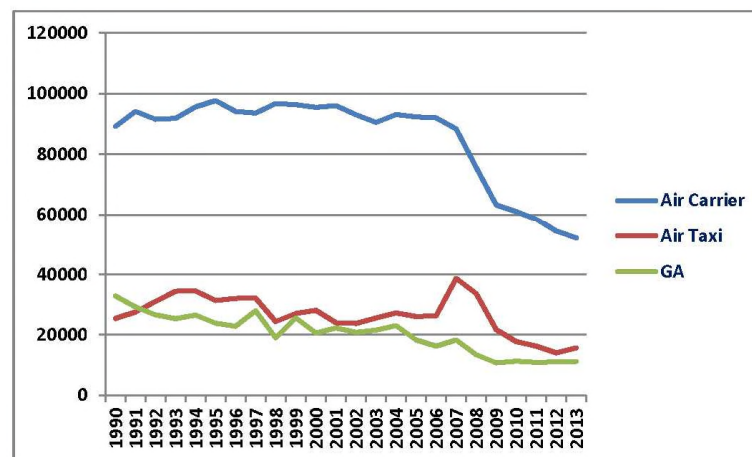


Source: FAA ATADS Airport Operations Report



Exhibit 2 shows annual operations at ONT for the three largest FAA aircraft types: air carrier, air taxi, and itinerant general aviation. The largest decline has been in air carrier operations, which include aircraft with over 60 seats or a payload over 18,000 pounds. Air taxi operations, which include cargo feeder operations as well as commuter and regional jet flights, rose by over 12,000 in 2007 before the recession and the end of ExpressJet flying led to a sharp decline. Itinerant general aviation decreased at an average rate of 5.7% per year from 1990 to 2009 and has been steady since then.

Exhibit 2: ONT Annual Operations by Largest FAA Aircraft Types



Source: FAA ATADS Airport Operations Report

ONT Operations by Airline - 2008 to 2013

Exhibit 3 shows the change in annual domestic operations between 2008 and 2013 by the largest passenger airlines at ONT. ExpressJet, Southwest Airlines, and Horizon Air (a regional service provider for Alaska Airlines) experienced the greatest decreases in departures. Meanwhile SkyWest, which operates on behalf of Alaska, Delta, United, and USAir (now merged with American), increased its annual operations at ONT over 4,000. Overall, annual domestic passenger aircraft operations at ONT decreased by almost 32,000 between 2008 and 2013.

Exhibit 3: Change in ONT Domestic Passenger Operations – 2008 to 2013

Airline	2008	2013	Change 2008 to 2013
Southwest Airlines	34,830	23,433	-11,397
ExpressJet Airlines	12,053	0	-12,053
SkyWest Airlines	4,763	8,776	4,013
US Airways	4,202	3,193	-1,009
American Airlines	3,502	2,844	-658
United Air Lines	3,097	1,278	-1,819
Alaska Airlines	2,806	1,971	-835
Horizon Air	2,784	2	-2,782
Continental Air Lines	2,203	0	-2,203
Delta Air Lines	2,098	217	-1,881
All Other	1,825	676	-1,149
Total	74,163	42,390	-31,773

Source: USDOT T100 Database

Exhibit 4 shows the change in all-cargo operations at ONT.² United Parcel Service (UPS), which operates its West Coast hub at ONT, has the largest number of all-cargo arrivals and departures, followed by West Air and Ameriflight who provide feeder services for FedEx and UPS, respectively. ABX Air and Air Cargo Carriers no longer provide scheduled cargo service at ONT. Total annual all-cargo operations at ONT fell by almost 6,300 between 2008 and 2013.

Exhibit 4: Change in ONT All-Cargo Aircraft Operations – 2008 to 2013

Airline	2008	2013	Change 2008 to 2013
United Parcel Service	11,248	9,075	-2,173
West Air	4,884	4,714	-170
Ameriflight	7,660	3,311	-4,349
Federal Express	2,532	2,956	424
Empire	526	506	-20
Kalitta Charters	170	114	-56
ABX Air	528	0	-528
Air Cargo Carriers	486	0	-486
All Other	44	1	-43
Total	28,078	20,677	-6,288

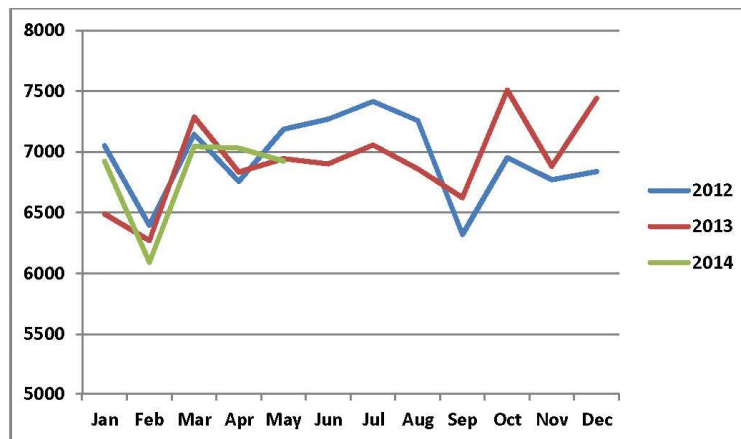
Source: ONT Airport records

² ONT airport records provide a more complete view of cargo feeder operations than the USDOT T100 database, which does not include all cargo feeder operations.

ONT Monthly Aircraft Operations – Jan 2012 to May 2014

Exhibit 5 shows recent aircraft operations at ONT. The first five months of 2014 follow the pattern of the two previous years, and through May 2014 there is no indication of a continued decline or substantial increase in aircraft operations at ONT.

Exhibit 5: ONT Monthly Aircraft Operations



Source: FAA ATADS Airport Operations Report

ONT 2015 Aircraft Operations Forecast

The 2015 forecast of ONT aircraft operations reflects current trends and the views of airport officials and stakeholders that the recovery in aircraft activity at ONT will be gradual. Exhibit 6 summarizes the 2015 forecast scenario.

Exhibit 6: ONT 2015 Aircraft Operations Forecast

Market Segment	2015 Operations	Share
Passenger	45,469	55.4%
Cargo Jet	11,576	14.1%
Cargo Feeder	8,969	10.9%
General Aviation	16,050	19.6%
Total	82,063	100.0%

Source: SH&E analysis

Note: Total may not equal column sum due to rounding

General Aviation includes Itinerant, Local, and Military

Passenger operations account for slightly over 55% of total operations at Ontario, followed by cargo operations with over 25% and general aviation with almost 20%. Cargo operations account for a large percentage of total operations at ONT because of UPS regional hub activity as well as an extensive FedEx jet and feeder network.

Exhibit 7 shows the types of aircraft expected to perform 2015 passenger operations at ONT.

Exhibit 7: ONT 2015 Domestic Passenger Aircraft Operations Forecast

Aircraft Type	2015 Operations	Share
737 Next Gen	15,643	34.4%
Regional Jet	10,429	22.9%
737 Classic	9,907	21.8%
A319/320	5,840	12.8%
MD-80	3,650	8.0%
Total	45,469	100.0%

Source: SH&E analysis

Note: Boeing refers to its 737-700/800/900 aircraft as Next-Generation, and its 737-300/400/500 aircraft as Classic

Boeing 737 Next-Generation 737-700s and 737-800s account for the largest share of passenger operations at ONT, followed by regional jets, 737 300/400 Classics, Airbus A320 family aircraft, and MD-80s. The MD-80 aircraft are relatively fuel-inefficient and American Airlines, which currently operates MD-80s at ONT, expects to retire all MD-80s from its fleet by 2020.³

³ American plans to replace its MD-80s with Boeing 737-800s and Airbus A320 family aircraft.

Exhibit 8 shows the types of aircraft expected to be used for all-cargo operations in 2015.

Exhibit 8: ONT 2015 All-Cargo Aircraft Operations Forecast

Aircraft Type	2015 Operations	Share
Cessna Caravan	4,693	22.8%
MD-11	3,963	19.3%
Boeing 767-300	3,129	15.2%
Boeing 757-200	1,773	8.6%
Beech 99	1,773	8.6%
Airbus A300-600	1,669	8.1%
Metro	1,460	7.1%
ATR-42	521	2.5%
Beech 1900	521	2.5%
Boeing 747-400	521	2.5%
MD-10/DC-10	417	2.0%
Boeing 727	104	0.5%
Total	20,544	100.0%

Source: SH&E analysis

Cessna Caravan turboprops used for FedEx feeder flights account for the largest number of cargo operations at ONT, followed by MD-11 and Boeing 767 jets. Kalitta Charters continues to operate 727 cargo charters at ONT although these aircraft require 3 man crews and are expensive to operate. FedEx has indicated in its Q3 FY14 Stat Book that it plans to retire most of its MD-10 fleet by 2019, replacing them with 767-300 freighters.

Exhibit 9 shows the classes of general aviation aircraft expected to operate at ONT in 2015. Single-engine piston aircraft account for the largest share of general aviation operations, followed by business jets, turboprops and helicopters. The operations shown in this exhibit include itinerant and local operations as well as military flights.

Exhibit 9: ONT 2015 General Aviation Operations Forecast

Aircraft Type	2015 Operations	Share
Single-Engine Piston	6,604	41.1%
GA Jet	4,356	27.1%
Turboprop	2,517	15.7%
Helicopter	1,700	10.6%
Multi-Engine Piston	858	5.3%
Unknown	15	0.1%
Total	16,050	100.0%

Source: SH&E analysis

3.0 2020 Five Year Forecast

ONT 2020 Aircraft Operations Forecast

The Noise Exposure Map Update requires a five year forecast of aircraft operations. Exhibit 10 shows the growth in aircraft operations projected to occur from 2015 to 2020 at ONT.

Exhibit 10: Forecast of ONT Aircraft Operations – 2015 to 2020

Market Segment	2015	2020	Average Annual Growth Rate
Passenger	45,469	53,436	3.3%
Cargo Jet	11,576	12,444	1.5%
Cargo Feeder	8,969	8,993	0.1%
General Aviation	16,050	17,033	1.2%
Total	82,063	91,906	2.3%

Source: SH&E analysis

Passenger aircraft operations are expected to grow moderately an average rate of 3.3% per year, and cargo jet operations more slowly at 1.5% per year. General aviation activity is expected to grow slightly, and cargo feeder operations to remain basically flat. Weekly passenger seat departures are expected to grow at an average rate of 3.6% per year from approximately 53,600 in 2015 to 63,900 in 2020, faster than growth in passenger flights due to changes in fleet mix.

Exhibit 11 shows the projected changes in passenger operations by aircraft type between 2015 and 2020. Boeing Next-Generation 737's account for the strongest growth, increasing by over 10,000 per year. Regional jet operations are expected to increase moderately, while 737 Classic flights decrease and MD-80 operations at ONT are expected to cease by 2020.

Exhibit 11: Change in ONT Passenger Aircraft Operations: 2015 to 2020

Aircraft Type	2015	2020	Change	Percent Difference
737 Next Gen	15,643	25,829	10,186	65.1%
Regional Jet	10,429	13,385	2,957	28.4%
737 Classic	9,907	8,261	-1,646	-16.6%
A319/320	5,840	5,961	121	2.1%
MD-80	3,650	0	-3,650	-100.0%
Total	45,469	53,436	7,967	17.5%

Source: SH&E analysis

Exhibit 12 shows the projected changes in all-cargo aircraft operations.

Exhibit 12: Change in ONT All-Cargo Aircraft Operations: 2015 to 2020

Aircraft Type	2015	2020	Change	Percent Difference
Cessna Caravan	4,693	4,706	13	0.3%
MD-11	3,963	4,601	638	16.1%
Boeing 767-300	3,129	3,765	636	20.3%
Boeing 757-200	1,773	1,778	5	0.3%
Beech 99	1,773	1,778	5	0.3%
Airbus A300-600	1,669	1,673	5	0.3%
Metro	1,460	1,464	4	0.3%
ATR-42	521	523	2	0.3%
Beech 1900	521	523	2	0.3%
Boeing 747-400	521	523	2	0.3%
MD-10/DC-10	417	0	-417	-100.0%
Boeing 727	104	105	1	0.3%
Total	20,544	21,437	893	4.3%

Source: SH&E analysis

Note: Total may not equal column sum due to rounding

Cessna Caravan turboprops will remain the most common cargo aircraft at ONT but are expected to show little growth because the express air cargo feeder network is mature and shippers continue to look for ways to substitute less-costly truck shipment for air. MD-11 and 767 operations are expected to increase as UPS and FedEx respond to economic growth with increased jet aircraft flying. Operations of MD-10 aircraft at ONT are expected to cease by 2020 as FedEx continues to retire these aircraft.

Total general aviation operations at ONT are expected to increase by just under 1,000 per year between 2015 and 2020. The fleet mix of general aviation aircraft at ONT is expected to show little change, although the nationwide phase-out of all Stage 2 aircraft under 75,000 pounds by the end of 2015 will affect a small number of GA operations at ONT.

Exhibit 13: Change in ONT GA Aircraft Operations: 2015 to 2020

Aircraft Type	2015	2020	Change	Percent Difference
Single-Engine Piston	6,604	7,071	466	7.1%
GA Jet	4,356	4,475	119	2.7%
Turboprop	2,517	2,661	144	5.7%
Helicopter	1,700	1,892	191	11.2%
Multi-Engine Piston	858	919	60	7.0%
Unknown	15	16	1	9.1%
Total	16,050	17,033	983	6.1%

Source: SH&E analysis

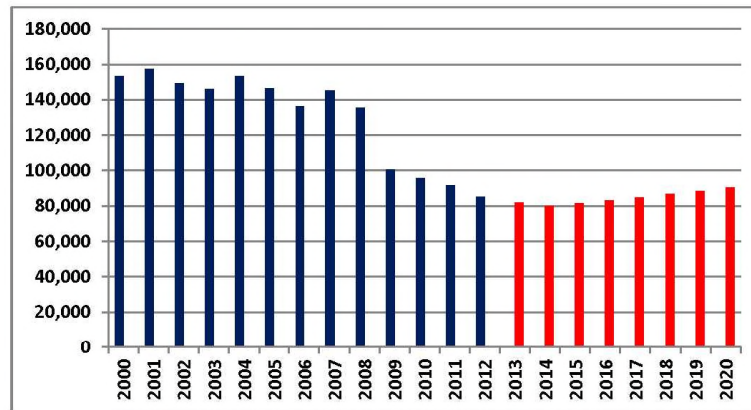


4.0 Comparison to the FAA Terminal Area Forecast

FAA 2013 Terminal Area Forecast for ONT

The FAA Terminal Area Forecast (TAF) represents a standard against which other aviation forecasts are frequently measured. Exhibit 14 shows the 2013 TAF forecast values from 2013 to 2020, along with history from 2000 to 2012.

Exhibit 14: ONT 2013 Terminal Area Forecast - 2000 to 2020



Source: FAA 2013 TAF

The TAF calls for a 2.5% decrease in ONT aircraft operations from fiscal year 2013 to 2014, followed by an average increase of 2.1% per year from 2014 to 2020.

Comparing the TAF and NEM Update Forecasts

Exhibit 15 compares the 2015 and 2020 forecast values of the TAF to the forecasts developed for the ONT Noise Exposure Map Update. The TAF values are based on fiscal years ending in September, while the ONT NEM forecasts are based on calendar years.

Exhibit 15: Comparison of the TAF and ONT NEM Update Forecasts

	2013 TAF	ONT NEM	Percent Difference
2015	81,488	82,063	0.7%
2020	90,295	91,013	0.8%

Source: FAA 2013 TAF, SH&E analysis

The exhibit shows that the TAF and NEM forecasts are quite similar. The ONT NEM Update forecast value for 2015 is 0.7% greater than the TAF value, and the ONT NEM Update value for 2020 is 0.8% greater than the corresponding TAF value.



This page intentionally left blank

Appendix G FAA Approval of Aircraft Operations Forecasts



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

August 28, 2014

Mr. Scott Tatro
Airport Environmental Manager
Los Angeles World Airports
Environmental Services Division
1 World Way, P.O. Box 92216
Los Angeles, CA 90009

Ontario International Airport (ONT)
Airport Part 150 Noise Exposure Map Update Forecast Approval

Dear Mr. Tatro:

The Federal Aviation Administration (FAA) has reviewed the *Forecast of Aircraft Operations at ONT 2015 and 2020* report dated July 17, 2014. We approve the use of those forecasts for your proposed Part 150 Study.

The operations forecasts are consistent with the FAA Terminal Area Forecast (TAF). Your total operation forecast for 2020 is within 10 percent of the TAF in the 5-year forecast period, which is our standard for determining TAF consistency at the 5-year point.

If you have any questions in regards to this forecast approval, please call me at 310-725-3630.

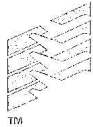
Sincerely,

A handwritten signature in black ink, appearing to read 'Jaime Duran'.

Jaime Duran
Lead Airport Planner

This page intentionally left blank

Appendix H Non-Standard Modeling Substitution Request Letter



Los Angeles
World Airports

July 15, 2014

Victor Globa, Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region
Los Angeles Airports District Office
P.O. Box 92007
Los Angeles, CA 90009-2007

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean G. Burton
President

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

Gina Marie Lindsey
Executive Director

Re: **Request for Approval of Integrated Noise Model Non-Standard Aircraft Substitutions in Support of the Noise Exposure Map Update at LA/Ontario International Airport**

Dear Mr. Globa:

Los Angeles World Airports (LAWA) requests the Federal Aviation Administration's (FAA) approval of non-standard aircraft substitutions in the FAA Integrated Noise Model (INM) for updating the Noise Exposure Maps (NEMs) for LA/Ontario International Airport (ONT).

Based on aircraft fleet data derived from the LAWA Airport Noise and Operations Monitoring System (ANOMS), LAWA has identified a list of aircraft types that operate at ONT but are not included in the INM Version 7.0d database. For each of these aircraft types, a recommended INM substitution has been identified to use in the NEMs Update modeling process. Consistent with FAA policies and procedures, we are submitting this listing and recommended aircraft types for review and approval by FAA/AE.

LAWA requests that the FAA approve the use of these "non-standard" aircraft substitutions in INM 7.0d for the ONT NEM Update. If you have any specific comments or questions related to this request, please feel free to contact Robert Behr of Harris Miller Miller & Hanson (HMMH) at (916) 368-0707 extension 2226, or call me at (424) 646-6499.

Thank you for your assistance on this matter.

Sincerely,

Scott Tatro
Airport Environmental Manager I

ST:DC:SHK:eb

Enclosure: INM Aircraft Substitution Request

cc: K. Pantoja
D. Chan

Z:\LETTERS\AND\MEMOS\REQ FOR APPROVAL OF INTEGRATED NOISE MODEL NON STANDARD AIRCRAFT SUBSTITUTIONS



HARRIS MILLER MILLER & HANSON INC.

8880 Cal Center Drive, Suite 430
Sacramento, CA 95826
T 916-368-0707
F 916-368-1201
www.hmmh.com

July 9, 2014

David Chan
Los Angeles World Airports
Environmental Services Division
7301 World Way West
Los Angeles, CA 90045

Subject: LA/Ontario International Airport
ONT Part 150 Noise Exposure Map Update – INM Substitution Aircraft Request

Reference: HMMH Project No. 306530

Dear Mr. Chan:



Harris Miller Miller & Hanson Inc. (HMMH) is assisting Los Angeles World Airports (LAWA) with a 14 C.F.R. Part 150 Noise Exposure Map (NEM) Update for LA/Ontario International Airport (ONT). The study will address aircraft noise and land-use compatibility projections based on the Community Noise Equivalent Level contours developed using the most current release of the Integrated Noise Model (INM); i.e., Version 7.0d. Consistent with Federal Aviation Administration (FAA) policies and procedures, we submit this request for approval of the identified aircraft types of interest, included in Attachment A.

HMMH recommends that LAWA submit this request to the FAA. The FAA should review and approve these INM 7.0d substitutes for use in this NEM Update, or provide appropriate guidance. In accordance with FAA policy, we expect that this request will be reviewed by the FAA's Airport Planning and Environmental Division (APP-400) and Office of Environment and Energy Noise Division (AEE-100). We will respond to questions regarding this request from yourself or the FAA as needed to obtain FAA approval.

Thank you for your assistance in this matter.

Sincerely yours,

HARRIS MILLER MILLER & HANSON INC.

A handwritten signature in cursive script that reads "Robert D. Behr".

Robert D. Behr
Senior Consultant

Attachment A: INM Aircraft Substitution Requests and Suggestions

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-1

ATTACHMENT A

INM AIRCRAFT SUBSTITUTION REQUESTS AND SUGGESTIONS

The aircraft types listed in Table 1 are included in the Noise Exposure Map (NEM) Update and require a FAA approved substitution. In each case, we have identified a substitute for each aircraft using the INM 7.0d database. The basis for our recommendations is discussed following Table 1.

This discussion refers, in some cases, to recent guidance FAA provided HMMH for noise studies including:

- Fort Lauderdale Executive Airport (FXE) Part 150 Noise Exposure Map Update with INM 7.0d, HMMH Project No. 304500, with FAA approval issued June 3, 2014.
- Baltimore/Washington International Thurgood Marshall Airport (BWI) Part 150 Noise Exposure Map Update with INM 7.0d, HMMH Project No. 306530, with FAA approval issued October 1, 2013.
- Van Nuys Airport (VNY) Part 150 Noise Exposure Map Update with INM 7.0b, HMMH Project No. 304380, with FAA approval issued March 14, 2011.
- Louisville International Airport (SDF) Part 150 Noise Exposure Map Update with INM 7.0b, HMMH Project No. 304060, with FAA approval issued July 9, 2010.
- Martin County Airport/Witham Field (SUA) Part 150 Study with INM 7.0b, HMMH Project No. 303880.003, with FAA approval issued June 11, 2010.

We can provide copies of the above documents upon request.

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-2

Table 1. Aircraft Types and Recommended INM Substitutions

#	Group	Aircraft Code	Represented Aircraft Models	Recommended INM Substitution
1.1	Jet	E50P	Embraer EMB-500 Phenom 100	CNA510 ¹
1.2	Jet	E55P	Embraer EMB-505 Phenom 300	CNA560E ¹
1.3	Jet	FA7X	Dassault Falcon 7X	F10062 ¹
1.4	Jet	G280	Gulfstream G280	CL601
1.5	Jet	GLF6	Gulfstream G650	GV
1.6	Jet	H25C	BAe/Raytheon Hawker 1000	LEAR35 ¹
1.7	Jet	LJ40	Learjet 40	LEAR35 ¹
1.8	Turbo Prop	B350	Beech Super King Air 350	DO228 ¹
1.9	Turbo Prop	EPIC	Air Epic	CNA208
1.10	Turbo Prop	KODI	Quest Kodiak	CNA208 ¹
1.11	Turbo Prop	P46T	Piper Malibu Meridian	CNA208 ¹
1.12	Piston Prop	BE36	Beechcraft 36 Bonanza	CNA206 ¹
1.13	Piston Prop	FBA2	Found FBA-2C	CNA206
1.14	Piston Prop	P68	Partenavia P.68	BEC58P ²
1.15	Piston Prop	COL3	Lancair LC-40 Columbia 300	GASEPV ¹
1.16	Piston Prop	COL4	Lancair LC-41 Columbia 400	GASEPV ¹
1.17	Piston Prop	DA40	Diamond 40	GASEPV ¹
1.18	Piston Prop	GL20	Stoddard-Hamilton Glasair	GASEPV ³
1.19	Piston Prop	HXB	Homebuilt 100-200 kts	GASEPV
1.20	Piston Prop	HXC	Homebuilt ≥ 200 kts	GASEPV
1.21	Piston Prop	LEG2	Lancair Legacy 2000	GASEPV
1.22	Piston Prop	P28B	Embraer 720 Minuano	GASEPV
1.23	Piston Prop	RV6,7,8,9	Van's RVs – Kit Aircraft	GASEPV ⁴
1.24	Piston Prop	SR20	Cirrus SR-20	GASEPV ⁵
1.25	Piston Prop	TRIN	EADS Socata TB20 Trinidad	GASEPV ³
1.26	Piston Prop	DA20	Diamond Katana	GASEPV ³
1.27	Piston Prop	C162	Cessna LSA Sport	GASEPF
1.28	Piston Prop	CH2T	Zenair CH-2000 Zenith	GASEPF
1.29	Piston Prop	EVSS	Evector-Aerotechnik Sport Star	GASEPF
1.30	Piston Prop	GCI/SWFT	Vought Swift	GASEPF
1.31	Piston Prop	HXA	Homebuilt ≤100 kts	GASEPF
1.32	Piston Prop	LTSP	Light Sport Aircraft	GASEPF

Notes:
 1 FAA approved type for BWI Part 150 Study
 2 FAA approved type for VNY Part 150 Study
 3 FAA approved type for SDF Part 150 Study
 4 FAA approved type for SUA Part 150 Study
 5 FAA approved type for FXE Part 161 Study

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-3

1.1 Embraer EMB-500 Phenom 100 – E50P

Propose to model EMB-500 Phenom 100 operations with INM type CNA510 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

1.2 Embraer EMB-505 Phenom 300 – E55P

Propose to model EMB-505 Phenom 300 operations with INM type CNA560E as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

1.3 Dassault Falcon 7X – FA7X

Propose to model FA7X operations with INM type F10062 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

The Dassault Falcon 7X is a relatively new three-engine (two are fuselage mounted, one tail mounted) corporate jet and does not have an FAA-approved INM substitution. The FA7X is powered by three Pratt & Whitney Canada PW 307A engines and is heavier than previous three-engine Dassault corporate aircraft that are powered by Allied Signal/Garrett TPE731 series engines (i.e. Falcon 50 and Falcon 900). Certification from EASA indicates that the INM F10062 would be an appropriate substitution. The Dassault Falcon 7X has a certified MTOW of 31,298 kg (69,000 lb.) and a certified MLW of 28,304 kg (62,400 lb.). For comparison, the Fokker 100 has a MTOW of 43,090 kg (95,000 lb.) and a MLW of 38,780 kg (85,500 lb.). Since the FA7X has three-engines and the Fokker 100 has two engines (along with most other candidate INM 7.0d types), thrust to weight comparisons would not be effective because three-engine and two-engine aircraft have different certification requirements regarding available thrust for engine-out conditions. Table 2 presents a comparison of the Dassault Falcon 7X and Fokker 100 certification data.

Table 2 Noise Certification Data from Dassault Falcon 7X and Fokker 100

Manufacturer	Type Designation	MTOW (lb)	MLW (lb)	Engine Manufacturer / Type Designator	Effective Perceived Noise Level (EPNdB)		
					Fly Over/ Takeoff	Lateral/ Sideline	Approach
Dassault Aviation	Falcon 7X	69,000	62,400	Pratt & Whitney Canada PW 307 A	83.7	90.4	92.6
Fokker Services	F28 Mark 0100	95,000	85,500	Rolls-Royce Tay 620-15	83.4	89.3	93.1

Source: EASA file (TCDS 15 Oct 2009) as posted on <http://easa.europa.eu/document-library/type-certificates> accessed on 7/3/2014
Notes:
Weights converted from EASA reported units of kg and rounded to tens of lb.

1.4 Gulfstream G280 – G280

Propose to model G280 operations with INM type CL601.

The G280 has a MTOW of 39,600 lb., a MLW of 32,700 lb. and powered by two Honeywell HTF7250G turboprop engines rated at 7,624lbs each¹.

¹ Source: <http://www.gulfstream.com/products/g280/specifications.htm>, accessed 7/3/2014

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-4

This is comparable to the INM types CL600 (MTOW 36,000 lb., MLW of 33,000 lb. and max. static thrust 7,500 lb. according to INM 7.0d) and CL601 (MTOW 43,100 lb., MLW of 36,000 lb. and max. static thrust 9,220 lb. according to INM 7.0d). Table 3 presents a comparison of the certification data for these aircraft.

Table 3 Noise Certification Data from Gulfstream G280, Bombardier CL-601, and Bombardier CL-600

Manufacturer	Type Designation	MTOW (lb)	MLW (lb)	Engine Manufacturer / Type Designator	Effective Perceived Noise Level (EPNdB)		
					Fly Over/ Takeoff	Lateral/ Sideline	Approach
Gulfstream	G280	39,600	32,700	Honeywell HTF7250G	75.20	89.50	90.50
Bombardier	CL-601-3R	43,100	36,000	CF-34-3A1	79.80	85.70	90.10
Bombardier	CL-600	36,000	33,000	ALF-502	81.60	89.30	91.20

Source:
FAA AC 36-1H, at http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2036-1H.pdf accessed 7/3/2014
EASA.IM.A.348 TCDS for G280, at <http://easa.europa.eu/document-library/type-certificates/easaima348-0> accessed 7/3/2014

1.5 Gulfstream 650 – GLF6

Propose to model GLF6 (G650) operations with INM type GV.

The GLF6 is a twin engine corporate jet that does not have an FAA-approved INM substitution. It has similar maximum take-off, landing weights, and noise levels to the Gulfstream V and Fokker 100. Table 4 provides a comparison of the noise certification data for these aircraft.

Table 4 Noise Certification Data for Gulfstream G650, Fokker 100, and Gulfstream V

Manufacturer	Type Designation	MTOW (lb)	MLW (lb)	Engine Manufacturer / Type Designator	Effective Perceived Noise Level (EPNdB)		
					Fly Over/ Takeoff	Lateral/ Sideline	Approach
Gulfstream	GLF6/G650	99,400	83,300	Rolls-Royce BR725A1-12	77.5	89.8	88.3
Fokker Services	F28 Mark 0100	95,000	85,500	Rolls-Royce Tay 620-15	83.4	89.3	93.1
Fokker Services	F28 Mark 0100	95,000	85,500	Rolls-Royce Tay 650-15	80.7	91.8	92.7
Gulfstream	G-V	90,500	75,300	BR700-710-A1-10	80.3	89.1	90.8

Source:
FAA AC 36-1H, at http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2036-1H.pdf accessed 7/3/2014
EASA File at <http://easa.europa.eu/document-library/type-certificates/easaa037-0> accessed 7/3/2014
Note:
Weights converted from EASA reported units of kg and rounded to tens of lb.

1.6 BAe/Raytheon Hawker 125-1000 – H25C

Propose to model H25C operations with INM type LEAR35 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-5

Table 5 compares the Hawker 125-1000 with the LEAR35 and Hawker 800 aircraft. The Hawker 800 has the LEAR35 as its INM 7.0d substitution aircraft. Based on the comparison, the LEAR35 appears to be a good match for the Hawker 125-1000.

Table 5 Noise Certification Data from BAE-125-1000 and -800 and LEAR35

Manufacturer	Type Designation	MTOW (lb)	MLW (lb)	Engine Manufacturer / Type Designator	Effective Perceived Noise Level (EPNdB)		
					Fly Over/ Takeoff	Lateral/ Sideline	Approach
Raytheon	Hawker 125-1000	31,000	25,000	PW305	81.8	85.9	91.6
Raytheon	Hawker 125-800	27,400	23,350	TFE731-5R-1H	80.9	87.2	96.5
Learjet	LEAR 35 A	18,000	14,300	TFE731-2-2B	83.6	87.4	91.3

Source:
FAA AC 36-1H, at http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2036-1H.pdf accessed 7/3/2014

1.7 Learjet 40 – LJ40

Propose to model LJ40 operations with INM type LEAR35 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

The LJ40 is a derivative of the Learjet 45 (LJ45) with a shorter fuselage. The LJ40 and LJ45 engines are both versions of the Honeywell TFE731-20AR. In INM 7.0d, the LJ45 is mapped to the substitution aircraft, LEAR35.

1.8 Beech Super King Air 350 – B350

Propose to model the B350 operations with INM type DO228 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

1.9 Air Epic – EPIC

Propose to model the EPIC operations with INM type CNA208.

Based on the manufacturer's website, the EPIC is a single-engine turboprop with a Pratt & Whitney PT6-series engine with a maximum gross takeoff weight of 7,500 lbs. The Cessna 208 Caravan is a single-engine turboprop with a Pratt & Whitney PT6-series engine and a maximum gross takeoff weight of 8,750 lbs. The Epic would probably be best modeled with the CNA208. Table 6 compares the Epic E1000 with the Cessna Caravan aircraft.

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-6

Table 6 General Characteristics of the Epic 1000 and the Cessna Caravan

Manufacturer	Type Designation	MTOW (lb)	Engine Manufacturer / Model (Power)	Max Rate of Climb at Sea Level (ft/min)	Max. Power Loading	Max. Wing Loading (lb/ft ²)
Epic	E1000	7,500	Pratt & Whitney PT6-67A (1,200 shp)	3,000	6.25 lbs/hp	36.95
Cessna	Caravan 208	8,750	Pratt & Whitney PT6A-114 (675 shp)	925 - 975	12.96 lbs/shp	31.32

Source for Epic E1000:
<http://epicaircraft.com/aircraft> as viewed 7/3/2014
Source for Cessna Caravan:
"Jane's All the World's Aircraft 2010-2011" Jane's Information Group Inc., Alexandria, Virginia (ISBN-13 978 0 7106 29166), pp.752-753. Data for "B: Super Cargomaster" and "C: Grand Caravan" provide best match for INM 7.0d CNA208 and are used above.

1.10 Quest Kodiak - KODI

Propose to model KODI operations with INM type CNA208 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

The Quest Kodiak is a relatively new single-engine utility turboprop designed for short field operations. Table 7 compares the general characteristics of the Kodiak to the similar Cessna Caravan (INM type CNA208). Both aircraft have constant speed (i.e. variable pitch) propellers, although the Kodiak has a four-blade propeller compared to the Caravan's three-blade propeller.² The take-off climb performance appears to be better for the Kodiak, implying that the Kodiak will be higher and more distant to ground receptor off airfield. Therefore the CNA208 is probably slightly conservative/louder than actual noise levels from the Kodiak.

² Additional information such as rpm and blade diameter were not available for both types, so we could not compare blade tip speeds.

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-7

Table 7 General Characteristics of the Quest Kodiak and the Cessna Caravan

Manufacturer	Type Designation	MTOW (lb)	Engine Manufacturer / Model (Power)	Max Rate of Climb at Sea Level (ft/min)	Max. Power Loading	Max. Wing Loading (lb/ft ²)
Quest	Kodiak	7,255	Pratt & Whitney PT6A-34 (750 hp)	1,371	9.67 lbs/hp	30.1
Cessna	Caravan 208	8,750	Pratt & Whitney PT6A-114 (675 shp)	925 - 975	12.96 lbs/shp	31.32

Source for Quest Kodiak:
<http://questaircraft.com/the-kodiak/specifications-option/> as viewed 7/3/2014
Source for Cessna Caravan:
"Jane's All the World's Aircraft 2010-2011", Jane's Information Group Inc., Alexandria, Virginia (ISBN-13 978 0 7106 29166), pp.752-753. Data for "B: Super Cargomaster" and "C: Grand Caravan" provide best match for INM 7.0d CNA208 and are used above.

1.11 Piper Malibu Meridian – P46T

Propose to model the P46T operations with INM type CNA208 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

1.12 Beechcraft Bonanza 36 - BE36

Propose to model BE36 operations with INM type CNA206 as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

The BE36 Beechcraft Bonanza is a single-engine propeller aircraft that is similar in weight and engines with the Cessna 206.

1.13 Found FBA-2C – FBA2

Propose to model the FBA2 operations with INM type CNA206.

The FBA2 is powered by a single Lycoming O-540-A1D piston engine. The CNA206 Stationair has a similar engine type and maximum takeoff weight as the FBA2. The FBA2 would probably be best modeled with the CNA206. Table 8 compares the general characteristics of the FBA2 to the similar Cessna Stationair (INM type CNA206).

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-8

Table 8 General Characteristics of the Found FBA-2C and the Cessna Stationair

Manufacturer	Type Designation	MTOW (lb)	Engine Manufacturer / Model (Power)	Max Rate of Climb at Sea Level (ft/min)	Max. Power Loading	Max. Wing Loading (lb/ft ²)
Found	FBA2	2,950	Lycoming O-540-A1D (290 hp)	1,100	10.17 lbs/hp	16.39
Cessna	Stationair 206	3,600	Lycoming O-540-AC1A (300 hp)	988	12.0 lbs/hp	20.51

Source for Found FBA2: <http://www.aero-web.org/specs/found/fba-2c.htm> as viewed 7/3/2014
Source for Cessna Stationair: <http://cessna.us/cessna-206/> as viewed 7/3/2014

1.14 Partenavia P.68 – P68

Propose to model P68 operations with INM type BEC58P as most recently approved for the VNY Part 150 Study, HMMH Job # 304380

The P68 is a twin-engine piston aircraft most similar in size and engine type to the Beech Baron INM standard aircraft type (BEC58P).

1.15 Lancair Columbia 300 – COL3

1.16 Lancair Columbia 400 – COL4

Propose to model the COL3 and COL4 operations with INM type GASEPV as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

Both the COL3 and COL4 are single-engine piston aircraft similar in weight to the GASEPV.

1.17 Diamond 40 – DA40

Propose to model the DA40 operations with INM type GASEPV as most recently approved for the BWI Part 150 Study, HMMH Job # 306530.

The DA40 series are single engine piston aircraft with either a two or three-blade, constant-speed variable pitch propeller that would probably be best modeled as GASEPV.³

1.18 Stoddard-Hamilton Glasair – GL20

Propose to model the GL20 operations with INM type GASEPV as most recently approved for the SDF Part 150 Study, HMMH Job #304060.

³ Information on the options for the DA40 can be found on the Diamond Aircraft Industries Inc.'s website.
http://www.diamondaircraft.com/aircraft/da40_xls/specs.php
http://www.diamondaircraft.com/aircraft/da40_cs/specs.php

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-9

1.19 Homebuilt 100-200 kts – HXB

1.20 Homebuilt ≥ 200 kts – HXC

Propose to model the HXB and HXC operations with INM type GASEPV.

Both the HXB and HXC are experimental homebuilt kits for speeds between 100 and 200+ kts. The GASEPV is selected as the best INM aircraft type to model these operations.

1.21 Lancair Legacy 2000 – LEG2

Propose to model the LEG2 operations with INM type GASEPV.

The LEG2 is powered by a single Continental IO-550 piston engine with a constant speed propeller.

1.22 Embraer 720 Minuano –P28B

Propose to model the P28B operations with INM type GASEPV.

References to the P28B include data on the Piper PA-32 Cherokee Six which has the GASEPV as the FAA-approved INM substitution. Therefore, the GASEPV is selected as the best INM aircraft type to model these operations.

1.23 Van's RVs Kit Aircraft – RV6, 7, 8, 9

Propose to model these kit aircraft operations with INM type GASEPV as most recently approved for the SUA Part 150 Study, HMMH Job #303880.

1.24 Cirrus SR-20 – SR20

Propose to model the SR20 operations with INM type GASEPV as most recently approved for the FXE Part 150 Study, HMMH Job #304500.

1.25 EADS Socata TB20 Trinidad – TRIN

Propose to model the TRIN operations with INM type GASEPV as most recently approved for the SDF Part 150 Study, HMMH Job #304060.

1.26 Diamond Katana – DA20

Propose to model the DA20 operations with INM type GASEPV as most recently approved for the SDF Part 150 Study, HMMH Job #304060.

HARRIS MILLER MILLER & HANSON INC.

NEM Update for LA/Ontario International Airport
Request for INM 7.0d Aircraft Type Substitutions
July 9, 2014
Page A-10

- 1.27 Cessna LSA Sport – C162**
- 1.28 Zenair CH-2000 Alarus – CH2T**
- 1.29 Evector-Aerotechnik Sport Star – EVSS**
- 1.30 Vought Swift – GCI/SWFT**
- 1.31 Homebuilt ≤ 100 kts – HXA**
- 1.32 Light Sport Aircraft – LTSP**

Propose to model the C162, CH2T, EVSS, GCI/SWFT, HXA, and LTSP operations with INM type GASEPF.

These aircraft types are either kit aircraft or light sport aircraft with fixed-position propellers and light takeoff weights. Therefore, the GASEPF is selected as the best INM aircraft type to model these operations.

Appendix I FAA Approval of Non-Standard Modeling Substitutions



U.S. Department
 of Transportation
**Federal Aviation
 Administration**

Office of Environment and Energy

800 Independence Ave., S.W.
 Washington, D.C. 20591

August 5, 2014

Victor Globa
 Federal Aviation Administration
 Los Angeles Airports District Office
 P.O. Box 92007
 Los Angeles, CA 90009

Dear Victor,

The Office of Environment and Energy (AEE) has reviewed the proposed non-standard Integrated Noise Model (INM) aircraft substitutions for the LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map (NEM) Update.

Harris Miller Miller & Hanson Inc. (HMMH) is assisting Los Angeles World Airports (LAWA) with the NEM Update for ONT. The update will address aircraft noise and land-use compatibility projections based on Community Noise Equivalent Level (CNEL) contours developed using the most current release of the INM; i.e., Version 7.0d. HMMH has proposed substitutions for 32 aircraft types that currently do not have standard substitutions in the INM aircraft database. The proposed substitutions and the corresponding AEE recommendations are summarized in the table below.

Aircraft	HMMH Proposed Substitution	AEE Recommendation
Embraer EMB-500 Phenom 100	CNA510	Concur
Embraer EMB-505 Phenom 300	CNA560E	Concur
Dassault Falcon 7X	F10062	Concur
Gulfstream G280	CL601	Concur
Gulfstream G650	GV	Concur
BAe/Raytheon Hawker 1000	LEAR35	Concur
Learjet 40	LEAR35	Concur
Beech Super King Air 350	DO228	Concur
Air Epic	CNA208	Concur
Quest Kodiak	CNA208	Concur
Piper Malibu Meridian	CNA208	Concur
Beechcraft 36 Bonanza	CNA206	Concur
Found FBA-2C	CNA206	Concur
Partenavia P.68	BEC58P	Concur
Lancair LC-40 Columbia 300	GASEPV	Concur

Lancair LC-41 Columbia 400	GASEPV	Concur
Diamond 40	GASEPV	Concur
Stoddard-Hamilton Glasair	GASEPV	Concur
Homebuilt 100-200 kts	GASEPV	Concur
Homebuilt ≥ 200 kts	GASEPV	Concur
Lancair Legacy 2000	GASEPV	Concur
Embraer 720 Minuano	GASEPV	Concur
Van's RV's – Kit Aircraft	GASEPV	Concur
Cirrus SR-20	GASEPV	Concur
EADS Socata TB20 Trinidad	GASEPV	Concur
Diamond Katana	GASEPF	Concur
Cessna LSA Sport	GASEPF	Concur
Zenair CH-2000 Zenith	GASEPF	Concur
Evector-Aerotechnik Sport Star	GASEPF	Concur
Vought Swift	GASEPF	Concur
Homebuilt ≤ 100 kts	GASEPF	Concur
Light Sport Aircraft	GASEPF	Concur

AEE concurs with the aircraft substitutions proposed by HMMH. Please understand that this approval is limited to this particular Part 150 NEM Update for ONT. Any additional projects or non-standard INM input at ONT or any other site will require separate approval.

Sincerely,



Rebecca Cointin, Manager
 AEE/Noise Division

cc: Jim Byers, APP-400

Appendix J Request for Use of RealContours™ for the ONT NEM Update



Los Angeles
World Airports

December 23, 2014

Victor Globa, Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region
Los Angeles Airports District Office
P.O. Box 92007
Los Angeles, CA 90009-2007

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean D. Burton
President

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

Gina Marie Lindsey
Executive Director

Re: Request Approval to use RealContours for the LA/Ontario International
Airport Part 150 Noise Exposure Map Update

Dear Mr. Globa:

Los Angeles World Airports (LAWA) requests the Federal Aviation Administration's (FAA) approval of using RealContours in conjunction with the Integrated Noise Model (INM) to update the Noise Exposure Maps (NEMs) for LA/Ontario International Airport (ONT).

RealContours is a software program developed by Harris Miller Miller & Hanson, Inc. that processes and converts flight track data and performs other processing algorithms to provide the INM with appropriate modeled flight track inputs as part of the noise contour development. This automated process helps achieve more accurate modeling and saves time over the traditional method of manually preparing INM inputs.

The enclosed memorandum describes in detail the methodology used in developing the NEMs for the ONT Part 150 NEM Update project. This methodology, including the use of RealContours, conforms to FAA requirements and is not unique. Several airports have also employed the same software and methodology for their Part 150 projects and the FAA has previously approved their use for these projects.

Consistent with FAA's policies and procedures, LAWA is submitting information on RealContours and methodology pertaining to the development of the ONT Part 150 NEMs for FAA approval.

Thank you for your assistance on this matter. If you have any questions related to this request, please feel free to contact Kathryn Pantoja at (424) 646-6501.

Sincerely,


for Scott Tatro
Airport Environmental Manager II

ST:DC:dc

Enclosure: HMMH Memorandum on RealContours



HARRIS MILLER MILLER & HANSON INC.

LA/Ontario International Airport
Part 150 Noise Exposure Maps Update
Use of RealContours™
December 22, 2014
Page 1

TECHNICAL MEMORANDUM

Subject: LA/Ontario International Airport
Part 150 Noise Exposure Map Update
Use of RealContours™

Prepared for: Kathryn Pantoja, Los Angeles World Airports

Prepared by: Robert Mentzer Jr. and Robert Behr

Date: December 22, 2014

Reference: HMMH Project No. 306530.000.004
LAWA Board File No. DA-4876



Los Angeles World Airports (LAWA) has retained Harris Miller Miller & Hanson Inc. (HMMH) to assist in preparing an update to the Noise Exposure Maps (NEMs) and associated documentation for LA/Ontario International Airport (ONT) in accordance with regulations promulgated by the Federal Aviation Administration (FAA) and published as Title 14 of the Code of Federal Regulations (CFR) Part 150. This effort is referred to as the “ONT NEMs Update”.

This memorandum provides background information on the methodology HMMH proposes to use to prepare Community Noise Equivalent Level (CNEL) contours for the ONT NEMs Update. This memorandum discusses: (1) 14 CFR Part 150 requirements, (2) our proposed methodology, (3) our proposed documentation approach, and (4) a discussion of past FAA funded and reviewed projects that have used the same methodology.

In summary, we believe that the methodology described in this memorandum, including the use of RealContours™, conforms to FAA requirements and is not unique to prior FAA accepted analyses.¹

1. 14 CFR PART 150 REQUIREMENTS

14 CFR Part 150, Airport Noise Compatibility Planning, provides specific requirements for noise prediction modeling. In particular, Section A150.103 of the regulation spells out key factors for FAA approval of computer modeling methodology, which include “the demonstrated capability to produce the required output and the public availability of the program or methodology to provide interested parties the opportunity to substantiate the results”. Furthermore, FAA has developed a checklist for FAA regional staff to use in reviewing Noise Exposure Maps submissions and interpreting the requirements of 14 CFR Part 150.²

In short, 14 CFR Part 150 requires that noise modeling methodology be documented to the extent that an interested party could *substantiate* the results provided in the Noise Exposure Maps based on data provided in that submission. The rest of this memorandum describes how we believe our proposed methodology is consistent with both the spirit and letter of the regulation, and how we

¹ RealContours is a trade mark of Harris Miller Miller & Hanson Inc. Additional description of the RealContours™ program is provided in this memorandum.

² PART 150 NEM CHECKLIST – PART I available at http://www.faa.gov/airports/environmental/airport_noise/part_150/checklists/media/noise_map_cklist_parti.pdf

HARRIS MILLER MILLER & HANSON INC.

LA/Ontario International Airport
Part 150 Noise Exposure Maps Update
Use of RealContours™
December 22, 2014
Page 2

propose to document our methodology to satisfy the checklist.

2. PROPOSED NOISE MODELING METHODOLOGY

We intend to use the following data sources to prepare the CNEL contours:

- **Base Year Operations:** We will use historical data (calendar year 2013) on operations to model average daily fleet mix for the base case. These data will be derived from tower records, LAWA records, and data from LAWA's Airport Noise and Operations Monitoring System (ANOMS™).
- **Forecast Operations:** We will use FAA-approved forecasts for the "existing" (2015) and "forecast" (2020) aircraft operations. The forecasts were approved by the FAA on August 28, 2014.
- **Runway Use:** We will prepare annual runway use statistics for the base year (2013) and modify slightly based on fleet mix in the forecasts for 2015 and 2020.
- **Flight Tracks:** We will use a complete year of flight tracks (2013 Base Year) to develop INM flight tracks for the existing and forecast modeling using the INM.



We will use the Integrated Noise Model (INM) Version 7.0d for all noise computations. This is FAA's preferred noise model; we do not propose to make any changes to the noise and performance database or any of the acoustic or other algorithms in the standard INM. Any required non-standard aircraft or non-standard aircraft substitutions were submitted to FAA for review and approval by the Office of Environment and Energy (AEE-100) (approved August 5, 2014), as done for any other noise exposure map update and was independent of the use of RealContours™.

Most consulting firms that are active in conducting INM-based studies have developed input "pre-processors" to increase the efficiency of preparing operation and/or flight track inputs in the appropriate format. HMMH has developed a pre-processor named "RealContours™" that takes maximum possible advantage of both the INM's capabilities and the investment that LAWA has made in operations monitoring. RealContours™ converts radar flight tracks to INM tracks, thereby enabling the ONT NEMs to be developed by modeling each and every radar flight for the year 2013 as an INM flight track.

In addition, RealContours™ compares each flight's city-pair great-circle distance to the stage-lengths available in the default INM database and makes an appropriate selection for each and every flight track.³ In cases where the stage length is not available or exceeded the maximum stage-length profile available for that runway (i.e., the aircraft would not over run the runway on departure), the maximum stage length available without overrunning the runway is selected. If a particular INM aircraft has multiple available default profiles in INM for a given stage-length, RealContours™ compares the flight track's altitude profile to the available default INM profiles, and assigns a default

³ The stage-length lookup table is defined in Section 9.6.3 of the INM 7.0 User's Guide.

HARRIS MILLER MILLER & HANSON INC.

LA/Ontario International Airport
Part 150 Noise Exposure Maps Update
Use of RealContours™
December 22, 2014
Page 3

INM profile based on the closest match.⁴ RealContours™ does not build new aircraft performance profiles.⁵

This approach essentially eliminates the approximation associated with the use of a limited set of prototypical modeling tracks by applying the INM's modeling capabilities on a flight-by-flight basis. Again, this preprocessor uses the INM without adjustment of any kind.

3. PROPOSED DOCUMENTATION



As discussed above, Section A150.103 requires that the noise modeling methodology be documented such that the results could be substantiated by interested parties. We propose to provide the following information as part of our Noise Exposure Maps submission:

- **Base Year Operations:** We will provide tables summarizing average annual operations (day, evening, and night) for all INM aircraft types used in the computation of base year contours.
- **Forecast Operations:** We will provide tables summarizing average annual operations (day, evening, and night) for all INM aircraft types used in the computation of forecast year contours.
- **Runway Use:** We will provide tables summarizing annual runway use by aircraft category (air carrier, air taxi, general aviation and military or other groupings as applicable) for both base year and 5-year forecast scenarios.⁶
- **Flight Tracks:** We will provide graphic depictions of the model tracks, separately for arrivals and departures. We will provide samples of the actual flight tracks modeled as well as flight track density plots that represent all modeled flight tracks.⁷ In addition, we will supply a CD-ROM containing all INM input data, if warranted.

We believe that this level of documentation would provide an interested party sufficient data to substantiate the results presented in the Noise Exposure Map.

4. PROJECTS THAT HAVE USED A SIMILAR METHODOLOGY

The methodology that we are proposing for the ONT NEMs, including the use of RealContours™, has been used for a variety of other FAA funded and reviewed projects. The following chronological list provides an overview for the FAA funded/reviewed projects and some notes. Each of these documents includes a discussion of RealContours™.

⁴ This process is INM aircraft type specific. The term "default INM profiles" refers to a profile that is included in the INM database. INM can include multiple default profiles for commercial aircraft including "STANDARD", "ICAO A" or "ICAO B". Additional discussion regarding the different default profiles is provided in the INM 7.0 Technical Manual, Section 6. Some general aviation aircraft in INM may also include multiple profiles. Aircraft specific documentation is included in the respective INM release notes at the time of introduction of that aircraft or modification of the default profiles between versions of the INM.

⁵ RealContours™ can use user-defined profiles. However, such profiles would be built outside, and independently, of RealContours™ and would only be used if approved for the project by FAA in accordance with the "FAA Profile Review Checklist" provided in the INM 7.0 User's Guide, Appendix B.

⁶ The 5-year forecast runway use will only be presented if it is different from the base year runway use. Otherwise, the document will state that the runway use is the same for both scenarios.

⁷ This is consistent with the presentation in the Louisville International Airport NEM update, which was the last NEM update to use RealContours™. See Section 4.4 for additional discussion.

HARRIS MILLER MILLER & HANSON INC.

LA/Ontario International Airport
Part 150 Noise Exposure Maps Update
Use of RealContours™
December 22, 2014
Page 4

4.1 Maryland Aviation Administration, Baltimore/Washington International Thurgood Marshall Airport Part 150 Updated Noise Exposure Maps, December 2005

The FAA found the 2003 and 2010 NEMs in compliance with Part 150 requirements on April 3, 2006.

During the NEM process (the fall through December 2003), HMMH coordinated with FAA Washington Airport District Office (B. Mehaffy) and Community and Environmental Needs Division (APP-600) (V. Catlett). During the course of discussion, APP-600 concurred with the use of RealContours™. APP-600 also indicated that they coordinated with AEE-100 and that AEE-100 concurred with the use of RealContours™ as long as we did not modified the INM standard inputs.



The NEM included non-standard aircraft and aircraft substitutions (independent of the use of RealContours™) and they were documented and approved by AEE-100 as they would for any other NEM at the time (documented in Appendix G of the December 2005 NEM document).

4.2 San Diego County Regional Airport Authority, San Diego International Airport, Part 150 Update Noise Exposure Maps, August 2009

The FAA found the NEMs in compliance with Part 150 requirements on November 10, 2009.⁸

This NEM included non-standard aircraft and aircraft substitutions (independent of the use of RealContours™) and they were documented and approved by AEE-100 as they would for any other NEM at the time (documented in Appendix C of the August 2009 NEM document).

The inputs for the NEMs were later used for analysis and development for the associated Noise Compatibility Program.

4.3 Rhode Island Airport Corporation, T.F. Green Airport Part 150 Update Noise Exposure Maps, July 2010

The FAA found the NEM in compliance with Part 150 requirements on July 27, 2010.⁹

This NEM included non-standard aircraft and aircraft substitutions (independent of the use of RealContours™) and they were documented and approved by AEE-100 as they would for any other NEM at the time (documented in Appendix B of the July 2010 NEM document).

4.4 Louisville Regional Airport Authority, Noise Exposure Map Update Louisville International Airport, March 2011

The FAA found the NEM in compliance with Part 150 requirements on April 7, 2011.¹⁰

This NEM used non-standard aircraft substitution and aircraft performance profiles, but the development of those non-standard inputs was done independent of the use of RealContours™. The non-standard performance profiles included profiles, for particular aircraft types, developed by the manufacturer, customized to Louisville operations. The analysis also included revised weight

⁸ Federal Register Volume 74, Number 239 (Tuesday, December 15, 2009)

<http://www.gpo.gov/fdsys/pkg/FR-2009-12-15/html/B9-29760.htm>

⁹ Federal Register Volume 75, Number 152 (Monday, August 9, 2010)

<http://www.gpo.gov/fdsys/pkg/FR-2010-08-09/html/2010-19611.htm>

¹⁰ Federal Register Volume 76, Number 73 (Friday, April 15, 2011)

<http://www.gpo.gov/fdsys/pkg/FR-2011-04-15/html/2011-9224.htm>

HARRIS MILLER MILLER & HANSON INC.

LA/Ontario International Airport
Part 150 Noise Exposure Maps Update
Use of RealContours™
December 22, 2014
Page 5

estimates for certain cargo aircraft based on information specific to Louisville published by the US Department of Transportation. The NEM, and its associated appendices, document the non-standard input assumptions along with FAA's review and approval.

4.5 Final Environmental Impact Statement and Final Section 4(f) Evaluation T.F. Green Airport Improvement Program, July 2011

FAA issued a Record of Decision on September 23, 2011.¹¹



The Final Environmental Impact Statement (FEIS) references the associated Draft Environmental Impact Statement (DEIS) for descriptions of the methodology used to conduct the noise evaluation for the FEIS. During March 2010 and later May 2011, there were several discussions regarding the use of RealContours™ with the FAA's Office of Airport Planning and Programming (APP-400) and AEE-100. The discussion concluded with a May 30, 2011 email from P. Magnotta (APP-400) that he and J. Plante concurred that an approval memorandum was not required from AEE.

4.6 Maryland Aviation Administration, Baltimore/Washington International Thurgood Marshall Airport Part 150 Updated Noise Exposure Maps, 2014 (ongoing)

HMMH is under contract with MAA to prepare an update to the BWI 2003/2010 NEM, with new NEMs representing 2014 and 2019 conditions. As part of the scoping process, HMMH prepared a July 2013 memorandum to MAA and FAA describing RealContours™ and its use for the proposed 2014/2019 NEM update. FAA's Washington District Office reviewed the methodology and provided concurrence in August 2013.

HMMH identified non-standard aircraft and aircraft substitutions (independent of the use of RealContours™). FAA approved those non-standard recommendations in October 2013. HMMH also reviewed the initial input data set and identified and adjusted for several runway closures associated with maintenance of the main runways. In consultation with MAA, the modeling inputs were adjusted to reflect historical average annual conditions that have occurred without the closures. The inputs for the 2019 contours included adjustments to reflect upcoming runway layout changes.

MAA plans to formally submit the final NEM to FAA by the end of calendar year 2014.

¹¹ Federal Register Volume 76, Number 191 (Monday, October 3, 2011)
<http://www.gpo.gov/fdsys/pkg/FR-2011-10-03/html/2011-25414.htm>

Appendix K FAA Approval of LAWA Request to Use RealContours for the ONT NEM Update



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

January 16, 2015

Mr. Scott Tatro
Airport Environmental Manager II
Los Angeles World Airports
Environmental Services Division
1 World Way, P.O. Box 92216
Los Angeles, CA 90009

Dear Mr. Tatro:

Approval to Use RealContours for the LA/Ontario International Airport Part 150 Noise Exposure Map Update

This is in response to your December 23, 2014, letter requesting approval to use RealContours for the LA/Ontario International Airport Part 150 Noise Exposure Map (NEM) Update. The Federal Aviation Administration's Office of Environment and Energy (AEE) has approved your use of RealContours for the LA/Ontario International Airport Part 150 NEM's provided that the following language be included to clarify its use following the first mention of RealContours:

"RealContours™ converts aircraft flight track data into Federal Aviation Administration's Integrated Noise Model (INM) input data, runs the INM, and provides the INM results based on the modeling of each individual flight track."

This approval is only applicable for use in this NEM Update only. If you have any additional questions, please contact me at (310) 725-3637 or victor.globa@faa.gov.

Sincerely,

Victor Globa
Environmental Protection Specialist

This page intentionally left blank

Appendix L Public Consultation

L.1 Potentially Interested Groups, Organizations, and Businesses Receiving Postcard Notifications

The table below lists the various government agencies, community groups, organizations, and businesses that received a postcard announcing the two public workshops and providing additional information on the Part 150 program.

Table L-1 Groups Receiving Postcard Announcing Part 150 Study and Public Workshops		
ABM Parking Services	County of San Bernardino	Ontario International Airport Authority
Accents Distinctive Events	Courtyard by Marriott	Ontario Mills Mall
AEROMEXICO	Cucamonga District Host Lions	Ontario Police Department
AEROTERM	Daily News	Ontario REIGN
Agratas International, Inc.	Daily Press	Ontario Woman's Club
Aircraft Service International Group	De Anza Community and Teen Center	Ontario-Montclair School District
Airlines for America (A4A)	Delaware North Co..	ONT-TEC
Airport & Aviation Professionals, Inc. (AvAirPros)	DELTA Airlines	Orange County Business Journal
Airport Service Int'l Group	DELTA Global Services	Our Lady of Guadalupe - Spanish
Airport Terminal Svcs.	Dept. of Homeland Sec./Agriculture	Park Inn by Radisson
ALASKA Airlines	Dept. of Homeland Sec./Customs & Border Protection.	PARK N' FLY
AMERICAN Airlines	Dollar Car Rental	Parking Concepts, Inc.
American Legion #229	Double-Tree Hotel Claremont	Pasadena Star News
AMERIFLIGHT	DTG Operations Inc. (Dollar/Thrifty)	Pentecostal Holiness Church
Antelope Valley Press	Embassy Suites Ontario Airport	Pomona Chamber of Commerce
Assistance League of Pomona Valley	Ethnic Marketing Group, Inc.	Pomona Valley Toastmasters
Assistance League of the Foothill Communities	F.A.A./Tower	Prayer and Praise Ministries
Associated Press	F.A.A.-Western-Pacific Region	Press Enterprise
ATLANTIC Aviation	FAA - Office of the Regional Administrator	Primera Iglesia Church
Auto Club Speedway	FAA - ONT NVSSC - Environment	Quality Inn
AVIS/BUDGET Rent-a-Car	FAA Western-Pacific Region - Airports Division	Radisson Ontario Airport Hotel
AYRES Boutique Suites	FAA/FSDO	Rancho Cucamonga Chamber of Commerce
AYRES Inn & Suites	Fairfield Inn by Marriott	Rancho Cucamonga Community Lions
AYRES Suites	Faith Alive Ministries	Rancho Cucamonga Kiwanis Club
AYRES Suites-Mills Mall	Federal Express	Rancho Cucamonga QUAKES
Baldy View ROP	First Fundamental Bible Church	Rancho Cucamonga Rotary Club
Bell Cab Company	Fontana Herald News	Rancho Cucamonga Sunrise Rotary Club
Best Western Inn & Suites	Fontana Chamber of Commerce	Rancho Cucamonga Woman's Club
Best Western/Ontario Airport	Fontana Historical Society	Red Roof Inn
Bethel Spanish Assembly of God Church	FOUR POINTS	Redlands Daily Facts
CA Congressional Districts (Area)	Friends of Claremont Library	Residence Inn by Marriot
CA State Assembly Districts (Area)	Friends of Ontario Airport	Riverside Co. Board. of Supervisors
CA State Senate Districts (Area)	Friendship Missionary Baptist Church	Riverside Convention & Visitors Bureau
CAL TRANS - Division of Aeronautics	Governor's Office of Emergency Services	Riverside County
California Comm. Center/Owners Assoc.	Governor's Office of Inland Empire	Riverside Rotary
California Dept. of Gen. Svcs.	Greater Riverside Chamber	Riverside Sunrise Rotary
California Highway Patrol	Guardian Air Services, LLC	Roman Catholic Bishop of San Bernardino
California Transp. Commission	Hertz Corporation	Rotary Club of Claremont
CENDANT (Avis/Budget Rent-a-Car)	Hesperia Reporter	Rotary Club of Ontario
Certified Aviation Services	Hilton Garden Inn	Rotary Club of Rancho Cucamonga

Table L-1 Groups Receiving Postcard Announcing Part 150 Study and Public Workshops		
Chaffey College Foundation	Hilton Ontario Airport	Rotary Club of Upland
Chaffey Joint Union High School District	Hispanic Lifestyle Magazine	Salvation Army
Champion Newspapers	HMS Host Corporation	San Bernardino Chamber of Commerce
Channel 11 (KTTV/KCOP)	Holiday Inn Express & Suites, Ontario	San Bernardino County District Supervisors
Channel 2/9 (KCBS/KCAL)	Hope Chapel	San Bernardino Conventions & Visitors Bureau
Channel 4 (KNBC)	HORIZON AIR Industries	San Bernardino County Agencies
Channel 4L 7 (KABC)	House Budget Committee	San Gabriel Valley Economic Partnership
Chino Kiwanis Club	Hyatt Place	SANBAG
Chino Rotary Club	Iglesia De Dios De La Profecia	SCAG
Chino Valley Chamber of Commerce	Immigration & Naturalization	Scandia Amusement Park
Chino Valley Independent Fire District	Inland Empire Business Journal	Sentinel Weekly News
Chino Valley Lions Club	Inland Empire Economic Partnership	SERVISAIR LLC
Christian Life Center	Inland Empire Magazine	Sheraton Ontario Airport Hotel
CINCO Air Charter	Inland Empire News Radio	Sheraton Suites Fairplex
Citizens Business Bank Arena	Inland Valley Daily Bulletin	Shilo Inn-Hilltop Suites
City News Service	Inner Vision Ministry, Inc.	Sierra Aviation Group
City of Brea	JBT Aerotech	Skylease One
City of Chino	JCDecaux Airport, Inc.	SKYWEST Airlines
City of Chino Hills	JETT PRO-Line Maintenance, Inc.	Sons of Italy
City of Claremont	KABC	Soroptimist International of Pomona/Claremont Inc.
City of Corona	KCAL 1410 AM	Soroptimist International of Riverside
City of Diamond Bar	KCAL 96.7 FM/KOLA 99.9 FM	Soroptimist Int'l - Chino Hills/Inland Empire
City of Fontana	KCXX	Soroptimist Int'l - Chino Valley
City of Fullerton	KCXX 103.9 FM	Soroptimist of The Foothills
City of Highland	KFRG 95.1 FM	Soroptimist Int'l of the Foothills
City of L.A. - City Council Members (Area)	KHPY 1670 AM	SOUTHWEST Airlines
City of Los Angeles	KILMTV	SSP America
City of Los Angeles Emergency Management Department	Area Kiwanis Clubs	Sunrise Airport Parking, Inc.
City of Montclair	KMEX (Channel 34 Spanish)	Sunrise Rotary Club of Claremont
City of Norco	KNBC	Swissport Corporation
City of Ontario - various divisions and services	Knights of Columbus	Tebernaculo Aspostolico-Ontario
City of Ontario - Library	Knights of Columbus #11612	Telemundo Riverside
City of Ontario - Museum of History/Art	KNX 1070 AM	The Desert Sun
CITY OF ONTARIO - PLANNING DEPT	KPRO 1570 AM	The Mission Inn
CITY OF ONTARIO - PUBLIC WORKS	KPWR 106 FM	The Sun
City of Ontario - Quiet Home Program	L.A. BD. OF Airport Commissioners	Time Warner Cable
City of Ontario - Recreation Department	LA/Ontario International Airport	Toastmasters Club 1506 Ontario-Upland
City of Ontario - Utilities	Lion's Club Upland	Total Aircraft Services
City of Ontario Fire Department	Los Angeles Times	Transportation Security Administration
City of Palm Springs	Los Angeles World Airports	Traveler Air of the Inland Empire
City of Pomona	Loyal Order of Moose Lodge #863	U.S. AIRWAYS
City of Rancho Cucamonga	LSG SKYCHEFS	U.S. Congress – Members & Districts
City of Rialto	Masonic Lodge #436	U.S. Customs
City of Riverside	Masonic Lodge #653	UNITED Airlines
City of San Bernardino	Masonic Lodge Upland	United Parcel Service
City of Santa Monica	MATICH Corporation	United States Senators
City of Upland	Member of Ontario Airport Noise Advisory Committee	Upland Chamber of Commerce
City of Walnut	MOMs Club of Fontana	Upland Woman's Club
City of West Covina	Montclair Chamber of Commerce	Uplander's Club

Table L-1 Groups Receiving Postcard Announcing Part 150 Study and Public Workshops		
Claremont Chamber of Commerce	Mountain View School District	USO-Ontario
Claremont Community Foundation	Mt. Zion Baptist Church	VANGUARD (dba Alamo and National)/Enterprise
Claremont Courier	National Center for Infectious Disease	VERIZON
Clarion-Hotel	OFC. of Emer. Svcs., AFRC Bldg. 283	WABI SABI
CNN	Ontario Airport Hotel	WESTAIR
Coca-Cola Bottling Company	Ontario Airport Inn	Western Inn
CONSULADO DE MEXICO EN SAN BERNARDINO	Ontario Chamber of Commerce	World Duty Free
CONTINENTAL Airlines	Ontario Convention Center	WRCOG
County of Los Angeles	Ontario Grand Inn & Suites	Yellow Cab Company
County of Riverside	Ontario Host Lions Club	Youth Ministry of Mt. Zion

L.2 Data Collection Meetings with Airport Operations and Users

HMMH, during the data collection process, met with key Airport personnel and Airport users to let them know of the project and to obtain aircraft operations information and data to assist in developing the current and five-year forecast aircraft operations. The data collection meetings are summarized in the memo below.

HARRIS MILLER MILLER & HANSON INC.

8880 Cal Center Drive, Suite 430
Sacramento, California 95826
T 916.368.0707
F 916.368.1201
www.hmmh.com

MEMORANDUM

To: David Chan, Kathryn Pantoja, Scott Tatro
From: Bob Behr, Rhea Gundry
Date: May 14, 2014
Subject: ONT NEM Update – Summary of Data Collection Meetings April 30 – May 2, 2014
Reference: HMMH Job No.306530



This memo provides a summary of the LA/Ontario International Airport (ONT) Noise Exposure Map (NEM) Update data collection meetings held Wednesday, April 30 through Friday May 2, 2014 in conjunction with the initial public workshop held May 1, 2014.

With information provided by Los Angeles World Airports (LAWA) and ONT Operations, HMMH contacted various stakeholders at ONT to schedule times to discuss activities and operations that might be relevant information for preparing the updated NEM. In addition, a “drive around” was undertaken in the area west of the airport to conduct a preliminary verification of specific land uses by parcel. The following table lists the schedule of visits to the various organizations. Meeting summaries follow the table.

Date	Time	Organization+	Contact	Telephone Number
April 30	2:00 pm	ONT Airport Mgr	Jess Romo	
	3:00 pm	ONT Ops	Keith Snyder	909.544.5340
	4:00 pm	Cinco Air Charter	Bob DeVries	951.520.7277(C)
May 1	8:00 am	FAA ATCT	Greg Hatcher	909.605.0057ext224
	9:00 am	Guardian Air	Bill Farley	909.605.6366ext3303
	10:00 am	FedEx	Tom Nabity	909.937.6067(O) 909.257.9042(C)
	1:00 pm	Land Use verification drive around		
May 2	10:00 am	UPS	David Bonner	909.974.7012(O) 951.533.0114 (C)

ONT Airport Manager, Jess Romo: Mr. Romo provided overview of airport and any anticipated significant changes foreseen (none). He expects 2015 aircraft operations growth to be “flat” compared to 2014 and expects Volaris Airlines, a relatively new carrier at ONT, to increase operations slightly from two flights per day. The only potential change he foresees is a possible switch from regional jets (RJs) to B737-size aircraft. He stated he would be unable to make the public workshop due to a previous commitment. (Attendees: Romo, Behr, Gundry, Stumpp)

ONT Operations, Keith Snyder: Mr. Snyder discussed general aircraft operations on the airfield and traffic flows. He provided the location for potential aircraft run-up operations (Sierra Taxiway) and we discussed intersection takeoffs (at Taxiway Delta, mostly Southwest Airlines) and helicopter operations. The group reviewed the Aircraft Noise Mitigation Operating Procedures and Restrictions and Mr. Snyder agreed to locate and provide any FAA Letters of Agreement (LOAs) with respect to these procedures. He indicated he would be at the public workshop with additional staff. (Attendees: Snyder, Saulpaugh, Behr, Gundry, Stumpp)

HARRIS MILLER MILLER & HANSON INC.

ONT NEM Update – Summary of Data Collection Meetings April 30 – May 2
May 14, 2014
Page 2

Cinco Air Charter, Bob DeVries: Mr. DeVries, a recent leasehold addition at ONT, discussed their operations at ONT to include catering to owner/operator and air ambulance operations. They currently have six aircraft (five jets and one turboprop) and are looking to expand hangar space and acquire two additional jet aircraft. Most of their activity (75%) is conducted in the daytime hours (7:00 am – 7:00 pm); however, air ambulance operations are unpredictable and may occur at any time of day. (Attendees: DeVries, Staib, Behr, Gundry, Stumpp)

FAA ATCT Manager, Greg Hatcher: Mr. Hatcher provided information on runway use, contra-flow operations, and intersection departures at Taxiway Delta. He estimated 40% of carriers, primarily Southwest Airlines, use Taxiway Delta for takeoff point on Runway 8L, but that the use of intersection departures are restricted during nighttime and aircraft must use the full runway length for departures. We discussed various Letters of Agreement and indicated that we would get a copy from Mr. Snyder. He indicated he would be at the public meeting later in the day. (Attendees: Hatcher, Behr, Gundry)



Guardian Air General Manager, Bill Farley: Mr. Farley indicated they had 12 based-aircraft ranging from Gulfstream IVs to King Air and Cirrus. They do not have permanent tie-downs. They service a Gulfstream IIB from Palm Springs and a Kalitta Airlines Charter B727. He recognized that they are both noisy aircraft. He also mentioned they have a signed agreement with a helicopter flight school using Robinson R22 and R44 helicopters; however, the aircraft have not arrived and operations are not expected to begin until near the end of calendar year 2014. There is no formal helipad but the helicopters are expected to use the southwest corner of Guardian Air's ramp. Most operations are expected to occur during the day. (Attendees: Farley, Behr, Gundry)

FedEx Station Manager, Tom Naby: Mr. Naby provided a general run-down of the ONT FedEx schedule and aircraft. Morning flights are on Tuesday through Sunday, between 3:00 am and 8:00 am, with an MD-11 early Sunday morning (before 6:00 am). Evening flights occur every evening between 4:30 pm and 10:00 pm. Feeder aircraft include 9-10 C208 Caravans and 1 ATR-42. During the December holiday season FedEx requires an additional two aircraft to meet demand. They currently are working an agreement with Guardian Air to park two aircraft on the ramp north of the "gate" on South Vineyard Ave. There are no plans to add additional aircraft on a permanent basis for additional routes. He anticipates the 2015 schedule to mirror that of 2014. He provided a monthly schedule and typical payload weights, which we were asked to keep confidential. He said they anticipate possible phaseout of the MD-10 in 2019 and the MD-11 in 2020 replacing them with B767 aircraft. (Attendees: Naby, Behr, Gundry, Reindel)

UPS Southwest Gateways Manager, David Bonner, and Assistant Chief Pilot, Karl Blackmun: Fleet mix consists of MD11, B767, B757, B747, and A300-600. All flights are domestic flights and they have the same surge in December as FedEx. They have 6-8 feeder aircraft (Ameriflight, Swearingen or Fairchild Aerospace Merlin) that cover market areas up to 150 miles from ONT. They also provided, in confidence, a weekly operation schedule for 2014. There are no public plans to replace their current fleet of aircraft. (Attendees: Bonner, Blackmun, Behr, Gundry)

In addition to those meetings set up during our visit to Ontario, HMMH met via teleconference with LAWA, Sig Rivera, and members of the City of Ontario Planning Department to discuss land use data for verification of the draft base maps for 2015 and 2020. Sig will provide LAWA (Dan Yeung) with the latest GIS files showing land uses and those parcels receiving noise mitigation measures (sound insulation or purchase and removal). LAWA will provide updates to HMMH for inclusion in the base map. The City doesn't have a timetable for changes to occur in year 2020; therefore, it is probable that the base map will be the same for both the existing conditions (2015) and forecast conditions (2020). In addition to the land uses, the group discussed the noise mitigation measures from the 1990 NCP and the FAA Record of Approval to determine implementation status of each

HARRIS MILLER MILLER & HANSON INC.

ONT NEM Update – Summary of Data Collection Meetings April 30 – May 2
May 14, 2014
Page 3

measure. It was agreed that almost all of the measures have been implemented. Additional review by the City is required for Measure 1.2.1 regarding the rezoning of 25 acres of incompatible, undeveloped land to compatible uses. (Attendees: Rivera, Schultz, Murphy, Wahlstrom, Mejia, Streeter, Chan, Behr, Gundry)



L.3 LA/ONT Airport Noise Advisory Committee Meeting Attendance

LAWA staff periodically updated the OANAC in regards to the NEM update. The information provided in this section contains the meeting agenda, meeting minutes and NEM update presentations to OANAC.

Note: The OANAC meeting minutes are not available for the following dates:

7/16/2014 – No meeting minutes were provided for this OANAC meeting since a quorum was not established.

7/15/2015 – The meeting minutes were not available at the time of NEM publication.

L.3.1 OANAC Meeting Agenda – August 14, 2013

**OANAC COMMITTEE
AGENDA**

**Wednesday, August 14, 2013
5:00 p.m. - 7:00 p.m.**

**LA/ONTARIO INTERNATIONAL AIRPORT
1923 E. Avion Street
Ontario, CA 91761**

- A. Administrative Remarks – Myron Saulpaugh
 - 1. Introductions – Roll Call
 - 2. Review & Adopt Minutes from April 17, 2013 meeting
 - 3. Airport Report – Statistics Update
 - 4. City of Ontario Update/Briefing
- B. New Business
 - 1. Airport Operations
 - 2. ONT Part 150 Noise Exposure Maps Update
 - 3. Meeting frequency
- C. Public Comments
- D. Proposed Next Meeting, to be determined - Discuss Agenda Items
- E. Adjourn

01/16/13 sr

L.3.2 OANAC Meeting Approved Minutes – August 14, 2013

LA/ONT Airport Noise Advisory Committee Meeting

2013, August 14

Meeting Attendees

Myron Saulpaugh – Ontario Airfield Operations
Nadine Hutchinson – Ontario Citizen Representative
Sigfrido Rivera – City of Ontario Housing and Municipal Services
S. Richardson – Ontario Airport Operations
Keith Snyder – Ontario Airport Operations
Dwayne Flowers – Medical Assistant
Thomas Boylan – Ontario Airport Operations
David Chan – LAWA Noise Management Section Environmental Specialist
Lance Johnson – LA Station Manager for Delta Airlines

Noise Abatement Complaints

Thomas Boylan started the meeting with the noise complaint calls that Ontario received. For this quarter there were a total of 8 calls, to which only 4 of the calls made it through to ONT because the other 4 hung-up.

One call came from a Lake Arrowhead caller that went to the Administrator office, and this individual was concerned about planes flying above his house. Mr. Boylan informed the individual this aircraft was outside of ONT 5 NM tower range, so therefore that's the approach control who eventually hands the aircraft off to tower. The second call was a gentleman in Chino, whose complaint was about the horse charter activity. This is a loud aircraft that tends to draw complaints during its activity. A third call was a lady in Chino who was then called back twice by ONT, but was unfortunately not reached.

As far as complaint activity goes, generally the Corona area and areas south of ONT are early morning UPS complaints. Reason is because the pilots make the aircraft turn at their discretion once they feel it's safe to turn. All the complaints go into a server that can be accessed all over LAWA. Keith Snyder mentions that there are a smaller number of people who call and complain, even though there are still a lot of calls; this is because the same people tend to call and complain. Mr. Snyder also mentions that the majority of calls aren't usually complaints; rather they are questions pertaining to plane activity in the individual's vicinity.

Keith Snyder says LA/ONT looks to appease and tries to answer questions and reach out to the individuals' complaints. He mentions that ONT has all time low of call activity which might correlate with the smaller number of flights. In a recent meeting attended by Mr. Snyder with representatives of select big airports: San Francisco, Sand Diego, Orange County, Palomar, Long Beach, LAX, Burbank, ONT; they all have similar complaint issues.

Certain aircraft spike complaint call activity as Thomas Boylan mentions the FAA has a Learjet that comes out to test the ILS system at ONT, to which ONT gets noise complaint calls because of the Learjet holding pattern. Another aircraft mentioned is the Antonov that tends to bring calls because it's large and loud.

LA/ONT Airport Noise Advisory Committee Meeting

2013, August 14

City of Ontario Housing and Municipal Services

Sigfrido Rivera informed the committee of the sound insulation program. The City of Ontario has insulated 1,416 houses and currently has 98 units under construction that are scheduled to be done by November 2013 for sound insulation. City of Ontario's sound insulation program has bought 243 properties which accounts for approximately 53 acres of land. They are currently bidding on a package for fall of 68 houses. Mr. Rivera assured the committee that Ontario was trying to implement all the grants they received from the FAA. There was a \$1.4 million grant from LAWA to conduct an acquisition program to get 5 parcels of the latest noise contour, which City of Ontario has begun

ONT Business Activity

Keith Snyder states in the meeting that newer aircraft have brought 53% drop in complaints. There is also a marketing campaign that partners with City of Riverside and others around to try and increase passenger count and airline business. Representatives went to Spirit, Allegiant, Southwest, and Delta airlines. This push to get additional business was confirmed by Jess Romo, who confirmed that LAWA will look to appease the airlines. The cargo carriers at ONT maintain solid performance level with slight increase but this year's passenger travel saw 8% drop in passenger levels at ONT and this drop was attributed to airlines downsizing their aircraft. So this meant there was more volume of flights of smaller aircraft because there are less people traveling.

Noise Contour Map Project

David Chan talked to the committee about the Part 150 Noise Exposure Maps Update Project. The project looks to update the 1995 Noise Contour Map currently used for ONT because the FAA informed the City of Ontario that it will no longer provide grant funding to the program due to the map being obsolete. The map needs to be up to date and has to be redone in order to get funding from FAA again. Current operational levels of activity at ONT are down 47% from 1995. The numbers of operations in 1995 were 156,000, but in 2012 they are at 83,000.


The lower activity combined with the new quieter aircraft restrictions mean the contour lines will be reevaluated. LAWA required a phase-out of Stage 2 aircraft in January of 2000, so therefore all commercial aircraft operating at ONT are the quieter Stage 3 and Stage 4 aircraft.

Noise complaint meetings

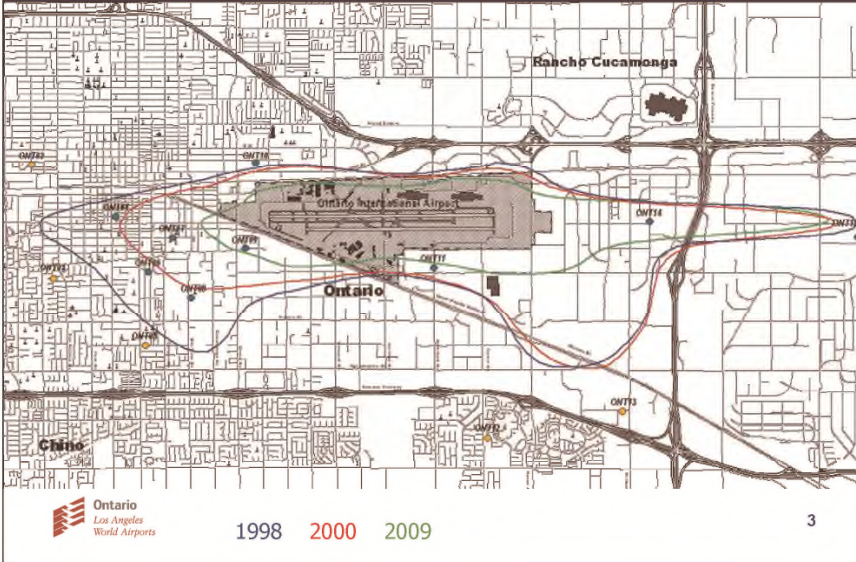
There was a motion to move the meetings to every 6 months than quarterly and was passed by the committee. This motion then moves to the state to approve/deny the request. This motion was brought forth because noise complaints are at an all-time low and most calls are not complaints but just inquiries. The next meeting is TBD in January or February. As a reminder the noise window at ONT is open 24 hour via telephone and the committee feels the public needs to understand that ONT is a reactive airport, so feel free to contact ONT.

L.3.3 ONT NEM Presentation – August 14, 2013

 <h2 style="text-align: center;">LA/Ontario International Airport Part 150 Noise Exposure Maps Update</h2> <p style="text-align: center;">Environmental Services Division Noise Management Section August 14, 2013</p> 	<p>Note: This project is intended to update the original 1995 Part 150 Noise Contour Map currently used to determine eligibility for the ONT sound insulation program. The FAA informed the City of Ontario that it will no longer provide grant funding for the program due to the age of the noise contour map, and that the map needs to be updated to restore funding.</p> <p>The terminology, Noise Contour Map, used throughout this presentation is the same as the Noise Exposure Map.</p>
---	---

<h3>ONT Aircraft Operations</h3> <ul style="list-style-type: none">• Numbers of Operations 1995 = 156,283 1998 = 147,411 2000 = 155,501 2003 = 138,192 2005 = 137,281 2007 = 144,283 2008 = 121,793 2009 = 96,398 2010 = 89,915 2011 = 85,431 2012 = 83,352; 47% decrease from 1995  <p style="text-align: right;">2</p>	<p>Note: The original Part 150 Noise Contour Map was based on projected 1995 aircraft operational levels, which were significantly higher than 2012 ONT operations.</p>
--	--

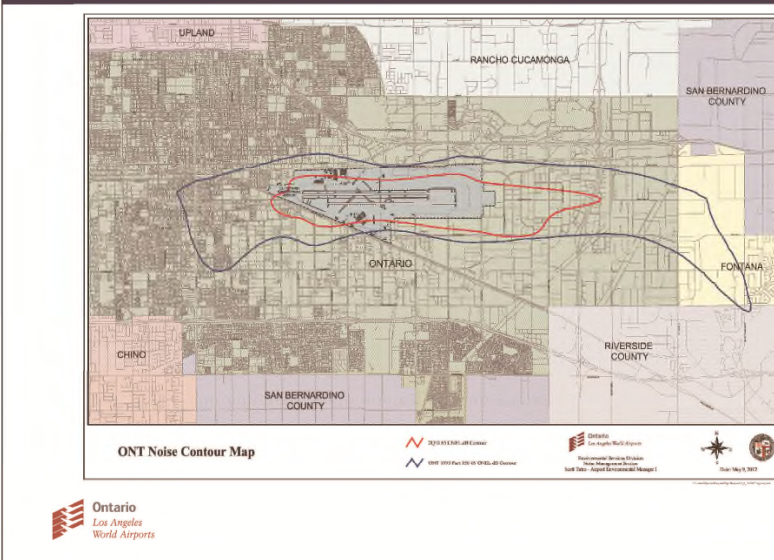
ONT Shrinking Noise Contours



Note:

This page shows that the noise contour shrank from 1998 to 2009 due to lower aircraft operational levels, along with newer and quieter aircraft operating at ONT. The LAWA Stage 2 Aircraft Phaseout ordinance required all airlines to phase out the older and louder Stage 2 commercial aircraft by January 1, 2000. Thus, all commercial aircraft operating at ONT since 2000 are the newer and quieter Stage 3 and Stage 4 aircraft.

1995 ONT Part 150 Contour



Note:

This shows the comparison between the 1995 Part 150 and the 2010 Title 21.65 decibel CNEL noise contours. LAWA anticipates that the new Part 150 contours will be significantly smaller than the original 1995 Part 150 noise contour due to lower aircraft operational levels and the use of quieter aircraft operating at ONT.

L.3.4 OANAC Meeting Agenda – January 15, 2014

**OANAC COMMITTEE
AGENDA**

**Wednesday, January 15, 2014
5:00 p.m. - 7:00 p.m.**

**LA/ONTARIO INTERNATIONAL AIRPORT
1923 E. Avion Street
Ontario, CA 91761**

- A. Administrative Remarks – Myron Saulpaugh
 - 1. Introductions – Roll Call
 - 2. Review & Adopt Minutes from August 14, 2013 meeting
 - 3. Airport Report – Statistics Update
 - 4. City of Ontario Update/Briefing
- B. New Business
 - 1. Airport Operations
 - 2. ONT Part 150 Noise Exposure Maps Update
 - 3. Meeting frequency
- C. Public Comments
- D. Proposed Next Meeting, to be determined - Discuss Agenda Items
- E. Adjourn

01/13/14 sr

L.3.5 OANAC Meeting Approved Minutes – January 15, 2014

APPROVED
LA/Ontario Airport Noise Advisory Committee
January 15, 2014

Meeting Attendees

Myron Saulpaugh – Ontario Airfield Operations
S. Richardson – Ontario Airfield Operations
Thomas Boylan – Ontario Airfield Operations
Greg Hatcher – FAA Air Traffic Control Tower
David Chan – LAX Noise Office
Chris – Ontario Student Intern
Nadine Hutchinson – Ontario Citizen
Sheryl Thomas Perkins – LAWA Government Affairs
Richard Sherman – Chino Citizen
Bruce Atlas – Southwest Airlines

January 15, 2014 Minutes

The committee reviewed and approved the April 17, 2013 minutes.

Airport Comments

Myron Saulpaugh presented an update on the airport statistics. The FAA's final numbers for the 2013 year for traffic operations is 82,781. This includes all air carriers, freighters, and private aircraft. This is a 1/10th of one percent increase from the 2012 year. Due to the decrease in air carrier passenger traffic, smaller aircraft such as Air Taxi and regional aircraft are being used more frequently. There has been no change in the number of operations, but a change in the type of aircraft used.

No City of Ontario briefing has been given, but Myron expects similar numbers from last year's meeting.

LAX Noise Office

David Chan shared that the Noise Exposure map needs to be updated before the FAA will approve funding for future noise insulation projects. HMMH has been contracted as the consulting firm to update the Noise Exposure map. There is an independent review/audit being conducted on HMMH to determine if their cost is reasonable. This independent review is required by the FAA. The audits along with the fees were submitted to the FAA. The FAA came back and requested more public outreach efforts. Public Workshops were then increased from 1 to 2. Two meetings were planned with city officials to help step up the public consultation effort. The Board of Airport Commission also approved the contract with HMMH for \$388,000. Information about noise abatement is being gathered from airport operations, airlines, and the control tower. Two maps are being created, one of existing conditions, and the other containing future projections up to five years. The entire project is estimated to be completed in 21 months. The new map is projected to be smaller due to a decrease in passenger travel and better aircraft technology.

Other Comments

Richard Sherman expressed concerned with UPS's operations. Myron explained to Mr. Sherman that UPS's fleet is converting to Stage 3 aircraft. Furthermore, contraflow is being used to help with noise. Thomas Boylan reported that 75% of calls were people hanging up. He expressed his appreciation for residents' legitimate concerns regarding aircraft noise.

L.3.6 ONT NEM Presentation – January 15, 2014



LA/Ontario International Airport
Part 150 Noise Exposure Maps Update

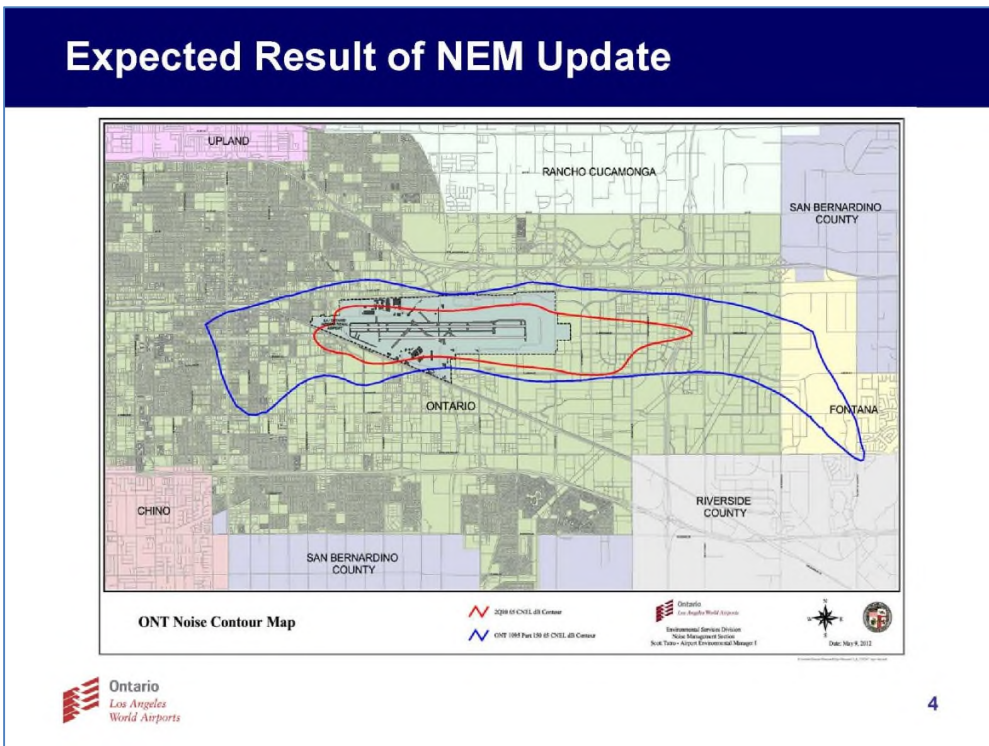
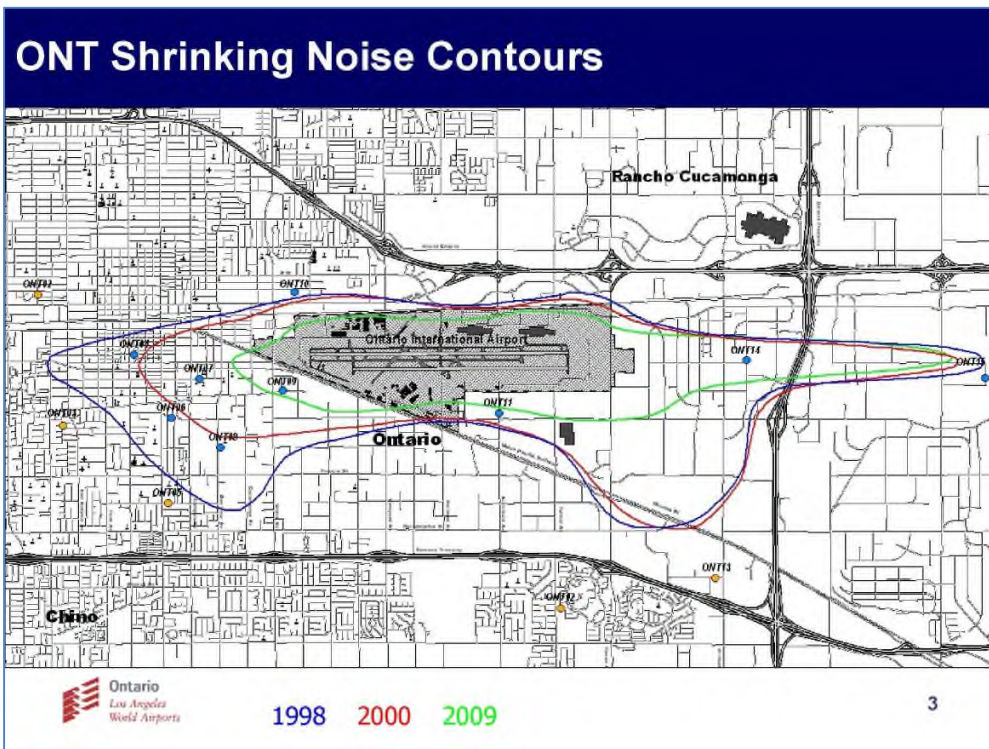
Environmental Services Division
Noise Management Section
January 15, 2014



ONT Aircraft Operations

Numbers of Operations	FAA Terminal Area Forecast
1995 = 156,283	2014 = 82,432
1998 = 147,411	2015 = 83,000
2000 = 155,501	2016 = 83,520
2003 = 138,192	2017 = 83,988
2005 = 137,281	2018 = 84,369
2007 = 144,283	2019 = 84,752
2008 = 121,793	2020 = 85,137
2009 = 96,398	2021 = 85,526
2010 = 89,915	2022 = 85,917
2011 = 85,431	2023 = 86,312
2012 = 83,352	2024 = 86,709





L.3.7 OANAC Meeting Agenda – July 16, 2014

**OANAC COMMITTEE
AGENDA**

**Wednesday, July 16, 2014
5:00 p.m. - 7:00 p.m.**

**LA/ONTARIO INTERNATIONAL AIRPORT
1923 E. Avion Street
Ontario, CA 91761**

- A. Administrative Remarks – Myron Saulpaugh
 - 1. Introductions – Roll Call
 - 2. Review & Adopt Minutes from January 15, 2014 meeting
 - 3. Airport Report – Statistics Update
 - 4. ONT Noise Exposure Maps Update
 - 5. City of Ontario Update/Briefing
- B. New Business
 - 1. Airport Operations - Volaris
- C. Public Comments
- D. Proposed Next Meeting – January 14, 2015
- E. Discuss Agenda Items
- F. Adjourn

L.3.8 ONT NEM Presentation – July 16, 2014



LA/OntarioInternational
Los Angeles World Airports

LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map Update

Environmental & Land Use Planning Division
Noise Management Section
July 16, 2014



LA/OntarioInternational
Los Angeles World Airports

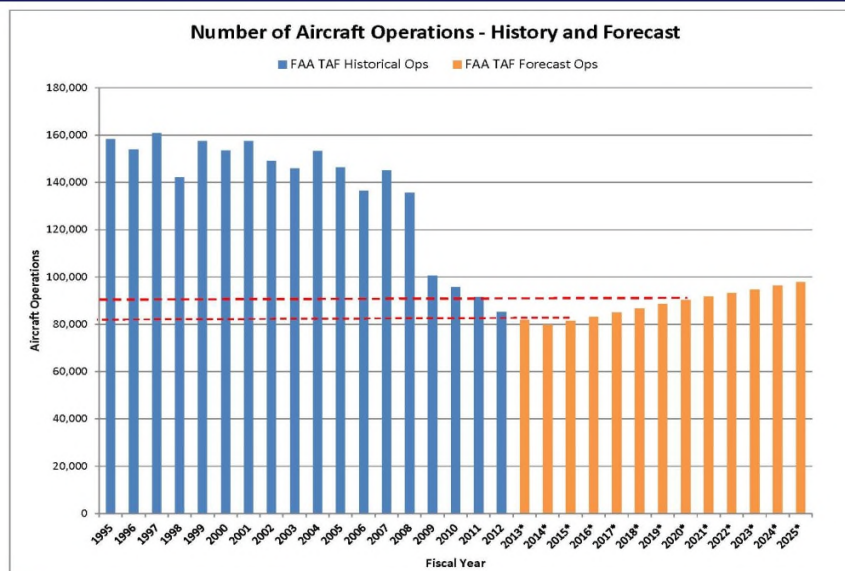
History and Purpose for Updating the ONT Part 150 Noise Exposure Map (NEM)

- The 1995 ONT Part 150 NEM was used as the official map to determine participant eligibility for the Ontario Quiet Home Program.
- City of Ontario receives funding from FAA (80%) and LAWA (20%) for the Program.
- In Fall 2012, the FAA notified the City of Ontario that, due to the age of the existing ONT NEM, the FAA would no longer provide funding for sound insulation until the NEM is updated.
- April 2013 – LAWA started the procurement process to hire a consulting firm to update the ONT NEM.
- October 2013 - Harris Miller Miller & Hanson, Inc. (HMMH) was determined as the best qualified firm for this project.
- January 2014 – LAWA Board of Airport Commissioners awarded a 3-year contract to HMMH for \$388,004.

Project Schedule

	Date	Milestone
✓	March 2014	Project Kickoff
✓	March – June 2014	Data Gathering and Review of NCP
✓	May 1, 2014	Public Workshop 1 – project introduction and public input
	August 2014	Develop forecast of aircraft operations and fleet mix for existing (2015) and forecast (2020) conditions
	November 2014	Draft NEM contours
	December 2014	Draft NEM report
	February 2015	Submit draft study to FAA for review
	August - September 2015	Begin 30-day public review period Public Workshop 2 – present results
	November 2015	Submit final NEM to FAA for acceptance
	May 2016	FAA completes 180-day review period

ONT Aircraft Operations

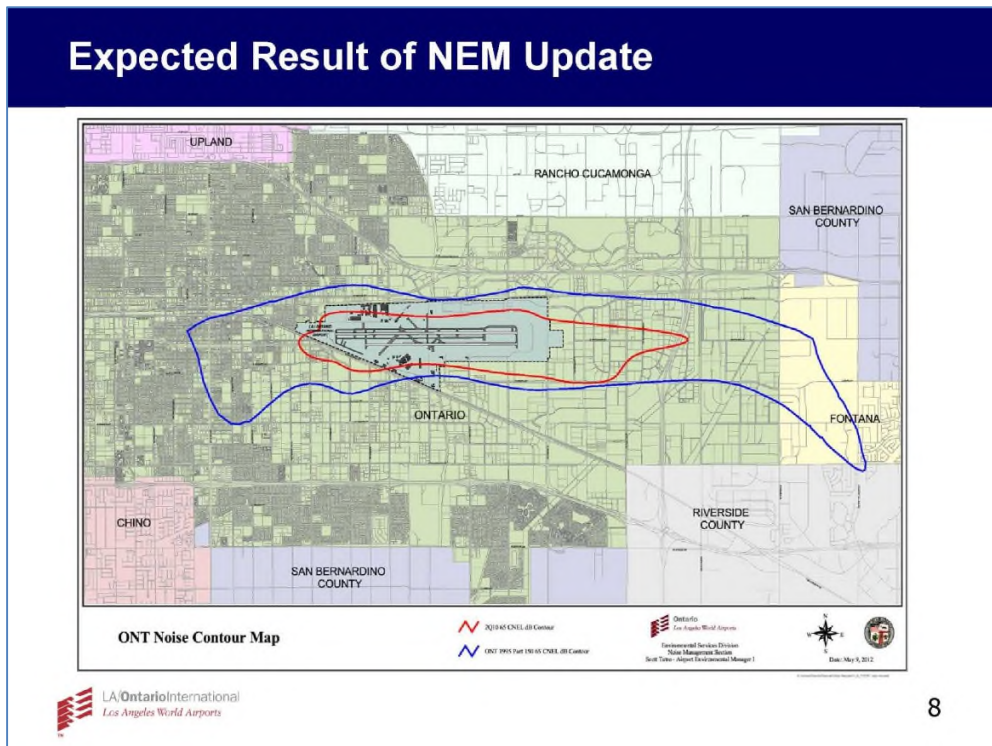
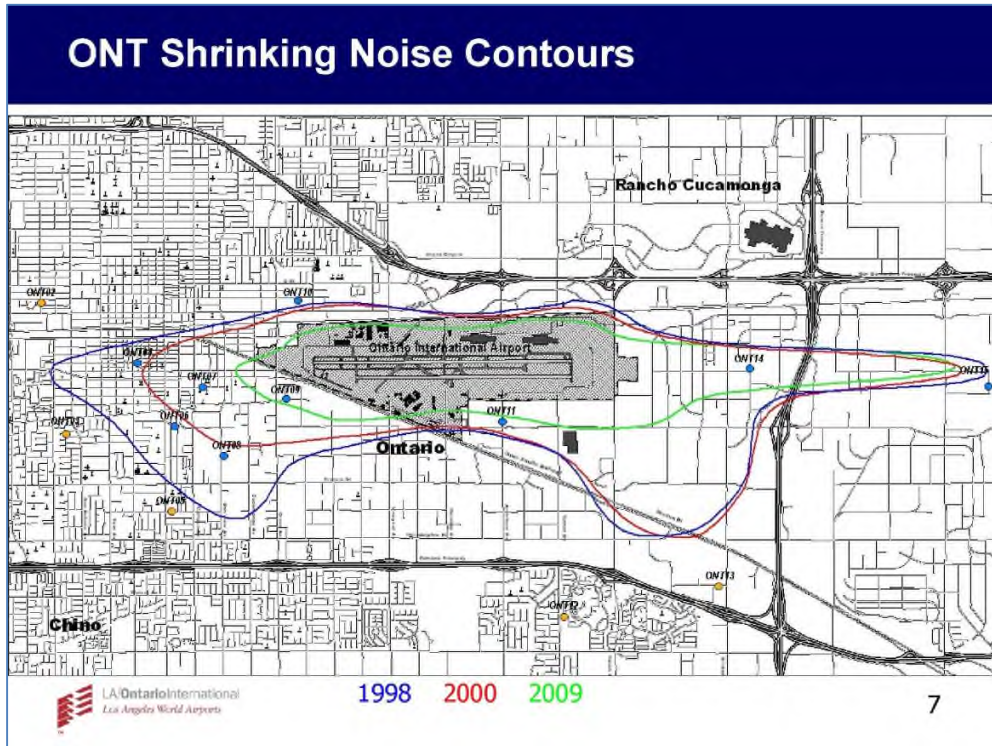


ONT Fleet Mix Forecast for Passenger Service

Aircraft Type	2015	2020	Change	%
B737 (700s and 800s)	15,017	24,208	9,191	61%
Regional Jet	10,429	11,921	1,493	14%
B737 (300s and 400s)	9,907	8,627	-1,280	-13%
A319/320	4,901	5,229	328	7%
MD-80	3,650	0	-3,650	-100%
Total	43,904	49,985	6,081	14%

ONT Fleet Mix Forecast for Cargo Service

Aircraft Type	2015	2020	Change	%
Cessna Caravan	4,693	4,706	13	0.3%
MD-11	3,963	4,601	638	16%
Boeing 767-300	3,129	3,765	636	20%
Boeing 757-200	1,773	1,778	5	0.3%
Beech 99	1,773	1,778	5	0.3%
Airbus A300-600	1,669	1,673	5	0.3%
Metro	1,460	1,464	4	0.3%
ATR-42	521	523	2	0.4%
Beech 1900	521	523	2	0.4%
Boeing 747-400	521	523	2	0.4%
MD-10/DC-10	417	0	-417	-100%
Boeing 727	104	105	0	0%
Total	20,544	21,437	893	4%



L.3.9 OANAC Meeting Agenda – January 21, 2015

**OANAC COMMITTEE
AGENDA**

**Wednesday, January 21, 2015
5:00 p.m. - 7:00 p.m.**

**LA/ONTARIO INTERNATIONAL AIRPORT
1923 E. Avion Street
Ontario, CA 91761**

- A. Administrative Remarks – Myron Saulpaugh
 - 1. Introductions – Roll Call
 - 2. Review & Adopt Minutes from January 15, 2014 meeting
 - 3. Airport Report – Statistics Update
 - 4. ONT Noise Exposure Maps Update
 - 5. City of Ontario Update/Briefing
- B. New Business
- C. Public Comments
- D. Proposed Next Meeting – July 15, 2015
- E. Discuss Agenda Items
- F. Adjourn

L.3.10 OANAC Meeting Approved Minutes – January 21, 2015

LA/Ontario International Airport Noise Meeting January 21, 2015.

LAWA Airport Representatives

David K. Snyder

Myron Saulpaugh

Tom Boylan

S. Richardson

Greg Hatcher

David Chan

Bruce Atlas

Introduction

- Mr. Saulpaugh started off by asking the attendees if they have a copy of the minutes from last year. David Chan informed Mr. Saulpaugh of some discrepancies on the minutes regarding his name and the statements he made.
- Following this, Mr. Saulpaugh decided to wait for Southwest representative (Bruce Atlas) to be present at the meeting before calling a motion for approval.
- Mr. Saulpaugh talked about the current conditions of the airport in comparison with the previous years. Passenger traffic has slightly increased from last year.
 - A question was asked by one of the residents regarding the status of the cargo traffic and Mr. Snyder mention that the cargo traffic has increased considerably (6-8%) more than the passenger traffic. He also added that the increase in passenger traffic is due to the international flights mostly from Aeromexico and Volaris.

Questions and Concerns by Residents

- An attendee talked about how it is more convenient for her to fly out of LA/Ontario International Airport (ONT) than Los Angeles International Airport (LAX) because while she saves money on tickets at LAX, she is losing time during traffic on the way back. She is also concerned that the airport's rates are high which then forces the ticket rates by the airlines to increase.
 - Mr. Snyder responded by clarify that ONT's rates are cheaper than LAX for airlines. ONT is also the 3rd cheapest in Southern California. The airlines are increasing their rates without any influence from the airport.

Noise Complain Hotline

- Mr. Boylan introduced himself as the person answering all the complaints made on the noise hotline. He then gave the status on the noise complaints from the last meeting. A total of 44 noise complaints have been made. 17 of those complaints were required responses and the rest came from people who called and just hung up. He also reminded the resident attendees that they could track the flights over their neighborhoods. Next, he stated that some information such as “why aircrafts are flying over a certain path” can’t be answered by airport operation officers like himself.
- A resident who lives at BonView and walnut south of the CA I-60 FWY expressed a concern. She talked about the aircrafts constantly flying over her house at low altitudes. She wanted to know if a change could be made to the aircraft routes and altitudes.
 - Mr. Boylan answers by stating he does not have any information regarding flight path and routes. He directed the question to ONT tower manager: Greg Hatcher.

Questions and Concerns by Residents Continued

Bruce Atlas entered and Mr. Snyder introduced him and brought up the previous question regarding aircraft prices at ONT compared to other airports in Southern California.

- Mr. Atlas explained that the prices are higher in ONT than other surrounding airports because of the little demand for direct flights in the Inland Empire compared to Los Angeles and Orange County. Due to this fact, the airlines have to charge more to compensate for lack of passenger demand.

Noise Mitigation Presentation

Environmental Specialist David Chan gave a presentation on the airport’s noise contour lines and the mandates that are being taken to keep it current.

- During the presentation a question was made regarding the MD-80 type aircraft. The question was regarding when American Airlines is expected to phase out this type of aircraft due to his high noise.
 - Mr. Snyder responded that this type of aircraft is gradually being phased out and most carriers are generally following the same practice of phasing out their older noisy aircrafts. America is replacing the MD-80’s with new Boeing 737.
 - Mr. Chan continued by saying that FedEx is going to replace the DC-10 by 2020 as well. Due to the quieter aircrafts, the noise contour lines will be smaller.

Aircraft departure route information

Mr. Greg Hatcher introduced himself as the Airport Tower Manager. He talked about the noise abatement procedure for the cargo aircrafts operating between 10pm and 7pm. If the winds are favorable, the aircrafts take off at runways 8L and 8R during this time of the day. He also talked about the departure routes of the aircrafts to Paradise and Pomona VOR. He assured the tenants that the aircrafts are always climbing after departure and also have to follow their assigned departure routes.

Questions and Concerns by Residents Continued


- Questions were raised about aircrafts flying at low altitudes at odd hours of the day repeatedly.
 - Mr. Hatcher responded that ONT tower has little control over the aircrafts after they depart the airport as well as other general aviation aircrafts flying in the vicinity such as police helicopters.
- A tenant complained about the windows that were installed in her house during the previous part 150 noise mitigation plans. The windows that were installed were crank windows that soon broke after installation.
 - Mr. Chan responded that the windows installed in each house must comply with the city requirements.
- Another question was raised about why UPS has chosen ONT their major cargo destination.
 - Mr. Saulpaugh has a lot of their west coast facilities in the city of Ontario. Their major west coast sort facilities are also located in this city so the airport is the ideal place to have their hub.
- Mr. Snyder asked Mr. Hatcher how the Federal Aviation Administration (FAA) could change or amend departure and arrival patterns if there are concerns by the residents.
 - Mr. Hatcher stated that tower controllers can't change departure routes. There is a different department within the FAA that determines the possible changes to departure routes. They consider different designs and it is a lengthy process.
- A resident showed information that suggested that some flights are operating beyond the 65 CNEL limitations. Some of the flights are also making their cross wind turns later than usual.
 - Mr. Hatcher responded that pilots often make the decision on when to make their cross wind turn based on the conditions and when they feel is safe to turn.
 - Mr. Snyder also assured the residents that on the next chief pilots meeting they will bring up the concerns to the attention of the pilots and the airline managers.
- A resident talked about how he is aware that pilots are allowed to fly in a direction they choose after takeoff.
 - Mr. Hatcher said that pilots do have to follow guidelines approved by the FAA. They are not totally free to do what they want unless there is an emergency.
- There was a suggestion made by a resident for aircrafts to fly over the freeways to reduce the noise on the residents.
 - Mr. Hatcher: Departure are determined by prevailing winds and surrounding terrain. The aircrafts can't fly or depart without following the prescribed procedures. Pilots also consider aircraft takeoff weight to determine climb rate.
- A resident complained about calling the noise line with no response.
 - Mr. Snyder offered his business card and encouraged the attendees to call him if they have complaints. "We are going to work within our capabilities to help the residents feel more comfortable."
- A question was raised regarding the frequency of the noise meetings.
 - Mr. Saulpaugh stated that the next meeting would take place on July 15, 2015.

- Mr. Snyder also stated that the noise meetings are twice a year but residents can express their complaints through the noise line.
- A question was raised inquiring if there are passenger flights in the middle of the night.
 - Mr. Snyder stated that majority of the flights at night are cargo. There are international flights from Volaris and Aeromexico. The cargo flights have to leave early in the morning so their facilities at their respective bases in Louisville (UPS) and Memphis (FedEx) could get the packages for the day and sort them.
- Mr. Snyder offered the residents an opportunity to be on the board. The person would be able to offer their input and represent their fellow constituents.
 - The person would also be invited to take a tour of the tower and observe the departures of the aircrafts.
- Mr. Snyder talked about how the aircrafts get handed to TRACON facility as soon as they are airborne. ONT tower isn't usually in communication with aircrafts when they are 8 miles upwind. Mr. Hatcher said he would contact TRACON to figure out why some aircrafts are turning late if that happens.
- Mr. Snyder and Mr. Hatcher mentioned the arrival and departure charts that pilots use and explained how the Instrument Flight Rule departures have to follow the minimum requirements of these charts when departing the airport.

Conclusion

Mr. Saulpaugh concluded by requesting for a motion to approve the last noise minutes.


L.3.11 ONT NEM Presentation – January 21, 2015



LA/OntarioInternational
Los Angeles World Airports

LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map Update

Environmental & Land Use Planning Division
Noise Management Section
January 21, 2015



LA/OntarioInternational
Los Angeles World Airports

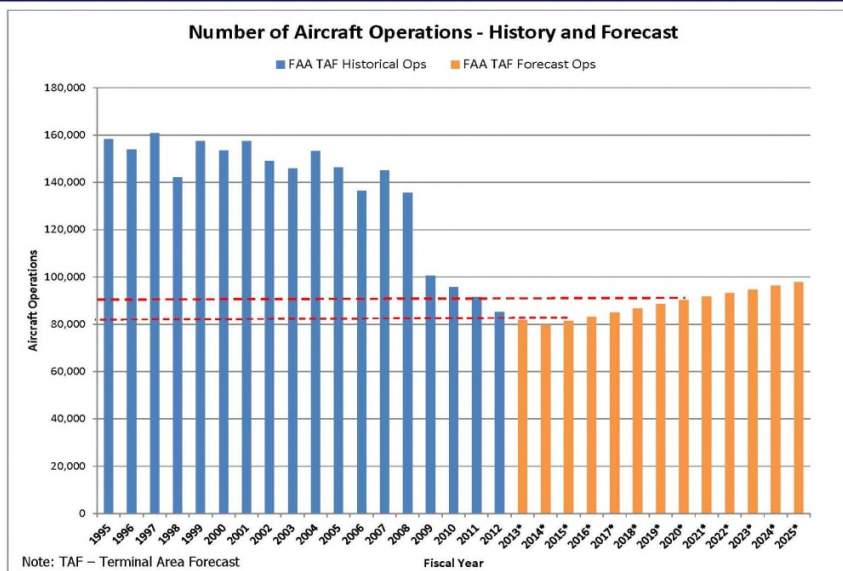
History and Purpose of Updating the ONT Part 150 Noise Exposure Map (NEM)

- The 1995 ONT Part 150 NEM was used as the official map to determine participant eligibility for the Ontario Quiet Home Program.
- City of Ontario receives funding from FAA (80%) and LAWA (20%) for the Program.
- Fall 2012 – the FAA notified the City of Ontario that, due to the age of the existing ONT NEM, the FAA would no longer provide funding for sound insulation until the NEM is updated.
- April 2013 – LAWA started the procurement process to hire a consulting firm to update the ONT NEM.
- October 2013 - Harris Miller Miller & Hanson, Inc. (HMMH) was determined as the best qualified firm for this project.
- January 2014 – LAWA Board of Airport Commissioners awarded a 3-year contract to HMMH for \$388,004.

Project Schedule

	Date	Milestone
✓	March 2014	Project Kickoff
✓	March – June 2014	Data Gathering and Review of NCP
✓	May 1, 2014	Public Workshop 1 – project introduction and public input
✓	September 2014	Developed forecast of aircraft operations and fleet mix for existing (2015) and forecast (2020) conditions
✓	November 2014	Draft NEM contours
✓	December 2014	Draft NEM report
✓	January 2015	Submitted draft study to FAA for review
	March – April 2015	Begin 30-day public review period Public Workshop 2 – present results
	June 2015	Submit final NEM to FAA for acceptance
	December 2015	FAA completes 180-day review period

ONT Aircraft Operations



ONT Fleet Mix Forecast for Passenger Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
B737 (700s and 800s)	15,643	25,829	10,186	65.1%
Regional Jet	10,429	13,385	2,956	28.3%
B737 (300s and 400s)	9,907	8,261	-1,646	-16.6%
A319/320	5,840	5,961	121	2.1%
MD-80	3,650	0	-3,650	-100.0%
Total	45,469	53,436	7,967	17.5%

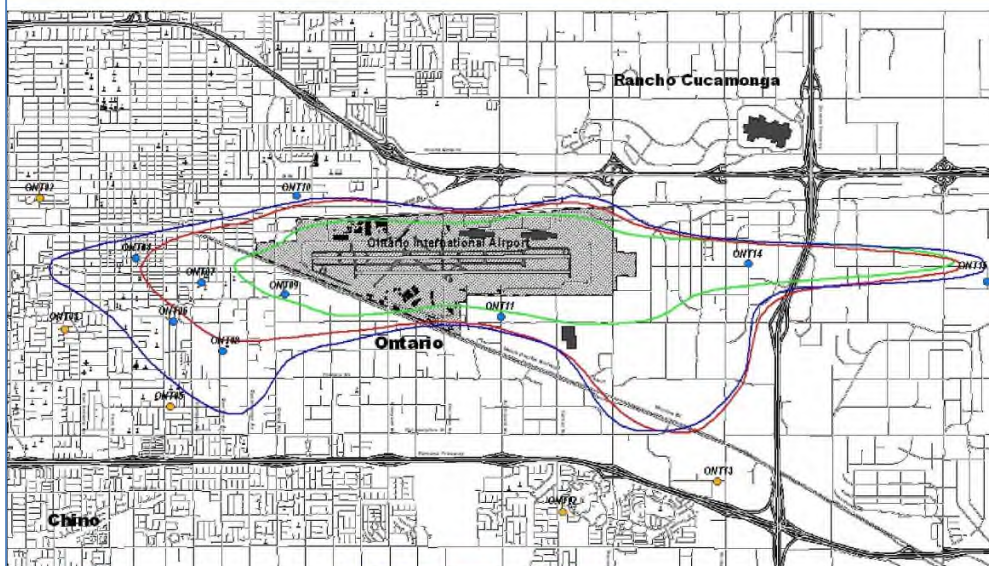
ONT Fleet Mix Forecast for Cargo Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
Cessna Caravan	4,693	4,706	13	0.3%
MD-11	3,963	4,601	638	16.1%
Boeing 767-300	3,129	3,765	636	20.3%
Boeing 757-200	1,773	1,778	5	0.3%
Beech 99	1,773	1,778	5	0.3%
Airbus A300-600	1,669	1,673	4	0.2%
Metro	1,460	1,464	4	0.3%
ATR-42	521	523	2	0.4%
Beech 1900	521	523	2	0.4%
Boeing 747-400	521	523	2	0.4%
MD-10/DC-10	417	0	-417	-100.0%
Boeing 727	104	105	1	1.0%
Total	20,544	21,439	895	4.4%

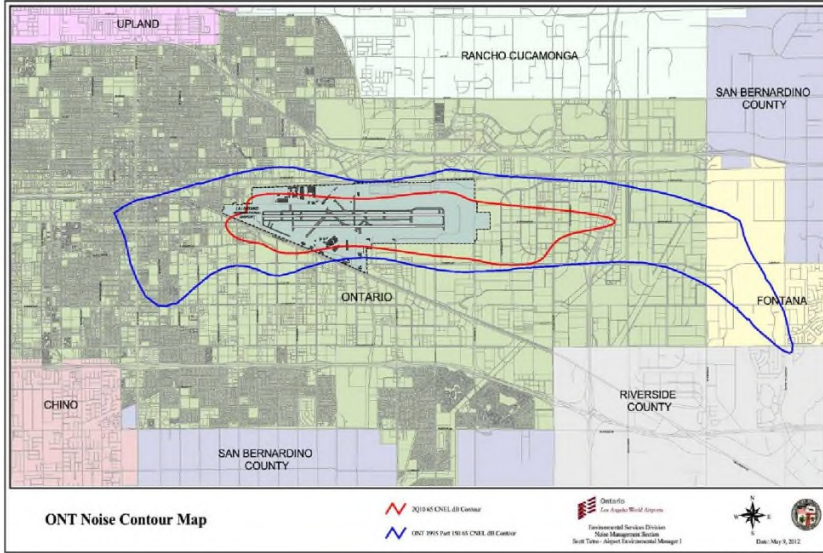
ONT Fleet Mix Forecast for General Aviation Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
Single-Engine Piston	6,604	7,071	467	7.1%
GA Jet	4,356	4,475	119	2.7%
Turboprop	2,517	2,661	144	5.7%
Helicopter	1,700	1,892	192	11.3%
Multi-Engine Piston	858	919	61	7.1%
Unknown	15	16	1	6.7%
Total	16,050	17,033	983	6.1%

ONT Shrinking Noise Contours



Expected Result of NEM Update



L.3.12 OANAC Meeting Agenda – July 15, 2015

**OANAC COMMITTEE
AGENDA**

**Wednesday, July 15, 2015
5:00 p.m. - 7:00 p.m.**

**LA/ONTARIO INTERNATIONAL AIRPORT
1923 E. Avion Street
Ontario, CA 91761**

- A. Administrative Remarks – Myron Saulpaugh
 - 1. Introductions – Roll Call
 - 2. Review & Adopt Minutes from January 21, 2015 meeting
 - 3. Airport Report – Statistics Update
 - 4. ONT Noise Exposure Maps Update
 - 5. City of Ontario Update/Briefing
- B. New Business
- C. Public Comments
- D. Proposed Next Meeting – January 20, 2016
- E. Discuss Agenda Items
- F. Adjourn

L.3.13 ONT NEM Presentation – July 15, 2015



LA/OntarioInternational
Los Angeles World Airports

LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map Update

Environmental & Land Use Planning Division
Noise Management Section
July 15, 2015

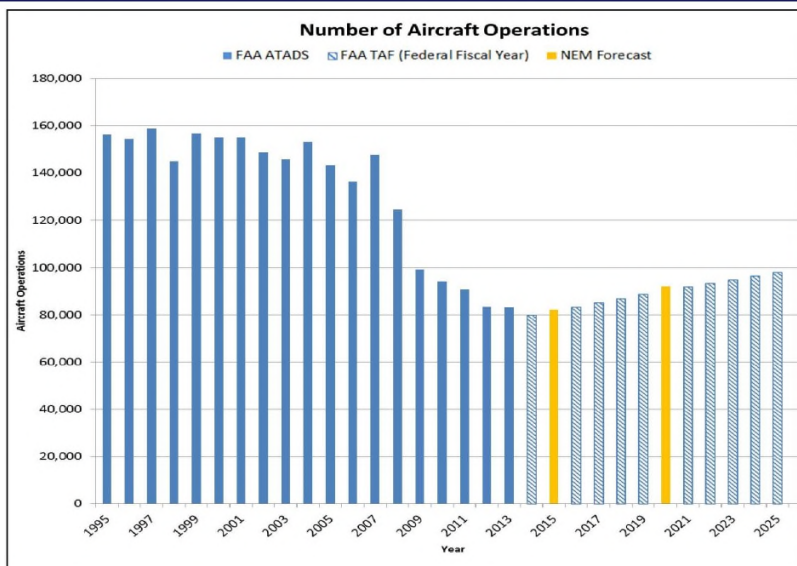
History and Purpose of ONT Part 150 Noise Exposure Map (NEM) Update

- The 1995 ONT Part 150 NEM was used as the official map to determine participant eligibility for the Ontario Quiet Home Program.
- City of Ontario received funding from FAA (80%) and LAWA (20%) for the Program.
- Fall 2012 – the FAA notified the City of Ontario that, due to the age of the existing ONT NEM, the FAA would no longer provide funding for sound insulation and the NEM would need to be updated to determine eligibility for continued federal funding.
- April 2013 – LAWA started the procurement process to hire a consulting firm to update the ONT NEM.
- October 2013 - Harris Miller Miller & Hanson, Inc. (HMMH) was determined as the best qualified firm for this project.
- January 2014 – LAWA Board of Airport Commissioners awarded a 3-year contract to HMMH for \$388,004.

ONT NEM Update - Project Schedule

	Date	Milestone
✓	March 2014	Project Kickoff
✓	March – June 2014	Data Gathering and Review of NCP
✓	May 1, 2014	Public Workshop 1 – project introduction and public input
✓	September 2014	Developed forecast of aircraft operations and fleet mix for existing (2015) and forecast (2020) conditions
✓	January 2015	Submitted Draft NEM to FAA for initial review
✓	March 10, 2015	Began 60-day public review period
✓	March 19, 2015	Public Workshop 2 – presented results
✓	May 11, 2015	Ended public comment period
	July 2015	Submit Final NEM to FAA for acceptance
	December 2015	FAA completes review of Final NEM

ONT Aircraft Operations



ONT Fleet Mix Forecast for Passenger Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
B737 (700s and 800s)	15,643	25,829	10,186	65.1%
Regional Jet	10,429	13,385	2,956	28.3%
B737 (300s and 400s)	9,907	8,261	-1,646	-16.6%
A319/320	5,840	5,961	121	2.1%
MD-80	3,650	0	-3,650	-100.0%
Total	45,469	53,436	7,967	17.5%

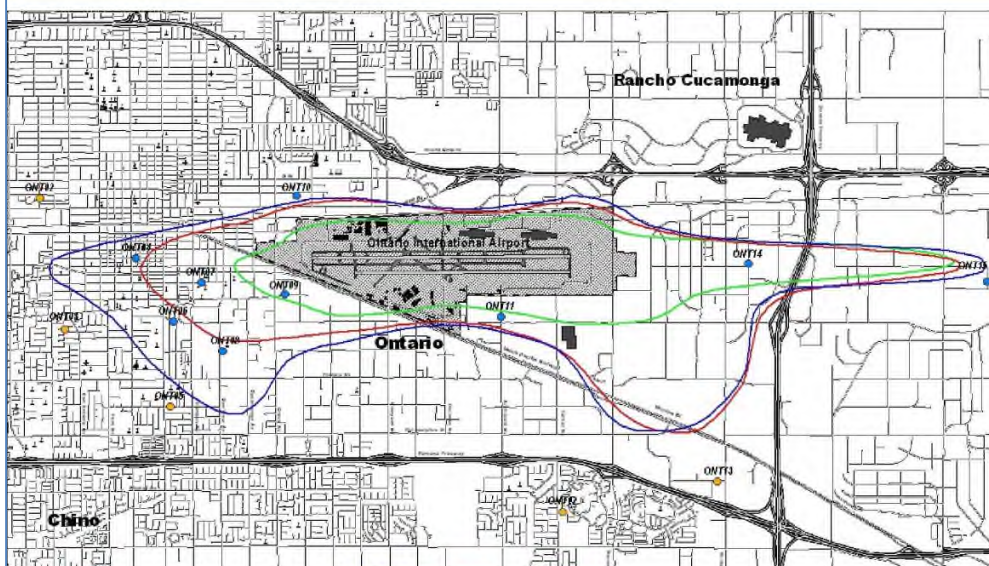
ONT Fleet Mix Forecast for Cargo Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
Cessna Caravan	4,693	4,706	13	0.3%
MD-11	3,963	4,601	638	16.1%
Boeing 767-300	3,129	3,765	636	20.3%
Boeing 757-200	1,773	1,778	5	0.3%
Beech 99	1,773	1,778	5	0.3%
Airbus A300-600	1,669	1,673	4	0.2%
Metro	1,460	1,464	4	0.3%
ATR-42	521	523	2	0.4%
Beech 1900	521	523	2	0.4%
Boeing 747-400	521	523	2	0.4%
MD-10/DC-10	417	0	-417	-100.0%
Boeing 727	104	105	1	1.0%
Total	20,544	21,439	895	4.4%

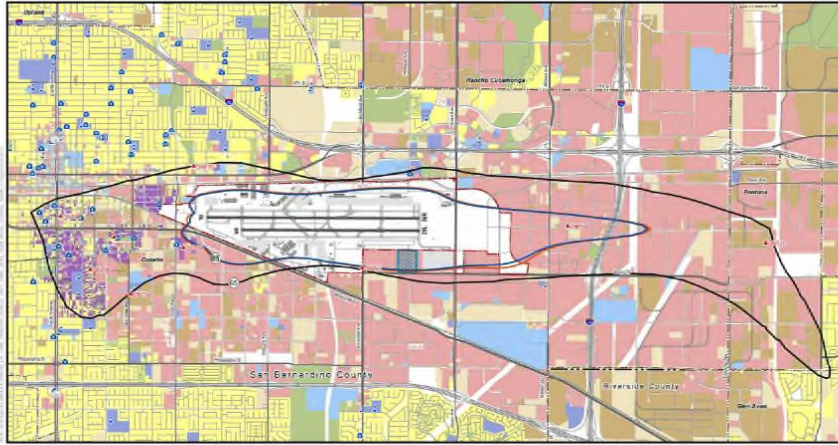
ONT Fleet Mix Forecast for General Aviation Aircraft

Aircraft Type	2015	2020	Change	Percent Difference
Single-Engine Piston	6,604	7,071	467	7.1%
GA Jet	4,356	4,475	119	2.7%
Turboprop	2,517	2,661	144	5.7%
Helicopter	1,700	1,892	192	11.3%
Multi-Engine Piston	858	919	61	7.1%
Unknown	15	16	1	6.7%
Total	16,050	17,033	983	6.1%

ONT Noise Contours Changes



Result of NEM Update



■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour

■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour

■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour

■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour

■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour

■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour
■ 2015 Draft NEM Contour



DRAFT Comparison of 1995 NEM, Draft 2015 NEM, and Draft 2020 NEM Contours
 HARRIS MILLER MILLER & HANSON INC.

L.4 Public Workshop May 1, 2014

L.4.1 Announcement/Press Release/ Display Ads



 **LA/Ontario International**
Los Angeles World Airports

PUBLIC INFORMATION WORKSHOP

THURSDAY, MAY 1, 2014
5:30 pm to 7:30 pm

NOISE EXPOSURE MAP UPDATE

A brief presentation (about 20 minutes) will begin at 6:00 p.m.
(The presentation may be repeated at 7 p.m. if necessary)

LA/Ontario International Airport Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761



 **LA/Ontario International**
Los Angeles World Airports

LA/ONTARIO INTERNATIONAL AIRPORT NOISE EXPOSURE MAP UPDATE WORKSHOP

The Noise Exposure Map (NEM) Update Workshop for LA/Ontario International Airport will present the purpose and process for the NEM update. Primary inputs to this study are the forecast of aircraft operations and the existing and forecast land uses around the Airport. The NEM update will be completed under the guidelines of Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150) Airport Noise Compatibility Planning and in coordination with the Federal Aviation Administration (FAA). The results of this NEM update will be used to define the eligibility area for existing noise abatement and mitigation efforts.

Project information including directions to the public meeting can be obtained online at:
http://www.lawa.org/welcome_ont.aspx?id=9490
Or call: LAWA Project Manager, David Chan, at (424) 646-6508

PRESORTED
FIRST CLASS
US Postage Paid
Permit 250
Canoga Park, CA



Press Release (English)



PRESS RELEASE

CONTACT: David Chan,
LAWA Project Manager
(424) 646-6508

FOR IMMEDIATE RELEASE

Los Angeles World Airports is hosting a public workshop for the Part 150 Noise Exposure map update project at Ontario International Airport.

(Ontario, California – April 21, 2014) On Thursday, May 1, 2014, Los Angeles World Airports (LAWA) is hosting a public workshop for the Part 150 Noise Exposure Map (NEM) update project at LA/Ontario International Airport (ONT).

Interested residents and stakeholders are encouraged to attend between 5:30 p.m. and 7:30 p.m. at ONT Administration Office located on the south side of the Airport at 1923 East Avion Street, Ontario, CA 91761. Airport officials will be available to answer questions regarding the NEM update process. It is an open house format and the public can arrive at anytime during the workshop. There will be a brief 15-minute presentation starting at 6 p.m., which may be repeated at 7 p.m. if necessary.

ONT completed its first noise and land use compatibility study in 1990 per Title 14 of the Code of Federal Regulations Part 150, or "Part 150." LAWA is currently updating the Noise Exposure Maps as required by the Federal Aviation Administration (FAA) in order to resume eligibility for federal funding for the residential noise mitigation programs.

The NEMs include aircraft noise exposure contours created using the FAA's Integrated Noise Model (INM). These contours reflect the noise exposure from aircraft operations occurring during the year of submission to the FAA (2015 expected) and for a five-year forecast (2020) as mandated by the FAA. The aircraft noise exposure contours are presented on a map that depicts the Airport's layout and land uses within the communities surrounding ONT. The NEM update began in March 2014, and is expected to take approximately 18-24 months to complete.

PAGE 1 OF 2

PAGE 2 OF 2

The Part 150 process recognizes the importance of reaching out to local interested parties and providing access to study information. Therefore, in addition to the public workshops, there is a website that the public can access to review study materials and information on the status of the project, as well as to provide comments (http://www.lawa.org/welcome_ont.aspx?id=9490). There is also a toll-free phone line at (855) 279-4698 for providing comments related to the project.

ONT's Administration Building is an ADA accessible facility. For special accommodations at any meeting associated with this project, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting.

ONT is located in the Inland Empire, approximately 35 miles east of downtown Los Angeles in the center of Southern California. It is a medium-hub, full-service airport with commercial jet service to 15 major U.S. cities and through service to many international destinations. There are approximately 114 daily flights offered by 7 air carriers. For more information about ONT, please visit www.lawa.org, like us on Facebook at www.facebook.com/ONTAirport, and follow us on Twitter at www.twitter.com/ONT_Official.

###

DC:CE:sm 04/14

Press Release (Spanish)



COMUNICADO DE PRENSA

CONTACTO: David Chan, Gerente de Proyectos LAWA
(424) 646-6508

PARA PUBLICACIÓN INMEDIATA

Los Angeles World Airports realizará un taller público sobre el proyecto de actualización del Mapa de exposición al ruido en virtud de las disposiciones de la Parte 150 en Ontario International Airport.

(Ontario, California – 21 de abril de 2014) el jueves 1° de mayo de 2014, Los Angeles World Airports (LAWA) realizará un taller público sobre el proyecto de actualización del Mapa de Exposición al Ruido (NEM) en virtud de las disposiciones de la Parte 150 para el aeropuerto LA/Ontario International Airport (ONT).

Se solicita a los residentes y a las partes interesadas asistir, entre las 5:30 p.m. y las 7:30 p.m., a la sede de la Oficina Administrativa de ONT ubicada en el costado sur del Aeropuerto en el 1923 East Avion Street, Ontario, CA 91761. Funcionarios aeroportuarios estarán disponibles para contestar preguntas respecto al proceso de actualización de los mapas NEM. Este será un evento con formato de casa abierta y el público puede llegar en cualquier momento durante el taller. Habrá una breve presentación de 15 minutos a partir de las 6 p.m., la cual podrá repetirse a las 7 p.m. si fuese necesario.

ONT completó su primer estudio de compatibilidad de ruido y uso de la tierra en 1990 de conformidad con el Título 14 del Código de Reglamentaciones Federales, Parte 150 o conocido como "Parte 150". LAWA está actualizando los mapas de exposición al ruido según los requisitos de la Administración Federal de Aviación (FAA, por su sigla en inglés) con el fin de reanudar la elegibilidad para recibir fondos federales para los programas residenciales de mitigación de ruido.

Los mapas NEM incluyen curvas de nivel de exposición de ruido aeronáutico creadas utilizando el Modelo integrado de ruido (INM, por su sigla en inglés) de la FAA. Estas curvas de nivel de ruido (isoplatas) reflejan la exposición al ruido derivado de las operaciones aeronáuticas que ocurran durante el año de la presentación a la FAA (previsto en 2015) y para un período proyectado de cinco años (2020) según las disposiciones de la FAA. Estas curvas de nivel de exposición al ruido se presentan sobre un mapa que muestra la distribución en planta del aeropuerto y los usos de la tierra en las comunidades alrededor del aeropuerto ONT. La actualización de mapas NEM comenzó en marzo de 2014, se espera que su finalización demore aproximadamente 18 a 24 meses.

PÁGINA 1 DE 2

PÁGINA 2 DE 2

El proceso estipulado por la Parte 150 reconoce la importancia de llegar hasta las partes interesadas locales y proporcionar acceso a la información del estudio. Por lo tanto, además de los talleres públicos, se ofrece un sitio web para que el público pueda acceder y consultar materiales de estudio e información sobre el estado del avance del proyecto así como brindar comentarios (http://www.lawa.org/welcome_ont.aspx?id=9490). Se ofrece también una línea telefónica sin costo a través del (855) 279-4698 para proporcionar comentarios relacionados con el proyecto.

El edificio administrativo de ONT es una instalación accesible en virtud de las disposiciones de la ley ADA. Para modificaciones especiales de acceso en cualquier reunión relacionada con este proyecto, comuníquese con Larry Rolon, Coordinador de LAWA ADA, en el (424) 646-5005 con un mínimo de 72 horas antes de la reunión.

ONT está ubicada en Inland Empire, aproximadamente a 35 millas al este del centro de Los Angeles en el centro del Sur de California. Este es un aeropuerto de conexiones intermedio, de servicio completo y con servicio de jets comerciales a 15 ciudades principales de EE. UU. y servicios de conexión a muchos destinos internacionales. Hay aproximadamente 114 vuelos diarios ofrecidos por 7 compañías aéreas. Si desea más información acerca de ONT, visite www.lawa.org, dénos un Me gusta en Facebook en www.facebook.com/ONTAirport, y síganos en Twitter en www.twitter.com/ONT_Official.

###

DC:CE:sm 04/14

Newspaper Ads

B13/
G M K

The Press-Enterprise
ENTERTAINMENT | WEATHER
Thursday, April 24, 2014 | B13

go+do | three to see

Compiled by Timothy Guy | tguy@pe.com

COMEDY

Bang bang banter: Canadian John Witherspoon is at the Ontario Inn for the weekend. The "Friday" star is known for his catchphrases and ex-messmate style. He has starred in a number of television shows, such as "The Reason Behind It" and "The Tracy Morgan Show," as well as movies like "House Party" and "The Green Glue Sucks." 8 p.m. Ontario Improv, 4555 Midway Circle, Ontario, 909-484-5441, <http://www.ontarioimprov.com>

MUSIC

It's kind of a big deal to be called the Latin Madonna. The singer, not THE Madonna, Mexican singer Mariela is coming to Riverside with a night at the Fox Performing Arts Center. The singer has been performing since she was 15 and has hit the "16" problem. "Dama y Jirafa," "Sin el" and "Complicaciones." 8 p.m. Fox Performing Arts Center, 300 Mission Ave., Riverside, 953-550 (aka fees), 953-719-8664, www.foxperformingarts.com

CASINOS

Manhattan Transfer is bringing music to San Manuel Indian Bingo and Casino on Thursday, April 24, with saxophonist David Sautons. The group has released more than 28 albums and taken home a number of Grammy Awards. Sautons has worked with everyone from Bart Berman to Eric Clapton and David Byrne. 7:30 p.m. San Manuel Indian Bingo and Casino, 777 San Manuel Blvd., Highland, 533-5441, 800-339-4444, www.sanmanuel.com

CALIFORNIA

Temperatures in the Bay Area, Central Valley and Southern California are in the 60s and 70s. Fog is expected in the Bay Area and Central Valley.

5-DAY FORECAST

Region	Today	Friday	Saturday	Sunday	Monday
Coast	Fog	Partly cloudy	Partly cloudy	Partly cloudy	Partly cloudy
Inland	Partly cloudy	Partly cloudy	Partly cloudy	Partly cloudy	Partly cloudy
Mountains	Partly cloudy	Partly cloudy	Partly cloudy	Partly cloudy	Partly cloudy
Low Desert	Mostly sunny	Mostly sunny	Mostly sunny	Mostly sunny	Mostly sunny

NATIONAL FORECAST

TODAY'S REGIONAL FORECAST

City	High / Low	Conditions
Los Angeles	79 / 54	Partly cloudy
San Francisco	72 / 54	Partly cloudy
San Diego	81 / 54	Partly cloudy
Phoenix	92 / 67	Mostly sunny
Portland	61 / 49	Partly cloudy
Seattle	57 / 49	Partly cloudy
Denver	67 / 40	Partly cloudy
Chicago	61 / 49	Partly cloudy
New York	61 / 49	Partly cloudy
London	61 / 49	Partly cloudy

WORLD

City	High / Low	Conditions
London	61 / 49	Partly cloudy
Paris	61 / 49	Partly cloudy
Madrid	61 / 49	Partly cloudy
Rome	61 / 49	Partly cloudy
Tokyo	61 / 49	Partly cloudy
Hong Kong	61 / 49	Partly cloudy
Sydney	61 / 49	Partly cloudy
Auckland	61 / 49	Partly cloudy
Wellington	61 / 49	Partly cloudy
Christchurch	61 / 49	Partly cloudy
Dunedin	61 / 49	Partly cloudy
Hamilton	61 / 49	Partly cloudy
Wellington	61 / 49	Partly cloudy
Christchurch	61 / 49	Partly cloudy
Dunedin	61 / 49	Partly cloudy
Hamilton	61 / 49	Partly cloudy

ALMANAC

Month	Day	High	Low	Wind	Humidity	Clouds	UV Index
April	24	81	54	10-15	65%	Partly cloudy	4

AIR QUALITY INDEX

City	Index	Category
Los Angeles	100	Good
San Francisco	100	Good
San Diego	100	Good
Phoenix	100	Good
Portland	100	Good
Seattle	100	Good
Denver	100	Good
Chicago	100	Good
New York	100	Good
London	100	Good

SURF REPORT

Location	Wave Height	Wind	Sea
Los Angeles	3-8	10-15	SW
San Francisco	4-6	10-15	W
San Diego	4-6	10-15	W

SUN & MOON

Event	Time
Sunrise	6:57 a.m.
Sunset	7:29 p.m.
Moonrise	3:07 a.m.
Moonset	3:07 p.m.

American LEGAL DOCUMENTS

NOW JUST **\$399**

For singles/individuals \$100 additional for married couples

Living Trust Includes:

- Certification of Trust
- Pour-over Will • Living Trust
- Power of Attorney for Finances

All Documents are prepared for you by Our Attorney Not a Paralegal.

Chris Scirella, Attorney at law
CA Bar # 280213

LIVING TRUST

LIMITED TIME OFFER

\$399

For singles/individuals
\$100 additional for married couples

800.234.1998
909.945.2263

6809 Indiana Ave. #130
Riverside, CA 92506
10332 Lamar Street, Suite 201
Rancho Cucamonga, CA 91730

LA/Ontario International

Los Angeles World Airports

NOISE EXPOSURE MAP UPDATE

PUBLIC INFORMATION WORKSHOP

THURSDAY, MAY 1, 2014

5:30 pm to 7:30 pm

Open House Format - Stop by Anytime

A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information including directions to the public meeting can be obtained online at http://www.lawa.org/welcome_ont.aspx?id=9490

Or call: LAWA Project Manager, David Chan, at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA accessible facility. For special accommodations at any meeting associated with this project, please contact Larry Pilon, LAWA/ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting.

Los Angeles World Airports

L-43

Issue Date: bulletin

LOCAL NEWS

Version 23.03.10

Thursday, April 24, 2014 • MORE AT FACEBOOK.COM/DAILYBULLETIN AND TWITTER.COM/DAILYBULLETIN dailybulletin.com

SAN DIMAS

Mike Hart returns to Western Fine Arts fest

By Imani Tate
Imani@dailybulletin.com
Imani@bulletin on Twitter

SAN DIMAS — He's been called a Renaissance man because he does so many things," San Dimas boasted about her artist/busband Mike Hart of La Verne.

His wife of 41 years is proud of the man who artistically expresses himself as a sculptor, watercolorist, painter, ceramicist, graphics artist, cartographer, carver and blacksmith.

Hart's works have been featured in numerous private collections and exhibited at the Huntington Library, San Gabriel Mission, San Marino's Old Mill, Redfern Gallery in Laguna Beach and Claremont's Square 1 Gallery.

His historical maps, watercolors and drawings of the famous Sunny Slope Thoroughbred Horse Ranch, San Gabriel Mission and Rancho Santa Anita are featured in "San Marino: A Centennial History."

Hart makes his second appearance at the San Dimas Festival of Arts' Western Fine Art Exhibition and Sale in the San Dimas Civic Center Plaza from 9 a.m. to 3 p.m. Saturday and 10 a.m. to 4 p.m. Sunday. Artists in the 26th annual Western show are from California, Arizona, Colorado, Wyoming and Nebraska.

Hart said any creative talent he possesses is a gift from God.

Although his parents never professionally exhibited, he said homeowner Joyce Hart's skills in pencil and pen-and-ink drawing and commercial pilot Benjamin Harrison Hart Jr.'s carving and building talents genetically augmented the gift.

A watercolor landscape, completed in sixth grade, was Hart's first formal art work outside of his family home.

Once he graduated from San Gabriel High School, his leverage preoccupation with art, dentistry and architectural renderings went on the backburner of his life. When he finished service in the Army and

ENVIRONMENT

Claremont, R.C. aim to be state's coolest city

By Liset Marquez
Lis@dailybulletin.com
lis@bulletin on Twitter

Rancho Cucamonga and Claremont are in the running to be California's coolest city.

Both cities are involved in a statewide challenge that invites residents of each city to adopt more environmentally sustainable practices.

In just its second year, the Cool California City Challenge has selected 10 cities around the state to participate in a multi-phase, five-month social marketing campaign to reduce carbon emissions.

Based on a points system, the participating cities can score anywhere they can get residents who sign up for the program to track and reduce their energy consumption, at home as well as vehicle emissions.

Once the competition ends in August, the city with the most points will be named "Coolest California City."

Claremont has managed to shoot to the top of the list through its aid from the community-based group Sustainable Claremont.

"We felt we would compete well," said Christopher Veirs, Claremont's senior planner and sustainability coordinator. "It's a tool to get residents involved, and competition gets a lot of good activity going."

The program aims to get residents involved in the process through social media, community efforts and on-site tools. It encourages residents to look at ways to reduce energy use at home by taking such measures as installing solar rooftops. Other moves could be as simple as choosing to walk or use a bike one day out of the week or switching out their light bulbs to energy-friendly ones, Veirs said.

For Rancho Cucamonga, it is the city's first foray into tracking sustainability measures, said Linda Daniels, assistant city manager.

The city, the only one in San Bernardino County competing, is looking to develop its first long-term sustainability plan in the next fiscal year.

"This is our first entry in the program," Daniels said. "It's a way to start to measure and account for that activity and it will help

as we shape our strategic plan."

Since the start of the program this month, Claremont has already managed to earn 125,927 points with only 72 users. The city of Riverside is second place with 88,858 points and 222 members.

The goal for Claremont is to have 1,000 residents enrolled by May 31, which is the deadline for sign-ups.

Sustainable Claremont, which aims to help residents to become more self-sustainable, is in charge of getting more people involved in the challenge. Sustainability is nothing new for Claremont, which in 2008 adopted a master plan and updated the document this past October.

As part of the master plan, Claremont's main goal is to reduce energy consumption citywide by 20 percent by 2015.

Which is why when Claremont officials heard about the sustainability challenge, they knew it could help their long-term goals.

Veirs doesn't think Claremont has an unfair advantage, especially when it is up against such cities as San Jose, Long Beach and Riverside.

"This reinforces our current efforts going on but really incorporates a social media campaign around getting people to become aware of their energy consumption," he said.

Rancho Cucamonga has managed to rack up 22,846 points with the help of 42 users and is in sixth place, trailing Long Beach by 2,000 points.

While Rancho Cucamonga doesn't have a target for sign-ups, it has been working to get employees and residents enrolled in the program. Once the challenge hits the second phase, Daniels said the city will be working to promote sustainable practices through its social media sites, electronic newsletters and even through inserts in utility bills.

To sign up, visit <http://coolestcalifornia.com>.

Residents in Rancho Cucamonga can contact Deborah Allen, management administrator, at 909-477-2700, ext. 2047, or by email at Deborah.Allen@CityofRC.com.

Claremont residents can contact the sustainability office at 909-399-6472.

LA/Ontario International
Los Angeles World Airports

NOISE EXPOSURE MAP UPDATE
PUBLIC INFORMATION
WORKSHOP

THURSDAY, MAY 1, 2014
5:30 pm to 7:30 pm

Open House Format – Stop by Anytime
A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport
Administration Offices

(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information including directions to the public meeting can be obtained online at:
http://www.lawa.org/welcome_ont.aspx?id=9490
Or call: LAWA Project Manager, David Chan,
at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA accessible facility. For special accommodations at any meeting associated with this project, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting.

Temps Go Up In Summer
but So Can Your Bill Credits

Earn Up to \$200 for Your Home With the
Summer Discount Plan

And Even More for Your Business

© 2014 Southern California Edison. All rights reserved.

FOR OVER 100 YEARS...LIFE. POWERED BY EDISON.

B3/W
CMYK

The Press-Enterprise
MORENO VALLEY
W Saturday, April 26, 2014 | B3

Despite home hurdles, teen wins scholarship

Rancho Verde High senior Kimberly Enriquez given \$20,000 to go to college

BY STEPHEN WALL FOR THE PRESS-ENTERPRISE

As a high school student, Kimberly Enriquez hit the books in hopes of becoming the first in her family to attend college.

At home, she was the doctor mom while her parents worked.

The 17-year-old senior at Rancho Verde High School in Moreno Valley lived a double life for her younger brother and sister. She cleaned up when they made a mess, helped with their homework, made sure they showered, and put them to bed.

"I had to care for them because my parents weren't home," she said.

In between household duties, she found time to study for Advanced Placement and Honors classes.

That dedication to academics paid off.

Two weeks ago, she won a \$20,000 scholarship from the Michael and Susan Dell Foundation, which helps low-income students finish college. One of 100 Dell Scholars across the country, Kimberly plans to attend UC Riverside and wants to become a doctor.

"I like to help people," she said. "We don't have medical insurance. I feel like that's another drive for me to do it, to help the people who don't have it."

Besides \$20,000 for tuition over six years, the scholarship includes a laptop computer, printer and \$2,000 for textbooks, she said.

Kimberly was born in Los Angeles. Her dad was from Mexico; her mom from El Salvador. They came to the United States as teens. Neither had a high school diploma when they arrived.

Her father, Roselio, worked in warehouses and distribution centers. Her mom, Cecibel, toiled in flea markets and other low-wage jobs.

When Kimberly was in eighth grade, her dad lost his job after he was injured in a workplace accident. The family's main source of income disappeared. They couldn't pay the mortgage and were evicted from their home.

For a while, they got by on loans from family members and friends. Her parents eventually found jobs that required them to work long hours and come home late at night.

Since seventh grade, Kimberly has been involved with the Advancement Via Individual Determination program, which helps prepare students for college. She also belongs to several campus clubs.

"Trying to grow up so fast helped her to know what she wanted and to be mature and responsible," said Vivian Kearney Serowik, AVID coordinator at Rancho Verde, which is in the Vel Verde Unified School District. "She's very, very driven."

Kimberly said she wants to set a good example for her brother, 7, and sister, 13. Her mom encouraged her to go to college.

"I don't want to end up like



STEPHEN WALL/PRESS-ENTERPRISE
Kimberly Enriquez, 17, stands in front of the administration building at Rancho Verde High School in Moreno Valley. The senior received a \$20,000 college scholarship from the Michael and Susan Dell Foundation and plans to attend UC Riverside.

INLAND PEOPLE
KIMBERLY ENRIQUEZ
AGE: 17
RESIDENCE: Moreno Valley
EDUCATION: Senior at Rancho Verde High School in Moreno Valley

NOTABLE: Received a \$20,000 college scholarship from the Michael and Susan Dell Foundation.

NOTABLE: She plans to attend UC Riverside and wants to become a doctor.

"I don't want to end up like my parents, working overtime or not working. I want to have a stable job and not make my kids go through what I went through."

KIMBERLY ENRIQUEZ

my parents, working overtime or not working," she said. "I want to have a stable job and not make my kids go through what I went through."

Contact: Steve Wall at steve.wall@pe.com

If you have an idea for an Inland People profile, contact Assistant Metro Editor Mark Kozlowski at m.kozlowski@pe.com or markos@pe.com

Dear M/A Property Owner, I can and will provide you with

Thousands of reasons to hire me!

To find out how, email, call or visit Riverside's own. Can do Realtor Gander@RealEstate.com

951.533.1177

Regards for now, Dan Dan The Real Estate Man

Guy Patterson Realty Group
A Real Estate Company

Real Estate Services and Property Management

Let our Family Work for Your Family
Office: 951-686-4170
www.guypatterson.com

Guy and Linda Patterson • Jacqueline Dalton

WOOD FLOORS
SUPERIOR QUALITY
AFFORDABLE PRICING
REPLAINS FLOORING

• Hardwood • Laminate • Tiles
• Carpet • Vinyl • Stone
• Installation • Refinishing • Staining

SMALL leak today...
HUGE water damage and problems tomorrow.

REPIPE Specialists
Over 30,000 Repipes Completed

FOR A FREE ESTIMATE
CALL OUR 24-HOUR OPERATOR NOW
951-846-1118

OFFER ENDS APRIL 30TH

REPIPE
COPPER BEDDING
RESTORE WATER PRESSURE
BETTER WATER QUALITY
AS FAST AS ONE DAY
GUARANTEED FOR LIFE

Any 2 Bathroom* House
Complete Repipe ONLY \$4,695
Includes drywall/plaster repair to paint ready condition
Includes city permit & inspection.

PEX REPIPE

- DOES NOT CORRODE
- DOES NOT PINHOLE LEAK
- RESISTANT TO CHLORINE
- FAST INSTALLATION

Any 2 Bathroom* House
Complete Repipe ONLY \$3,695
Includes drywall/plaster repair to paint ready condition. Includes city permit & inspection.
*2 bathroom houses include 2 pex, 2 pex, 2 pex/2 copper, water heater and venting re-pipe.

LA/Ontario International
Los Angeles World Airports

**NOISE EXPOSURE MAP UPDATE
PUBLIC INFORMATION WORKSHOP**
THURSDAY, MAY 1, 2014
5:30 pm to 7:30 pm
Open House Format – Step by Anytime
A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information including directions to the public meeting can be obtained online at: http://www.lawa.org/welcome_ont.aspx?id=9490
Or call: LAWA Project Manager, David Chan, at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA accessible facility. For special accommodations at any meeting associated with this project, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting

We make Bathing Safer
for seniors and the mobility impaired

Stepping through helps reduce slip and fall accidents

Installs into your existing tub!

Easy Step
Step Through, Not Over

ONE DAY INSTALLATION
ALL WORK GUARANTEED

Learn more at: MiracleMethod.com/easystep

Miracle Method
SURFACE REFINISHING
Visit Our Showroom
425 W. La Cadena #7
Riverside, CA 92501
951.684.4563

Each Miracle Method franchise independently owned and operated. LIC. #955009

Riverside ambulance business may become competitive

BY ALICIA ROBINSON
STAFF WRITER

Riverside has had just one provider of non-emergency medical transportation for decades, but that could change if city leaders follow a recommendation to give a second company a permit.

Interim Police Chief Mike Esparza is proposing that the city grant Orange-based Care Ambulance permission to transport patients between hospitals, and on other non-911 calls in the city. A council committee will discuss the recommendation Thursday, May 1.

Having a second option for medical transportation would be a big change for Riverside.

Currently, 911 ambulance services throughout most of Riverside County is provided by American Medical Response, which has a near-exclusive contract with the county. Non-emergency services, such as when a patient must be moved between hospitals, is a competitive market with multiple providers all over the county except within the city of Riverside.

For years, Riverside has had rules that require medical transportation companies to meet certain standards and get a city permit to operate, but in practice officials have rejected all applicants other than AMR. After complaints about what some call de facto monopoly, the city in 2013 overhauled its permit system.

Care's application is the first to be considered under the updated rules. In a report, Esparza notes that although AMR has been able to meet existing needs for non-emergency ambulance service, local hospital officials said they want another option for when AMR is busy and could be delayed picking up patients, and to make prices more competitive.

Any recommendation the council's public safety committee makes this week would go to the full council for a vote. In the past, the council has followed the fire chief's recommendation.

Regardless of whether Care's application is approved, there are other companies — Mission Ambulance, Cavalry Ambulance and American Ambulance — that have submitted applications that would be considered in the future.

Councilman Mike Southross, who chairs the public safety committee, said the city should ensure companies have the proper qualifications, but beyond that the market can regulate itself.

He said he wants to give every applicant a fair chance, but the city's policy doesn't clearly explain how applicants can prove there's a need for their services.

"I think we earned it with what you want, really," Southross said.

Councilman Jim Perry agreed that every company that applies deserves to be considered impartially. He hasn't made up his mind on how many providers the city needs, he said, but "I don't see us getting into having five ambulance companies, from my personal standpoint."

Send Alicia Robinson at 951-949-9400 or arobin@pe.com

LIKE SON, LIKE FATHER

Hemet police chief's dad now member of department's volunteers

BY CRAIG SHULTZ
STAFF WRITER

Police Chief Dave Brown is no longer the only member of his family on the Hemet force. Brown's father, Mike, was sworn in Wednesday as a member of the latest class of Police Department volunteers.

The elder Brown, 74, was one of 16 people who now will be able to assist the department in a myriad of duties. They were recognized during a ceremony at the Simpson Center attended by family, friends and many of the other volunteers.

"I've lived nearly 40 years in the community; it's time to give back," Mike Brown said.

Brown, a financial adviser, said he rejected his son's overtures about joining the volunteers in the past, but changed his mind after recovering from some health issues.

The new class brings the number of volunteers to 65. That compares with 29 sworn officers on the Hemet force.

Dave Brown said volunteers fill roles that paid officers do so recently as five years ago. It's often volunteers who are called to control traffic or keep onlookers away from crime scenes.

They also sit with children whose parents have dealings with police and check properties while people are on vacation, among other duties.

"It's extremely significant what you do for this community," Brown said.

Sgt. Nate Miller, who oversees the program, said volunteers worked more than 26,000 hours in 2013, an average of 200 hours each in a city without pay or benefits. Some volunteers put in as many as 1,200 hours per year.

Miller said it would cost \$600,000 for sworn officers to do what the volunteers do.

"Our volunteers are priceless," Miller said. "Their service to the community is unmatched."

While the volunteer corps skews older, not surprising in a city known for its retirement communities, many of the new volunteers are younger.

John Ferraro, 29, said he joined to give back to the city where he was raised.

"I've noticed the community starting to build a little rough around the edges," the 2011 West Valley High grad said. "I thought I'd pitch in. Growing up, I always felt safe. I figured I'd turn it around and give the same."

Frank Bullett, a 67-year-old retiree, also wants to help his hometown of 17 years.

He worked for a local law company, where he said he had a lot of contact with police and now he wants to stay involved through patrols and neighborhood watch.

Hemet has changed since he's moved here, and a survey released this week shows most residents no longer feel safe.

"I think we can get it back," Bullett said. "I love this city."

Dave Brown got emotional when talking about his father. "He taught me how to face adversity with a joyful and compassionate heart," the chief said.

"My dad's been saying he's proud of me for 45 years. Now, I can say I'm proud of him," Brown said.

The class is the first for the Hemet Police Department. Volunteers have always been part of the 10-year-old department, but the program was formalized in 1993, when the structured class was created. Students participate for six weeks, learning about police work.

Contact Craig Shultz at 951-965-9036 or cshultz@pe.com



Hemet Police Chief Dave Brown, left, celebrates with his father, Mike Brown, who was sworn in as a police volunteer Wednesday, April 23.

JB HEATING & AIR DIVISION (800) 431-0238

Even The Dog Can't Stand The Heat!

Complete Trust Package Includes:

- Free Service Call with Report
- Factory Selected Test/Refrigerant
- Maintenance Contracts Available
- Commercial/Residential
- Family Owned & Operated
- Commercial/Residential
- 24hr. Service

\$59.95 A/C TUNE UP

www.jbcomr.com • (951) 431-0238

FREE Serving The Inland Empire 22 Years

WORKSHOP

Learn Why a Living Trust is for the Living

- Receive control and protection during your lifetime and after
- Discover how to transfer wealth and "Life Wisdom" to future generations
- Make sure your children never end up in the arms of strangers!
- Why you need Power of Attorney for Financial and Healthcare Now

Complete Trust Package Includes:

- The Revocable Living Trust
- Durable Power of Attorney
- Pour Over Will
- Living Will
- One-Step Affidavit of Trust
- Abstract of Trust
- One Deed

Call (951) 926-4158 for next seminar below

May 7th @ 5:30 pm
Hemet Library
300 E. Latham • Hemet

All for \$797

Kris Miller, CFP®, LIDA 0841 LI, NCI25107

Gout and Heart Study

If you suffer from chronic gout and heart disease

local doctors need your help studying an investigational medication.

This research study needs men at least 50, and postmenopausal women at least 55, who suffer chronic gout and have experienced a heart attack, hospitalized unstable angina, stroke or complications due to diabetes.

If you have chronic gout and a history of cardiovascular disease call or log on to our web site to learn more about this study. The information we learn from this study could help others in the future.

951-289-3119 www.GoutStudyNow.com

LA/Ontario International
Los Angeles World Airports

NOISE EXPOSURE MAP UPDATE
PUBLIC INFORMATION WORKSHOP

THURSDAY, MAY 1, 2014
5:30 pm to 7:30 pm

Open House Format - Step by Anytime
A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport
Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information including directions to the public meeting can be obtained online at http://www.lawa.org/welcome_ont.aspx?id=9490
Or call: LAWA Project Manager, David Chan, at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA accessible facility. For special accommodations at any meeting associated with this project, please contact Larry Rickett, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting

VIVE L.A.

Envíenos sus eventos comunitarios a editores@lapinion.com

26

Llámenos al 213 896-2161 escucharemos sus sugerencias, quejas o problemas en su comunidad

2A | MARTES 29 DE ABRIL DE 2014, La Opinión
www.lapinion.com/noticias

AGENDA COMUNITARIA

MARTES

» **Actualización sobre Expo Line**
La oficina encargada de la construcción de la línea Expo del Metro de Los Ángeles, realizará una reunión para dar detalles sobre el avance del proyecto. Más información en (213) 922-3200.
Cuándo: 6:30 p.m.
Dónde: 2000 Metway Ave. Los Ángeles, CA 90041
Costo: Gratis

» **Información tributaria para estudiantes**
La Fundación Familias Sin Fronteras ofrecerá un seminario sobre créditos tributarios para estudiantes en la Biblioteca de Los Angeles en Panorama City.
Cuándo: 7:00 p.m.
Dónde: 1935 Azusa Blvd., Rosemead, CA 91067
Costo: Gratis

MIÉRCOLES

» **Celebración del Día de Los Niños**
Evento que resalta la importancia de la relación de los niños con los libros. Se celebrará la alfabetización de los niños de todos los orígenes culturales e incluirá una versión bilingüe de "Los tres cerditos", la música y un arco soplado.
Cuándo: 4:00 p.m. a 5:00 p.m.
Dónde: Biblioteca de Compton, 240 W. Compton Blvd., Compton, CA 90220
Costo: Gratis

JUEVES

» **Taller Público en Ontario Airport**
Los Angeles World Airport (LAWA) realizará un taller público sobre el proyecto de actualización del Mapa de Exposición al Ruido en virtud de las disposiciones de la Parte 160 para el aeropuerto LAX/International Airport (ONT).
Cuándo: 5:30 p.m. a 7:30 p.m.
Dónde: 16311 Antioch Street, Ontario, CA 91764
Costo: Gratis



COMO UNA CLASE DE ANATOMÍA 101
Pese a que no se trata de ningún movimiento nudista, varios maniqués afuera de una tienda en el bulevar Robertson de Los Angeles, dan la impresión de estar mostrando más de la cuenta ante el paso de un joven espectador. Para ver más fotos como esta, visite Click LA en www.lapinion.com. Foto: Lisa Orloff/Opinion

PREGÚNTALE A

GERARDO LOERER / Jefe de Instrucción del LAUSD

¿Cómo están enseñando el currículo 'Common Core' las escuelas que aún no cuentan con iPads?

Respuesta de Loerer: Nuestro estrategia de instrucción es la misma con el iPad que sin el iPad. Empezamos con una selección de materiales que vamos a utilizar. En la primavera tendremos una evaluación más grande de lecciones tanto para iPad como para las libras de texto. La experiencia es diferente con la tecnología, pero no significa que los que no la tienen se estén atrasando.

¿Cuándo van a tener iPads todas las escuelas del Distrito Unificado de Los Angeles?

Respuesta de Loerer: En decisión de la junta escolar cuando el aprobar la tercera fase de distribución de iPads. Antes del verano ellos votarán para aprobar el programa en una fase final. Pero lo importante es que tenemos este tiempo para preparar más entrenamiento a los maestros y que los padres y los mismos estudiantes estén listos para aprovechar este tecnología.

Ayudan a invidentes latinos

El Instituto Braille llega a la comunidad hispana con el programa 'Poder sin Ver'

MARIVEL ALFARIZ www.lapinion.com

La pérdida de la visión puede convertirse en una pesadilla para las personas que se encuentran en un país en donde

Cinco pasos para no enfermarse en primavera

1. Escuche música. Investigaciones han encontrado que al escuchar música se aumenta la producción de las proteínas que ayudan al combate de virus y bacterias.
2. Bebe el agua simplemente añadiendo en licitita o haciendo yoga.
3. Come más cítricos como limones y naranjas, así como alimentos con omega 3 como salmón y macas. Frutas y vegetales.
4. Haga ejercicio por 30 minutos al menos tres veces a la semana.

Los Angeles World Airports

L-47

L.4.2 Public Workshop Sign-in Sheets – May 1, 2014

Attendance Roster
LA/Ontario International Airport NEM Update

Date: Thursday May 1, 2014 5:30-7:30 p.m.

Meeting: NEM Public Information Workshop
Meeting Location: LA/Ontario International Airport, Administration Offices, 1923 E. Avion Street, Ontario, CA 91761

Name	Organization	Address	Phone	Email
D. KETH SUYDRE	ONT AIRPORT OPS	1923 E. AVION ST., ONTARIO CA 91761	(909) 544-5340	DSUYDRE@LAWA.ORG
Greg Hatcher	ONT Tower, FAA	1250 Tower St., Ontario, CA 91761	909 603-0057 x224	greg.hatcher@faa.gov
SIG RIVERA	CITY OF ONTARIO	333 208 W. Emporium St.	(909) 395-2291	SRIVERA@CI.ONTARIO.CA.US
Vivian Glavin	FAA	1500 Airline Blvd (unavailable)	310-725-3630	Vivian.Glavin@faa.gov
MAY SINGHIA	CCOBA		(957) 461-4259	MSINGHIA@CCOBA.ORG
Gerrigreen Street	LAWA - ESD	7133 World Way West - 3rd Fl	909 646-7254	957rees@lawa.org
Lorena Mejia	City of Ontario	303 E. B St., Ontario, CA 91764	909-395-2276	Lmejia@ci.ontario.ca.us
CATHY WAHLSTRAH	"	"	" 2082	cwahlstrom@ci.ontario.ca.us
SHAWN J. CASOY	CITY OF FONTANA	8353 SIERRA AVE FONTANA 92335	909 350-7608	SCASOY@FONTANA.CA.GOV
Yvonne Jenkins	San Norberto	1170 Central #205 Font	909 911 7016	YVONNE.ZENY@SAN-NORBERTO.CA.GOV
David Chan	LAWA	7301 World Way West, LA 90045	404 646-6508	dchan@lawa.org
Christina Forstner	Communications	2728 Bitterroot Cir Sim Valley CA 92685	855-501-8416	Christina.Forstner@lawa.org
Liset Navarrete	Daily Bulletin	2401 E Fourth St. Ontario, CA	909-485-8556	liset.navarrete@lawnorbertocalifornia.com
Craig Miso	Ontario-Monterey SO	950 W.D ST., ONTARIO, CA 91762	909-418-6369	Craig.Miso@omso.net
Sheryl Perkins	LAWA	World Way, # 8C LA	42446 5248	SPerkins@lawa.org

Attendance Roster
LA/Ontario International Airport NEM Update

Meeting: NEM Public Information Workshop
Meeting Location: LA/Ontario International Airport, Administration Offices, 1923 E. Avion Street, Ontario, CA 91761
Date: Thursday May 1, 2014 5:30-7:30 p.m.

Name	Organization	Address	Phone	Email
MYRON SAUERBAUGH	LAWA	1339 GROVE AVE, PLAINS, CA 91766	909 985 8835	m.sauerbaugh@lawa.org
Tom Boylan	LAWA	1923 E. Avion Ave, Ontario, CA 91761	909-994-5358	tboylan@lawa.org
Stephanie Nourtine	LAWA	854 Piedmont Crescent (A) 91761	(909) 987-7883	souljwarc@jwaatl.com
GARY BLASSINGHAM		[Redacted]	[Redacted]	[Redacted]
REX LAMOND HARTSE		Mount 91763	[Redacted]	[Redacted]

L.4.3 Public Workshop Handouts – May 1, 2014



LA/Ontario International
Los Angeles World Airports

Part 150 Noise Exposure Map Update – 2015

LA/Ontario International Airport (ONT) completed its first noise and land use compatibility study per Title 14 of the Code of Federal Regulations Part 150 or “Part 150” in 1990. The Airport is currently updating the Noise Exposure Maps as required by the Federal Aviation Administration (FAA) in order to resume eligibility for federal funding for the residential noise mitigation programs. The following text briefly describes the Part 150 regulation and opportunities for the communities around the airport to be involved in this project.

What is a Part 150 Study?

A Part 150 Study is an in-depth noise and land use compatibility study that involves working with the community to address its concerns and developing a detailed analysis of aviation-related noise levels and the variables that affect them. Los Angeles World Airports selected the noise consulting firm Harris Miller Miller & Hanson Inc. to assist with updating the Noise Exposure Maps that were developed in 1990. Over time, airport operations change, technology changes, and land use patterns can change. The current effort will update the 1990 Noise Exposure Maps based upon current conditions and forecast aircraft operational activity at the airport.

What does a Part 150 Study include?

There are two principal technical elements to a Part 150 Study: the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP). The FAA only requires ONT to update its NEMs at this time to resume eligibility for federal funding for the noise mitigation programs. The NEMs include aircraft noise exposure contours created using the FAA’s Integrated Noise Model (INM). The noise contours are presented on a map that depicts the airport’s layout and land uses within the communities surrounding the Airport. These contours also reflect the noise exposure from aircraft operations occurring during the year of submission to the FAA (2015 expected) and for a five-year forecast (2020) as mandated by the FAA.

How does the community get involved?

The Part 150 process recognizes the importance of reaching out to interested stakeholders from both the aviation and community perspectives. Therefore, HMMH plans to contact representatives of the communities surrounding the airport, as well as representatives of government agencies, the airlines, general aviation groups, and other interested stakeholders. In addition, public workshops will be held to inform and solicit comments from the nearby communities.

Is the Part 150 Process unique to LA/Ontario International Airport?

Some 250 airports have voluntarily conducted Part 150 Studies to work with communities on managing aircraft noise compatibility. While many of the elements of a Part 150 Study are the same, each airport and community is distinctive. As a result, the needs, the process and the outcomes of the Part 150 Study are uniquely tailored to each airport.

More information on Part 150 and the process can be found at the following FAA website:
http://www.faa.gov/airports/environmental/airport_noise/

How do we Describe Aircraft Noise?

We use a number of terms to describe aircraft noise. These metrics form the basis for the majority of noise analyses conducted at most airports in the U.S.

The Decibel, dB

All sounds come from a source – a musical instrument, a voice speaking, an airplane. The energy that produces these sounds is transmitted through the air in waves, or sound pressures, which impinge on the ear, creating the sound we hear.

The decibel is a ratio that compares the sound pressure of the sound source of interest (e.g., the aircraft overflight) to a reference pressure (the quietest sound we can hear). Because the range of sound pressures is very large, we use logarithms to simplify the expression to a smaller range, and express the resulting value in decibels (dB). Two useful rules of thumb to remember when comparing individual noise sources are: (1) most of us perceive a six to ten dB increase to be about a doubling of loudness, and (2) changes of less than about three dB are not easily detected outside of a laboratory.

The A-Weighted Decibel, dB(A)

Frequency, or “pitch”, is an important characteristic of sound. When analyzing noise, we are interested in how much is low-, middle-, and high-frequency noise. This breakdown is important for two reasons. First, our ears are better equipped to hear mid- and high-frequencies; thus, we find mid- and high-frequency noise more annoying. Second, engineering solutions to noise problems are different for different frequency ranges. The “A” filter approximates the sensitivity of our ear and helps us to assess the relative loudness of various sounds.

Maximum A-weighted Sound Level, Lmax

A-weighted sound levels vary with time. For example, the sound increases as an aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. Figure 1 illustrates this phenomenon. We often describe a particular noise “event” by its maximum sound level (Lmax). Figure 2 shows typical Lmax values for some common noise sources. In fact, two events with identical Lmax may produce very different total exposures. One may be of very short duration, while the other may be much longer.

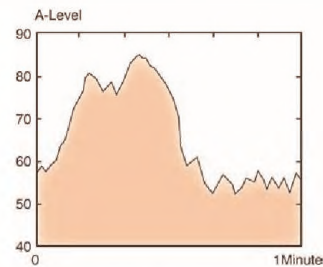


Figure 1. A-weighted Sound Levels Over Time

Sound Exposure Level, SEL, and Single Event Noise Exposure Level, SENEL

SEL is most common measure of cumulative noise exposure for a single aircraft flyover. Mathematically, it is the sum of the sound energy over the entire duration of a noise event – one can think of it as an equivalent noise event with a one-second duration. Figure 3 shows the portion of the sound energy included in this event. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the Lmax for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the Lmax. The

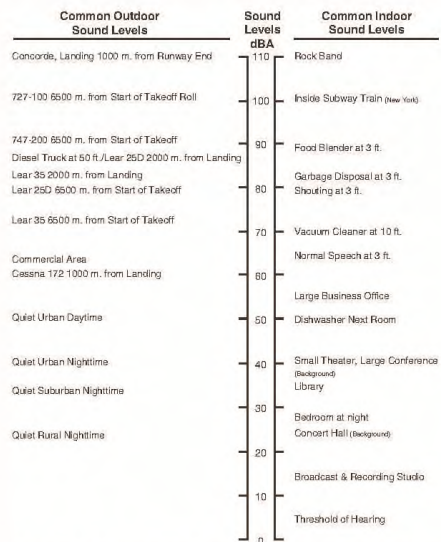


Figure 2. Common Environmental Sound Levels

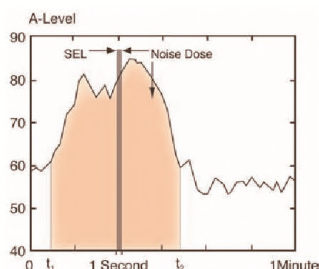


Figure 3. Sound Exposure Level

fact that it is cumulative measure means that a higher SEL can result from either a louder or longer event, or some combination. California law¹ specifies the use of SENEL, which is a slight variant of SEL, in that it considers the noise level over a period during which the noise level exceeds a threshold level, rather than over its entire duration. In most situations, the SEL and SENEL are identical.

Day-Night Average Sound Level, DNL, and Community Noise Equivalent Level, CNEL

DNL and CNEL are measures of cumulative noise exposure over a 24-hour period, with adjustments to reflect the added intrusiveness of noise during certain times of the day. DNL includes a single adjustment period; each aircraft noise event at night (defined as 10 p.m. to 7 a.m.) is counted ten times. CNEL adds a second adjustment period; in addition to the nighttime adjustment, each aircraft noise event in the evening (defined at 7 p.m. to 10 p.m.) is counted three times. The nighttime adjustment is equivalent to increasing the noise levels during that time interval by 10 dB. The evening adjustment is equivalent to increasing the noise levels by approximately 4.77 dB.

Figure 4 depicts a hypothetical daily noise dose. The top frame repeats the one-minute noise exposure that was shown in Figure 1. The center frame includes this one-minute interval within a full hour; now the shaded area represents the noise during that hour with 16

noise events, each producing an SEL. Finally, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the noise dose over a full day.

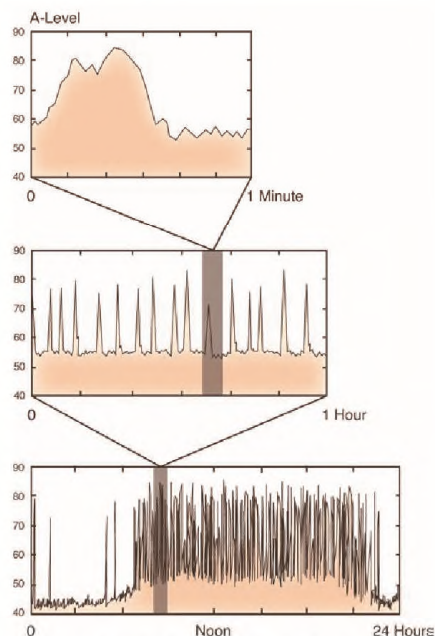


Figure 4. Daily Noise Dose

Most aircraft noise studies utilize computer-generated estimates of DNL or CNEL, determined by accounting for the SEL or SENEL values (as appropriate) from individual events affecting a given point on the ground, adjusted for evening and night as appropriate. Computed values of DNL or CNEL generally are depicted as noise contours reflecting lines of equal exposure around an airport (much as topographic maps indicate contours of equal elevation). California noise regulations require airports in the state to use CNEL. FAA has approved the use of CNEL for that purpose.

¹ "California Airport Noise Standards", California Administrative Code, Title 21, Public Works, Chapter 2.5, Subchapter 6)



HARRIS MILLER MILLER & HANSON INC.

Consultants in Noise and Vibration Control

www.hmmh.com

L.4.4 Public Workshop Display Boards – May 1, 2014



LA/Ontario International
Los Angeles World Airports

**Noise Exposure Maps Update
14 CFR Part 150**

**Public Workshop
May 1, 2014
5:30 pm to 7:30 pm**

***Presentations at 6 pm and 7 pm (if needed)
Written comments accepted***

Airport Noise Compatibility Planning Study – 14 CFR Part 150

- **Voluntary program – FAA sponsored**
- **Sets standards for noise analyses**
- **Over 250 airports have participated**
- **Provides access to federal funds for:**
 - **Noise abatement**
 - **Noise mitigation**
 - **Residential sound insulation**
 - **Land acquisition**
- **Two principal elements:**
 - **Noise Exposure Map (NEM)**
 - **Noise Compatibility Program (NCP)**

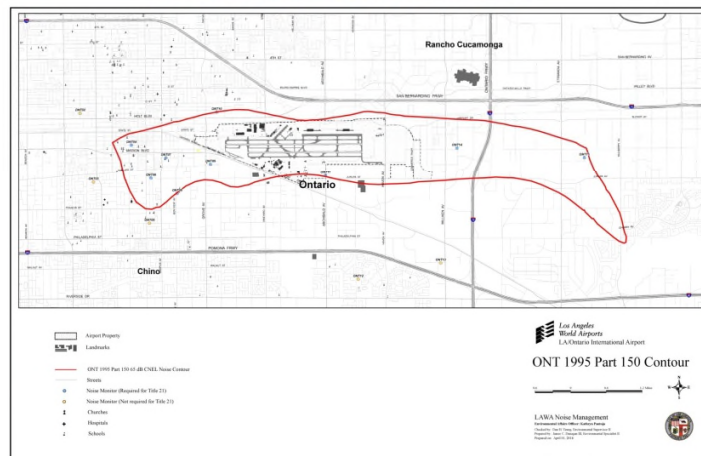


LA/OntarioInternational
Los Angeles World Airports

Airport Noise Compatibility Planning Study – 14 CFR Part 150

- **The NEM provides:**
 - Airport layout and operations
 - Aircraft operations
 - Aircraft noise exposure contours
 - Land use compatibility
- **The NEM includes two timeframes:**
 - Year of submission
 - Five-year forecast

1995 NEM at ONT



Noise Exposure Map Data Requirements

- **Airport configuration and layout**
- **Annual average aircraft operations for existing and five-year forecast**
 - Aircraft fleet mix (aircraft types)
 - Number of arrivals, departures, and pattern operations by time of day
- **Runway utilization by aircraft type**
- **Aircraft flight tracks and utilization**
- **Annual Average Weather**
 - Temperature
 - Barometric pressure
 - Relative humidity
- **Land use**
 - Existing
 - Planned (zoning)
- **Population**



LA/Ontario International
Los Angeles World Airports

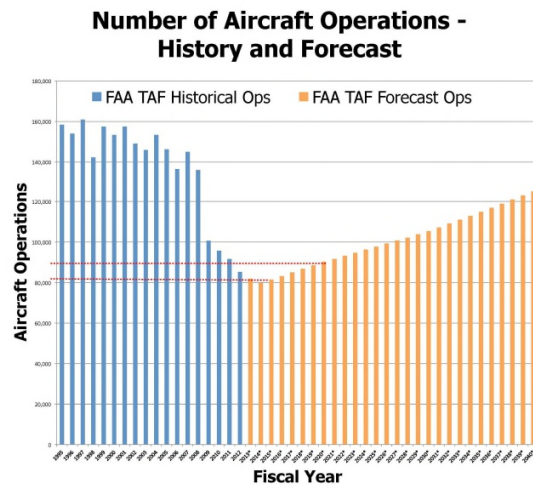
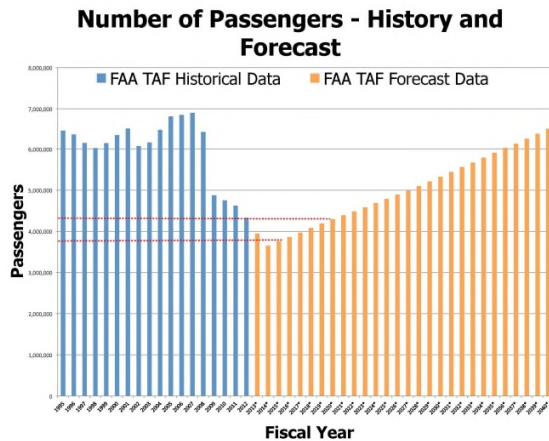
Project Schedule NEM Update at ONT

Date	Milestone
March 2014	Project kickoff
May 2014	Public Workshop 1 – project introduction and public input
August 2014	Develop forecast of aircraft operations and noise model inputs
November 2014	Draft NEM contours
December 2014	Draft NEM report
February 2015	Submit draft study to FAA for review
August-September 2015	Begin 30-day public review period Public Workshop 2 – present results
November 2015	Submit NEM update to FAA for acceptance



Forecast of Aircraft Operations at LA/Ontario International Airport

Preparing a 5-year forecast for FAA approval



L.4.5 Public Workshop Presentation – May 1, 2014



The slide features a dark blue header. Below it, the LA/Ontario International logo is displayed, consisting of a red stylized 'W' shape and the text 'LA/OntarioInternational' and 'Los Angeles World Airports'. The main title is 'LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map Update' in large, bold, dark blue font. Below the title, the text 'Harris Miller Miller & Hanson Inc. Public Workshop May 1, 2014' is centered. A smaller version of the LA/Ontario International logo is in the bottom left corner.

Meeting Agenda

- **What is Part 150?**
- **Land Use Compatibility**
- **History of ONT Part 150**
- **Funding of Residential Mitigation**
- **NEM Update Process**
- **Project Schedule**
- **Project Team - Roles and Responsibilities**
- **Public Workshop Structure**

What is a Part 150 Study?



Federal Aviation
Administration

- **Code of Federal Regulations (14 CFR) Part 150, “Airport Noise Compatibility Planning”**
 - Voluntary federal program
 - Sets national standards for analysis
 - Over 250 airports have participated
 - Provides access to federal funding
 - Funding primarily associated with Residential Sound Insulation or Acquisition (up to 80% of project costs)
- **Two principal Part 150 elements**
 - Noise Exposure Map or NEM
 - Noise Compatibility Program or NCP



3

Part 150 NEM

- **The NEM describes:**
 - Airport layout and airport operation
 - Land uses in the airport environs
 - Noise/land use compatibility
 - Aircraft noise exposure contour maps
 - Base Year (year of submission)
 - Forecast Year (5-year forecast)



4

Part 150 NCP

- **NCP includes proposed actions to minimize existing and future noise/land use incompatibilities**
 - Noise abatement measures
 - Noise mitigation or compensation measures
 - Preventive land use measures
 - Program management measures

Land Use Compatibility

- **Part 150 includes compatibility guidelines**
 - Residential uses within 65 dB CNEL considered incompatible with airport operations
- **Part 150 focuses on “noise sensitive” land uses within 65 CNEL contours**
 - Noise sensitive land uses include:
 - Residential
 - Schools and places of worship
 - Nursing homes, hospitals

CNEL – Community Noise Equivalent Level

History of Part 150 at ONT

- Los Angeles World Airports (LAWA) completed ONT Part 150 study in 1990
- Federal Aviation Administration (FAA) published the Letter of Acceptance for the NEM in 1991
- FAA published the Record of Approval (ROA) for the NCP in 1991
 - 22 Measures in ONT Part 150 NCP
 - 12 approved by FAA
 - 10 not approved by FAA
 - One disapproved NCP measure resubmitted by LAWA and FAA approved in an amendment to the ROA in 1994



7

Funding of Residential Mitigation

- Residential Mitigation under Part 150 and the Airport Improvement Program (AIP)
 - Managed by City of Ontario Quiet Home Program
 - Sound Insulation
 - 1,485 homes treated (~5,600 residents)
 - FAA AIP funding - \$38 million
 - LAWA funding - \$12 million
 - Land Acquisition/Recycling
 - 307 homes acquired (~1,130 residents)
 - FAA AIP funding - \$42 million
 - LAWA funding - \$36 million
- NEM update for continued federal funding

FAA no longer funding mitigation using existing NEM

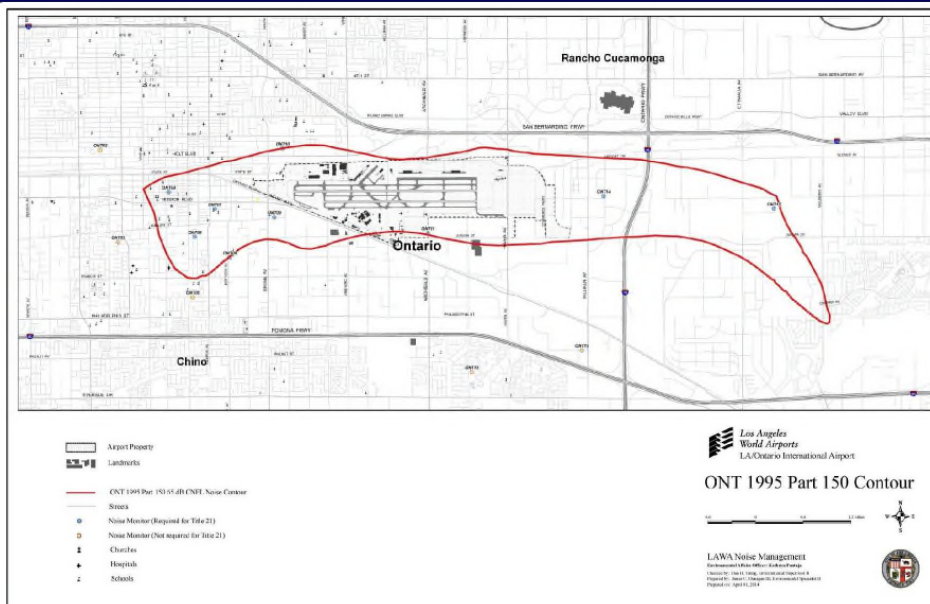


8

Part 150 Noise Exposure Map or NEM Update

- **The NEM Update to include:**
 - Review of implementation status of NCP
 - Current airport layout and airport operation
 - Current noise/land use compatibility
 - Aircraft related noise exposure
 - Forecast of aircraft operations
 - Year of submission to FAA - 2015
 - Five-year forecast - 2020

Existing ONT NEM for 1995



Data Requirements for NEM Update

- **Airport configuration**
- **Annual average aircraft operations for existing and five-year forecast**
 - Aircraft types
 - Number of operations by time of day
- **Runway utilization**
- **Aircraft flight tracks**
- **Annual average weather**
- **Land use and population**

Project Schedule

Date	Milestone
March 2014	Project Kickoff
May 2014	Public Workshop 1 – project introduction and public input
August 2014	Develop forecast of aircraft operations and noise model inputs
November 2014	Draft NEM contours
December 2014	Draft NEM report
February 2015	Submit draft study to FAA for review
August-September 2015	Begin 30-day public review period Public Workshop 2 – present results
November 2015	Submit NEM update to FAA for acceptance

Project Team

- **LAWA Staff**
 - Jess Romo – Airport Manager
 - Scott Tatro – Airport Environmental Manager
 - Kathryn Pantoja – Environmental Affairs Officer
 - David Chan – LAWA Project Manager
- **Consultant Team Members**
 - HMMH – Project Management/NEM Development
 - Gene Reindel, Bob Behr, Rhea Gundry
 - ICF/SH&E (forecasting)
 - Peter Stumpp
 - CommuniQuest (outreach)
 - Christine Eberhard



13

Roles and Responsibilities

- **Project Sponsor (LAWA)**
 - Directs NEM update and consultant team
 - Submits NEM to FAA for acceptance
- **FAA**
 - Provides funding
 - “Accepts” NEM
- **Consultant Team**
 - Conducts technical work
- **Local Government**
 - Cooperates with implementation of land use measures



14

Today's Public Workshop

- **Workshop stations include:**
 - **Part 150 regulation and NEM Update process**
 - Bob Behr (HMMH)
 - **Technical work - noise modeling**
 - Rhea Gundry (HMMH)
 - **Aircraft operations forecasting**
 - Peter Stumpp (ICF/SH&E)
 - **Public comments**
 - Christine Eberhard (CommuniQuest)



15

Comments and Project Information

- **Written comments**
 - **Comment station or Mail to:**

LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental Services Division
P.O. Box 92216
Los Angeles, CA 90009-2216
 - **Email to: ontpart150nemupdate@lawa.org**
- **Website**
 - <http://www.lawa.org/ONTPart150.aspx>
- **Comment line**
 - **Toll-Free Line: 1-855-279-4698**



16

L.5 Frequently Asked Questions Posted on ONT Website

LA/Ontario International Airport (ONT) Part 150 NEM Update

Frequently Asked Questions

Below you will find answers to frequently asked questions about the Noise Exposure Map (NEM) update being conducted at LA/Ontario International Airport (ONT) in accordance with Title 14 of the Code of Federal Regulations Part 150. Title 14 noise and land use compatibility projects are often referred to as "14 CFR Part 150" or more simply "Part 150." The present update includes only the NEM portion of Part 150. As the NEM update project progresses and as other questions are received, we may add to this section to address questions of general interest.

The present project is an update to the NEM only whereas a full Part 150 project includes the Noise Compatibility Program (NCP). The Los Angeles World Airports (LAWA) is not updating the NCP at ONT at this time.

What is an NEM update?

When applying for a federal grant to implement noise compatibility measures at an airport, such as residential sound insulation programs, the Noise Exposure Map (NEM) is used to determine the area of eligibility. The NEM is most often thought of as a map that shows the noise exposure from aircraft operations using contours similar to topographical maps displaying ground elevations. An NEM update is a voluntary, in-depth re-evaluation of aircraft noise and land use compatibility as prescribed by the Federal Aviation Administration (FAA) in Part 150 regulations.

Over time, airport operations may change, technological advancements may reduce aircraft noise, and/or land uses may be altered to accommodate growth and development in the region. The current effort at ONT is an update to the NEM previously accepted by the FAA in 1991 and will be based on current (2015) and forecast (2020) aircraft operational activity at the airport. The FAA has provided funding assistance to complete this NEM update at ONT.

Why is the NEM being updated?

The FAA notified officials of the City of Ontario's Quiet Home Program (QHP), the aircraft noise mitigation program, that the QHP is no longer eligible for FAA noise mitigation grants until the NEM is updated and submitted by LAWA for FAA review and acceptance. The NEM is the primary vehicle used to determine eligibility for funding from both the FAA and LAWA to perform noise mitigation measures. Therefore, LAWA, as the airport operator, has initiated the process to update the NEM.

What will the ONT NEM update mean to residents near the airport?

What the NEM update means to residents can be determined only when all the data are analyzed. The current NEM used for noise mitigation eligibility near the airport is based on the 1995 forecast NEM, accepted by the FAA in 1991. The FAA currently requires NEMs to be updated at least every five years. Also, since 1995 there have been many changes to aircraft technology and aircraft operations. Therefore, it is necessary to determine what changes have occurred with respect to aircraft noise and incompatible land uses, based on current and updated forecast operations and aircraft types. It is too early to know how these changes will affect the resulting noise contours provided in the NEM, but the NEM update will likely result in a change to the eligibility area for noise mitigation programs where some residents, currently eligible in the 1995 NEM, may no longer be eligible for noise mitigation programs like the QHP.

How often must an NEM be updated?

The regulation requires that updates be conducted when there is likely to have been a change in airport operations that would either: (1) increase the yearly CNEL by 1.5 dB or greater in a land area which was formerly compatible but is thereby made incompatible or in a land area which was previously determined to be incompatible and whose incompatibility is significantly increased, or (2) reduce noise by the same margin (CNEL reduction of 1.5 dB or more) over existing incompatible uses. In both cases, the land areas to be considered are those addressed by both the existing and forecast Noise Exposure Maps on file with the FAA.

According to the recent update of the Airport Improvement Program (AIP) Handbook, FAA Order 5100.38D, the FAA requires by policy that if the FAA-accepted NEM used to document project eligibility (e.g., residential sound insulation and land acquisition) is more than five years old, airport sponsors are to confirm that the noise exposure map upon which noise compatibility is based continues to be a reasonable representation of current and/or forecast conditions at the airport.

How is noise exposure described in an NEM update?

Part 150 requires that airports describe noise exposure using a measure of cumulative noise exposure over an entire calendar year, in terms of a metric called the Day-Night Average Sound Level (DNL). In California, the State Department of Transportation, Division of Aeronautics, uses a more conservative substitute for the DNL metric known as the Community Noise Equivalent Level (CNEL). While DNL is the primary metric FAA uses to determine noise impacts, FAA accepts the CNEL metric in California to assess noise effects.

DNL and CNEL are measures of cumulative noise exposure over a 24-hour period, with adjustments to reflect the added intrusiveness of noise during certain times of the day. DNL includes a single adjustment period; each aircraft noise event at night (defined as 10 p.m. to 7 a.m.) is counted ten times as loud as a daytime event. CNEL adds a second adjustment period; in addition to the nighttime adjustment, each aircraft noise event in the evening (defined as 7 p.m. to 10 p.m.) is counted three times. The nighttime adjustment is equivalent to increasing the noise levels during that time interval by 10 dB. The evening adjustment is equivalent to increasing the noise levels by 4.77 dB.

CNEL is the noise metric used in the ONT NEM update to determine potential areas of noise annoyance and may be substituted for any DNL references.

How is noise exposure determined for the NEM update?

An NEM update requires computer-generated CNEL estimates developed using the most current release of the FAA's "Integrated Noise Model" (INM). The CNEL must be depicted in terms of equal-exposure noise contours (much as topographic maps have contours of equal elevation). Part 150 requires that the 65, 70, and 75 dB CNEL contours be modeled and depicted. Information on the noise model can be found via the following link to the FAA's website: [INM](#).

CNEL values can also be measured. However, measurements are practical only for obtaining CNEL values for relatively limited numbers of points. The FAA does not permit adjustments of the noise modeling process using permanent or portable noise measurement monitors.

Noise terminology, modeling, and other analytical topics will be discussed in detail in public workshops, and within the ONT NEM update documentation. Related presentations and documents will be posted on this website as they are developed to permit all interested parties to learn as the update progresses.

How are the forecasts for aircraft operations developed?

The forecasts for aircraft operations are prepared for separate market sectors: passenger airline, cargo airline, and general aviation (GA). The 2015 base year forecasts reflect current activity and recent trends, as well as views expressed by airport officials and key operators at ONT regarding potential short-term changes in airport activity. In addition to these factors, the 2020 forecast takes into account longer-term trends including economic growth, aviation industry strategic developments, and planned or likely changes in the aircraft fleet mix. The research draws heavily on aviation data compiled by the airport, the US Department of Transportation, and the Federal Aviation Administration.

Do the NEM contours take into account changes to normal airport operations, such as those that occur during Santa Ana weather conditions? Does the NEM include flights departing to the east at night?

The development of the noise contours uses historical aircraft flight track data over a recent 12-month period including aircraft operations, runway use and identification of aircraft-specific flight tracks. This approach captures and takes into account all three of the normal aircraft operation flow conditions or procedures, including Santa Ana weather conditions and easterly departures at night:

- Westerly flow – aircraft arrive from the east and depart to the west on Runways 26L and 26R; predominant flow
- Easterly flow – aircraft arrive from the west and depart to the east on Runways 8L and 8R; such as during Santa Ana conditions
- Contra flow – aircraft arrive from the east on Runways 26L and 26R while departing to the east on Runways 8L and 8R; standard traffic pattern between the hours of 10:00 p.m. and 7:00 a.m.

While the Contra flow procedures are the standard operating conditions at ONT during the nighttime hours stated above, there may be certain circumstances such as adverse weather, aircraft safety, or airport maintenance that require a deviation from this traffic flow, for example, departures to the west on Runways 26L and 26R. These changes from normal flow operations are also captured in the actual annual historical flight track data, which are input into the FAA's Integrated Noise Model to provide the noise exposure results.

How is land use compatibility determined?

The FAA, other federal agencies, and several states have used available data on community reaction to noise to create guidelines for identifying the land uses that are compatible with specific noise exposure levels – the more noise-sensitive the land use, the lower the noise exposure should be in order to achieve compatibility. The FAA guidelines, as defined in Part 150, state that all identified land uses, even the more noise-sensitive ones (e.g., residential, schools, places of worship, hospitals), normally are compatible with aircraft noise at CNEL levels below 65 dB ([Part 150, Appendix A, Table 1](#)). These noise/land use compatibility guidelines were adopted by LAWA and the local land use control jurisdictions for the previous NEM and are again used for this update.

When was the existing NEM completed?

The NEM in existence today was completed along with the Noise Compatibility Program (NCP). The NEM was submitted to the FAA for acceptance in 1990. Please use the following link to obtain more detailed information on the previous Part 150: [1990 ONT Part 150 Study](#).

What is the NEM update schedule?

The NEM update began in the first quarter of 2014, and is anticipated to be submitted to the FAA for acceptance in the second quarter of 2015. A more detailed schedule is posted on the ONT Noise Exposure Map Update Home Page ([ONT Part 150 NEM Update](#)) which will be updated as appropriate. Dates, times, and locations of public involvement opportunities will be announced on the Home Page of this website.

Who is involved in the NEM update and what are their roles and responsibilities?

All interested parties are encouraged to participate in the study. Please use the information provided in the Public Comments section on the Home Page to submit any comments or questions.

Several groups have pre-defined roles and responsibilities, based on Part 150 regulatory requirements, as summarized below:

- **Los Angeles World Airports (LAWA):** As the airport operator, LAWA has overall responsibility for all Part 150 related actions at ONT.
- **Federal Aviation Administration:** FAA involvement includes participation by staff from several agency offices.
 - **FAA Air Traffic Control Tower:** The FAA tower staff at ONT provides significant input in several areas, including: operational data from their files. The tower staff also may solicit input from other FAA air traffic control entities with which it coordinates regularly.
 - **FAA Los Angeles Airports District Office (ADO):** The FAA's Los Angeles ADO will review the Noise Exposure Map submission for compliance with Part 150, notify LAWA of their determinations, prepare a formal Letter of Acceptance of the NEMs, publish related notices in the Federal Register, and provide opportunity for public comment on the acceptance.
 - **Other FAA Offices and Divisions:** The ADO may solicit review and input on more complex technical, regulatory, legal, or other matters from FAA's Washington headquarters or from other FAA divisions on a local or regional level.
- **Consulting Team:** LAWA has retained the services of Harris Miller Miller & Hanson (HMMH), along with ICF International and CommuniQuest, to prepare the NEM update.

Who is paying for the NEM update?

LAWA is paying for the NEM update with a combination of airport revenue funds and a federal grant from the Airport Improvement Program (AIP). The FAA awarded LAWA an AIP grant that will reimburse 80% of the NEM update cost. The AIP is a federal program funded by fees collected from the users of the National Airspace System. ONT and this project are not funded by general taxpayer dollars.

Why hire outside consultants to conduct the NEM update?

The LA/Ontario International Airport is managed and operated by a lean and efficient staff. Running the Airport is a full-time job, with the highest priority placed on providing a high level of customer service. An NEM update requires significant time and special expertise in many technical and regulatory areas. The NEM update is being performed by a team of firms with nationally recognized capabilities and experience in these areas, to ensure that the study is conducted in a comprehensive, cost- and time-efficient manner, and with appropriate attention to technical and regulatory requirements.

How can I participate in the NEM update?

All interested parties are encouraged to participate in the process through the avenues outlined on the Home Page of the project website ([ONT NEM Part 150 Update](#)). Dates, times, and locations of public involvement opportunities will be announced on this website. Please use the information in the Public Comments section to submit comments or questions.

L.6 Public Workshop March 19, 2015

L.6.1 Announcement/Press Release/ Display Ads



 **LA/Ontario International**
Los Angeles World Airports

PUBLIC INFORMATION WORKSHOP

THURSDAY, MARCH 19, 2015
5:30 pm to 7:30 pm

NOISE EXPOSURE MAP UPDATE

A brief presentation (about 20 minutes) will begin at 6:00 p.m.
(The presentation may be repeated at 7 p.m. if necessary)

LA/Ontario International Airport Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761




 **LA/Ontario International**
Los Angeles World Airports

LA/ONTARIO INTERNATIONAL AIRPORT NOISE EXPOSURE MAP UPDATE WORKSHOP

The Noise Exposure Map (NEM) Update Workshop for LA/Ontario International Airport will present the project purpose, process and results and seek public comment. Primary inputs to this study include the forecast of aircraft operations and the existing and forecast land uses around the airport. The NEM update was conducted under the guidelines of Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150) Airport Noise Compatibility Planning and in coordination with the Federal Aviation Administration (FAA). The results of this NEM update define the eligibility area for potential noise mitigation efforts.

Project information, including directions to the public meeting and locations where the draft NEM is available for review, can be obtained online at:
<http://www.lawa.org/ONTPart150.aspx>
Or call: LAWA Project Manager, David Chan, at (424) 646-6508

PRESORTED FIRST CLASS
US Postage Paid
Permit 250
Canoga Park, CA



Press Release (English)



PRESS RELEASE

CONTACT: David Chan,
LAWA Project Manager
(424) 646-6508

FOR IMMEDIATE RELEASE

Second Public Workshop for the Ontario International Airport (ONT) Part 150 Noise Exposure Map Update.

Ontario, California (Tuesday, March 3, 2015) – On Thursday, March 19, 2015, Los Angeles World Airports (LAWA) will be holding the second of two public workshops for the Part 150 Noise Exposure Map (NEM) update project at LA/Ontario International Airport (ONT). The meeting is open to all interested parties and free parking is available.

Interested residents and stakeholders are encouraged to attend between 5:30 p.m. and 7:30 p.m. at ONT Administration Building located on the south side of the Airport at 1923 East Avion Street, Ontario, CA 91761. Airport representatives will be available to answer questions regarding the NEM and update process. The meeting will be held in a “workshop” format so that the public can attend any time during the two-hour session. There will be a brief 20-minute presentation at 6 p.m., which may be repeated at 7 p.m. if needed.

ONT completed its first noise and land use compatibility study in 1990 per Title 14 of the Code of Federal Regulations Part 150, or “Part 150”. LAWA is currently updating only the Noise Exposure Maps portion of the study, as required by the Federal Aviation Administration (FAA) when operations at the airport change and result in a substantial increase or decrease in noise.

Page 2 of 3

The NEMs include aircraft noise exposure contours created using the FAA's Integrated Noise Model (INM). As mandated by the FAA, these contours reflect the noise exposure from aircraft operations occurring during the year of submission to the FAA (2015) and for a five-year forecast (2020). The aircraft noise exposure contours are overlaid on a map depicting the airport layout and land uses within the communities surrounding ONT. The NEM update, which began in March 2014, is expected to be complete upon submittal to the FAA in June of 2015.

The Draft NEM document will be available for review at four locations, and will also be available on the project website, starting Tuesday, March 10, 2015 for 30 days. These locations are:

1. **Airport Administration Office**
1923 E. Avion Ave, Ontario, CA 91761
2. **Ovitt Family Community Library**
215 East C St, Ontario, CA 91764
3. **Ontario Quiet Home Program Office**
Ontario Housing and Municipal Services
208 W. Emporia St, 2nd Floor, Ontario, CA 91762
4. **Colony High Branch Library**
3850 East Riverside Drive, Ontario, CA 91761

The Part 150 process recognizes the importance of reaching out to local interested parties and providing access to study information. In addition to attending the public workshop, community members and interested parties can access and review study materials, obtain project status information, as well as provide comments at the project website: <http://www.lawa.org/ONTPart150.aspx>. A toll-free phone line is also available at 855-279-4698 for providing comments related to the project.

ONT's Administration Building is an ADA compliant facility. For special accommodations at any meeting associated with this project, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting.

Page 3 of 3

ONT is located in the Inland Empire, approximately 35 miles from downtown Los Angeles in the center of Southern California. It is a medium-hub, full-service airport with commercial service to 14 major U.S. cities and through service to many international destinations. There are approximately 60 daily flights offered by 7 carriers. For more information about ONT, please visit www.flyOntario.com, like us on Facebook at www.facebook.com/ONTAirport, and follow us on Twitter at www.twitter.com/flyONTAirport.

###

DC:ce 3/15

Press Release (Spanish)



PRESS RELEASE

CONTACT: David Chan,
LAWA Project Manager
(424) 646-6508

FOR IMMEDIATE RELEASE

Segundo taller público para el Aeropuerto Internacional de Ontario (ONT), Parte 150, Actualización de mapas de exposición al ruido.

Ontario, California (martes 3 de marzo de 2015). El próximo jueves 19 de marzo de 2015, Los Angeles World Airports (LAWA) llevará a cabo el segundo de dos talleres públicos sobre el proyecto de actualización de la Parte 150 en lo pertinente al Mapa de exposición al ruido (Noise Exposure Map, NEM) en el Aeropuerto Internacional de LA/Ontario (ONT). La reunión está abierta para todas las partes interesadas y hay disponible estacionamiento gratuito.

Se solicita a los residentes interesados y a las partes interesadas a asistir entre las 5:30 p.m. y las 7:30 p.m. al edificio ONT Administration Building ubicado en el costado sur del aeropuerto en 1923 East Avion Street, Ontario, CA 91761. Los representantes del aeropuerto estarán disponibles para contestar sus preguntas respecto al NEM y el proceso de actualización. La reunión se realizará en un formato de "taller" para que el público pueda asistir en cualquier momento durante la sesión de dos horas. Habrá una breve presentación de 20 minutos a las 6 p.m., la cual se repetirá a las 7 p.m. si es necesario.

El ONT completó su primer estudio de compatibilidad de ruido y uso de la tierra en 1990 de conformidad con el Título 14 del Código de reglamentaciones federales, Parte 150, conocido como "Parte 150". Actualmente LAWA está actualizando únicamente la porción del estudio pertinente a los mapas de exposición al ruido, según lo requiere la Administración Federal de Aviación (Federal Aviation Administration, FAA)

Page 1 of 3

Page 2 of 3

cuando las operaciones en el aeropuerto cambien y dé lugar a un aumento sustancial o disminución del ruido.

Los mapas NEM incluyen curvas de nivel de exposición al ruido aeronáutico creadas utilizando el Modelo integrado de ruido (Integrated Noise Model, INM) de la FAA. Según las disposiciones de la FAA, estas curvas de nivel de ruido reflejan la exposición al ruido derivadas de las operaciones aeronáuticas que ocurren durante el año de la presentación a la FAA (2015) y para un período proyectado de cinco años (2020). Las curvas del nivel de exposición al ruido se presentan sobre un mapa que muestra la distribución de planta del aeropuerto y los usos de la tierra en las comunidades alrededor del aeropuerto ONT. La actualización del NEM, la cual comenzó en marzo de 2014, se espera que termine con la presentación de los resultados a la FAA en junio de 2015.

El documento preliminar NEM estará disponible para su revisión en cuatro ubicaciones, y también estará disponible en el sitio web del proyecto, a partir del martes 10 de marzo de 2015, durante 30 días. Estas ubicaciones son las siguientes:

1. **Airport Administration Office**
1923 E. Avion Ave, Ontario, CA 91761
2. **Ovitt Family Community Library**
215 East C St, Ontario, CA 91764
3. **Ontario Quiet Home Program Office**
Ontario Housing and Municipal Services
208 W. Emporia St, 2nd Floor, Ontario, CA 91762
4. **Colony High Branch Library**
3850 East Riverside Drive, Ontario, CA 91761

El proceso estipulado por la Parte 150 reconoce la importancia de llegar hasta las partes interesadas locales y proporcionar acceso a la información del estudio. Además de asistir al taller público, los miembros de la comunidad y las partes interesadas puedan acceder y revisar el material de estudio, obtener información de estado del proyecto, así como aportar sus comentarios en la página web del proyecto

Page 2 of 3

Page 3 of 3

en: <http://www.lawa.org/ONTPart150.aspx>. Se ofrece también una línea telefónica sin costo a través del 855-279-4698 para proporcionar comentarios relacionados con el proyecto.

El edificio administrativo de ONT es una instalación que cumple las disposiciones de la ley ADA. Para modificaciones especiales de acceso en cualquier reunión relacionada con este proyecto, comuníquese con Larry Rolon, Coordinador de LAWA ADA, en el (424) 646-5005 con un mínimo de 72 horas antes de la reunión.

###

DC:ce 3/15

Page 2 of 3

Newspaper Ads
March 5, 2015

2 NEWS | INLAND VALLEY DAILY BULLETIN | INVALLEY.COM
THURSDAY, MARCH 5, 2015

START YOUR DAY HERE

Coal fact: In 2012, the FBI forecast one of every 28 homes in the U.S. is likely to be burglarized.

Top 5 news feed

- 1 Court:** The Supreme Court hears debate on using federal subsidies for people in states that do not operate their own health care exchange.
- 2 Boston:** The lawyer for Dzhoghler Tsarnaev admits his client took part in the Boston Marathon bombing, fighting for whether he deserves to die.
- 3 Report:** The Justice Department won't bring federal charges in Ferguson, Mo., shooting, but criticizes police force for being racially biased.
- 4 L.A. air quality:** Children in recent years breathe cleaner air and had stronger lungs compared to two decades earlier in a new report.
- 5 The bomb:** How long would it take for IS to build a bomb? U.S. Secretary of State John Kerry says up to six years; others say two or three.

TODAY IN HISTORY 1770
The Boston Massacre took place as British soldiers who'd been taunted by a crowd of colonists opened fire, killing five people.

1960
Cuban newspaper photographer Alberto Korda took the now-famous picture of guerrilla leader Ernesto "Che" Guevara during a memorial service in Havana for victims of a ship explosion.

1982
Coroner John Bechini was found dead of a drug overdose in a rented bungalow in Hollywood; he was 33.

Star report

Twain announces her farewell tour
Country star Shania Twain has not put an album out since 2002 and her last tour ended in September 2003. While she has spent a few years at Caesars Palace in Las Vegas, she wants to do one more road trip over the summer, starting June 6 in Seattle.

Harris uncertain on another Oscars
He'll be, Rick Harris enjoyed his first Oscars host, but do it again? "It's a bummer. It was fun to check off the list, but for the amount of time spent... I don't know that it's a delightful balance to do every year or even again," he told *The Huffington Post*.

Birthdays
Actor James Noble is 93. Actor Fred Williamson is 77. Actress Samantha Eggar is 76. Singer Eazy Durrant is 61. Actress-comedian Marsha Warfield is 61. Magician Penn Jillette is 50. Actress Jill Ritchie is 41. Actress Juliana Black is 40. Actress Liza Mendes is 40. Actor Sterling Knight is 20.

Hot shot



Washing away: Runoff water in the flood control channel in the Arroyo Seco in Pasadena. The light reflecting off the water contrasts with mounds of dirt, rock and plant vegetation to merge into different shapes and textures.

Trending

Popular topics being talked about online...
'The Veep': With three times, it was bound to happen sooner or later. Adam Levine of Maroon 5 usually judges the talent. He told E! Online John's "my dancer" to four cheer leading responses. [www.fox.com](#)
#DearMe: YouTube is asking young celebrities what advice they would give themselves when they were teens. The campaign is a lead-up to International Women's Day on March 8.

Captured by Facebook

Suspect responds to sheriff's wanted post
Arroyo Dale Marcum was wanted in Butte County, Calif., on burglary, abduction, assault, and other charges. The sheriff's office expected some response to a Facebook post but not from the suspect himself. Officials asked him to stop by for a visit, saying it doesn't hurt to ask. Then, Sheriff Jones posted a picture of what he said will be Marcum's new living arrangement. Jones even gave Marcum a heads up that they were close to him. Marcum turned himself in within the hour. [www.krcr.com](#)

LOTTERY

WINNING NUMBERS
Daily 3 Afternoon: 7, 4, 3
Daily 3 Evening: 4, 1, 0
Daily 4: 0, 7, 4, 7
Fantasy 5: 2, 3, 7, 18, 38
DAILY DERBY
1st: 0, Gorgeous George
2nd: 2, Lucky 289
3rd: 6, Whirl Win
Race time: 1:41:53
SUPER LOTTO PLUS
Wednesday's drawing: 15, 23, 32, 38, 39
Mega number: 20
Saturday's estimated jackpot: \$14 million
MEGA MILLIONS
Tuesday's drawing: 9, 11, 42, 44, 50
Mega Number: 2
Friday's estimated jackpot: \$23 million
POWERBALL
Wednesday's drawing: 15, 32, 15, 25, 30
Powerball: 32
Wednesday's estimated jackpot: \$80 million



LA/Ontario International
Los Angeles World Airports

NOISE EXPOSURE MAP UPDATE
PUBLIC INFORMATION
WORKSHOP

THURSDAY, MARCH 19, 2015
5:30 pm to 7:30 pm

Open House Format – Stop by Anytime
A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information, including directions to the public meeting and locations where the draft NEM is available for review, can be obtained online at:
www.lawa.org/ONTPart150.aspx

Or call: LAWA Project Manager, David Chan, at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA compliant facility. For special accommodations at any meeting associated with this project, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting

Finally, our Walk-In Tub with a Heated Seat!

Now enjoy warm comfort from start to finish!



For more information and for our Senior Discounts, Call now toll free:

1-800-492-4710



The best walk-in tub just got better with breakthrough technology introducing the all new Safe Step Walk-In Tub featuring heated seating and two new foot massaging jets. The first walk-in tub to offer heated seating also includes the following standard features:

- ✓ 10 water jets and 16 air bubble exerts to help you relax and soothe your aching joints and muscles
- ✓ Safety features including the industry's leading low step-in with a 10-inch high non-slip seat
- ✓ Made in the USA, with a lifetime warranty

You'll agree - there just isn't a better, more affordable walk-in tub on the market.

Call today and receive a **FREE heated seat and \$750 OFF** when you mention this ad FOR A LIMITED TIME ONLY.

SAFE STEP WALK-IN TUB

GOT KNEE PAIN?

Get a Pain-Relieving Knee Brace At Little or No Cost to You

You May Qualify for Free Shipping

We Do All The Paperwork
Shoulder Braces, Ankle Braces, Back Braces Also Available

Medicare Patients Call Us Right Now

1-800-490-6813

March 8, 2015

Local 2 | Sunday, March 8, 2015

REGION | FROM LOCAL 1

The Press-Enterprise

Shootings tear at communities

A series of shootings in San Bernardino has left people dead, families disrupted and distraught, communities frayed and police positioned for what could happen next.

In the most recent shooting, a combination of neighborhood atten-



MICHAEL ROBINSON

months - all attributed to gang or drug violence, police told our reporters. Two months. In a little more than 60 days, eight people killed.

Police are bracing for retaliation in the most recent shooting. Folks in the community are likely

do to help readers better understand what the future might look like in San Bernardino.

How will crime get abated, if at all? What can readers learn to better understand their communities? What kinds of good stories are we missing?

Our courts and law enforcement facilities were added to get an idea of whether voters are willing to tax themselves to support such facilities.

About 66 percent of

help us understand what kinds of stories you see in the community that need to be done when these crimes occur. What are the types of stories that better help you understand your community when it relates to a safe city?

If you have story tips or ideas related to police and public safety, please email me, pointing to the other cities where this is working."

CONTACT THE WRITER:
951-368-9461 or
arobinson@pe.com



LA/Ontario International
Los Angeles World Airports

NOISE EXPOSURE MAP UPDATE PUBLIC INFORMATION WORKSHOP

THURSDAY, MARCH 19, 2015
5:30 pm to 7:30 pm

Open House Format - Stop by Anytime
A brief presentation will begin at 6:00 p.m.

LA/Ontario International Airport
Administration Offices
(on the south side of the Airport)
1923 East Avion Street, Ontario, CA 91761

Project information, including directions to the public meeting and locations where the draft NEM is available for review, can be obtained online at: <http://www.lawa.org/ONTPart150.aspx>

Or call: LAWA Project Manager, David Chan, at (424) 646-6508

The LA/Ontario International Airport Administration Building is an ADA compliant facility. For special accommodations at this meeting, please contact Larry Rolon, LAWA ADA Coordinator, at (424) 646-5005 at least 72 hours prior to the meeting

Empty Nesters: FREE Special Report

LOVE

FROM PAGE 1

Thought maybe somehow you could mention them in your column so they would know we were thrilled at their thoughtfulness and we wanted to thank them."

Done.
Finally, some brotherly love.

About two years ago, I wrote about Corona resident Raeleen Whitt, who at 22 had survived two bouts of leukemia. Her mom, Colleen, sent me an update: Last spring, Raeleen relapsed and the leukemia returned a third time.

After six months of chemo, she underwent a bone marrow transplant at City of Hope.

Her big brother, Derek, 29, was the donor. He's afraid of needles, his mother said, but didn't hesitate

Collen said.

Raeleen's dream of becoming a nurse has been put on hold, but the nursing school at Cal Baptist University has a place for her when she's ready.

When Raeleen first got the diagnosis nine years ago, the Whitts decided to raise funds for cancer research with an annual concert featuring the Sozo Jazz Band. Raeleen's dad, Vern, plays trombone in the band.

This year's concert is at 5 p.m. April 18 at the Dos Lagos Amphitheater, 2780 Cabot Drive, Corona.

Admission is by donation, and Colleen hopes to raise \$10,000 through a silent auction and raffles. If she meets that goal, the Whitts will have raised \$100,000.

I've heard the band, and it's terrific. If you can help with a cash donation or auction item, call Colleen at 951.833.1108

Hemet set to enact smoking ban

BY CRAIG SHULTZ
STAFF WRITER

Smoking, including electronic cigarettes, would be banned in Hemet parks under an ordinance the City Council is expected to approve Tuesday.

Hemet Mayor Linda Krupa said the city has received complaints about people smoking in parks, especially around children, and leaving debris behind.

"I hope it becomes a positive instead of a negative," said Krupa, herself a former smoker. "We're trying to turn something that was socially acceptable into something that is socially unacceptable. I think this is a great step."

Internet On-line Articles

Ontario airport noise topic of Thursday workshop

By [Grace Wong](#), *Inland Valley Daily Bulletin*

POSTED: 03/06/15, 7:50 PM PST | UPDATED: 1 WEEK, 4 DAYS AGO

[0 COMMENTS](#)

ONTARIO >> Los Angeles World Airports will hold the second of two public workshops concerning noise at L.A./Ontario International Airport on Thursday, March 19.

The hearing will focus on the Part 150 Noise Exposure Map update project at the airport.

ONT completed its first noise and land use compatibility study in 1990 and LAWA, which operates the airport, is updating the Noise Exposure Maps portion.

The study includes aircraft noise exposure contours, which reflect the noise exposure from aircraft operations during 2015, and for a five-year forecast. The contours are overlaid on a map of the airport's layout and land uses in the communities surrounding ONT. The update should be complete in June.

The meeting is open to the public and free parking is available.

Interested residents and stakeholders are asked to plan to attend between 5:30 and 7:30 p.m. at the ONT Administration Building, 1923 E. Avion St. Airport representatives will be available to answer questions and there will be a 20-minute presentation at 6 p.m. that can be repeated at 7 p.m.

OIAA opposes proposed Ontario airport noise level map

By [Liset Marquez](#), *Inland Valley Daily Bulletin*

POSTED: 03/02/15, 12:01 AM PST | UPDATED: 2 WEEKS, 1 DAY AGO

[0 COMMENTS](#)

ONTARIO >> The Ontario International Airport Authority has opposed a proposed map it claims will contract the [noise levels around L.A./Ontario International Airport](#) and shut out 800 residents from being eligible for sound insulation funding.

Los Angeles World Airports – which operates ONT – began a lengthy process last year to update its map to determine if the [current sphere](#) around the airport that is exposed to higher than normal aircraft noise levels needs to change.

LAWA will be holding an information workshop on March 19 at the airport to discuss the map update as well as the process.

Al Boling, executive director of the OIAA, said on Monday that contours of the map – [indicating noise levels](#) – would be contracted based on aircraft operations and land use around the airport. ONT passenger traffic is down 40 percent since 2007, according to the Inland authority.

“The preliminary estimates that the city of Ontario has is that LAWA’s proposed reduction would eliminate most of the remaining 800 housing from the existing contours,” he said at Monday’s monthly meeting.

Ontario staff has been working with LAWA staff on some of the potential proposals, Boling said. But the first time the city received official notice about the workshop was late last week.

Due to the ongoing litigation, LAWA is reviewing the issues and could not respond.

It has been two decades since this map was updated, but new [Federal Aviation Administration](#) rules require it be done regularly, [LAWA officials](#) have previously stated. The update will also provide a five-year forecast of traffic at the airport.

In order to be eligible for future funding from the FAA for the residential noise mitigation programs, the map needed to be updated.

Since the inception of the program, LAWA and the FAA has secured more than \$100 million in funding to sound proof more than 1,400 homes around the airport as well as acquire and relocate 307 homes with the highest noise impact.

Funding is acquired by LAWA through the FAA. The program known as Quiet Homes is administered by Ontario staff, Boling said. During the last five years, the city has expended \$26 million for the program, he said.

The update will help identify whether or not a larger, or smaller, area near the airport is subjected to higher levels of noise that result from aircraft.

OIAA members said based on what they have heard, it shows that LAWA is conceding that ONT traffic will not grow more than 4 million annual passengers. One regional report has ONT growing to 30 million passengers by 2030.

OIAA president Alan Wapner said LAWA should first finish a master plan for ONT it started more than five years ago and then work on updating the map. A new master plan would give the agency a better sense of build out at the facility.

“There is a lot of unintended consequences or intended consequences over this,” he said. “There have been other deals cut with LAX including El Segundo, Inglewood. They want to take the Part 150 funding that is committed to Ontario and take it to those communities to help settle lawsuits surrounding LAX. Once again, we are falling victim to some circumstances around LAX.”

However, LAWA officials have said any new funding for any further noise mitigation efforts will be placed on hold until the map is approved and updated by the FAA.

The biggest difference is airlines now fly much quieter planes than they did 24 years ago. Secondly, traffic at the airport has decreased which means the level of noise coming out of the airport will most likely change, said David Chan, LAWA project manager at a workshop in May 2014.

A Web page was established at bit.ly/PZibVb for residents to get more information. There is also a toll-free phone line at 855-279-4698 for providing comments related to the project.

The workshop will be held March 19, from 5:30 p.m. to 7:30 p.m., ONT Administration offices, 1923 E. Avion Street.

Ontario airport noise level map to shrink

By [Liset Marquez](#), *Inland Valley Daily Bulletin*

POSTED: 03/11/15, 12:01 AM PDT | UPDATED: 6 DAYS AGO

[0 COMMENTS](#)

The documents will be available online and at four facilities for the public to review prior to the March 19 public workshop.

- LAWA Website: <http://www.lawa.org/ONTPart150.aspx> • L.A./Ontario International Airport administration office, 1923 E. Avion Ave

- Ovitt Family Community Library, 215 East C St, • Ontario Quiet Home Program Office, Ontario Housing and Municipal Services, 208 W. Emporia St, 2nd Floor • Colony High Branch Library, 3850 East Riverside Dr

ONTARIO >> New standards for aircraft and a decrease in activity at L.A./Ontario International Airport will result in 800 surrounding homes losing funding eligibility for [sound insulation assistance](#).

Los Angeles World Airports, the agency that runs ONT as well as Los Angeles International Airport, released a [draft map](#) this week which will show the current sphere around the airport that is exposed to higher than normal aircraft noise levels has shrunk.

Members of the public will have their first chance to discuss those proposed changes at a workshop on March 19.

Earlier this month, members of the [Ontario International Airport Authority](#) blasted the airport agency's plan to reduce the contours on the noise exposure map. Alan Wapner, president of the authority, said it was his understanding that was going to shift ONT funds to cities near LAX that have sued for noise-related issues.

"The message it sends from L.A. is that we have reached our cap at 4 million passengers. We're not anticipating increasing, therefore, is no reason to have such large contours," Wapner said.

LAWA initiated the process to update the noise exposure map when it was informed by the [Federal Aviation Authority](#) that Ontario's Quiet Home Program would no longer be eligible for funding until there was an update, said Maria Tesoro-Fermin, ONT's spokeswoman.

It has been 25 years since the map update, and it no longer reflects the noise conditions around the airport. Since 2008, there has been a decline in aircraft operations.

"LAWA cannot use grants given for noise abatement or mitigation at ONT to fund settlements or noise reduction at LAX," Tesoro-Fermin said this week in response to the claims.

Since the start of the [Ontario Quiet Homes Program](#) in the early 90s, \$128 million has been provided by the FAA and LAWA. Of that, the FAA funded nearly \$80 million while LAWA has contributed more than \$48 million to help sound insulate homes and acquire incompatible properties as part of this Program.

A total of 1,429 homes have been sound insulated, and 316 properties have been acquired in Ontario, Tesoro-Fermin said.

The change is not based on passenger activity but aircraft operations, the type of planes as well “information obtained from industry stakeholders about the airport’s future plans, and other airport operations information to develop noise contour maps that properly represent current and future conditions,” she said.

A Web page was established at bit.ly/PZibVb for residents to get more information. There is also a toll-free phone line at 855-279-4698 for providing comments related to the project.

A workshop will be held March 19, from 5:30 p.m. to 7:30 p.m., at ONT Administration offices, 1923 E. Avion Street.

L.6.2 Public Workshop Sign-in Sheets – March 19, 2015

Attendance Roster
LA/Ontario International Airport NEM Update

Date: Thursday March 19, 2015 5:30-7:30 p.m.

Meeting: NEM Public Information Workshop # 2
Meeting Location: LA/Ontario International Airport, Administration Offices, 1923 E. Avion Street, Ontario, CA 91761

Name	Organization	Address	Phone	Email
Walter Trickett	City of Ontario	208 W. Emporia St.	909 395 2336	trickett@cityofontario.ca.us
O. VENTURA	City of Ontario	1923 EAST AVION ST ONTARIO CA 91761	909.544.5210	DSANTANA@LAUSD.ORG
Tommy Soto				
Clara Pardo				
MARIA LARA		ONTARIO CA 91761		
LEONARD HERRERA				
Katherine Kolchak	County BOS	ONTARIO CA	909 205 9478	Katherine.kolchak@countyofontario.ca.us
Darrell Hall	Citizen	Ontario, CA		
Shil Coulter	Mountain View SD Ontario Chamber of Trade	Ontario CA		
Debi Poreddy	City of Ontario	303 W Cambria Ct Ontario	909 231 2563	dporeddy@cityofontario.ca.us
Josepine Hovitz	Ontario			
Gregory Hatcher	FAA Tower	Ontario Tower	909-605-0057	greg.hatcher@faa.gov
APOLONIA GONZALEZ				
MYRON SANCHEZ	LAWA		909 544 5357	msanchez@lawa.org
JOE CHAVEZ	JONES PAINE GROUP	4200 E CONVERSE, ONT CA	(909) 581-8611	jchavez@jonespaine.com

Attendance Roster
LA/Ontario International Airport NEM Update

Meeting: NEM Public Information Workshop # 2
Meeting Location: LA/Ontario International Airport, Administration Offices, 1923 E. Avion Street, Ontario, CA 91761
Date: Thursday March 19, 2015 5:30-7:30 p.m.

Name	Organization	Address	Phone	Email
DAN POSSNACK	CITIZEN	[REDACTED] 91762, Ontario CA	[REDACTED]	[REDACTED]
Dale Robinson	Citizen	[REDACTED] Ontario CA 91761	[REDACTED]	[REDACTED]
Andres Aguilera		[REDACTED] Ontario CA 91761	[REDACTED]	[REDACTED]
Jessica Lett	Out Chamber	520 N. Euclid Ave. Ontario 91762	909 984 2458	jess.lett@ontario.org
Elva Pantoja	Resident	[REDACTED] ONTARIO, CA	[REDACTED]	[REDACTED]
Yolanda Castaneda	Resident	[REDACTED] Out	[REDACTED]	[REDACTED]
Kimberly David	BBK	[REDACTED]	[REDACTED]	[REDACTED]
Jess Ferris	ONT	1923 E Avion St #200	909 544 5306	jferris@ontario.org
Lorena Mejia	City of Ontario	303 E. B St Ontario, CA 91764	909 395 2776	lmejia@ci.ontario.ca.us
Sigfredo Pineda	" " "	208 W. Empire St " " 91762	909 397 2291	spineda@ci.ontario.ca.us
ALBA BANG	CITY OF ONTARIO	303 E B STREET ONT	909 395 2010	ALBA.BANG@ONTARIO.CA.US
Brian Desatnik	City of Claremont	307 Harvard Avenue, Claremont CA 91711	909 397 5342	bdesatnik@ci.claremont.ca.us
Vivian Glorie	FAA	19000 Michigan Blvd Los Angeles 90161	310 735 3697	vivian.glorie@faa.gov
Liset Marquez	Daily Bulletin	2041 E FORTMTH STREET, Ontario CA 91765	909 483 9556	liset.marquez@longpress.com
John Wang	CANA			wjwang@lanaa.org

Attendance Roster
LA/Ontario International Airport NEM Update

Meeting: NEM Public Information Workshop # 2
Meeting Location: LA/Ontario International Airport, Administration Offices, 1923 E. Avion Street, Ontario, CA 91761
Date: Thursday March 19, 2015 5:30-7:30 p.m.

Name	Organization	Address	Phone	Email
Heide Flores	JPEG	[REDACTED]	[REDACTED]	[REDACTED]
Orla [REDACTED]		17410 CT-91700		
Maurya [REDACTED]		[REDACTED]		
Francisca [REDACTED]		[REDACTED]		
Isabel [REDACTED]		[REDACTED]		
Edi Fern	Mt Zion Church	224 California Street Ontario 91761	909 983 2411	MIZION.ONTARIO.CA@GMAIL.COM
C. Simenez		[REDACTED]	[REDACTED]	[REDACTED]
Maria Garcia	SITISA	[REDACTED]	[REDACTED]	[REDACTED]
MARTHA SANCHEZ		[REDACTED]	[REDACTED]	[REDACTED]
Xochitl Sanchez		[REDACTED]	[REDACTED]	[REDACTED]
David Duarte		[REDACTED]	[REDACTED]	[REDACTED]
Boi VU		[REDACTED]	[REDACTED]	[REDACTED]
David Chap	LAWA	7301 World Way West, Los Angeles	624 746-6507	dclar@law.org
Rene Spence	LAWA	" " " "	424 646-7011	dispen@law.org
MARTHA PANTOJA	LAWA	" " " "	424-646-5500	kyant@law.org

L.6.3 Public Workshop Handouts – March 19, 2015



LA/Ontario International
Los Angeles World Airports

Part 150 Noise Exposure Map Update – 2015

Los Angeles World Airports (LAWA) is updating the Noise Exposure Maps (NEMs) for LA/Ontario International Airport (ONT) to determine eligibility for continued federal funding for the City of Ontario Quiet Home Program (QHP).

In Fall 2012, the Federal Aviation Administration (FAA) notified officials of the QHP that, due to the age of the existing NEM developed in 1990, the QHP is no longer qualified for FAA noise mitigation grants. The QHP uses the NEM to determine participant's eligibility and receives funds from both FAA and LAWA to perform noise mitigation measures (such as sound insulation and land acquisition of residential properties) in the City of Ontario. In order to determine eligibility for continued federal funding, LAWA initiated the process to update the NEMs.

The following text briefly describes the Part 150 regulation and opportunities for the communities around the airport to be involved and provide public comment in this project.

What is a Part 150 Study?

A Part 150 Study is an in-depth noise and land use compatibility study that involves working with the community to address its concerns and developing a detailed analysis of aviation-related noise levels and the variables that affect them. LAWA selected the noise consulting firm Harris Miller Miller & Hanson Inc. (HMMH) to assist with updating the Noise Exposure Maps that were developed in 1990. Over time, airport operations change, technology changes, and land use patterns can change. The current effort updates the 1990 Noise Exposure Maps based upon current conditions and forecast aircraft operational activity at the airport.

What does a Part 150 Study include?

There are two principal technical elements to a Part 150 Study: the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP). The FAA only required ONT to update its NEMs at this time to determine eligibility for continued federal funding for the noise mitigation programs. The NEMs include aircraft noise exposure contours created using the FAA's Integrated Noise Model (INM). The noise contours are presented on a map that depicts the airport's layout and land uses within the communities surrounding the Airport. These contours also reflect the noise exposure from aircraft operations occurring during the year of submission to the FAA (2015 expected) and for a five-year forecast (2020) as mandated by the FAA.

What will the ONT NEM update mean to residents near the airport?

The previous NEM used for noise mitigation eligibility near the airport is based on 1995 conditions, and since 1995 there have been many changes to aircraft technology and aircraft operations. Therefore, it is necessary to determine what changes have occurred with respect to aircraft noise and incompatible land uses, based on current and updated forecast operations and aircraft types. According to FAA guidelines, an NEM must reflect reasonable representation of current and/or forecast conditions, must be updated if there is a substantial increase or significant decrease in the noise contour

over incompatible land uses, and must be reviewed by the airport/sponsor and verified by FAA/ADO if more than five years old.

The NEM update will likely result in a change to the eligibility area for noise mitigation programs where some residents, who were eligible in the 1995 NEM, may no longer be eligible for noise mitigation programs like the QHP.

How does the community get involved?

The Part 150 process recognizes the importance of reaching out to interested stakeholders from both the aviation and community perspectives. Therefore, HMMH contacted representatives of the Ontario Quiet Home Program Office, the airlines, the FAA, general aviation groups, and other interested stakeholders. In addition, two public workshops were held to inform and solicit comments from the interested stakeholders including the nearby communities.

Where can the public review the Noise Exposure Maps documents?

The Noise Exposure Maps documents are available for review at the second public workshop (March 19, 2015) and at the following locations (from March 10 – April 10, 2015):

LA/Ontario International Airport Administration Office
1923 E. Avion Avenue, Ontario (Call for appointment 909-544-5361)

Ovitt Family Community Library
215 East C Street, Ontario

Colony High Branch Library
3850 East Riverside Drive, Ontario

Ontario Quiet Home Program Office
Ontario Housing and Municipal Services
208 W. Emporia Street, 2nd Floor, Ontario

The documents are also available on the project website: <http://www.lawa.org/ONTPart150.aspx>

Is the Part 150 Process unique to LA/Ontario International Airport?

Some 250 airports have voluntarily conducted Part 150 Studies to work with communities on managing aircraft noise compatibility. While many of the elements of a Part 150 Study are the same, each airport and community is distinctive. As a result, the needs, the process and the outcomes of the Part 150 Study are uniquely tailored to each airport.

More information on Part 150 and the process can be found at the following FAA website:
http://www.faa.gov/airports/environmental/airport_noise/



LA/Ontario International

Los Angeles World Airports

Actualización del Mapa de exposición al ruido en virtud de la regulación Parte 150 – 2015

Los Angeles World Airports (LAWA) está actualizando los Mapas de exposición al ruido (NEM) para el LA/Ontario International Airport (ONT) a fin de determinar la elegibilidad para continuar recibiendo financiamiento federal para el programa City of Ontario Quiet Home Program (QHP).

En el otoño de 2012, la Administración Federal de Aviación (FAA) notificó a los funcionarios del programa QHP que, debido a la antigüedad del mapa NEM existente desarrollado en 1990, el programa QHP ya no calificaba para recibir los subsidios para mitigación de ruido otorgados por la FAA. El programa QHP utiliza los mapas NEM para determinar la elegibilidad del participante y recibe fondos de la FAA y de LAWA para llevar a cabo medidas de mitigación de ruido (tales como el aislamiento acústico y adquisición de tierras de propiedades residenciales) en la ciudad de Ontario. A fin de determinar la elegibilidad para continuar recibiendo financiamiento federal, LAWA inició el proceso de actualizar los mapas NEM.

El texto a continuación describe brevemente la reglamentación de la Parte 150 y las oportunidades para las comunidades alrededor del aeropuerto para poder participar y brindar comentarios públicos en este proyecto.

¿Qué es un estudio de la Parte 150?

Un estudio de la Parte 150 es un estudio en detalle del ruido y la compatibilidad del uso de suelo que involucra trabajar con la comunidad a fin de atender sus preocupaciones y desarrollar un análisis detallado de los niveles de ruido relacionados con la aviación y las variables que lo afectan. Los Angeles World Airports (LAWA) seleccionó a la firma consultora en materia de ruidos Harris Miller Miller & Hanson Inc. (HMMH) para ayudar con la actualización de los Mapas de exposición al ruido que fueron desarrollados en 1990. Con el tiempo, las operaciones aeroportuarias cambian, la tecnología cambia y los patrones de uso de suelo pueden cambiar. El esfuerzo actual actualiza los Mapas de exposición al ruido de 1990 con base en las condiciones actuales y en los pronósticos de actividad operacional aeronáutica en el aeropuerto.

¿Qué incluye un estudio de la Parte 150?

Hay dos elementos técnicos principales que constituyen un estudio de la Parte 150: los Mapas de Exposición al Ruido (Noise Exposure Map, NEM) y el Programa de compatibilidad de ruido (Noise Compatibility Program, NCP). La FAA requirió que ONT actualice únicamente sus mapas NEM en este momento para determinar la elegibilidad para continuar recibiendo fondos federales aplicables a los programas de mitigación de ruido. Los mapas NEM incluyen curvas de exposición al ruido aeronáutico creadas utilizando el Modelo integrado de ruido (Integrated Noise Model, INM) de la FAA. Estas curvas de exposición al ruido se presentan sobre un mapa que muestra la distribución de planta del aeropuerto y los usos del suelo en las comunidades alrededor del Aeropuerto. Estas curvas de exposición al ruido reflejan también la exposición al ruido derivadas de las operaciones aeronáuticas que ocurren durante el año de la presentación a la FAA (esperado en 2015) y para un período proyectado de cinco años (2020) según las disposiciones de la FAA.

¿Qué significará la actualización de los mapas NEM de ONT para los residentes cerca del aeropuerto?

Los mapas NEM utilizados anteriormente para la elegibilidad de medidas para la mitigación de ruido cerca del aeropuerto se basan en condiciones de 1995, y desde 1995 ha habido muchos cambios en la tecnología aeronáutica y en las operaciones de las aeronaves. Por lo tanto, es necesario determinar qué cambios han ocurrido con respecto al ruido de las aeronaves y los usos de tierras incompatibles, basados en las proyecciones actuales y actualizadas para las operaciones y tipos de aeronaves. Según las directrices de la FAA, un mapa NEM debe reflejar una representación razonable de las condiciones actuales o previstas, que deben ser actualizadas si existe un aumento substancial o disminución significativa en las curvas de exposición al ruido sobre los usos de tierras incompatibles, y deben ser actualizados y revisados por el aeropuerto o su patrocinador y verificadas por la FAA/ADO si tienen más de cinco años de antigüedad.

La actualización de los mapas NEM probablemente tendrá como resultado un cambio en el área de elegibilidad para los programas de mitigación de ruidos donde algunos residentes, quienes eran elegibles según los mapas NEM de 1995, quizá ya no sean elegibles para participar en los programas de mitigación de ruido como el QHP.

¿Cómo participa la comunidad?

El proceso estipulado por la Parte 150 reconoce la importancia de llegar hasta las partes interesadas desde ambas perspectivas tanto de la aviación como de la comunidad. Por lo tanto, HMMH se comunicó con representantes de la Oficina del Programa Ontario Quiet Home, con las compañías aéreas, con la FAA, con los grupos de aviación general y con otras partes interesadas. Además, se celebraron dos talleres públicos para informar y solicitar comentarios de las partes interesadas incluidas las comunidades cercanas.

¿Dónde puede el público examinar los documentos de los Mapas de exposición al ruido?

Los documentos de los Mapas de exposición al ruido (NEM) están disponibles para su revisión en el segundo taller público (19 de marzo de 2015) y en las ubicaciones siguientes (del 10 de marzo al 10 de abril de 2015):

LA/Ontario International Airport Administration Office
1923 E. Avion Avenue, Ontario (Llame para hacer cita al 909-544-5361)

Ovitt Family Community Library
215 East C Street, Ontario

Colony High Branch Library
3850 East Riverside Drive, Ontario

Oficina del Ontario Quiet Home Program
Ontario Housing and Municipal Services
208 W. Emporia Street, 2nd Floor, Ontario

Los documentos también están disponibles en la página web del proyecto: <http://www.lawa.org/ONTPart150.aspx>

¿Es el proceso de la Parte 150 exclusivo para LA/Ontario International Airport?

Unos 250 aeropuertos han realizado voluntariamente estudios de la Parte 150 para trabajar con las comunidades en la gestión de la compatibilidad de ruido aeronáutico. Mientras que muchos de los elementos de un estudio de la Parte 150 son similares, los aeropuertos y las comunidades son diferentes. Como resultado, las necesidades, el proceso y los resultados del estudio de la Parte 150 son adaptados de manera exclusiva para cada aeropuerto.

El sitio web de la FAA que se indica a continuación contiene más información sobre lo estipulado en la Parte 150 y el proceso relacionado: http://www.faa.gov/airports/environmental/airport_noise/

How do we Describe Aircraft Noise?

We use a number of terms to describe aircraft noise. These metrics form the basis for the majority of noise analyses conducted at most airports in the U.S.

The Decibel, dB

All sounds come from a source – a musical instrument, a voice speaking, an airplane. The energy that produces these sounds is transmitted through the air in waves, or sound pressures, which impinge on the ear, creating the sound we hear.

The decibel is a ratio that compares the sound pressure of the sound source of interest (e.g., the aircraft overflight) to a reference pressure (the quietest sound we can hear). Because the range of sound pressures is very large, we use logarithms to simplify the expression to a smaller range, and express the resulting value in decibels (dB). Two useful rules of thumb to remember when comparing individual noise sources are: (1) most of us perceive a six to ten dB increase to be about a doubling of loudness, and (2) changes of less than about three dB are not easily detected outside of a laboratory.

The A-Weighted Decibel, dB(A)

Frequency, or “pitch”, is an important characteristic of sound. When analyzing noise, we are interested in how much is low-, middle-, and high-frequency noise. This breakdown is important for two reasons. First, our ears are better equipped to hear mid- and high-frequencies; thus, we find mid- and high-frequency noise more annoying. Second, engineering solutions to noise problems are different for different frequency ranges. The “A” filter approximates the sensitivity of our ear and helps us to assess the relative loudness of various sounds.

Maximum A-weighted Sound Level, L_{max}

A-weighted sound levels vary with time. For example, the sound increases as an aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. Figure 1 illustrates this phenomenon. We often describe a particular noise “event” by its maximum sound level (L_{max}). Figure 2 shows typical L_{max} values for some common noise sources. In fact, two events with identical L_{max} may produce very different total exposures. One may be of very short duration, while the other may be much longer.

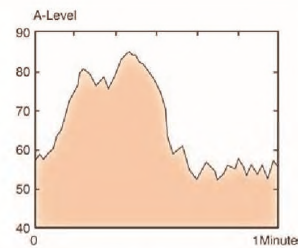


Figure 1. A-weighted Sound Levels Over Time

Sound Exposure Level, SEL, and Single Event Noise Exposure Level, SENEL

SEL is most common measure of cumulative noise exposure for a single aircraft flyover. Mathematically, it is the sum of the sound energy over the entire duration of a noise event – one can think of it as an equivalent noise event with a one-second duration. Figure 3 shows the portion of the sound energy included in this event. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the L_{max} for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the L_{max}. The

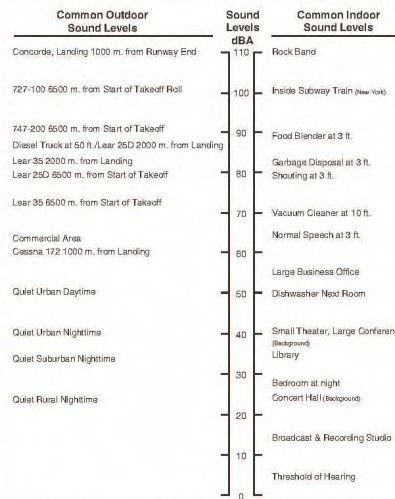


Figure 2. Common Environmental Sound Levels

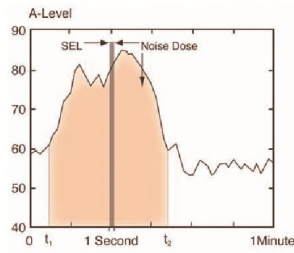


Figure 3. Sound Exposure Level

fact that it is cumulative measure means that a higher SEL can result from either a louder or longer event, or some combination. California law¹ specifies the use of SENEL, which is a slight variant of SEL, in that it considers the noise level over a period during which the noise level exceeds a threshold level, rather than over its entire duration. In most situations, the SEL and SENEL are identical.

Day-Night Average Sound Level, DNL, and Community Noise Equivalent Level, CNEL

DNL and CNEL are measures of cumulative noise exposure over a 24-hour period, with adjustments to reflect the added intrusiveness of noise during certain times of the day. DNL includes a single adjustment period; each aircraft noise event at night (defined as 10 p.m. to 7 a.m.) is counted ten times. CNEL adds a second adjustment period; in addition to the nighttime adjustment, each aircraft noise event in the evening (defined at 7 p.m. to 10 p.m.) is counted three times. The nighttime adjustment is equivalent to increasing the noise levels during that time interval by 10 dB. The evening adjustment is equivalent to increasing the noise levels by approximately 4.77 dB.

Figure 4 depicts a hypothetical daily noise dose. The top frame repeats the one-minute noise exposure that was shown in Figure 1. The center frame includes this one-minute interval within a full hour; now the shaded area represents the noise during that hour with 16

noise events, each producing an SEL. Finally, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the noise dose over a full day.

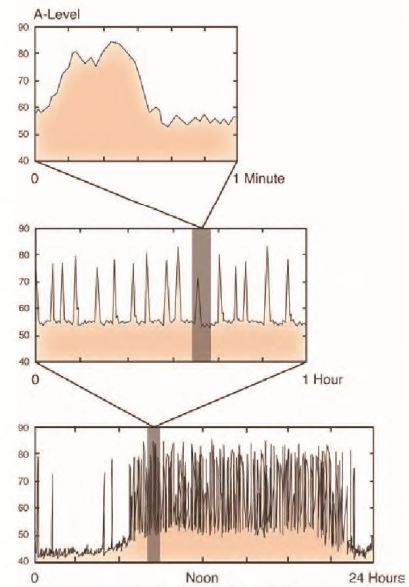


Figure 4. Daily Noise Dose

Most aircraft noise studies utilize computer-generated estimates of DNL or CNEL, determined by accounting for the SEL or SENEL values (as appropriate) from individual events affecting a given point on the ground, adjusted for evening and night as appropriate. Computed values of DNL or CNEL generally are depicted as noise contours reflecting lines of equal exposure around an airport (much as topographic maps indicate contours of equal elevation). California noise regulations require airports in the state to use CNEL. FAA has approved the use of CNEL for that purpose.

¹ "California Airport Noise Standards", California Administrative Code, Title 21, Public Works, Chapter 2.5, Subchapter 6)



HARRIS MILLER MILLER & HANSON INC.

Consultants in Noise and Vibration Control

www.hmmh.com

L.6.4 Public Workshop Display Boards – March 19, 2015



LA/Ontario International
Los Angeles World Airports

**Noise Exposure Maps Update
14 CFR Part 150**

**Public Workshop
March 19, 2015
5:30 pm to 7:30 pm**

***Presentations at 6 pm and 7 pm (if needed)
Written comments accepted***

Project Schedule NEM Update at ONT

Date	Milestone
March 2014	Project kickoff
May 2014	Public Workshop 1 – project introduction and public input
August 2014	Develop forecast of aircraft operations and noise model inputs
November 2014	Draft NEM contours
December 2014	Draft NEM report
January 2015	Submit draft study to FAA for review
March 2015	Begin 30-day public review period Public Workshop 2 – present results
June 2015	Submit NEM update to FAA for acceptance



Airport Noise Compatibility Planning Study – 14 CFR Part 150

- **Voluntary program – FAA sponsored**
- **Sets standards for noise analyses**
- **Over 250 airports have participated**
- **Provides access to federal funds for:**
 - **Noise abatement**
 - **Noise mitigation**
 - **Residential sound insulation**
 - **Land acquisition**
- **Two principal elements:**
 - **Noise Exposure Map (NEM)**
 - **Noise Compatibility Program (NCP)**

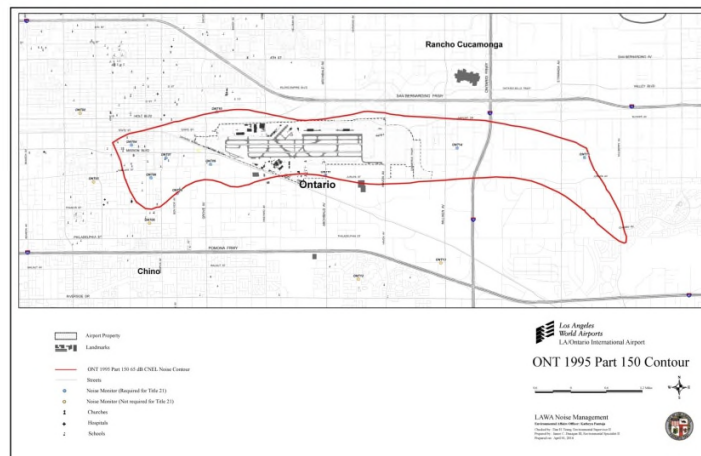


LA/OntarioInternational
Los Angeles World Airports

Airport Noise Compatibility Planning Study – 14 CFR Part 150

- The NEM provides:
 - Airport layout and operations
 - Aircraft operations
 - Aircraft noise exposure contours
 - Land use compatibility
- The NEM includes two timeframes:
 - Year of submission
 - Five-year forecast

1995 NEM at ONT



Noise Exposure Map Data Requirements

- **Airport configuration and layout**
- **Annual average aircraft operations for existing and five-year forecast**
 - Aircraft fleet mix (aircraft types)
 - Number of arrivals, departures, and pattern operations by time of day
- **Runway utilization by aircraft type**
- **Aircraft flight tracks and utilization**
- **Annual Average Weather**
 - Temperature
 - Barometric pressure
 - Relative humidity
- **Land use**
 - Existing
 - Planned (zoning)
- **Population**



LA/Ontario International
Los Angeles World Airports

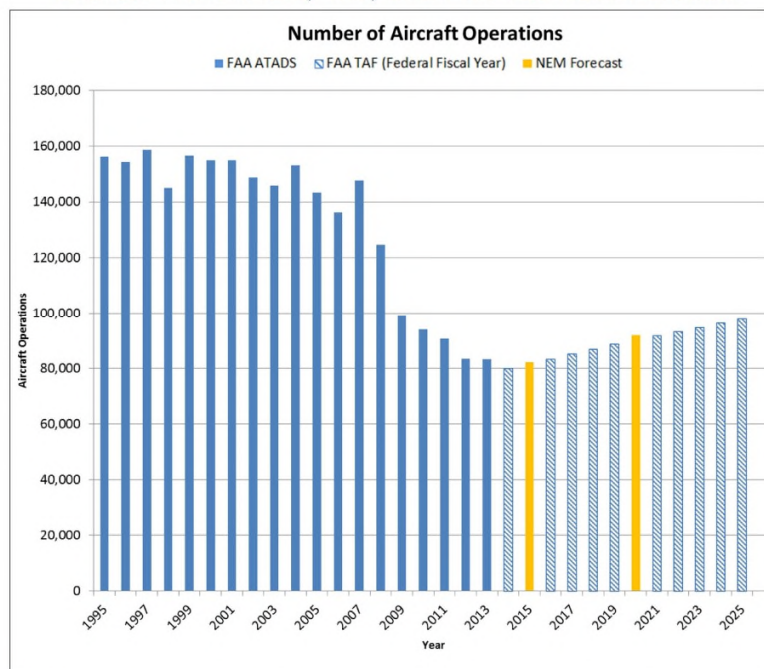
Noise Exposure Map Aircraft Operations

Annual Aircraft Operations - Forecast

Category	2015	2020	Average Annual Growth Rate
Passenger	45,469	53,436	3.3%
Cargo Jet	11,576	12,444	1.5%
Cargo Feeder	8,969	8,993	0.1%
General Aviation/ Military	16,050	17,033	1.2%
Total	82,063	91,906	2.3%

Annual Aircraft Operations – Historical and Forecast

Source: FAA ATADS, TAF, and Part 150 NEM Forecast

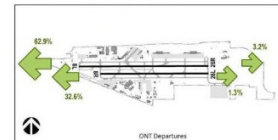
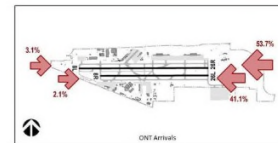


Noise Exposure Map Runway Use

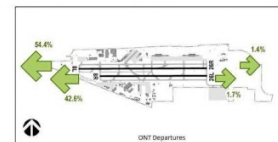
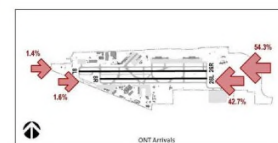
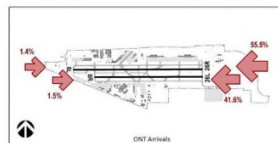
2015

2020

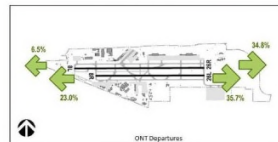
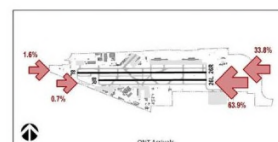
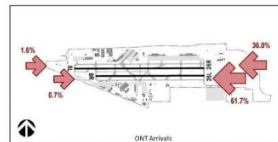
Day



Evening

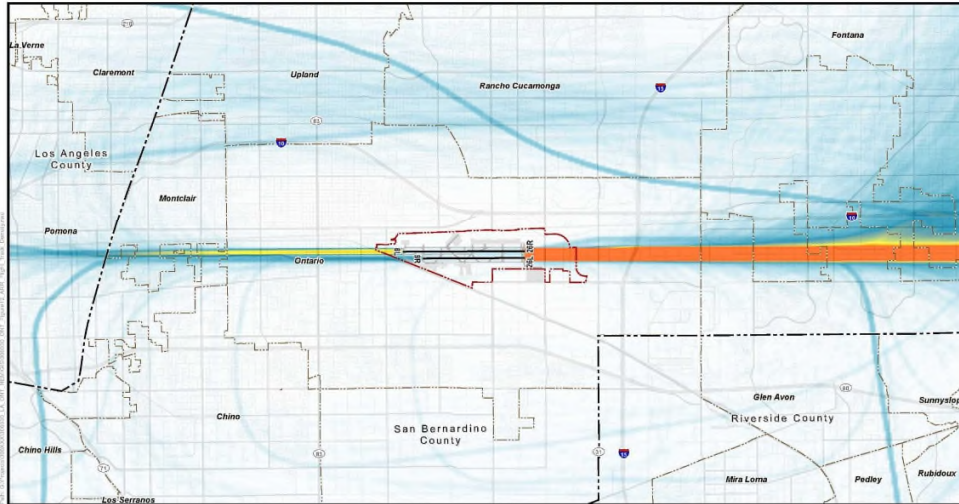


Night

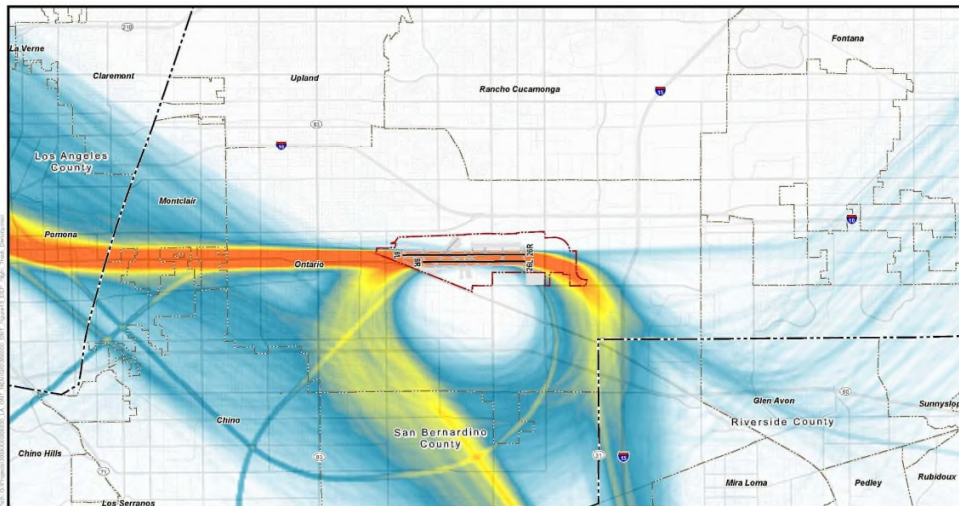


Noise Exposure Map Aircraft Flight Tracks

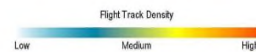
Annual Aircraft Arrivals

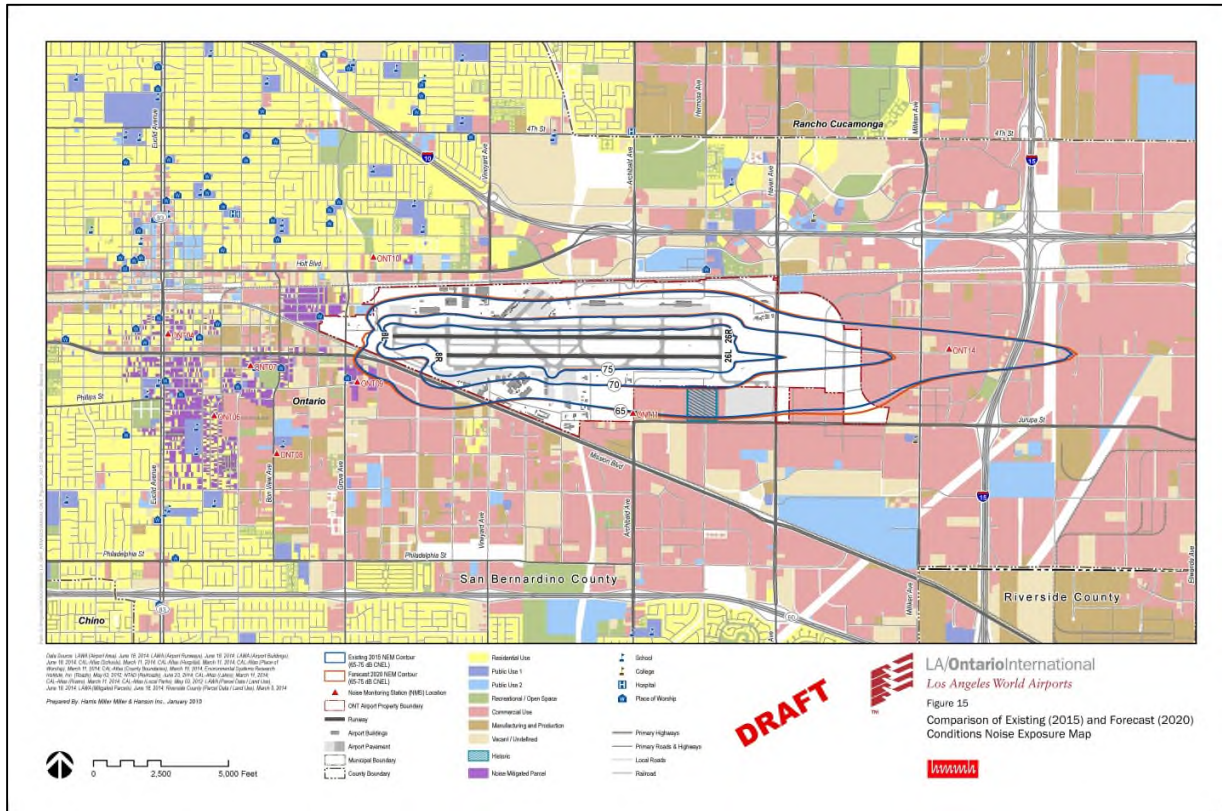


Annual Aircraft Departures




LA/OntarioInternational
Los Angeles World Airports






L.6.5 Public Workshop Presentation – March 19, 2015



LA/OntarioInternational
Los Angeles World Airports

LA/Ontario International Airport (ONT) Part 150 Noise Exposure Map (NEM) Update



Harris Miller Miller & Hanson Inc.
Public Workshop
March 19, 2015




LA/OntarioInternational
Los Angeles World Airports


Meeting Agenda

- **Noise Exposure Map Background**
 - Federal Regulations/Land Use Compatibility Guidelines
 - Previous Noise Exposure Map
- **Noise Exposure Map Update**
 - Purpose
 - Process and Tasks
 - Land Use Inventory, Aviation Forecasts and Contours
 - Project Schedule and Team
- **Public Review of Noise Exposure Map Update**
 - NEM Documents: Public Review and Comment
 - Public Workshop Stations

Noise Exposure Map Background Federal Regulations	 Federal Aviation Administration
<ul style="list-style-type: none">• Code of Federal Regulations (14 CFR) Part 150, “Airport Noise Compatibility Planning”<ul style="list-style-type: none">– Voluntary federal program providing access to funding– Sets national standards for analysis– Over 250 airports have participated• Two principal Part 150 elements<ul style="list-style-type: none">– Noise Exposure Map (NEM)– Noise Compatibility Program (NCP) <p data-bbox="352 965 536 1010"> LA/Ontario International Los Angeles World Airports</p> <p data-bbox="1214 972 1230 994">3</p>	


Noise Exposure Map Background Federal Regulations	 Federal Aviation Administration
<p data-bbox="360 1211 1038 1245">The ONT Noise Exposure Map includes:</p> <ul style="list-style-type: none">• Airport layout and airport operation• Land uses in the airport environs• Noise/land use compatibility• Aircraft noise exposure contour maps<ul style="list-style-type: none">– Base Year (year of submission: 2015)– Forecast Year (5-year forecast: 2020) <p data-bbox="352 1731 536 1776"> LA/Ontario International Los Angeles World Airports</p> <p data-bbox="1214 1738 1230 1760">4</p>	

Noise Exposure Map Background Federal Regulations



Federal Aviation
Administration


- **Roles and Responsibilities**
 - **FAA**
 - Funds NEM project
 - “Accepts” NEM
 - **Project Sponsor (LAWA)**
 - Directs NEM update and consultant team
 - Submits NEM to FAA for acceptance



L/A/OntarioInternational
Los Angeles World Airports

5


Noise Exposure Map Background Land Use Compatibility Guidelines



Federal Aviation
Administration

- **Part 150 provides land use compatibility guidelines**
 - All land uses are considered by FAA as compatible with aircraft noise less than CNEL 65 dB
 - Noise sensitive land uses incompatible with aircraft noise of CNEL 65 dB and greater include:
 - Residential
 - Schools and places of worship
 - Nursing homes, hospitals

CNEL – Community Noise Equivalent Level

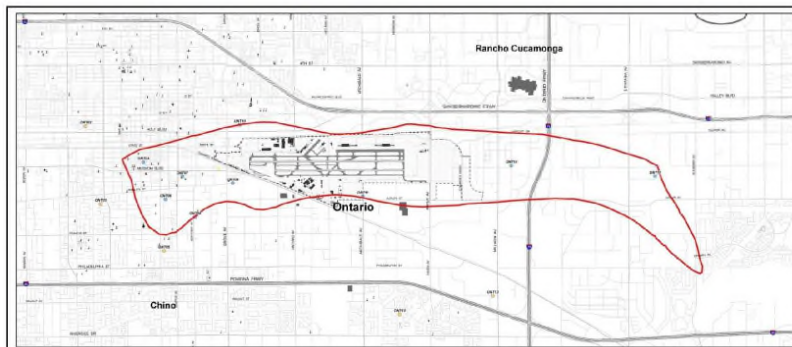


L/A/OntarioInternational
Los Angeles World Airports

6

Noise Exposure Map Background Previous Noise Exposure Map

- Los Angeles World Airports (LAWA) completed ONT Part 150 study in 1990 – NEM and NCP
- Federal Aviation Administration (FAA) published the Letter of Acceptance of the NEM in 1991

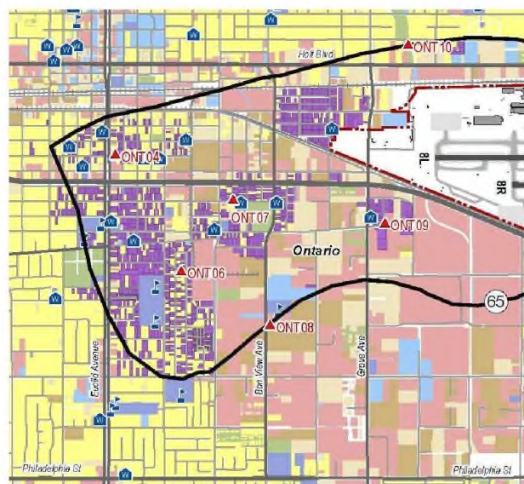


Noise Exposure Map Background Previous Noise Exposure Map - Mitigation

- Managed by City of Ontario Quiet Home Program

Achievements:

- Sound insulated 1,429 homes
 - FAA AIP funding - \$38 million
 - LAWA funding - \$12 million
- Acquired 316 parcels
 - FAA AIP funding - \$42 million
 - LAWA funding - \$36 million
- Over \$100 million in funding



Noise Exposure Map Update Purpose

- **FAA informed the City of Ontario Quiet Home Program that continued federal funding for noise mitigation requires updated NEMs**
- **According to updated FAA guidelines, an NEM:**
 - **must reflect reasonable representation of current and/or forecast conditions**
 - **must be updated if there is a substantial increase or significant decrease in the noise contour over incompatible land uses**
 - **must be reviewed by airport and verified by FAA/ADO if more than five years old**



9

Noise Exposure Map Update Process and Tasks

- **Review implementation status of NCP**
- **Obtain airport layout and airport operation**
- **Inventory land use**
- **Collect and process current aircraft operations**
- **Model noise exposure using the FAA-approved forecast of aircraft operations**
- **Develop two noise exposure contour maps**
 - **Year of submission to FAA - 2015**
 - **Five-year forecast - 2020**



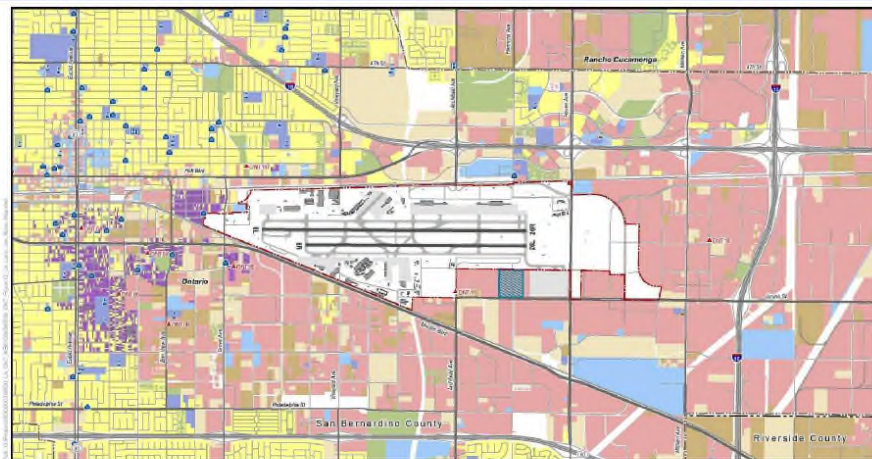
10

Noise Exposure Map Update Land Use Inventory

- On Airport
 - LAWA provided existing airport layout data and expects runway configuration to remain the same through 2020
- Communities surrounding airport
 - Geo-spatial data in seven land use categories were collected from LAWA, City of Ontario and San Bernardino County:

Residential, Public Use (noise sensitive and non-noise-sensitive uses), Recreational/open space, Commercial use, Manufacturing and Production, and Vacant/undefined

Noise Exposure Map Update Land Use Inventory



LA/Ontario International
Los Angeles World Airports

Figure 12
Land Use Base Map

HANDBOOK HANDBOOK HANDBOOK HANDBOOK

LA/Ontario International
Los Angeles World Airports

12

Noise Exposure Map Update Aviation Forecasts

- **Forecasts developed for two calendar year time frames:**
 - 2015 and 2020
- **Baseline was 2013 operations**
 - Actual flight tracks and aircraft identification data for all operations captured on ANOMS™
- **Met with FAA Air Traffic Control Tower**
- **Interviewed aircraft operators including:**
 - FedEx, UPS, Cinco Air Charter, Guardian Jet Center



13

Noise Exposure Map Update Aviation Forecasts

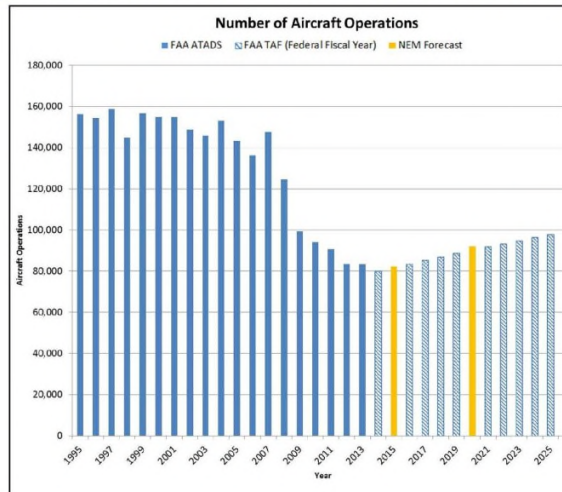
- **Conducted analysis of operations data compiled from:**
 - US DOT T100
 - OAG passenger schedules
 - FAA tower counts (ATADS)
FAA Terminal Area Forecast (TAF)
 - FAA ASDI information via FlightAware.com
 - FAA ETMSC (Enhanced Traffic Management System Counts)
 - **Industry forecasts prepared by:**
 - Airbus
 - Boeing
 - FAA



14

Noise Exposure Map Update Aviation Forecasts

Aircraft Operations from FAA ATADS and TAF, and NEM Forecast



Noise Exposure Map Update Aviation Forecasts

NEM Forecast Aircraft Operations

Aircraft Category	2015 Operations	2020 Operations	Average Annual Growth Rate
Passenger	45,469	53,436	3.3%
Cargo Jet	11,576	12,444	1.5%
Cargo Feeder	8,969	8,993	0.1%
General Aviation	16,050	17,033	1.2%
Total	82,063	91,906	2.3%

Note: Totals may not add up due to rounding

- **NEM forecast operations approximately 1% above FAA TAF (prepared in 2014)**
- **FAA approved forecasts on August 28, 2014**

Noise Exposure Map Update Aviation Forecasts – Fleet Mix

- **Phase out of Stage 2 aircraft > 75,000 pounds by end of 1999**
 - B-727, B-737 (older series), DC-8, DC-9
- **Retirement of most Stage 2 aircraft that were certified as Stage 3 using “hushkits”**
- **Changes anticipated between 2015 and 2020**
 - FedEx MD-10/DC-10 aircraft retired
 - MD-80 operations replaced with quieter B-737 aircraft



17

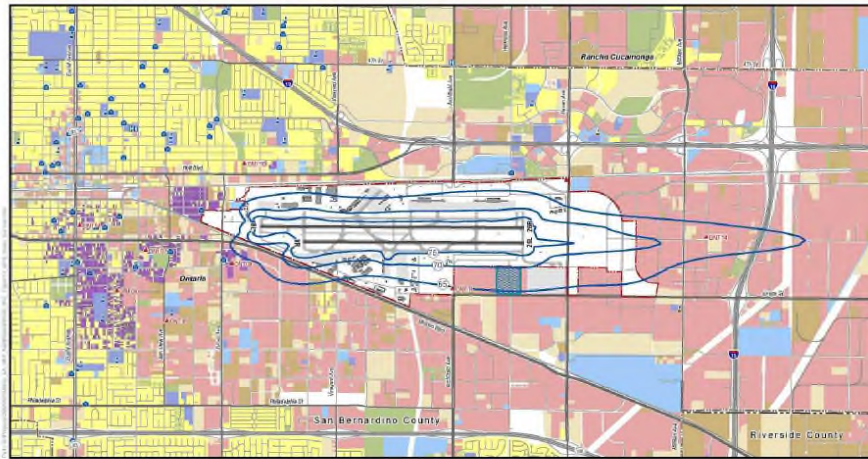
Noise Exposure Map Update Contours

- **FAA Integrated Noise Model (INM) v. 7.0d**
 - Runway configuration (no changes)
 - Aircraft operations forecast and fleet mix approved by the FAA
 - RealContours™ to process all radar tracks, derive runway use and model each individual flight track
 - Aircraft specific noise and performance characteristics within the INM
 - Terrain and average meteorological data



18

Noise Exposure Map Update Contours - 2015



DRAFT

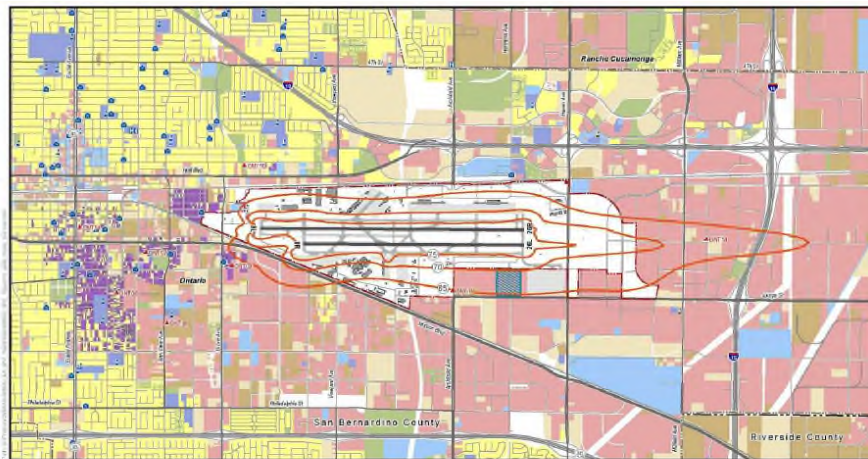
LA/OntarioInternational
Los Angeles World Airports

Figure 13
Existing Conditions (2015) Noise Exposure Map

HARRIS MILLER MILLER & HANSON INC.

19

Noise Exposure Map Update Contours - 2020



DRAFT

LA/OntarioInternational
Los Angeles World Airports

Figure 14
Forecast Conditions (2020) Noise Exposure Map

HARRIS MILLER MILLER & HANSON INC.

20

Noise Exposure Map Update Project Schedule

Date	Milestone
March 2014	Project Kickoff
May 2014	Public Workshop 1 – project introduction and public input
August 2014	Develop forecast of aircraft operations and noise model inputs
November 2014	Draft NEM contours
December 2014	Draft NEM report
January 2015	Submit draft study to FAA for review
 March 2015	30-day public review period Public Workshop 2 – present results
June 2015	Submit NEM update to FAA for acceptance

Noise Exposure Map Update Project Team

- **LAWA Staff**
 - Jess Romo – Airport Manager
 - Scott Tatro – Airport Environmental Manager
 - Kathryn Pantoja – Environmental Affairs Officer
 - David Chan – LAWA Project Manager
- **Consultant Team Members**
 - HMMH – Project Management/NEM Development
 - Gene Reindel, Bob Behr, Rhea Gundry
 - ICF/SH&E (forecasting)
 - Peter Stumpp
 - CommuniQuest (outreach)
 - Christine Eberhard

Public Review of Noise Exposure Map Update Document

1. **LAWA Website:** <http://www.lawa.org/ONTPart150.aspx>
2. **Airport Administration Office**
1923 E. Avion Ave, Ontario 91761
3. **Ovitt Family Community Library**
215 East C St, Ontario 91764
4. **Ontario Quiet Home Program Office**
Ontario Housing and Municipal Services
208 W. Emporia St, 2nd Floor, Ontario 91762
5. **Colony High Branch Library**
3850 East Riverside Dr, Ontario 91761



25

Public Review of Noise Exposure Map Update Comments

- **Written comments**
 - **Submit to Comment Station**
 - **Mail to:** LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental Services Division
P.O. Box 92216
Los Angeles, CA 90009-2216
 - **Email to:** ontpart150nemupdate@lawa.org
- **Website**
 - <http://www.lawa.org/ONTPart150.aspx>
- **Comment line**
 - **Toll-Free Line: 1-855-279-4698**



26

Public Review of Noise Exposure Map Update March 19, 2015 Public Workshop Stations

- **Part 150 regulation and NEM Update process**
 - Rhea Gundry (HMMH)
- **NEM Update Results**
 - Bob Behr (HMMH)
- **Aircraft operations forecasting**
 - Peter Stumpp (ICF/SH&E)
- **Public comments**
 - Christine Eberhard (CommuniQuest)

L.7 Comments Received at or Immediately Following the Public Workshops and by the Closure Date of the Public Review

In accordance with Part 150 regulations for Noise Exposure Maps, the airport operator shall certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the “*correctness and adequacy*” of the draft noise exposure map and descriptions of forecast aircraft operations.

LAWA received several comments regarding the correctness of the study. Many of these comments identified elements that are under State or local jurisdictions and not within the purview of the Federal Part 150 regulations. These elements included references such as the Airport Land Use Compatibility Plans, State of California Title 21 Airport Noise Standards, and City General Plans. The ONT NEM update was completed in accordance and full compliance with 14 CFR Part 150 regulations as indicated in the FAA checklist review in Section 1.6.

LAWA received additional comments related to the adequacy of the public workshop not presenting critical information; inadequate public outreach or community involvement; public review period being too short; inadequate consultation on historic resources; and inadequate consideration of Environmental Justice. Section 4 fully documents the public outreach process and additional information is included in this Appendix.

For Noise Exposure Map updates, Part 150 only requires that the document be made available for public review prior to submitting the document to the FAA for review and acceptance. LAWA followed industry standard practice by making the draft NEM documentation available to the public for 30 days. At the request of the City, LAWA extended the public review time by an additional 30 days. The documentation was available for public review from March 10, 2015 through May 11, 2015. In addition, LAWA conducted two public workshops: one near the beginning of the project (May 1, 2014) to inform the public about the project and the second (March 19, 2015) to present the draft NEM during the public review period.

For historic resources, Part 150 requires historic properties within the CNEL 65 dB contour be identified. Hofer Ranch is the only historic property on the National Register of Historic Places indicated within the CNEL 65 dB contour as identified on the Noise Exposure Maps.

Environmental Justice requirements, according to the FAA, are not applicable to the NEM update process as the NEM does not recommend any “change”.

LAWA received a total of 56 written comments and three verbal comments via the project toll-free comment line. In addition to those areas referenced in the preceding paragraphs related to the correctness and adequacy of the draft document, the majority of the submitted comments focused on the change in the contours, as compared to the previous (1990) NEM, and/or voiced disagreement with what was described as the Airport’s decision to update the contours.

The FAA communicated to the City that they would no longer fund noise mitigation without an update to the ONT NEM (see Section 1.1). In addition and, as described in Section 2.1.2, there has been a reduction in aircraft operations and a quieter fleet mix that require, per FAA guidelines, an update to the ONT NEM. As indicated in Section 3.2, the 2015 ONT NEM update indicates there are no incompatible land uses. The Part 150 program has met its goal and thus there is no current need for continuing to implement the ONT Noise Compatibility Program measures.

All of the written comments received follow in their entirety with Spanish-to-English translations where applicable. A table follows providing those comments recorded via the Toll-Free comment telephone line. One copy of all written comments received during consultation has also been filed with the Regional Airports Division Manager of the FAA.

Comment 1

From: [Elaine Franzen](#)
To: [ONT Part 150 NEM Update](#); liset.marquez@langnews.com
Subject: Noise Contour Map Updates MUST INCLUDE THE UPS AND AIR CARGO DATA
Date: Monday, May 05, 2014 11:31:56 AM
Attachments: [image004.tif](#)

To Whom It May Concern:

In 2008, my husband and I bought a house in the Edenglen community located in Ontario, California. Prior to purchasing, we surveyed the area for airplane noise. We asked the sales people about the airplane noise in the area. We were told there is only high-flying noise which is what we observed for ourselves. We thought they were telling the truth. We were there multiple times during the DAYTIME because we sleep at night during the hours of 10:00 p.m. to 7:00 a.m.

We were told the airport is "approximately 5 miles" away from Ontario International Airport. The City of Ontario told the developer what to put in the Public Report regarding noise which was the property is subject to noise and may be more impacted in the future.

There was a one-line statement regarding noise in the Edenglen Disclosures that said residents may notice noise at any hour from overflying aircraft. However, what we observed was there was no airplane noise over this property whatsoever while we were there.

We knew the landing and takeoff pattern of the airport was from east to west along the I-10 corridor and no planes during the day fly over the house.

No maps were provided on where planes flew during "at any hour" and we believed the sales people.

Given the information we were told, we thought whatever noise from planes flying out of ONTARIO INTERNATIONAL AIRPORT was acceptable and we closed escrow on a very expensive house.

On the first night, we were awoken by extremely loud plane noise. We thought this must be a one-time deal. Within several weeks, we figured out this was not a one-time issue, but that we were in some kind of flight path that was different from the daytime. We thought the builder should have told us about it, and we complained, but didn't know our legal rights until we consulted an attorney who said we should have been told about the alternate flight path.

We eventually sued because the noise had become so bad that I had to take prescription sleep medication to keep me asleep through the noise events of UPS and other cargo aircraft. Also, the noise actually gets worse in the winter time because the air density changes in the winter and the cargo planes need more power to get off the ground. It's my belief the planes are also heavier in the winter time.

The case went to trial, but only after I was denied discovery of the documents which the developer (Brookfield Homes) used to make the one-line disclosure statement about the "at any hour" noise from Ontario International Airport.

The City of Ontario's Assistant Planner testified during trial on our behalf that the maps in effect at the time we purchased the home were from 1994. He also testified that the property was not located in an airport influence area, although when he made a measurement the project was located within two miles of the airport. He then testified the EIR said the property was approximately 2.5 miles from the airport taking it out of the airport influence area.

We were never given Hazardous disclosures prior to closing escrow. They came to us after close of escrow because they were out of copies. The Airport Influence Area disclosure was not checked in the Hazardous disclosure report.

(Comment 1 continued)

The Environmental Impact Report (EIR) for the project stated the development IS NOT NEAR ONTARIO INTERNATIONAL AIRPORT, THEREFORE, NO NOISE WILL BE EXPERIENCED AT THE PROJECT and the EIR did not analyze airplane noise generated out of the airport.

The two maps in existence I could find vaguely disclosed a flight path over the property, but it was there and we weren't told about it.

These maps were part of the City of Ontario's 1994 Airport Environs report that acted as the Airport's Land Use Compatibility Plan.

Sixteen-year old data by the City of Ontario was used to say there was no noise at this new development and the City of Ontario never studied the noise, took any noise measurements, or anything at the new development for nighttime noise.

The City of Ontario knew about the nighttime plane noise, but never disclosed there is an alternate flight path over this property at night or had the builder disclose it to unsuspecting purchasers. We had no way of knowing about the nighttime plane noise. To camp out over night to find out about this alternate flight path and the plane noise was completely unknown to us and never crossed our minds because there was NEVER any low-flying planes at this property. We knew where the flight path was for the airport. WE ALSO KNEW THE AIRPORT CLOSED AT APPROXIMATELY 10:00 P.M. My son-in-law's family owned a home at the west end of the airport off of Euclid Avenue south of the airport which gets the planes flying over all day long. The noise is so bad there and they were given money years and years ago to insulate their windows. However, at night the noise stops. We thought it was because the airport closes. We didn't know it's because the flight path changes.

All the information available to us was that there would be no noise at this home. We were one of the first buyers who occupied the property. Our bedroom had huge glass doors that faced west which made the noise that much more penetrable than others who had different architectural homes.

What we came to know is that the airport changes the flight path to CONTRA FLOW at night meaning it switches the direction the planes fly for UPS. We were never told UPS flies an alternate flight path out of the airport. We never knew they flew at all between 10:00 p.m. and 7:00 a.m. We never thought about it. We knew the airport closes. We knew they unloaded planes, but thought they all flew in prior to 10:00 p.m. and even if they flew in, the flight path was not over our home. However, our knowledge was inadequate.

We were kept in the dark about the EXTREME NOISE from low-flying UPS cargo planes at this property from the alternate flight path.

I tracked the noise levels from these planes and the flight paths and the measurements were in the 80 db level when they flew over my home. This is well outside of the noise level for homes. At trial, the judge wouldn't let me bring in this information.

The bottom line is our home should have never been built where it was and only commercial buildings should have been built there because of the UPS plane noise at night when you're trying to sleep.

However, these homes were approved, sold, and my husband and I suffered tremendously. We eventually lost the court case because of the corrupt courts and judges. The trial judge knew he should have allowed me to amend and get discovery. The City of Ontario Planner knew they were in cahoots with the developer to hide the nighttime flight path and noise over this property.

We were in pro per and didn't know enough at the time to win such a vital court battle regarding noise generated by planes out of airports.

This case was so important to the builder to win so they would not be liable to us for non-disclosure.

I researched everything and thought the law was on our side and I could prove we should have been

(Comment 1 continued)

told about the nighttime noise.

I found out the hard way that the judicial system is CORRUPT! The judge denied me the discovery of vital information, denied me the ability to amend my complaint twice to include the fact that the developer said they didn't know about the nighttime noise, and after I put on my case, the defendants moved for judgment which they were granted by a prejudiced judge.

During the appeal, I found even more evidence of the conspiracy between the City of Ontario and the Builder. Most of what I found was because I had become a paralegal.

However, the case was transferred to Division Three out of Orange County from the Riverside Court where the defendant has enormous political pull and influence. I am convinced of the corruption. The Court of Appeal said our case had no merit, but if you read everything, the case had merit and the evidence was all there to prove we should have been told.

While our case is not a published case, it is still dicta as it's the only case that has proceeded to trial on the issue of airport noise disclosure.

What our case did was make it OK for developers to hide airport noise, flight path information, and information of an alternate flight path from unsuspecting buyers of property. Our case reverted real estate purchasing laws to BUYER BEWARE.

The Court of Appeal said **we should have camped out to find the noise** after the trial court ruled it would have been unreasonable. Anyone would know it would be unreasonable given what we knew.

Now, after our case, I read that LAWA now wants to update its maps to get funding from the FAA.

The FAA has known about the alternate flight path over the property. The City of Ontario knew about it. LAWA knew about it. UPS knew about it. Who didn't know about it????

My husband and I--the common person--the purchaser who simply wanted to buy a beautiful new home to be closer to the family and not nearly an hour away.

What did all this old data get my husband and myself? I wound up losing almost everything. I lost a life of peace and quiet I should have had. I lost a good life I had worked hard for all my life to attain. I nearly lost my mind. I lost a teaching career because of the effects of the sleep deprivation. I lost a paralegal career because I no longer want to be a part of a corrupt legal system. I see how money is the driving factor for attorneys and not justice. I see how the Courts can manipulate whatever case it wants to and get away with it.

I lost trust in my fellow man, trust in the legal system of this country that I loved. I have no trust in anything anymore. I am a broken person who is trying to put their life back together, but nobody cared. The laws were made to protect people, but who was protected by 16 year old data? Only now do you want to issue new maps. Now, after our case was decided the truth will come out? LAWA had the ability to do it all along and should have. The FAA knew the data was old many years ago.

Who cared?? NO ONE! All that is cared about is the money. Too much money was to be made by selling homes to unsuspecting purchasers. Now developers can rely on our case to make vague and ambiguous statements pushing to law its brink without actually breaking it.

The builder received their money from us and they received pounds of my flesh--my disastrous life!

I no longer have the fight in me to appeal to the Supreme Court knowing how corrupt the court system is.

We wouldn't win because of big \$\$\$\$.

(Comment 1 continued)

However, perhaps others in the future will benefit when these maps are re-drawn.

However, I fear the data will be manipulated by not taking actual measurements of the noise from the nighttime cargo planes.

There are no listening stations in the Edenglen development. There are no listening stations in the agricultural preserve.

What should happen is that every home have a 24-hour monitor in it within a five mile radius of the airport. The noise should be measured inside the home and outside the home.

To take the data from the towers that are strategically placed to minimize the noise is simply wrong.

The data will be washed, laundered, and hidden from the public.

Ontario wants to build a new cargo facility and the noise generated during the night will be unbelievable for the homes in the area.

It wasn't right what happened to me and my family.

No one will speak up and fight like I have. I found out that UPS and the airport simply changed its flight path to be more south of my old property so it flies over the agricultural lands more instead of flying directly over my old home like it did previously.

I have written to Liset Marquez previously about this issue and she chose not to publish anything. It will be no different now.

It's not right.

Love,

Elaine Franzen

Description: Description: []



Comment 2

May 16 14 08:40a Franzen

p.1

May 16, 2014

Harris Miller Miller & Hanson Inc.
77 South Bedford Street
Burlington, MA 01803
T 781.229.0707
F 781.229.7939

RECEIVED
MAY 16 2014
Harris Miller
Miller & Hanson Inc.

Harris Miller Miller & Hanson Inc.
8880 Cal Center Drive, Suite 430
Sacramento, CA 95826
T 916.368.0707
F 916.368.1201

To Whom It May Concern:

It is my understanding that you have been contracted with L.A.W.A. (Los Angeles World Airways) and the FAA (Federal Aviation Administration) to update the Noise Contour maps surrounding Ontario International Airport. It is my further understanding that these maps have not been updated for over 20 years. It is also my understanding that already there is pressure to hide data and information under the "guise" of less noisy engines on these planes. There is nothing "less noisy" about a jet taking off from an airport. The noise within a certain height of homes when taking off is unbearable. That noise at night when you're trying to sleep is even more unbearable.

It is wrong to "average" noise into a "Community Noise Level." The real noise level must be measured over these properties to find the true contours. If large cargo planes fly over these homes while they are taking off until they gain altitude where the point of the noise is no longer able to be heard, then the noise contour must reflect this. This means, the noise contour MUST cover the flight path these jets take over these homes.

I want to give you information regarding the Noise Contours for Ontario International Airport that I have come to know from first-hand knowledge.

- 1) Ontario International Airport operates a CONTRA-FLOW revised nighttime flight path from 10:00 p.m. to 6:00 a.m. This alternate contra-flow flight path is used by non-commercial airlines; namely UPS (United Parcel Service), FEDEX (Federal Express) and other cargo air cargo carriers.
- 2) The Airport is planning a new cargo terminal. The plans for the cargo terminal were uprooted when the economy declined and developers pulled out. However, there are still plans to build a cargo hub for more carriers other than UPS and bring them to this airport because LAX is highly impacted by noise.

(Comment 2 continued)

May 16 14:08:40a

Franzen

p.2

- 3) The current noise contours from the early 1990s are computer-modeled; i.e., not based on actual measurements of the plane noise from actual flights and measurements.
- 4) You must actually measure the plane noise from all the cargo flights flown by UPS at night and apply the proper increase in noise value based on the time these flights take off and land.
- 5) You must actually measure the plane noise at the homes under the flight path or overflight air space where they fly low until they reach the area that the noise can't be heard any longer.
- 6) You must actually measure the plane noise during the various seasons especially during the winter months when the air is more dense and heavy thereby requiring more thrust for the planes to achieve altitude which, in turn, makes for more noise from the extra thrust needed and longer flight path until reaching altitude.
- 7) You must actually measure the cargo plane noise during all times of the night and day. The daytime flights fly a different flight path out of Ontario International Airport.
- 8) You must segregate the commercial planes; i.e., 737's which are small and carry passengers from the huge 747's; 757's, DC 10s and other jumbo planes; first recording their individual SEL over the properties where these planes fly while taking off to determine the noise.
- 9) The nighttime plane noise measurements and contours MUST BE fully disclosed to the public.
- 10) You must also make actual noise measurements from inside the homes, especially in the EDENGLLEN development, southeast of the Ontario International Airport—especially at 3017 S. Hampton Way, Ontario, California. This is because I used to own this home and the airplane noise at night, especially during the winter months was unimaginable – all while you were trying to sleep.
- 11) There needs to be listening stations incorporated into the EDENGLLEN project.

Unfortunately for myself and my husband, these noise contours were not updated prior to us purchasing the home we did in 2008. Had there been recent published maps, with actual noise measurements completed and disclosed, my life would not have been destroyed by loud cargo plane noise at night.

The City of Ontario and LAWA have a history of hiding the truth regarding the plane noise out of this airport especially the nighttime noise from cargo (UPS) operations.

2

(Comment 2 continued)

May 16 14 08:40a Franzen

p.3

LAWA is spinning the narrative for the public by trying to say the engines are quieter now than before, therefore the noise contours should shrink. We all know this is untrue. There will be expansion, has been expansion, has been hidden cargo jet plane noise from this airport. The noise contours should follow the flight paths these planes actually take. To average the noise to artificially shrink the contours is wrong!!

I see that your company has done actual measurements and not relied on computer-generated models. This is exactly what must be done for the truth regarding airplane noise from Ontario International Airport occurs and what the level of the noise is. In other words, the time, height, distance, and location of the noise must be fully disclosed to the public through your maps.

Please do not do the public a disservice by hiding the airplane noise at this airport from the public. LAWA should have disclosed this years ago and kept these contours updated. Instead, my life was ruined by not being told there is an alternate flight path at night out of Ontario International Airport.

There are less passenger flights than in the previous years, but that's because of the economy. There are not less cargo flights than previous years. Those flights have actually grown in number and in noise levels. When you get around to doing the measurements, you must take into consideration the number of future cargo flights and all flights. The passenger air traffic will rebound in the future. The night cargo traffic will continue to get worse especially when the new cargo hub goes in.

Please, I beg of you to not manipulate the data, but publish the true findings regarding the airplane noise and over what properties these planes actually fly and at what times they fly. This is the only way the public will be protected which is what the law requires. Then, what happened to my husband and me will not happen again to another unsuspecting couple who only wanted to purchase a nice home, not expecting to be thrust into a horrific legal battle which, in the end wasn't won because of the corruption of the courts, the manipulation of the CEQA laws, the hiding of true data, and the injustice that exists when individuals try to battle for the what is right under the law.

Thank you.


Sincerely,




Elaine Franzen

3


Comment 3

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	3-19-15	Name DALE ROBINSON
Address	[REDACTED]	ONTARIO Zip 91761
Phone (optional)		Email (optional)
Comments: EARLY THIS PROGRAM WILL IMPACT MANY ONTARIO RESIDENTS - PLANES GO OVER MY HOUSE CONSTANTLY AND I AM NOT NEAR ANY FLIGHT PATH. I LIVE ABOUT 4 MILES FROM AIRPORT & PLANES GO OVER MY HOUSE AT ABOUT 500 FT. THIS IS NOISY. THE AVERAGE NOISE LEVEL IS 78 DB. THIS AIRPORT NEED A FLIGHT PATHWAY RESTRICTION INCLUDES DIRECTION OF FLIGHT. PRESENTLY NOBODY CARES ON FIVE A P.M. - 4 A.M. AND PILOTS SHOULD BE FINED FOR THEIR ACTIONS. WE NEED HELP FROM THE EPA TO ADDRESS AND CORRECT THESE PROBLEMS		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

Comment 4

 LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>MAR 19 2015</u> Name <u>LEONARD HENRY</u>	
Address <u>[REDACTED]</u> City <u>ONTARIO CA</u> Zip <u>91762</u>	
Phone (optional) <u>[REDACTED]</u> Email (optional) _____	
Comments: <u>I have lived in Ontario for 40 years and own 2 residential properties. DO NOT decrease funding to the airport! Do not change (decrease) the contour boundaries. Support the airport and its growth!!</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

Comment 5

 LA/Ontario International <i>Los Angeles World Airports</i>		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	<u>3-19-15</u>	Name	<u>Debra Rust Perada</u>
Address	[REDACTED]		City <u>Ontario</u> Zip <u>91764</u>
Phone (optional)	[REDACTED]		Email (optional) [REDACTED]
Comments:			
<u>Please see attached bullet points</u>			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

(Comment 5 continued)

ONT part 150 new update @ lawa.org

**Ontario Political Representative
Talking Points for Public Information Workshop
Ontario International Airport
March 19, 2015**


Debra Dorst-Parada Ontario City Council

- I wish to go on record on behalf of the Ontario City Council as opposing any proposal to modify the current Noise Exposure Map that would allow incompatible land use development pressures near the Ontario Airport.
- Our residents are greatly impacted by the noise and overflights of airport traffic both day and night—with those who live closest being the most impacted.
- This proposed Noise Map Update will result in us missing the estimated 2,800 residents remaining in the program who are still impacted by the noise caused by airport operations. This is wrong and it threatens all of the hard work we have collectively done to build community support for the growth of the Ontario Airport.
- Many of our residents impacted by airport noise are Spanish-speaking and low-income families. I don't see that LAWA and the FAA are making a concerted effort to reach out directly to these families who are impacted by this decision to artificially shrink the airport noise contour.
- And it's not just our residents. Our businesses are highly dependent on the airport, and we anticipate this need to continue to grow to meet rising demands for air travel and product delivery services. Our entire economy hinges on expanded air transportation access that also drives the ongoing development of our business as well as the region.
- The proposed modifications to the Noise Exposure Map under consideration could have a profoundly negative impact on long term business growth. Artificially small noise contours based on temporary air service changes at ONT are not consistent with long term land use decisions around the airport and its service to the entire Southern California region. Land use decisions are long term and they are certainly not based on fake 5-year projections.

(Comment 5 continued)

- A compatible land use buffer around the airport is the only sure way to avoid becoming another constrained airport such as we see today at LAX, John Wayne, Burbank, Long Beach and San Diego airports. LAWA should know this better than any agency given the hundreds of millions of dollars that you have paid out for bad land use decisions around LAX.
- I am concerned that the net effect of the proposed map changes would be to allow greater flexibility and density of future land uses in the airport area that, over the long term, could negatively impact the ability of the airport to grow to its maximum potential.
- In closing, I respectfully request that the decision makers at Los Angeles World Airports rethink their policy approach with the FAA on any modifications to the Noise Exposure Map that would result in limiting the potential future growth of Ontario International Airport.
- Thank you!

Comment 6

	LA/Ontario International Los Angeles World Airports	NEM Update Comments			
Public Information Workshop #2 Thursday, March 19, 2015					
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761					
Date	March 19, 2015	Name	PEGGY HAZLETT		
Address	[REDACTED]	City	ONTARIO	Zip	91762
Phone (optional)	[REDACTED]	Email (optional)	[REDACTED]		
Comments: The elimination of federal funds for the City of Ontario Quiet Home Program will have a negative impact on home owners and businesses that are within the existing boundaries. The limitations will have an impact on the future growth of the region. The Chamber of Commerce has heard directly from local businesses of the desire to be the premier regional airport - Changes to the NEM that do not support additional federal funds is not the direction the we, as a community can support.					
If needed, please continue on the back side of this page or attach additional pages					
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx					
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216				
Email:	ontpart150nemupdate@lawa.org				
Toll free number:	1-855-279-4698				

Comment 7

Daniel J. Possnack

Ontario, CA 91762

19 March, 2015

LAWA
Regarding NEM Update

I would like to submit the following comments/questions regarding the proposed update to the Noise Exposure Map being prepared for Ontario Airport, as follows:]


1. The update seems to depend heavily on the EXPECTATION that certain airlines, such as AAL, FEDEX, and UPS will replace older, noisier aircraft within the 5-year forecast window. What assurances do we have that that will happen, given that any economic downturn, for example, could cause these carriers to defer indefinitely those upgrades? Do you have copies of purchase orders in-hand, or some binding agreement from these carriers?
2. HMMH, on their own website, publishes a graphic that indicates that a typical commercial jet flying over at 1000 feet above ground exhibits a noise level of greater than 100 db. On taking a quick sample of flights this morning departing ONT, 100% of them were either below 1000 feet above ground level, or slightly above by less than 200', when crossing the westerly edge of the previous 65 CNEL boundary from the 1991 NEM. Furthermore, the ground-based noise monitors indicated readings of between 78 and 92 units, which I assume to be decibels. Therefore, to argue that the 65 CNEL boundary should be pushed easterly to slightly beyond the westerly boundary of runway 26R seems patently absurd, given that nearly every aircraft departure this morning, which included MD80, CRJ, 737-300, and MD11 aircraft, exceeded 65 db by as much as 27 db, or 2⁹ percent.
3. What non-standard noise modeling techniques were used for this study?
4. Did the NEM update assess the impact of single aircraft event noise levels, which I personally believe are significant due to the daily excursions of aircraft well beyond the 65 CNEL boundaries by specific airlines, such as AAL? I estimate that at least 50% of all departures are well beyond the existing 65 CNEL contour line, as indicated by the Flight Tracks Figure 12, as well as personal observations, and these aircraft routinely cause a noise level inside my home well above 45 db.

Sincerely yours,




Daniel J. Possnack

Comment 8

 LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015 LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	<u>3/19/15</u>	Name	<u>Jill Coulter</u>
Address	[REDACTED]	City	<u>Ontario</u>
		Zip	<u>91761</u>
Phone (optional)	[REDACTED]	Email (optional)	[REDACTED]
Comments: <u>① I am a 31 year resident of Ontario, 21 years Board of Ed for Mountain View SD, 9 years as Board member for Ontario Chamber of Commerce, and 13 years chairwoman of Business Retention Committee (City of Ontario and Ontario Chamber of Commerce).</u> <u>② I do not support changes to the NEM as ONT should be supported and GROWN into the REGIONAL airport it was meant to be.</u> <u>③ Businesses and residents NEED ONT to grow and support the economic growth the area is capable of! eliminating federal funds would be shortsighted!</u> <u>Reducing the contours cripples the Regional economic engine and regional businesses and residents and businesses deserve and support!</u>			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

Comment 9

 LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>3-19-2015</u> Name <u>Tomas Soto</u>	
Address <u>[REDACTED] Ontario CA zip 91761</u>	
Phone (optional) <u>[REDACTED]</u> Email (optional) _____	
Comments: <u>Tengo 30 años aquí</u> <u>Me sacito que me pongan insulación</u> <u>ventanas y aire acondicionado</u> <u>TAMBIEN nos necesitamos calefacción</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

Comment 10

Sigfrido Rivera

From: [REDACTED]
Sent: Thursday, March 19, 2015 2:48 PM
To: Brent Schultz; Sam Delgado; Sigfrido Rivera; Ivette Iraheta; Guy Admire
Cc: cstover@afes.com
Subject: Input for LAWA Public Information Workshop Meeting ****TONIGHT****

Program Manager or Coordinator:

My apologies for the late notice – I am currently out of town and just received your notice about the Quiet Home Program meeting tonight. While I will be unable to attend the meeting, I'm hoping you can provide my input at the workshop this evening.

I would first like to express my continued interest in participating in the Ontario Airport residential sound insulation program. Our single family home is currently within the area designated as eligible for soundproofing and we would be very interested in having this work done to our house. Our next door neighbors at 232 E. Locust Street were part of an initial pilot program done around 1995 and they were very pleased with the improvements in their house. The airport noise we experience is disruptive, restricting television and video viewing as well as personal and phone conversations both inside and outside of our home. In support of today's varied work environments, the ability to conduct uninterrupted business calls from one's home is just as essential as a reliable and fast internet connection. Prospective residents of areas near the airport in Ontario will surely consider ambient noise volume as they decide how it might affect their choices for gainful employment in the future.

I believe the noise mitigation program, along with the house painting and yard planting program, Ontario Cares, that has been in place around our neighborhood and along Sultana Avenue in years past, will do much to renovate our neighborhood as well as increase our pride of ownership. Resulting property value improvements will lead to higher property tax revenues. I look forward to the day I don't have to tell a caller on the phone to wait until an airplane has passed overhead to complete our conversation!

Thank you,


Claire and John Stover
Property Address:

[REDACTED]


[REDACTED]

[REDACTED]


Comment 11

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>3-19-15</u>	Name <u>Aloniz Richard & Josephine</u>	
Address <u>[REDACTED]</u>	City <u>Ontario Ca</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) <u>[REDACTED]</u>	
Comments: <i>This is a dirty deal - all this people that lived in the flight pattern for many yrs - waiting to have their house fixed - have been let down - we still have ups & Fed ex pass over our house at all hrs - can't talk or use phone or talk on the phone I feel that we, poor section of Ontario have been duped all this years</i>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

Comment 12


 <p>LA/Ontario International Los Angeles World Airports</p>	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>3-19-15</u> Name <u>Apolonio Quintanilla</u>	
Address <u>[REDACTED]</u> City <u>Ontario ca</u> Zip <u>91761</u>	
Phone (optional) <u>[REDACTED]</u> Email (optional) _____	
Comments:	
<u>I Apolonio came to this meeting because</u> <u>I wanted to have my house insulated to</u> <u>do to the noise caused by the airport.</u> <u>I would also like the sound proof</u> <u>windows and doors and A/c instaled.</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

Comment 13

	LA/Ontario International Los Angeles World Airports	NEM Update Comments			
Public Information Workshop #2 Thursday, March 19, 2015					
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761					
Date	3. 19 2015	Name	Andres AYALA		
Address	[REDACTED]	City	ONTARIO CA	Zip	91761
Phone (optional)	[REDACTED]	Email (optional)	[REDACTED]		
Comments: S. r queriamos que los ayuden a arreglar nuestras casas por que el ruido de los aviones molestan mucho yo tengo 28 años de de escuchar esa ruido todos los dias necesitamos que escuchan lo mas pronto que se pueda tambien somos personas mayores					
If needed, please continue on the back side of this page or attach additional pages					
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx					
U.S. Mail:		LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216			
Email:		ontpart150nemupdate@lawa.org			
Toll free number:		1-855-279-4698			

English Translation: We need you to help us fix our house because the noise from the planes bothers us a lot. I have 28 years of listening to that noise every day. We need you to listen as soon as possible we are also senior citizens.

Comment 14

 LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>3-19-15</u> Name <u>Francisca J. Rivas</u>	
Address <u>[REDACTED]</u> City _____ Zip <u>91761</u>	
Phone (optional) _____ Email (optional) _____	
Comments:	
<u>mi propiedad en la Sunquist 412 W</u>	
<u>es muy ruidosa. Necesito insulación.</u>	

If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

English Translation: My property [REDACTED] is very noisy. I need insulation.

Comment 15

From: [REDACTED]
Sent: Friday, March 20, 2015 10:58 AM
To: ONT Part 150 NEM Update
Subject: Ontario Airport NEM update

To Whom It May Concern:

After attending the workshop last evening and hearing the consultants and LAWA officials present the study information and explain the dramatic change in the 65db CNEL contour line, I decided to take a look at the noise maps for several other area airports, including John Wayne, Long Beach, and Burbank. These airports could be considered to be comparable to ONT in the sense that they are regional feeder airports for the most part, and similar equipment is used for commercial transport. Most, if not all, of these other airports have a lower number of commercial flights, and much less "heavy" cargo flight operations, each of which would suggest a more conservative 65 db CNEL contour line for these airports.

As expected, each one of these comparison airports exhibits a dramatically protruding "nose" on the 65 db line in the direction of predominant departure traffic, again, in spite of lower commercial and cargo flights.

However, the proposed NEM update 65 db CNEL map for ONT, on the other hand, not only does not exhibit a protruding "nose", but, instead, is shows a concave curve projecting BACKWARDS toward the departure runway, which is baffling, to say the least.

This would seem to indicate that there is a gross error in the noise modeling procedure and resulting data used to generate this map, which cannot be explained away by simply pointing to the fact that traffic has declined at the airport. A decline in traffic should still result in a contour map that exhibited the customary shape demonstrated by the vast majority of airports across the country.

Attached for your reference are copies of the noise maps for the referenced airports and ONT, which illustrate the point I am making. Thank you for your attention to this information.

Yours truly,

Dan Possnack
[REDACTED]
Ontario, CA 91762
[REDACTED]

Attachments on following pages

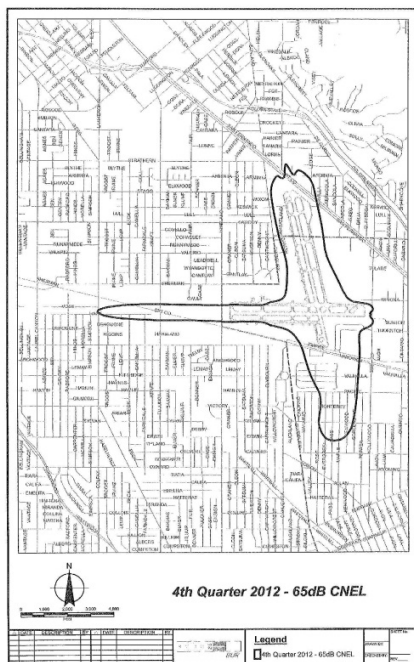
Email 3/20/15 Attachment 1



Email 3/20/15 Attachment 3



Email 3/20/15 Attachment 2



Comment 16



PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
PAUL VINCENT AVILA
COUNCIL MEMBERS

March 20, 2015

AL C. BOLING
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

Gina Marie Lindsey
Executive Director
Los Angeles World Airports
Los Angeles International Airport
1 World Way
Los Angeles, CA 90045

LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental Land Use & Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Request for Extended Public Comment Period for Ontario NEM Update

Dear Gina Marie:

The City of Ontario ("City") respectfully requests an extension of 60 days to the deadline to file written comments regarding the Ontario International Airport ("ONT") Part 150 Noise Exposure Map Update ("NEM Update"). At present, written comments must be received by April 10, 2015. We request that you extend that date until June 29, 2015.

As you know, the federal regulations require LAWA to develop and prepare the NEM Update in consultation with the public and local agencies. We are concerned that the short timeframe for comments might undermine the final draft when it is submitted for approval to the FAA. This is particularly concerning because, at the May 2014 Public Workshop on the NEM Update, LAWA's consultants indicated to the public that the public comment period would not close until September 2015. In addition, at that workshop, it was suggested that a draft version of the report and the contours would be made available in November and December 2014. However, the draft was not made available until March 10, 2015, and the comment period provided closes on April 10, 2015. The change in dates and short comment period has hampered the City's

www.ci.ontario.ca.us

♻️ Printed on recycled paper.


(Comment 16 continued)

ability – and potentially that of the broader public – to thoroughly vet the NEM Update documents and the data on which those documents are based.

The City previously requested that the draft NEM Update be made available to the City prior to the official release date in order to provide sufficient time for review. However, your office did not share a copy with the City at that time. Given the voluminous nature of the proposed NEM Update and associated technical appendices, the City needs time to complete its review of the data supporting the new noise contours. This assessment will likely take longer than the 30 day period established by LAWA for public comment. Therefore, the City respectfully requests that LAWA extend the comment period until June 29, 2015.

Please include this request in the public comments file for NEM Update. Also, please do not hesitate to contact me if you have any questions regarding this request. Thank you in advance for your attention to this matter. We look forward to your response.

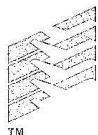
Sincerely,



Al C. Boling
City Manager

c: Mayor Paul S. Leon
Mayor pro Tem Alan D. Wapner
Council Member Jim W. Bowman
Council Member Debra Dorst-Porada
Council Member Paul Vincent Avila
Brent Schultz, Housing & Municipal Services Director
John Brown, City Attorney

Comment 16 LAWA Approval Response



Los Angeles
World Airports

April 2, 2015

Mr. Al C. Boling
City Manager
City of Ontario - City Hall
303 East B Street
Ontario, CA 91764-4105

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Re: Extension of Public Comment Period for LA/Ontario International Airport
Part 150 Noise Exposure Map Update

Eric Garcetti
Mayor
Board of Airport
Commissioners
Sean O. Burton
President
Valeria C. Velasco
Vice President
Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles
Gina Marie Lindsey
Executive Director

Dear Mr. Boling:

Thank you for your letter dated March 20, 2015 requesting an extension of time to review the draft Part 150 Noise Exposure Map (NEM) Update for LA/Ontario International Airport (ONT). Los Angeles World Airports (LAWA) agrees to extend the public review period by an additional 30 days and will revise the comment period end date from Friday, April 10, 2015 to Monday, May 11, 2015.

LAWA staff previously communicated the timeline with the City of Ontario (City) and that the City would have 30 days to submit public comments upon the release of the draft NEM documents (May 2014 Public Workshop). LAWA recognizes that your staff anticipated the draft NEM documents would be publicly released in August/September 2015, and that the draft NEM documents were released earlier than expected by the City on March 10, 2015. While a 30-day comment period is standard practice for this type of project, LAWA is willing to extend the comment period given the misunderstanding about the project timeline.

Thank you again for your letter regarding the ONT Part 150 NEM Update. I am confident that a 30-day extension will provide the City with sufficient time to complete its review and submit any written comments. If you have any questions regarding this matter, please contact Mr. Scott Tatro of my staff at (424) 646-6499.

Sincerely,

A handwritten signature in cursive script that reads "Gina Marie Lindsey".


Gina Marie Lindsey
Executive Director

GML:dc

cc: Cynthia Guidry
Lisa Trifiletti
Jess Romo
Mark Adams
Scott Tatro




Comment 17

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4/16/2015</u>	Name <u>Vanessa Estrada</u>	
Address <u>[REDACTED]</u>	City <u>Ontario</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments: <u>I am a resident in the current eligibility area and I am not happy that this program wants to be eliminated. Clearly the affected area is larger than LAWA is saying it is, up to Grove Ave. LAWA might be the owners of Ontario International Airport, but we are the residents, we are the people and the community that is removing this program will affect. Do not remove, eliminate this program! Also, it shows how much interest you have in the community, giving very short notice</u> If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

~~and~~ for the community to unite and respond with our thoughts. And on March 19, not sending letters to affected residents and homeowners ~~to~~ ~~and~~ so that they may attend.

Comment 18

	LA/Ontario International Los Angeles World Airports LUIS & MARIA GARZA	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		Ontario CA
Date <u>4/6/15</u>	Name <u>Luis & Maria Garza</u>	
Address <u>[redacted]</u>	City <u>S. El Monte</u>	Zip <u>91733</u>
Phone (optional) <u>[redacted]</u>	Email (optional) _____	
Comments: <u>The meeting held on 3/18/15 with the LA/Ontario International Airport was a complete waste of time. First, we wanted to make comments and ask questions but we always ^{were} told to go to a different person. When we went to the other person, we were directed back to the first person we had spoken with. Second, the person with the map had a map that did not indicate streets and it was impossible to locate impacted properties. Finally, it appeared as though the meeting was designed to keep owners in the dark.</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

(Comment 18 continued)


We do not know if this was intentional but, I hope that future meetings will be conducted in a way that allows owners to advocate properly for their properties.

We have specific questions:


- we would like to know which study shows that the new airplanes that will fly into the airport will make less noise and as a result not require double or triple pane windows?
- we would also like to know ~~whether~~ if air quality will be impacted in the general area?

-


Comment 19

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6-15</u>	Name <u>Kate Gutierrez</u>	
Address <u>[REDACTED]</u>	City <u>Ontario</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments:		
<p><i>We have exposed had severe airport noise for over 65 years. We had been told twice in 2 years (house was measured) that the work would be done. We do know that the airport noise will increase and it is very difficult for families to live this way. We feel this wrong for LA airport to discontinue this program for Ontario.</i></p>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


Comment 20

 LA/Ontario International Connecting the World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date: 4/10/15	Name: Fernando Carrillo		
Address: [REDACTED]	City: Ontario	Zip: 91761	
Phone (optional):	Email (optional):		
Comments: I feel that although LAWA has done their own studies, we as City of Ontario patrons experience the noise. I've attended all meetings & the quality of life is drastically impacted by the noise from the airport. I feel that if LAWA takes away funding from the City's Quiet Home Program, there will be many negative effects. I hope that LAWA will stop what they are doing and hopefully continue to fund. We as city residents experience the noise & we live through daily.			
If needed, please continue on the back side of this page or attach additional pages			
<small>Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx</small>			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		


Comment 21

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4-6-15	Name CHIA CHIN GEORGIA TSBNG
Address	[REDACTED]	City ONTARIO Zip CA 91761
Phone (optional)	[REDACTED]	Email (optional) [REDACTED]
Comments:		
<p>I am 72 years old and the airplane noise really bothers me. Since 2005 I have been trying to get into the program and I am still waiting. I was told that this year I may be accepted. Now I hear that there is no more funding, but I really need my house insulated and don't have the money to do it myself. Please keep funding the program.</p>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


Comment 22

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4/06/2015</u>	Name <u>ALEJANDRINA R. QUINTANA</u>	
Address <u>[REDACTED]</u>	City <u>ONTARIO CA</u>	Zip <u>91761</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>Removing this program affects us, our children and our children's children. Don't eliminate this program. The new proposed eligibility area will help hardly anyone, the bulk of the affected area and people are where the current eligibility is currently at. Your concern should not solely be monetary, but also how the local community is affected and what you can do to help the community. Do not eliminate this program!</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

Comment 23


	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date _____	Name <u>Alicia Velasquez Mario R Nuñez</u>	
Address _____	City <u>Ontario</u>	Zip <u>91761</u>
Phone (optional) _____	Email (optional) _____	
Comments:		
<u>My name is Mario Nuñez, & my wife is Alicia Velasquez, & today I write to ask with all due respect that you pay attention to be sure our house is purchased, as promised. We have 3 kids & great need to move somewhere bigger. Thank you for your time.</u>		
<u>Also the noise from the airplanes is to hard to live with</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

Comment 24

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6-2015</u>	Name <u>FRANCISCO CAMPOS</u>	
Address <u>[REDACTED]</u>	City <u>ONTARIO</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments: <u>ya tengo mucho tiempo esperando para</u> <u>que me arreglen mi casa y ya estaba en</u> <u>lista de espera y ahora el mucho ruido</u> <u>los aviones que no estan trabajando al</u> <u>100 por ciento que van a pasar cuando aumente</u> <u>el trafico de aviones como vamos a</u> <u>solucionar el problema del ruido</u> <u>solo que estan proponiendo no esta correcto</u> <u>yo quisiera que tomara en cuenta que</u> <u>el ruido esta fuerte para que nos</u> <u>dejen a fuera del proyecto.</u>		
<small>If needed, please continue on the back side of this page or attach additional pages</small>		
<small>Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx</small>		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I have been waiting for a long time to have my house fixed and I was on the waiting list and now it's very noisy from planes that are not working 100% what is going to happen when they increase airplane traffic how are we going to resolve the noise problem if what you are proposing is not correct. I would like you to take into account that the noise is loud for you to leave us out of the project.

Comment 25

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6-2014</u>	Name <u>Tomas SOTO</u>	
Address <u>[REDACTED]</u>	City <u>ONTARIO CA.</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments: <u>yo estos apollando</u> <u>Ha La Ciudad de Ontario</u> <u>y por lo tanto no estos de</u> <u>Acuerdo con LAWA en particular</u> <u>yo lo que quiero me pongan ventanas</u> <u>Aire acondicionado y tambien</u> <u>Puertas yo tengo 30 años en</u> <u>mi propiedad habiendo que tienen</u> <u>menos tiempo ya les pusieron</u> <u>todo</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I am supporting the City of Ontario and therefore I am not in agreement with LAWA in particular What I want is to have windows, air conditioning installed and also doors. I have 30 years living on my property there are others that have less time and they had everything installed.

Comment 26

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>3-6-15</u>	Name <u>MARCOS JIMENEZ G.</u>	
Address <u>[REDACTED]</u>	City <u>Ontario CA.</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments: <u>Yo NECESITO QUE Pongan, Ventanas</u> <u>AIRE Acondicionado, INSULACION EN EL CILING</u> <u>NO QUEREMOS, QUE NOS AGAN NINGUN</u> <u>Cambio, en NUESTRO VARRIO ES TODO</u> <u>Arreglar Todo y MINORAR EL RUIDO QUE</u> <u>ES Demaciado.</u> <u>En TIEMPO de CALOR sufrimos con EL RUIDO</u>		
<u>Marcos Jimenez</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I need you to install windows, air conditioning, insulation in the ceiling. We don't want to have any change made in our neighborhood that's all Fix everything and reduce the noise which is too much. In the summer time we suffer with the noise.

Comment 27

 LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4-6-15	Name	Mauva Babinas
Address	[REDACTED]	City	Ontario
		Zip	91761
Phone (optional)	[REDACTED]	Email (optional)	
Comments: es toz preocupada por la zona afectada estamos preocupados necesitamos la ayuda que ofresero gracia por todo los coordinadores que se esta preocupando			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chen Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-278-4698		


English Translation: I'm worried for the affected zones. We are worried and need the help offered thank you for everything to all coordinators that are concerned.

Comment 28

 LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4/16/15	Name	ERASMO ESTRADA
Address	[REDACTED]	City	ONTARIO CA 91761
Phone (optional)		Email (optional)	
Comments: mi comentario es que molesta mucho el ruido de los aviones y tambien a mis hijos y yo no estoy de acuerdo en que retiren los fondos que aprite tienen al contrario delez mas fondos para que los encargados nos sigan aludando a la comunidad mucha gracias Erasm Estrada			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		


English Translation: My comment is that the noise from the airplanes bothers us a lot also my children and I am not in agreement that you take away the funds they have now on the contrary give them more funds so that those in charge can continue helping the community thank you very much. Erasmo Estrada

Comment 29

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4/6/15</u>	Name <u>NORBERTO RAMIREZ</u>	
Address <u>[REDACTED]</u>	City <u>ONTARIO</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments:		
<u>NO QUIERO QUE QUITEN</u> <u>EL PROGRAMA de</u> <u>QUIET HOME. PORQUE AFECTA</u> <u>A MI FAMILIA. Y A</u> <u>TODA LA COMUNIDAD</u> <u>Y LLA SE A TRABAJADO MUCHO</u> <u>Y EMOZ ESPERADO TIEMPO</u> <u>GRACIAS</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I don't want you to eliminate the Quiet Home program. Because it affects my family and all the community and we have worked hard and we have waited time. Thank you.

Comment 30

		LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015					
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761					
Date	Name <u>DAVID CHAN</u>				
Address	[REDACTED]		City	<u>91761</u>	Zip
Phone (optional)	Email (optional)				
Comments: <u>PUES MI OPINION ES</u> <u>QUE YO NO SE QUE ES</u> <u>ES SU OPINION DE</u> <u>EL AEROPUERTO</u>					
If needed, please continue on the back side of this page or attach additional pages					
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx					
U.S. Mail:		LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216			
Email:		ontpart150nemupdate@lawa.org			
Toll free number:		1-855-279-4698			

English Translation: Well my opinion is that I don't know what your opinion of the airport is.

Comment 31

 Los Angeles World Airports

**NEM Update
Comments**

**Public Information Workshop #2
Thursday, March 19, 2015**

LA/Ontario International Airport
1923 E. Avion Street, Ontario, CA 91761

Date 4-6-15 Name Arturo F. Ca.
Address [Redacted] Ontario Zip CA 91761
Phone (optional) [Redacted] Email (optional) _____

Comments:
mi comentario es que no estamos de acuerdo en que quiten los programas a todas las personas porque nosotros nos afectamos en el futuro por el ruido que hay con las aviones tambien con una fabrica que construyeron y dijeron que no iban hacer ruido y esta abriendo mucho ruido y no estamos de acuerdo que quiten la ayuda para hacer sus arreglos a las casas.

If needed, please continue on the back side of this page or attach additional pages


Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: <http://www.lawa.org/ONTpart150.aspx>

U.S. Mail: LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental & Land Use Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

Email: ontpart150nemupdate@lawa.org
Toll free number: 1-855-279-4698


English Translation: My comment is that we do not agree with you withdrawing your support of all the programs because we will be affected in the future by the noise from the planes. Also the manufacturing plant that was built it was said that it would not make noise and it is making a lot of noise and we do not agree with you withdrawing your help to fix the houses.

Comment 32

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4/6/15</u>	Name <u>Salvador Sanchez</u>	
Address <u>[REDACTED]</u>	City <u>Ontario Ca</u>	Zip <u>91761</u>
Phone (optional) <u>[REDACTED]</u>	Email (optional) _____	
Comments: <u>yo estoy en contra en los cambios</u> <u>a la zona de elegibilidad del</u> <u>Programa por que mi casa esta</u> <u>en un lugar de mucho ruido</u> <u>ase poco mas de dos años</u> <u>fueron a medir Puertas y</u> <u>ventanas. y nunca fue una</u> <u>respuesta mas.</u> <u>Y estos cambio afectara la vida</u> <u>de la familia.</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I am against the changes of the eligibility zone for the program because my house is in a very noisy area. A little more than two years ago they went to measure doors and windows and I never received a response and these changes affect the lives of the family.

Comment 33

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4/6/15	Name Claudia Tabavera de Oliva
Address	[REDACTED]	City Ontario Zip 91761
Phone (optional)	[REDACTED]	Email (optional)
Comments: Mi comentario es que el ruido afecta en todo momento El ruido de los aviones es muy fuerte al hablar por telefono tenemos que dejar de "hablar" hasta que pase el AVION necesitamos su apoyo y no quiten el apoyo del programa que es importante para nosotros porque a futuro sera mas frecuente el paso de aviones		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: My comment is that the noise affects at all times Example, the airplane noise is very loud when talking on the telephone we have to stop "talking" until the plane passes. We need your support and don't eliminate your support from the program which is important for us because in the future the airplane passes will be more often.

Comment 34

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4-6-15	Name Jose M. Oliva
Address	[REDACTED]	City Ontario - CA zip 91761
Phone (optional)	[REDACTED]	Email (optional) [REDACTED]
Comments: he vivido en mi casa en los ultimos 10 años y el ruido de los Aviones todos los dias - es muy fuerte y en verano en tiempo de calor es horrible porque tenemos ventanas y puertas abiertas por el calor y tenemos que parar de hablar por el ruido de los Aviones. y no quiero que quiten el programa de Quiet Home		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I have been living in my house for the last 10 years and the daily airplane noise is very loud and in the Summer during the hot season it is horrible because we have the doors and windows open because of the heat and we have to stop talking because of the airplane noise and I don't want you to eliminate the Quiet Home program.

Comment 35

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6-15</u>	Name <u>Alvaro Valeriano</u>	
Address <u>[REDACTED]</u>	City <u>Ontario cal.</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments:	<u>no estoy de acuerdo con la decision que tomaron las autoridades del aeropuerto L.A. ontario international airport el ruido molesta mucho</u>	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I am not in agreement with the decision made by the authorities of LA Ontario International airport the noise bothers a lot.

Comment 36

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6</u>	Name <u>Julia Bernal</u>	
Address <u>[REDACTED]</u>	City <u>Ontario Cal.</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments:	<u>no estoy de acuerdo con la decision que tomaron las autoridades del airport LA ontario international airport, el ruido molesta mucho</u>	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the LA Ontario International Airport. The noise bothers a lot.

Comment 37

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-4-15</u>	Name <u>JUAN SUAREZ</u>	
Address <u>[REDACTED]</u>	City <u>Ontario Cal</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>no estoy de acuerdo con la decision que tomaron las autoridades del airport. el ruido molesta mucho.</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the airport. The noise bothers a lot.

Comment 38

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-6-15</u>	Name <u>Genevieve Aquilino</u>	
Address <u>[REDACTED]</u>	City <u>Ontario Cal</u>	Zip <u>91767</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>no estoy de acuerdo</u> <u>con la decision que</u> <u>tomaron las autoridades</u> <u>del airport</u> <u>el ruido molesta mucho,</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 39

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4-5-2015	
Name	Alejandro Rocha	
Address	[REDACTED]	City: ontario CA zip: 91762
Phone (optional)	Email (optional)	
Comments:	no estoy de acuerdo con la decision que tomaron las autoridades del Airports el ruido molesta mucho	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 40

 LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>4-6-15</u> Name <u>Gildardo Suarez</u>	
Address <u>[REDACTED]</u> City <u>Ontario Cal.</u> Zip <u>91769</u>	
Phone (optional) _____ Email (optional) _____	
Comments: <u>no estoy de acuerdo con</u> <u>la decision que tomaron</u> <u>las autoridades del airport.</u> <u>molesta el ruido mucho</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 41

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-5-15</u>	Name <u>Leo de la Cruz</u>	
Address <u>[REDACTED]</u>	City <u>Ontario cal.</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>no estoy de acuerdo</u> <u>con la decision que</u> <u>tomaron las autoridades</u> <u>del airport.</u> <u>el ruido molesta</u> <u>mucho.</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 42

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>3/16/15</u>	Name <u>Savioer Cruzinque</u>	
Address <u>[REDACTED]</u>	City <u>Ontario CA</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>no estoy de acuerdo</u> <u>con la decision que</u> <u>tomaron las autoridades</u> <u>del aeropuerto</u> <u>el ruido molesta mucho</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 43

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-4-15</u>	Name <u>Cesarío Campos</u>	
Address <u>[REDACTED]</u>	City <u>Ontario</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments:	<u>no estoy de acuerdo</u> <u>con la decisión que</u> <u>tomaron las autoridades</u> <u>del aeropuerto</u> <u>el ruido me molesta mucho</u>	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the airport. The noise bothers a lot.

Comment 44

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4-5-15	Name Luis Regino
Address	[REDACTED]	City Ontario Cal. Zip 91762
Phone (optional)		Email (optional)
Comments: no estoy de acuerdo con la decision que tomaron las autoridades del airport. el ruido molesta mucho		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the airport. The noise bothers a lot.

Comment 45

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-5-15</u>	Name <u>Antonio Bernal</u>	
Address <u>[REDACTED]</u>	City <u>Ontario cal.</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments:	<u>no estoy de acuerdo con</u> <u>la decisión que tomaron las</u> <u>autoridades del aeropuerto</u> <u>el ruido molesta mucho</u>	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 46

 LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>4-5-2015</u> Name <u>Andres tapia</u>	
Address <u>[REDACTED]</u> City <u>ontario CA</u> Zip <u>91762</u>	
Phone (optional) _____ Email (optional) _____	
Comments: <u>no estoy de Acuerdo con</u> <u>La desicion que tomaron las</u> <u>Autoridades del Airports</u> <u>EL Ruido molesta mucho</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698


English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comment 47

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015 LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date <u>4-5-2015</u>	Name <u>Alberto Garcia</u>	
Address <u>[REDACTED]</u>	City <u>ontario CA</u>	Zip <u>91762</u>
Phone (optional) _____	Email (optional) _____	
Comments: <u>no estoy de acuerdo con la</u> <u>decision que tomaron las</u> <u>autoridades del aeropuerto</u> <u>el ruido molesta mucho</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

English Translation: I do not agree with the decision that was made by the authorities of the Airport. The noise bothers a lot.

Comments 48 - 56



CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4105 (909) 395-2000
FAX (909) 395-2070

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
PAUL VINCENT AVILA
COUNCIL MEMBERS

May 8, 2015

AL C. BOLING
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

LA/Ontario International Airport NEM Update Comments
c/o Mr. David Chan
Los Angeles World Airports
Environmental Land Use & Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

RE: City of Ontario's Comments on ONT NEM Update

Dear Mr. Chan:

The City of Ontario ("City") appreciates the opportunity to review and comment on the Ontario International Airport ("ONT") Part 150 Noise Exposure Map Update ("NEM Update") prepared by Los Angeles World Airports ("LAWA"). The City respectfully submits the following written comments regarding the NEM Update


Inadequate Consultation Was Performed

As you know, the federal regulations require LAWA to develop and prepare the NEM Update in consultation with the public and local agencies. (14 C.F.R. § 150.21 (b).) The City is concerned about the lack of transparency surrounding the NEM Update and the inadequate consultation with both residents and local public agencies performed by LAWA.

The Public Review Period Was Too Short to Allow for Proper Review

At the public workshop in May 2014, LAWA's consultants indicated that the public review period on the NEM Update would not close until September 2015. In addition, at that workshop, it was announced that a draft version of the report and the contours would be made available in November and December 2014. Yet, LAWA released the NEM Update on March 10, 2015 and provided just 30 days public notice. The change in dates and short comment period hampered the City's ability – and potentially that of the broader public – to thoroughly vet the NEM Update documents and the data on which those documents are based. Furthermore, LAWA refused to provide the City with an advance copy of the NEM Update to assist the City with its review even though LAWA could easily have complied with this request. This prompted the City to request an extension of the public comment period to June 29, 2015. The City made this request on March 20, 2015. No response was received until the morning of April 7, just 3 days before the close of the public comment period. While the City appreciates LAWA's willingness to extend the public comment period until May 11, 2015, the

www.ci.ontario.ca.us

 Printed on recycled paper.

Mr. David Chan
Re: City of Ontario's Comments on ONT NEM Update

May 8, 2015
Page 2

City remains concerned that the comment period was inadequate. In addition, the City's concerns regarding the lack of transparency were only exacerbated by the delay in responding to the extension request.

LAWA Failed to Utilize FAA Recommended Methods for Community Involvement

The FAR Part 150 Regulations ("Regulations") require the NEM Update to be developed and prepared in consultation with the public, "states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the Ldn 65dB contour . . ." (14 CFR § 150.21 (b).) Although the Regulations do not specify the *type* of consultation required, the FAA specifically requires community involvement for noise compatibility studies. (See FAA's *Community Involvement Manual*, FAA-EE-90-03, pg. 3.) Accordingly, some of the FAA's suggested community involvement methods include: (1) meetings to obtain, evaluate, and incorporate public input; (2) charrettes to bring together the critical agencies or affected individuals in an attempt to achieve mutual agreement; (3) public hearings to garner and gauge public reaction to the proposed course of action; (4) field offices and/or hotlines staffed with individuals qualified to answer public questions about the proposed course of action; (5) advisory committees to educate and inform the public as well as to elicit information from them; (6) community coordination using existing community organizations and civic groups to educate and inform the public as well as to elicit information from them. (See FAA's *Community Involvement Manual*, FAA-EE-90-03, pgs. 16-28.) LAWA should have undertaken a number of these methods in an effort to "consult" with local stakeholders during the NEM Update process. However, aside from some mailed postcards, a single workshop, and a few newspaper ads, it does not appear that LAWA has made much effort to reach out to the community of residents and agencies who will be affected by the NEM Update. As LAWA knows, the NEM Update effectively eviscerates the City's Quiet Home Program ("QHP"), which has been financially assisting local residents with soundproofing their homes to protect from aircraft noise and relocating residents from the most affected areas through its voluntary home purchase program. Specifically, the proposed NEM would make homes – even those in the immediate vicinity of the airport – ineligible for federal and LAWA funds that might otherwise be available to mitigate for the effects of airport noise. Accordingly, LAWA was under an explicit obligation to consult with these residents. It appears to have failed this obligation.

The Sole Public Workshop Regarding the Draft NEM Update Obfuscated Critical Information

The sole public workshop regarding the Draft NEM Update was held by LAWA on March 19 and is a case in point on the inadequacy of consultation. The residents of the affected area are largely Spanish speakers, yet LAWA's consultants made little effort to reach out in Spanish. The workshop itself failed to adequately consult with Spanish-speaking residents. While a few handouts at the workshop were available in Spanish, the City's representatives noted that LAWA staff was extremely hesitant to hand them out. In addition, while LAWA provided a Spanish-speaking translator at the workshop, the overall quality of the translation was poor. According to the City's Spanish-speaking attendees, the English language presentation was too fast for the translator to effectively translate and little effort had apparently been made to ensure that the translator knew and understood the technical jargon involved in the NEM Update. Furthermore, although LAWA made public comment forms available, none were available in Spanish. Given that almost a third of the affected community speaks only Spanish, the workshop failed to adequately consult with a large segment of the community. It is worth noting also that LAWA's website on the NEM Update was not originally offered in Spanish. Although this has now been corrected, the Spanish language version was added well into the comment period and after the sole public workshop took place. Yet, nowhere on the website does LAWA indicate that the Spanish language version is new. This change appears to be designed to obfuscate LAWA's previous failure to consult in Spanish rather than as a genuine effort to consult with the Spanish-speaking community.

Mr. David Chan
Re: City of Ontario's Comments on ONT NEM Update

May 8, 2015
Page 3

Also, the presentations at the workshop appeared designed to obfuscate important information such as the reduction in the size of the contours. The presentation given by Mr. Reindel of HMMH was extremely technical – it is hard to imagine how a regular member of the public with no technical expertise could possibly comprehend it. Moreover, Mr. Reindel never explicitly stated that the noise contours had shrunk. Nor did he mention that approval of the new noise contours would likely decimate the QHP and preclude noise-impacted residents from collecting mitigation monies. To make matters worse, Mr. Reindel refused to answer questions from the floor during his presentation despite multiple attempts by the residents. During the ‘question period,’ LAWA’s consultants continued to refuse to answer questions on a public basis, even where the answers to residents’ questions would have been of interest to all in attendance. Instead of an open dialogue, LAWA required each individual resident to stand in line in order to pose his or her questions to a specific, individual LAWA representative in a one-on-one format. This raises serious concerns about LAWA’s ability to be held accountable for its representations to the public. Attendees were responsible for finding the appropriate LAWA staff member or consultant to answer their questions – a difficult task considering little information was provided as to which issues should be raised with specific team members.

In addition, LAWA appears to have designed the workshop to reduce public participation. The location selected was largely inaccessible to residents. There is no public transit service available to connect the residential neighborhood to the site of the workshop. In addition, the workshop location is not easy to access on foot from the residential neighborhood. No mention was made of the proposed elimination of the QHP – a virtual inevitability should the NEM Update proceed as is. Had LAWA made the effort to inform the community of this consequence, turnout might have been much improved.

Furthermore, no effort was made to record verbal comments about the NEM Update at the workshop itself. Numerous attendees expressed concerns in person to LAWA team members, yet no effort was made to document those concerns into formal comments. As a result, every comment made and question asked that night were lost to the record – or, at a minimum, were subject to the recollection of LAWA representatives.

In light of LAWA’s inadequate consultation with the community, the City immediately began to organize a community meeting of its own. Both LAWA and the FAA declined to attend the additional community meeting. The City held the meeting at 6:00 p.m. on April 6 at DeAnza Community Center, in the heart of the affected community. City staff mailed letters to residents in the area to inform them of the NEM Update, its impact on the QHP, and the community meeting. At the meeting, the City provided a presentation in both Spanish and English, which covered the potential loss of QHP funds for the area. In addition, City staff provided copies of the comment letter to residents along with stamped and addressed envelopes. No less than seventeen comment letters, including several in Spanish, were completed at the meeting and many residents took additional comment letters with them to pass on to concerned neighbors.

In order to ensure these comments reach you, we offered to copy the letters and include them in our package (in addition to the residents mailing the letters themselves). These letters are attached to this comment letter as Attachment # 1. We ask that you treat each letter as its own comment letter. Please note that you will likely receive duplicates of these letters in the mail. If for any reason you do not, please treat the attached letters as the original comment. You will notice that the letters raise questions about, among other issues, the appropriateness of the new contours in light of the aircraft noise experienced and the inadequacy of the outreach efforts to residents.

LAWA Failed to Consult with the City Regarding Historic Resources

Pursuant to the Regulations, noise exposure maps are required to contain and identify properties on or eligible for inclusion in the National Register of Historic Places. (14 C.F.R. § A150.101 (e)(6).) However, the NEM Update fails almost entirely to address the City’s historic resources. The City has numerous historical

Mr. David Chan
Re: City of Ontario's Comments on ONT NEM Update

May 8, 2015
Page 4

resources, some of which lay within or within very close proximity to the current Ldn 65dB contour, including the Guasti Winery Village on Guasti Road as well as several historic airplane hangars. One can reasonably expect that LAWA's proposal to shrink the current noise contours could affect the availability of funds to appropriately soundproof the City's valuable regional historic resources. Yet, LAWA made no effort to contact or consult with the City regarding the existence or locations of these resources. Accordingly, LAWA's proposed noise exposure map contains only a single historic property within the noise contour – the Hofer Ranch, and is consequently inadequate. Given this inadequacy, LAWA's failure to consult with the City regarding its historic resources may ultimately compromise and impinge upon the FAA's ability to comply with Section 106 of the National Historic Preservation Act. (54 U.S.C. § 306108.)

In light of the foregoing, the City believes that LAWA has failed to meet its obligation under the Regulations to consult with the public and local agencies.

Improper Scaling of Maps

The Regulations require that a map of the airport and its environs be scaled at "not less than 1 inch to 2000 feet . . ." (14 CFR § A150.103 (b)(1).) Here, the base map and the noise exposure maps in the online version of the NEM Update are scaled smaller at approximately 1 inch to 3000 feet. The flight track maps appear to be scaled even smaller. While appropriately scaled maps may be included in pocket folders of the hard copies, they do not appear online. In light of the fact that most people have easy access to the online version and the maps at the larger scale exist, it is hard to comprehend why LAWA would choose not to include the appropriately scaled maps online. The Regulations clearly provide a minimum scale for these maps. We see no reason why LAWA should be permitted to deviate from this requirement for online purposes, particularly when larger scales are arguably more practical online. Further, the smaller scale that LAWA used could very well be misleading to the public. Given the scale of LAWA's online maps, it is nearly impossible to tell that the proposed noise contours have shrunk. In fact, the scale LAWA used makes the proposed 2015 contours look almost identical to the 1995 contours. It is not until both contours are enlarged and held side-by-side that one can reasonably tell that the 2015 contours are considerably smaller. Thus, residents and other stakeholders without technical experience, may erroneously be led to believe that no changes to the noise contours have been proposed with this NEM Update.

The NEM Update is Technically Flawed

The City's consultants, Johnson Aviation Consulting, have prepared an extensive report detailing the technical flaws in the NEM Update and the inconsistencies between the NEM Update and the various planning tools currently in use for ONT and the surrounding area. The report is attached to this letter as Attachment # 2. Please treat each comment in that report as a comment by the City and respond to each accordingly. In general, the report demonstrates that LAWA used an inappropriate methodology to conduct the NEM Update, that the NEM Update is based upon inadequate data, and that the NEM Update will conflict with the existing planning tools in place around ONT.

Inadequate Consideration of Environmental Justice

Consistent with Executive Order 12898 and the FAA's involvement with the approval, the NEM Update should have addressed whether and to what extent the revised noise exposure map has disproportionate impacts on minority communities and low-income communities. As we have referenced elsewhere in this letter, the affected area is populated by predominantly Spanish-speaking residents. Accordingly, 86% of the population within the current Ldn 65dB contour is Hispanic or Latino by race.¹ Spanish is spoken by 67% of

¹ Demographic information based on the 2009-2013 American Community Survey 5-Year Estimates.

Mr. David Chan
Re: City of Ontario's Comments on ONT NEM Update

May 8, 2015
Page 5

that population, with limited English speakers making up 28% of the population within the current noise contour. In addition, the community includes a significant number of low and moderate income individuals. Within the current Ldn 65dB contour, 58% of households are considered low and moderate income households. Yet, the issue of environmental justice is not addressed anywhere in the NEM Update.

Fundamental Fairness Issues Exist

Finally, the City believes that fundamental fairness issues are raised by the timing of the NEM Update. The fact that the previous noise exposure maps were prepared in 1990 and no new map has been requested since that time raises significant questions about the underlying motives for preparing a new map at this time. Between 1990 and 2007, the number of annual commercial passenger operations at ONT increased from 112,410 to 124,168 – an increase of over 10%. Yet, no new noise exposure map was prepared at that time despite LAWA's reference to the five-year rule. Only now that flights have declined due to LAWA's mismanagement of ONT, has LAWA rushed forward to prepare new maps. It cannot be ignored that LAWA's financial contribution to the QHP will be significantly reduced should the NEM Update be approved by the FAA. In this light, the decision to require new maps at this time looks decidedly arbitrary and capricious.

In light of the foregoing comments and those attached to this letter, the City respectfully requests that LAWA reinitiate the process of updating the noise exposure maps. Rather than choosing its methodology, gathering its data, and analyzing its data in secret, the City urges LAWA to reboot this effort in consultation with the public and local agencies such as the City. By doing so, LAWA can produce a legally sound update to the noise exposure map. At present, the current NEM Update is not fit for its purpose.

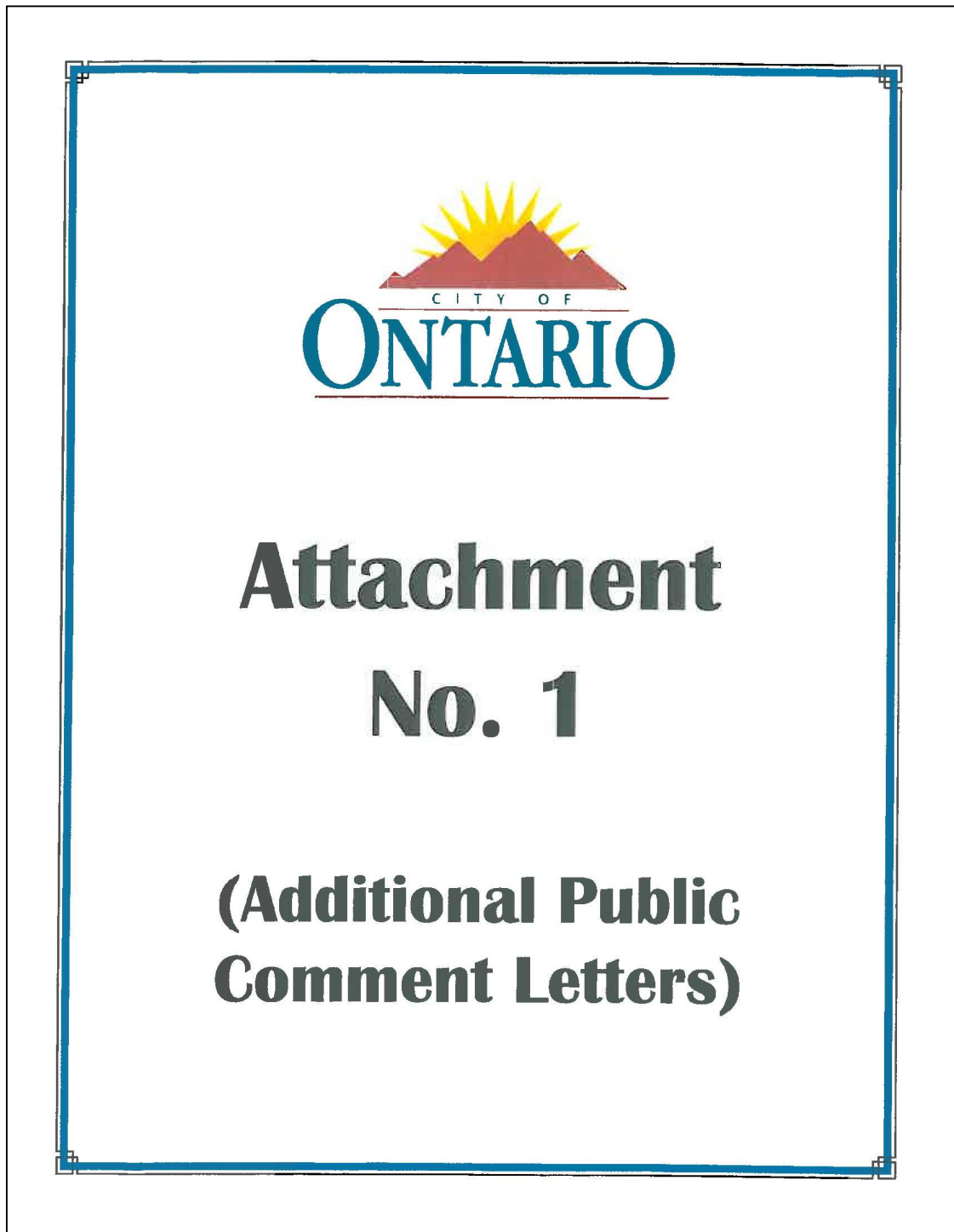
Sincerely,


Al C. Boling
City Manager


Attachments: # 1 – Additional Public Comment Letters
2 – Johnson Aviation Consulting Report

cc: Mayor Paul S. Leon
Mayor pro Tem Alan D. Wapner
Council Member Jim W. Bowman
Council Member Debra Dorst-Porada
Council Member Paul Vincent Avila
Brent Schultz, Housing & Municipal Services Director
John Brown, City Attorney
Victor Globa, FAA/Airports Environmental Protection Specialist


(Comments 48-56 continued)



Note: These comments are included and addressed with the other comments preceding this letter from the City.

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date	4/16/2015	Name Vanessa Estrada
Address	[REDACTED]	City Ontario Zip 91761
Phone (optional)	[REDACTED]	Email (optional)
Comments: I am a resident in the current eligibility area and I am not happy that this program wants to be eliminated. Clearly the affected area is larger than LAWA is saying it is, up to Circle Ave. LAWA might be the owners of Ontario International Airport, but we are the residents, we are the people and the community that removing this program will affect. Do not remove, eliminate this program! Also, it shows how much interest you have in the community, giving very short notice If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

and for the community to unite and respond with our thoughts. And on March 19, not sending letters to affected residents and homeowners to add so that they may attend.


 LA/ONTARIO INTERNATIONAL Los Angeles World Airports		NEM Update Comments	
<i>LUIS & MARIA GARZA</i>		[REDACTED]	
[REDACTED]		Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		<i>ONTARIO CA</i>	
Date <i>3/16/15</i>	Name <i>LUIS & Maria Garza</i>		
Address [REDACTED]	City <i>S. El Monte</i>	Zip <i>91733</i>	
Phone (optional) [REDACTED]	Email (optional) _____		
Comments:			
<i>The meeting held on 3/18/15 with the LA/Ontario International Airport was a complete waste of time. First we wanted to make comments and ask questions but we always told to go to a different person. when we went to the other person, we were directed back to the first person, we had spoken with. Second, the person with the map had a map that did not indicate streets and it was impossible to locate ^{was} impacted properties. Finally, it appeared as though the meeting was designed to keep owners in the dark.</i>			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		


We do not know if this was intentional but, I hope that future meetings will be conducted in a way that allows owners to advocate properly for their properties.


We have specific questions:

- we would like to know which study shows that the new airplanes that will fly into the airport will make less noise and as a result not require double or triple pane windows?
- we would also like to know ~~whether~~ if air quality will be impacted in the general area?

-

	LA/Ontario International Los Angeles World Airports	NEM Update Comments			
Public Information Workshop #2 Thursday, March 19, 2015					
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761					
Date	4/06/2015	Name	ALEXANDRINA R. QUINTANA		
Address	[REDACTED]	City	ONTARIO CA	Zip	91761
Phone (optional)		Email (optional)			
Comments: Removing this program affects us, our children and our children's children. Don't eliminate this program. The new proposed eligibility area will help hardly anyone, the bulk of the affected area and people are where the current eligibility is currently at. Your concern should not solely be monetary, but also how the local community is affected and what you can do to help the community. Do not eliminate this program!					
If needed, please continue on the back side of this page or attach additional pages					
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at http://www.lawa.org/ONTpart150.aspx					
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216				
Email:	ontpart150nemupdate@lawa.org				
Toll free number:	1-855-279-4698				

 LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4-6-15	Name	CHIA CHIN GEORGIA TSENG
Address	[REDACTED]	City	ONTARIO
		Zip	CA 91761
Phone (optional)	[REDACTED]	Email (optional)	[REDACTED]
Comments:			
<p>I am 72 years old and the airplane noise really bothers me. Since 2005 I have been trying to get into the program and I am still waiting. I was told that this year I may be accepted. Now I hear that there is no more funding, but I really need my house insulated and don't have the money to do it myself. Please keep funding the program.</p> <p>If needed, please continue on the back side of this page or attach additional pages</p>			
<small>Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx</small>			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

 LA/Ontario International
Los Angeles World Airports

**NEM Update
Comments**

**Public Information Workshop #2
Thursday, March 19, 2015**

LA/Ontario International Airport
1923 E. Avion Street, Ontario, CA 91761

Date 4-16-15 Name Lupe Gutierrez
Address [REDACTED] City Ontario Zip 91761
Phone (optional) [REDACTED] Email (optional) _____

Comments:


We have ~~never~~ had severe airport noise for over 65 years. We had been told twice in 2 years (house was measured) that the work would be done. We do know that the airport noise will increase and it is very difficult for families to live this way. We feel this way for LA Airport to discontinue this program for Ontario.

If needed, please continue on the back side of this page or attach additional pages

Deadline for submitting comments for this project is **April 10, 2015**. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: <http://www.lawa.org/ONTpart150.aspx>

U.S. Mail: LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental & Land Use Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

Email: ontpart150nemupdate@lawa.org
Toll free number: 1-855-278-4698

 LA/Ontario International Connecting the World Airport		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4/1/15	Name	Fernando Carrillo
Address	[REDACTED]	City	Ontario
		Zip	91701
Phone (optional)		Email (optional)	
Comments: I feel that although LAWA has done their own studies, we as City of Ontario patrons experience the noise. I've attended all meetings & the quality of life is drastically impacted by the noise from the airport. I feel that if LAWA takes away funding from the City's Quiet Home Program, there will be many negative effects. I hope that LAWA will stop what they are doing and hopefully continue to fund. We as city residents experience the noise & we live through it daily.			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2016. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-278-4698		

LA/Ontario International
Los Angeles World Airports

**NEM Update
Comments**

**Public Information Workshop #2
Thursday, March 19, 2015**

LA/Ontario International Airport
1923 E. Avion Street, Ontario, CA 91761

Date 3-6-15 Name MARCOS JIMENEZ G.
Address [REDACTED] City ONTARIO CA. Zip 91761
Phone (optional) [REDACTED] Email (optional) _____

Comments:
Yo NECESITO QUE Pongan Ventanas
AIRE Acondicionado, INSULACION EN EL CILINDRO
NO QUEREMOS, QUE NOS HAGAN NINGUN
CamBio, en NUESTRO VARRIO ES TODO
Arreglar Todo y MINORAR EL Ruido QUE
ES Demaciado.
En TIEMPO de CALOR sufrimos con EL Ruido


Marcos Jimenez


If needed, please continue on the back side of this page or attach additional pages

Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at <http://www.lawa.org/ONTpart150.aspx>

U.S. Mail: LA/Ontario International Airport NEM Update Comments
c/o David Chen
Los Angeles World Airports
Environmental & Land Use Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

Email: ontpart150nemupdate@lawa.org
Toll free number: 1-855-279-4698

 LA/Ontario International Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4-6-15	Name	Mauva Babinas
Address	[REDACTED]	City	Ontario
		Zip	91761
Phone (optional)	[REDACTED]	Email (optional)	
Comments: es too preocupada por la zona afectada estamos preocupados necesitamos la ayuda que ofresero gracia por todo los coordinadore que se esta preocupando			
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

 LA World Airports, Inc.
Los Angeles World Airports

**NEM Update
Comments**

**Public Information Workshop #2
Thursday, March 19, 2015**

LA/Ontario International Airport
1923 E. Avion Street, Ontario, CA 91761

Date 4-6-15 Name Arturo Garcia
Address [REDACTED] City Ontario Zip CA 91761
Phone (optional) [REDACTED] Email (optional) _____


Comments:
mi comentario es que no estamos de acuerdo en que quiten los el apoyo a todas las programos porque nosotros nos afectaria en el futuro por el ruido que ay con las aviones tambien con una fabrica que construyeron y dijeron que no iban hacer ruido y esta abiendo mucho ruido y no estamos de acuerdo que quiten la ayuda para hacer un estudio a las cosas.


If needed, please continue on the back side of this page or attach additional pages


Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: <http://www.lawa.org/ONTpart150.aspx>


U.S. Mail: LA/Ontario International Airport NEM Update Comments
c/o David Chan
Los Angeles World Airports
Environmental & Land Use Planning Division
P.O. Box 92216
Los Angeles, CA 90009-2216

Email: ontpart150nemupdate@lawa.org
Toll free number: 1-855-279-4698

	LA/Ontario International Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date _____	Name <u>Salvador Maldonado</u>	
Address _____	City <u>91761</u>	Zip _____
Phone (optional) _____	Email (optional) _____	
Comments: <u>PUES MI OPINION ES</u> <u>QUE COMO SE QUE ES</u> <u>ES SU OPINION DE</u> <u>EL AEROPUERTO</u>		
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

 LA/Ontario International Airport Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	<u>4-6-2014</u>	Name	<u>TOMÁS SOTO</u>
Address	[REDACTED]		City <u>ONTARIO CA</u> Zip <u>91761</u>
Phone (optional)	[REDACTED]	Email (optional)	
Comments:	<u>Yo estoy apollando</u> <u>Ha La Ciudad de Ontario</u> <u>y por lo tanto no estoy de</u> <u>acuerdo con LAWA en particular</u> <u>yo lo que quiero me pongan ventanas</u> <u>Aire acondicionado y tanvir.</u> <u>Puertas yo tengo 30 años en</u> <u>mi propiedad ha otras que tienen</u> <u>menos tiempo ya las pusieron</u> <u>todo</u>		
If needed, please continue on the back side of this page or attach additional pages			
Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

 LA/Ontario International Airport Los Angeles World Airports		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4-6-2015	Name	FRANCISCO CAMPOS
Address	[REDACTED]	City	ONTARIO Zip 91761
Phone (optional)	[REDACTED]	Email (optional)	
Comments: ya tengo mucho tiempo esperando para que me arreglen mi casa y ya estaba en lista de espera y por lo que mucho ruido los aviones que no estan trabajando al 100 por ciento que han pasado cuando aumente el trafico de aviones como vamos a solucionar el problema del ruido si lo que estan preparando no esta correcto yo quisiera que tomara en cuenta que el ruido esta fuerte para que nos dejen fuera del proyecto.			
<small>If needed, please continue on the back side of this page or attach additional pages</small>			
<small>Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx</small>			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

 LA World Airports International
Los Angeles World Airports

**NEM Update
Comments**

**Public Information Workshop #2
Thursday, March 19, 2015**

LA/Ontario International Airport
1923 E. Avion Street, Ontario, CA 91761


Date 4/6/15 Name Salvador Sanchez
Address [REDACTED] City Ontario Ca Zip 91761
Phone (optional) [REDACTED] Email (optional) _____


Comments:
ya estoy en contra en los cambios
a la zona de elegibilidad del
Programa por que mi casa esta
en un lugar de mucho ruido
ase poco mas de dos años
fuera a medir Puertas y
Ventanas. y nunca tuve una
respuesta mas.
Y estos cambios afectara la vida
de la familia.


If needed, please continue on the back side of this page or attach additional pages


Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: <http://www.lawa.org/ONTpart150.aspx>

U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 82216 Los Angeles, CA 90009-2216
Email: Toll free number:	ontpart150nemupdate@lawa.org 1-855-279-4698

 LA/Ontario International Airport Los Angeles World Airport		NEM Update Comments	
Public Information Workshop #2 Thursday, March 19, 2015			
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761			
Date	4/6/15	Name	NO-BUSTA MARTIN
Address	[REDACTED]	City	ONTARIO
		Zip	91761
Phone (optional)	[REDACTED]	Email (optional)	
Comments:			
NO QUIERO QUE GUSTEN EL PROGRAMA de QUIET HOME. PORQUE AFECTA A MI FAMILIA. Y A TODA LA COMUNIDAD Y LLA SE A TRABAJANDO MUCHO Y EAMOS ESPERANDO TIEMPO GRACIAS			
<small>If needed, please continue on the back side of this page or attach additional pages</small>			
<small>Deadline for submitting comments for this project is April 10, 2015. You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx</small>			
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216		
Email:	ontpart150nemupdate@lawa.org		
Toll free number:	1-855-279-4698		

	LA/Ontario International Airport Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015		
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761		
Date: <u>4/6/15</u>	Name: <u>ERASMO ESTADA</u>	
Address: <u>[REDACTED]</u>	City: <u>ONTARIO</u>	Zip: <u>91761</u>
Phone (optional): _____	Email (optional): _____	
Comments:	<u>mi comentario es que</u> <u>mo lesta mucho el ruido de</u> <u>los abiones y tambien amis</u> <u>ajos y yo no estoy</u> <u>de acuerdo en que retire los</u> <u>fondos que al rite tiene</u> <u>AL CONTRARIO de loz mas</u> <u>FONDOS PARA que los en cargo de</u> <u>nos si dan al local a la</u> <u>comunidad mucha BASIAZ</u> <u>Erasm Estada</u>	
If needed, please continue on the back side of this page or attach additional pages		
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx		
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216	
Email:	ontpart150nemupdate@lawa.org	
Toll free number:	1-855-279-4698	

 LA World Airports Los Angeles World Airports	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>4/6/15</u> Name <u>Claudia Talavera de Oliva</u>	
Address <u>[REDACTED]</u> City <u>Ontario</u> Zip <u>91761</u>	
Phone (optional) <u>[REDACTED]</u> Email (optional) _____	
Comments: <u>My comment is that the noise affects at all moments</u> <u>El ruido de los aviones es muy fuerte</u> <u>al hablar por telefono tenemos que dejar</u> <u>de "hablar" hasta que pase el AVION</u> <u>necesitamos su apoyo y no quiten el</u> <u>apoyo del programa que es importante</u> <u>para nosotros porque a futuro sera</u> <u>mas frecuente el paso de aviones</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

 <p>LA/Ontario International Airport Los Angeles World Airports</p>	NEM Update Comments
Public Information Workshop #2 Thursday, March 19, 2015	
LA/Ontario International Airport 1923 E. Avion Street, Ontario, CA 91761	
Date <u>4-6-15</u> Name <u>Jose M. Oliva</u>	
Address <u>[REDACTED] city <u>Ontario - CA</u> zip <u>91761</u></u>	
Phone (optional) <u>[REDACTED]</u> Email (optional) <u>[REDACTED]</u>	
Comments: <u>he vivido en mi casa en los últimos 10 años</u> <u>y el ruido de los Aviones todas los días —</u> <u>es muy fuerte y en verano en tiempo de calor</u> <u>es horrible porque tenemos ventanas y puertas abiertas</u> <u>por el calor y tenemos que parar de hablar</u> <u>por el ruido de los Aviones. y no quiero que</u> <u>quiten el programa de Quiet Home</u>	
If needed, please continue on the back side of this page or attach additional pages	
Deadline for submitting comments for this project is April 10, 2015 . You may submit a comment at this public workshop, or via email, US mail, or phone. For more information, visit the project website at: http://www.lawa.org/ONTpart150.aspx	
U.S. Mail:	LA/Ontario International Airport NEM Update Comments c/o David Chan Los Angeles World Airports Environmental & Land Use Planning Division P.O. Box 92216 Los Angeles, CA 90009-2216
Email:	ontpart150nemupdate@lawa.org
Toll free number:	1-855-279-4698

(Comments 48-56 continued)



Attachment

No. 2

(Johnson Aviation Consulting Report)



818 601 1100
2544 Finch Road
Oak Park, ON L7L 1Y1
Canada

TECHNICAL REPORT IN RESPONSE TO NOISE EXPOSURE MAP UPDATE

[The following text is extremely faint and illegible due to low contrast and blurring. It appears to be the main body of the technical report.]

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

1. A FIVE-YEAR FORECAST DOES NOT REPRESENT A LONG-TERM FORECAST AT AN AIRPORT.

Page 1 of the ONT Noise Exposure Map Update (March, 2015) states that the NEM is being updated, “to reflect current conditions and forecast aircraft operational activity.” However, the NEM Update only forecasts five years out from the year of submission, “The year of submission for this update is 2015. Therefore, the noise contours for 2015 represent existing conditions and the projected contours for 2020 represent the five-year forecast conditions.” (p.3 NEM Update)

While FAR Part 150, Section 150.21 states that noise exposure should be “based on forecast aircraft operations at the airport for a forecast period that is at least 5 years in the future, beginning after the date of submission...” It also states that the forecast be “based on reasonable assumptions concerning future type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout including any planned airport development, planned land use changes, and demographic changes in the surrounding areas...”

Not preparing forecasts beyond five years after the date of a NEM submission, does not represent operational and development changes at the airport nor demographics changes in the surrounding area that could significantly impact land use. FAR Part 150, Section 150.21 states:

“(d) The airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map.

(1) If, after submission of a noise exposure map under paragraph (a) of this section, any change in the operation of the airport would create any “substantial, new noncompatible use” in any area depicted on the map beyond that which is forecast for a period of at least five years after the date of submission, the airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map. A change in the operation of an airport creates a substantial new noncompatible use if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either a land area which was formerly compatible but is thereby made noncompatible under Appendix A (Table 1), or in a land area which was previously determined to be noncompatible under that Table and whose noncompatibility is now significantly increased.”

FAA AC 5070-6B, Airport Master Plans defines forecast horizons at the 5, 10, and 20 year time frames for short, medium, and long term forecasts. Similarly, the 2011 California Airport Land Use Planning Handbook directs planners to reflect anticipated airport growth over at least a 20-year period. Page 3-5 of the California Airport Land Use Planning Handbook states, “PUC Section 21675 (a) requires that ALUCPs be based on an airport development plan ‘that reflects the anticipated growth of the airport during at least the next 20 years.’ Forecasts having the required 20-year time horizon are normally included in airport master plans. The FAA, Caltrans, and some regional planning agencies also prepare individual airport forecasts, some of which extend to 20 years.”

Pages 2-21 through 2-22 of the ALUCP state “The noise impact zones depicted in Map 2-3 were prepared for ONT in conjunction with the master planning efforts conducted by Los Angeles World Airports (LAWA) in the mid 2000s. The noise exposure contours represent a composite of two sets of projected noise contours reflecting two forecast scenarios. The ‘No Project’ scenario reflects the existing runway configuration and a 2030 forecast of 343,000 annual operations. The ‘Proposed Project’ scenario reflects the ultimate runway configuration and a 2030 forecast of 465,000 annual operations. Aircraft

May 5, 2015

1

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

activity data upon which the contours are based are summarized in Chapter 1 of this Compatibility Plan. The City of Ontario, as the agency responsible for this Compatibility Plan, should periodically review the projected CNEL contours and, in conjunction with LAWA, update them as necessary to ensure that they continue to have a future time horizon of at least 20 years.”

The total number of operations used for the NEM Update are 82,063 in 2015 and 91,906 in 2020. These numbers are very short term and do not reflect the forecasts used in the ONT ALUCP and City General Plan and associated environmental documents.

The forecasts in the ALUCP and GP are based on work done for the Draft ONT Airport Master Plan. Work was suspended on the airport master plan in 2008. Page 39 of the NEM Update states the numbers that were used in the ALUCP, but does not take these numbers into consideration for its forecast.

The table below compares forecasts from various sources:

Forecast Comparison
Total Operations

SOURCES:	1990	1995	2005	2006	2008	2010	2015	2020	2030 (No Project)	2030 (Proposed Project)	2040
2015 FAR Part 150 ONT NEM Update							82,063	91,906			
FAA TAF (From Part 150 Update Report)							81,488	90,295			
FAA TAF (Issued January 2015)	152,110	158,302	146,241	136,410	135,579	95,743	84,074	92,534	106,281		125,954
2011 ONT ALUCP (From 2005 Draft ONT Master Plan and 2008 INM Study prepared by HNTB)			152,870	133,590					343,000	465,000	
1990 FAR Part 150 ONT Study	78,000	125,000									

2. THE ONTARIO MASTER PLAN WAS INITIATED IN 2002, AND WAS ASSESSING LONG TERM FORECASTS AND FACILITY DEVELOPMENT AT THE AIRPORT, BUT WORK WAS SUSPENDED IN 2008.

The following are pages from the 2011 ALUCP that describe the analysis the ONT Airport Master Plan had completed.

Page 1-4 states “ONT has never had an adopted AMP that can serve as the basis for this Compatibility Plan. In 2002, Los Angeles World Airports (LAWA) initiated a master planning effort for ONT. A tentative proposal of the AMP involved reconfiguration of the runway system, shifting both runways south and east of their present positions. This reconfiguration is regarded necessary to enable the runway system to accommodate the volume of aircraft operations associated with the numbers of airline passengers and air cargo expected to use the airport by 2030. Before the new AMP could be completed and adopted, however, the nationwide economic downturn, coupled with local factors, resulted in a substantial decline in activity at ONT. With this decline, the urgency for completion of the AMP largely disappeared and, consequently, LAWA suspended work on the plan development in late 2008.”

Page 1-5 states “The discontinuation of the ONT AMP efforts left the compatibility planning project without a clearly defined AMP to use as its basis. Without an AMP, the Compatibility Plan could be based on the existing runway configuration or the modified configuration that was developed as part of LAWA’s master planning efforts. Both LAWA and the City of Ontario expect the new AMP to eventually move forward with a modified runway system either as indicated on the internal draft plan or similar to it.

May 5, 2015

2

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

Not considering the modified runways in the Compatibility Plan could potentially enable new development to occur in a manner that would be in conflict with the future airport configuration. Meanwhile, the existing runways also need to be protected until such time as they are no longer in use. Accounting for dual sets of runways in the Compatibility Plan makes the plan more complicated, but it is the approach that provides the best assurance of compatibility between the airport and new land use development, both in the near and long terms. Representatives of the California Division of Aeronautics, Federal Aviation Administration (FAA), LAWA and City of Ontario are in concurrence with this approach. Therefore, for the purposes of this Compatibility Plan, a Simplified Airport Diagram of the airport layout has been prepared emphasizing the features having implications for land use compatibility in both the near and long term.

The Simplified Airport Diagram takes into account both the existing and anticipated ultimate configurations of the runway system, runway protection zones (RPZ), setback requirements lateral to the runways and the airport property boundary. In accordance with state law, the Simplified Airport Diagram has been approved by the Division of Aeronautics as the basis for this Compatibility Plan.”

Page 1-5 further states “The activity forecasts LAWA generated prior to the discontinuation of the AMP, explored several possible scenarios that the airport could experience. The Compatibility Plan is specifically focusing on two ultimate forecasts that were prepared. The ‘no project’ and ‘proposed project’ scenarios, as defined in the preliminary ONT AMP, represent the two levels of airport activity which could potentially be seen by 2030 depending on the ultimate configuration of the airport.

The ‘no project’ forecast assumes that the airport configuration would remain as it is today. This lack of airfield change would limit the airport to approximately 343,000 annual aircraft operations. The preliminary ONT AMP anticipated that this level of demand would be reached by 2030.

The ‘proposed project’ forecast is based on the ultimate reconfiguration of the airport. In this configuration, the airfield will be able to accommodate approximately 465,000 operations. This forecast assumes roughly 33.4 million passengers and 3.26 million tons of air cargo enplaned and deplaned annually. The forecast of 33.4 million passengers is based on the assumption that any terminal expansion would be restricted to the north side of the airport provided that the airfield is capable of accommodating it.

It is important to note that the 3.26 million tons of air cargo expected within the planning period includes both the off-airport United Parcel Service (UPS) activity, and the 1.6 million tons of air cargo served by the on-airport cargo facilities. UPS maintains a large sorting facility south of the airport with a through-the-fence access point. The UPS aircraft land and take off on the ONT runways but UPS cargo is loaded and unloaded at the private UPS site.”

Page 1-6 of the ALUCP states “The most recent official ONT ALP drawing is one dated February 17, 2009. LAWA has submitted this ALP to the Federal Aviation Administration (FAA) and it is pending approval. It shows the runway system in its existing configuration. Also, all runway ends, except Runway 8L, are shown having the largest size of runway protection zone (RPZ); specifically, 2,500 feet long, 1,000 feet inner width, and 1,750 feet outer width. This size RPZ is associated with a runway having approach visibility minimums lower than ¼ mile and capable of serving all sizes of aircraft. The existing ALP also shows two RPZs west of the Runway 8L threshold. The approach RPZ begins 200 feet from the landing threshold and is 2,500 feet long, with a 1,000 foot inner width, and a 1,750 foot outer width. The

May 5, 2015

3

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

departure RPZ begins 200 feet from the physical end of the runway and is 1,700 feet long, with a 500 foot inner width, and a 1,010 foot outer width.”

The most recent update to the City of Ontario ALUCP, adopted in 2011, used the forecasts and recommended airport development as the basis for the ALUCP. Representatives of the California Division of Aeronautics, Federal Aviation Administration (FAA), LAWA, and City of Ontario were in concurrence with this approach.

However, a broader consideration is that the suspension of the ONT Airport master plan has prevented the City and the airport from completing a true analysis of existing and future conditions at ONT. Long term land use impacts can not be accurately measured five years out from existing conditions.

3. THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) HAS PUBLISHED THEIR 2012-2035 REGIONAL TRANSPORTATION PLAN (RTP) THAT ADDRESSES LONG TERM AIRPORT DEMAND IN THE REGION TO THE YEAR 2035.

The NEM Update did not take into consideration the forecasts presented in the SCAG RTP.

The SCAG RTP states on page 3 in the Aviation and Ground Access Appendix that “The airport demand allocations for the High Growth Scenario are...based on an assumption that LAX, Bob Hope, Long Beach, John Wayne, Ontario and March will all reach their capacity constraints by 2035.”

Specifically regarding Ontario Airport, the SCAG RTP states on page 111 of the Aviation and Ground Access Appendix, “The greatest growth is projected to occur at Ontario International Airport (ONT), for which the passenger traffic is projected to increase to more than five times the 2009 level from 2009 to 2035 under the current forecast, an increase of 25.8 MAP, or about 527 percent.”

TABLE 1

	Low	Baseline	High
Bob Hope	9.4	9.4	9.4
John Wayne	10.8	10.8	10.8
LAX	78.9	78.9	78.9
Long Beach	4.2	4.2	4.2
March Inland Port	0.4	0.6	2.5
Ontario	19.2	30.7	31.8
PalmSole	1.5	2.6	6.1
Palm Springs	2.9	4.1	9.8
San Bernardino	1.9	2.8	6.7
SoCal Logistics	0.4	0.7	1.8
Imperial	0.6	0.9	2.1
Corona	0.1	0.2	0.5
Total	139	149	194

Stated further on page 129 of the RTP, “ONT is well situated to serve the future aviation needs of the Inland Empire and the Southern California Region for both cargo and passengers. Demand for air transportation will be created by the Inland Empire's rapid population growth; as well as its growth as a manufacturing and distribution center and the limited potential for expansion at LAX and other regional airports. The airport is the centerpiece of one of the fastest-growing transportation regions in the U.S.

May 5, 2015

4

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

ONT is a medium-hub, full-service airport with commercial jet service to major U.S. cities and through service to many international destinations.”

Stated further on page 130: “Ontario is the second busiest airport in terms of freight traffic in the region, with 455,000 tons handled in 2009. LAX and ONT carry a combined 95 percent of the cargo in the region, with Ontario representing about 20 percent of the total. Freight flows have been fairly constant at the airport since 2000, ranging between 455,000 and 600,000 tons per year. ONT is projected to see major growth in air cargo, growing to around 1.4m tons by 2035.”

TABLE 3 Market Share of Air Cargo Diverted from LAX – 2035

	International Cargo	Domestic Cargo
Ontario International	45%	35%
San Bernardino International	20%	25%
Merch Island Port	20%	25%
Southern California Logistics	10%	10%
Palmdale Regional	5%	5%

IV. Revised 2035 Air Cargo Forecasts

Based on the revised projections of the total level of regional air cargo traffic and the assumed diversion of air cargo from LAX to ONT and the smaller secondary airports, the forecast level of air cargo activity at each airport has been revised as shown in TABLE 4.

TABLE 4 Revised Air Cargo Forecasts by Airport – 2035

(2009 tons)	Scenario		
	Low Growth	Baseline	High Growth
Bob Hope	80	108	130
John Wayne	34	48	55
Los Angeles International	2,085	3,847	4,368
Long Beach	88	94	112
Merch Island Port	108	147	178
Ontario International	888	1,314	1,570
Palmdale Regional	25	34	40
Pais Springs International	Note 1	Note 1	Note 1
San Bernardino Int'l	108	148	175
So. California Logistics	50	58	81
	4,127	6,886	8,987

Note: 1. Low than 100 tons

4. DEMOGRAPHICS FORECASTS, WHICH ARE INDICATORS OF FUTURE GROWTH AT AN AIRPORT, ARE NOT ADDRESSED IN THE NEM UPDATE.

The NEM Update did not take into consideration the demographics forecasts of the City of Ontario and San Bernardino County.

Page 53 of the NEM Update only states, “In order to estimate the number of people residing within the noise contours, existing parcel boundary land use maps were overlaid on 2010 US Census TIGER file maps that depict the smallest Census enumeration unit.”

The City of Ontario General Plan EIR (July 2009) prepared the following demographic forecasts:

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

Page 5.13-9 states, “SCAG undertakes comprehensive regional planning with an emphasis on transportation, producing a Regional Transportation Plan (RTP). The 2008 RTP provides projections of population, households, and total employment for San Bernardino County from 2003 through 2035. Based on San Bernardino County’s share of California’s and the region’s employment growth, migration and immigration trends, and birth rates, SCAG projects that population, housing, and employment will grow at an increasing rate. The County of San Bernardino is growing by an average of 40,131 persons per year and an average of 13,836 housing units per year, and employment is projected to increase an average of 17,062 jobs per year from 2005 to 2025. According to SCAG, Riverside and San Bernardino Counties will continue to see the greatest percentage in population growth in the entire SCAG region. By 2035, approximately 27 percent of SCAG residents are anticipated to live in San Bernardino and Riverside Counties. The total projected increases between 2005 and 2025 for population, housing, and employment are shown in Table 5.13-8.

Table 5.13-8
Projected Population, Housing, and Employment for County of San Bernardino

	2005	2010	2015	2020	2025	Increase, 2005-2025	
						Total	Percent
Population	1,971,318	2,182,049	2,365,748	2,582,785	2,773,945	802,627	41%
Households	578,277	637,250	718,902	787,142	862,886	278,709	48%
Employment	794,239	810,223	897,499	965,778	1,045,480	241,241	48%

Source: SCAG 2008 RTP Growth Forecast 2035



The City of Ontario is expected to outpace San Bernardino County’s population growth. According to SCAG, from 2005 to 2025, the population of the City is expected to increase by 106,848 to 277,799, or 63 percent. The City of Ontario is projected to grow by an average of 5,342 persons per year, and 1,531 housing units per year, and employment is projected to increase an average of 2,643 jobs per year from 2005 to 2025. The total projected increases between 2005 and 2025 for population, housing, employment are shown in Table 5.13-9.”

Table 5.13-9
Projected Population, Housing, and Employment for City of Ontario

	2005	2010	2015	2020	2025	Increase, 2005-2025	
						Total	Percent
Population	170,951	187,060	213,539	248,304	277,799	106,848	63%
Households	44,518	48,491	56,242	65,872	75,192	30,674	69%
Employment	167,780	170,270	188,302	197,518	200,654	32,874	49%

Source: SCAG 2008 RTP Growth Forecast 2035

5. NEM UPDATE COMPROMISES CURRENT NCP.

The previous NEMs for ONT were completed for the years 1990 and 1995. In addition to these NEMs the city prepared a NCP. This NEM Update for the years 2015 and 2020 does not include an update to the NCP. Page 3 of the NEM Update states that the update “includes a full review of the existing NCP measures and implementation status of each measure in Appendix B; however, no additional measures or updates to the NCP are undertaken.”

The 1990 NEM and NCP included measures to prevent incompatible land uses and to mitigate existing non-compatible development as follows:

May 5, 2015

6

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

NEM Update, Appendix B – NCP, pg. 3 “Program Element 5.1 - Continue to develop Impact Area I according to existing General Plan uses. There are no incompatible land uses located within this area. Existing General Plan, Area Specific Plans and zoning will continue to assure compatible land uses.”

NEM Update, Appendix B – NCP, pg. 4 “Program Element 5.2(b) - Acquire and remove incompatible uses for developed land in Impact Area II. Acquisition and removal of incompatible uses is proposed because of noise exposure and safety. The area is generally impacted by noise greater than 70 CNEL with approximately 500 dwelling units within the 70 CNEL for the 1995 forecast NEM. Purchase and purchase assurance of non-conforming uses from willing sellers would be emphasized for this impact area. Acquisition of development rights, zoning, and General Plan actions would form the remainder of the program for this impact area.”

NEM Update, Appendix B – NCP, pg. 6 “Program Element 5.3(b) - Acoustical treatment, purchase assurance, and neighborhood enhancement of developed incompatible land in Impact Area III. This measure is intended to reduce interior noise levels to Title 25 standards by acoustical treatment in approximately 1,200 dwelling units. Purchase assurance, aviation easements, and neighborhood enhancements would be part of the program.”

NEM Update, Appendix B – NCP, pg. 7 “Program Element 7.3 - The City of Ontario will continue to obtain aviation easements for all new construction of incompatible uses within the projected 12 Million Annual Passenger level, 65 CNEL. This measure reflects continuation of an existing noise control policy at the airport.”

As per the LAWA website (<http://www.lawa.org/ONTStatistics.aspx>) the most recent passenger traffic totals are 4.1 MAP for 2014, up from 3.9 MAP in 2013. The 2015 NEM Update does not provide an MAP forecast for ONT and uses a short-term, 5-year forecast that significantly reduces the noise contours, especially off the 8R and 8L runway ends. This impacts Areas I, II, and III as described in the NCP and accepted by the FAA, and compromises the NCP.

FAA Advisory Circular 150/5020, Airport Noise and Land Use Compatibility Planning, includes a checklist for the FAA’s use in reviewing NEM submissions.

One of the items on the checklist (replicated in the **NEM UPDATE ON P. 7**) states “If the forecast year NEM does not model program implementation, the airport operator must either submit a revised forecast NEM showing program implementation conditions [B150.3 (b), 150.35 (f)] or the sponsor must demonstrate the adopted forecast year NEM with approved NCP measures would not change by plus/minus 1.5 DNL [150.21(d)]”

The forecast year NEM (2020) does not model NCP implementation because the noise contours change by minus 1.5 DNL.

Page 54 of the NEM Update discusses the sound insulation program in the NCP that was approved by the FAA. It states, “One of the recommended and approved measures of the 1990 NCP (5-3b, summarized in Appendix B) provided for acoustical treatment, purchase assurance, and neighborhood enhancement of developed, incompatible land. As of December 31, 2013, the City has provided noise mitigation to 1,745 dwelling units of which 316 units were purchased and 1,429 units received sound insulation treatments resulting in those properties being compatible with aircraft noise exposure levels. The objective of the land acquisition program is to acquire residential dwelling units within the CNEL 65

May 5, 2015

7

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

dB and higher contours, relocate the affected residents to quieter neighborhoods, and open up the prospect of replacing the residential units with compatible uses. The goal is to prevent an incompatible use from recurring. The objective of the Residential Sound Insulation Program (RSIP) is to provide interior noise levels compatible with normal indoor activities for those residential uses not acquired by the Airport that lie within the CNEL 65 dB or higher contours.”

The NEM Update does not discuss how its change in the CNEL 65 dB contour affects the sound insulation program. In fact, the report states that within the new 65 dB contour “there are no incompatible residential land uses or population within the CNEL 65 dB or higher contours.” However, the acoustical treatment of homes as part of the NCP was not completed. It is estimated by LAWA that approximately 150 units remain to be treated based on the NCP and the noise contours associated with the 1990/1995 NEM.

On February 11, 1994, President Clinton issued an “Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (Executive Order 12898, 1994). This Order is designed to focus federal attention on environmental and human health conditions in minority communities and low-income communities. The Order is further intended to promote non-discrimination in Federal Programs substantially affecting human health and the environment and to provide for information access and public participation relating to such matters. Consistent with the Executive Order and the FAA’s involvement with the Updated NEM’s proposed approval, the NEM Update process should have addressed whether and to what extent the revised NEM has disproportionate impacts on minority communities and low-income communities.

Section 2.1.5. of the ALUCP states (page 2-6), “The California Environmental Quality Act (CEQA) requires Affected Agencies to utilize the *California Airport Land Use Planning Handbook* and this *Compatibility Plan* as a technical resource for analyzing the environmental impacts of new projects located within the AIA. Projects situated within the AIA should be evaluated to determine if the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety wards (Public Resources Code Section 21096).”

This dramatic of a change to the contour is not consistent with the NCP and may require an update to the NCP and an environmental assessment, especially to assess potential environmental justice issues.

6. THE AIRPORT INFLUENCE AREA (AIA) IN THE ALUCP ENCOMPASSES THE 60 DB CNEL NOISE CONTOUR.

Page 1-2 of the ALUCP states, “The central component of this Compatibility Plan is the set of procedural and compatibility policies outlined in Chapter 2. These policies set limits on future land uses and development near the airport in response to noise, safety, airspace protection and overflight impacts of current and future airport activity. The geographic extent of these four types of impacts together constitutes the ONT Airport Influence Area (AIA).”

The ALUCP, adopted in 2011, used the forecasts and recommended airport development in the draft airport master plan that was suspended in 2008 as the basis for creating its noise contours. Representatives of the California Division of Aeronautics, Federal Aviation Administration (FAA), LAWA, and City of Ontario were in concurrence with this approach.

The AIA in the ALUCP, relative to the noise contours prepared for the ALUCP, is shown on Map 2-5.

May 5, 2015

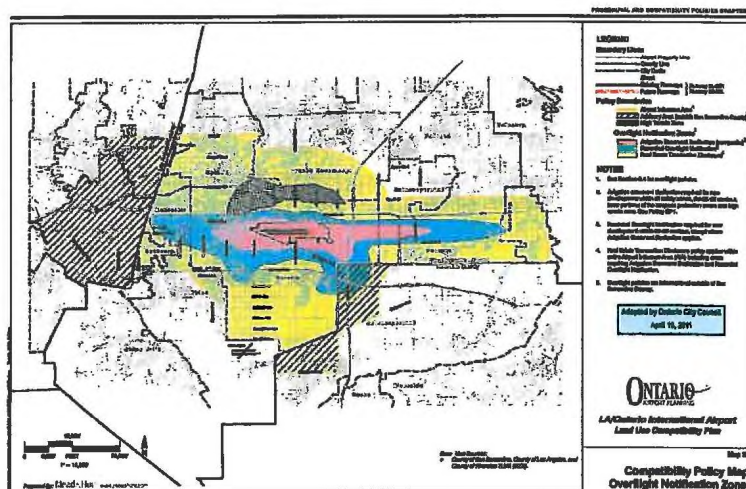
8

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

Section 6.4 of the ALUCP discusses Overflight policies. In particular, page 2-29 of the ALUCP states, “Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise impacts addressed by the policies in Section 6.2. Sensitivity to aircraft overflight varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.”

Section 6.4.3 of the ALUCP states, “(a) State Law: State statutes (Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) define an ALA as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.”

(b) Measures of Overflight Exposure: The loudness of individual aircraft noise events is a key determinant of where airport proximity and aircraft overflight notification is warranted. The FAA has determined that overflight exposure is not significant where aircraft are flying at an altitude of 3,000 feet or more above ground level. The boundary of the overflight area for ONT, as depicted on Map 2-5, is drawn to encompass locations where aircraft approaching and departing the airport typically fly at an altitude of 3,000 feet or less, together with locations underlying the airspace protection and height notification surfaces.”



Section 6.4.5 of the ALUCP states, “The boundaries of the overflight notification zones around ONT are shown on Map 2-5 and include:

May 5, 2015

9

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

- a) Avigation Easement Dedication: The boundary identifies the high-risk, noise- impacted, and critical airspace protection areas of ONT. Although not strictly an overflight notification boundary, the Avigation Easement Dedication boundary is established in accordance with Policy SP1 and reflected on the Map 2-5.
- b) Recorded Overflight Notification: The boundary identifies the primary overflight area for the airport. The policy boundary matches the CNEL 60 dB noise impact zone depicted on Map 2-3. The Recorded Overflight Notification boundary encompasses the traffic pattern areas where aircraft typically fly at altitudes of less than 2,500 feet above ground level.
- c) Real Estate Transaction Disclosure: The boundary, which reflects the ONT AIA, encompasses areas underlying the common aircraft traffic patterns where aircraft are typically flying at altitudes of 3,000 feet or less. The AIA also includes the areas underlying the Height Notification Surface and Airspace Obstruction Surfaces defined for ONT in Map 2-5. The policy boundary follows roads and government boundary lines where practical.

Overflight Policy O1 states, "The City of Ontario shall require the recording of an overflight notification running with the land as a condition for approval of new residential development that falls within CNEL 60 dB noise contour, as depicted in Map 2-5."

The ALUCP noise policy N1 currently states that "new residential development is incompatible within the projected CNEL 65 dB contour of ONT..."

However, it should be noted that FAA PGL 12-09 Attachment 1 states, "A lower local standard (e.g., DNL 60 dB) may be used for Part 150 purposes if the standard is formally adopted by the local jurisdiction for land-use compatibility and the airport sponsor has incorporated it (although the interior noise level standard of 45 dB does not change). Where a lower local noise standard is adopted outside of the Part 150 process, 49 USC 47141 requires that the land use compatibility plan be developed cooperatively by the airport sponsor and local jurisdiction to be eligible for a grant. Additional information on these requirements is addressed in Paragraph 810.b. Noise Exposure Maps used for Noise Insulation Programs must be Current."

The City of Ontario has worked with LAWA staff on the potential use of a CNEL 60 dB noise contour for sound insulation purposes. Nothing has formally been authorized by LAWA. Even though there has been consideration for a CNEL 60 dB noise contour, the NEM Update only field verified noise sensitive land use locations based on the extent of the LAWA noise exposure contours reported for the fourth quarter of 2013. Land use data beyond the predicted CNEL 65 dB contour were not field verified.

7. INCONSISTENCY WITH ONT ALUCP.

As stated on page 40 of the ALUCP, "The City of Ontario has land-use control jurisdiction and implements the zoning regulations for the entire study area...the ALUCP ... establishes noise policies for evaluating new development including residential and nonresidential uses that include maximum interior noise levels and requirements for acquiring avigation easements."

Changing the noise contours dramatically, as in the case of the NEM Update, in effect, takes away the ability of the ALUCP document to dictate its noise policies based on the noise analysis and noise contours presented in the ALUCP. This will create confusion and frustration for land developers and residents as to what land use is compatible or not.

May 5, 2015

10

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

Section 2.2, Land Use Base Map, in the NEM Update only refers to the 2011 Ontario ALUCP from an obligatory perspective; noting that an ALUCP was completed as per state law and the California Airport Land Use Planning Handbook.

Page 39 from the NEM Update states, “The ALUCP used the forecast year 2030 for predicted aircraft operational levels under two different scenarios: ‘No Project’ with existing runway configuration and a forecast of 343,000 operations and ‘Proposed Project’ with a revised runway configuration and a forecast of 465,000 operations...For this update of the NEM, the runway configuration is expected to remain unchanged and the forecast operations for both 2015 and 2020, ... are [significantly] less than the aircraft activity forecast for the two scenarios considered in the ALUCP.”

Page 40 of the NEM Update goes on to state, “Noise sensitive land use locations were field verified, as identified per Part 150 guidelines, based on the extent of the LAWA noise exposure contours reported for the fourth quarter 2013. Land use data beyond the predicted CNEL 65 dB contour were not field verified.”

8. INCONSISTENCY WITH THE ALUCP MEANS INCONSISTENCY WITH THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK AND STATE OF CALIFORNIA REGULATIONS.

Page viii of the 2011 California Airport Land Use Planning Handbook states that the Handbook “...provides guidance for meeting the baseline safety and compatibility requirements; however, ALUCs may choose to be more restrictive than the State’s guidance when their local conditions warrant doing so...ALUCs are statutorily permitted (i.e. they have the option and authority) to include building standards, height restrictions and land uses in their Airport Land Use Compatibility Plans (PUC Section 21675(a)). When an ALUC chooses to establish development standards in an ALUCP to prevent airport noise and safety hazards, they are indirectly setting development standards for local government because local government general and specific plans (and therefore their implementing standards) must be consistent with the ALUCP (Section 21670.1(c)(2)(D) and Government Code Section 65302.3(a)), unless the conclusion of the overrule process allows otherwise.”

Page 2-5 of the Handbook states that “...each ALUCP ‘shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.’”

Page 5-1 of the California Land Use Planning Handbook states, “State statutes require that, once an airport land use commission has adopted or amended an ALUCP, general plans and any applicable specific plans be amended, as necessary, in order to be consistent with the ALUCP (Government Code [Gov. Code] Section 65302.3(a)-(b)).”

9. FAR PART 150 AIRPORT NOISE COMPATIBILITY PLANNING IS A VOLUNTARY PROGRAM THAT AIRPORTS CAN UTILIZE TO CONDUCT AIRPORT NOISE COMPATIBILITY PLANNING, WHEREAS PUBLIC UTILITIES CODE (PUC), SECTION 21675(A) REQUIRES PREPARATION OF AN AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) FOR EACH PUBLIC USE AIRPORT IN THE STATE.

Page 3-3 of the 2011 California Airport Land Use Planning Handbook states “In setting the various compatibility guidelines, however, the regulations [FAR Part 150] state that the designations:

May 5, 2015

11

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

‘...do not constitute a Federal determination that any use of land covered by the [noise compatibility] program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.’”

10. FAR PART 150 STUDIES PROVIDE CONTEXT BETWEEN PROJECTED NOISE EXPOSURE AND LAND USE PLANNING, ALUCPS AND GENERAL PLANS SET LAND USE POLICIES.

The purpose and scope of an FAR Part 150 Study as described in FAR Part 150.1 is “(a) measuring noise at airports and surrounding areas that generally provides a highly reliable relationship between projected noise exposure and surveyed reaction of people to noise.”

However, a Part 150 Study by itself is not a determination of compatible or incompatible land uses.

FAR Part 150.5 states the following:

“(a) Pursuant to 49 U.S.C. 47501 *et seq.*, this part provides for airport noise compatibility planning and land use programs necessary to the purposes of those provisions. No submittal of a map, or approval or disapproval, in whole or part, of any map or program submitted under this part is a determination concerning the acceptability or unacceptability of that land use under Federal, State, or local law.”

“(c) Approval of a noise compatibility program under this part does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action, pursuant to the National Environmental Policy Act (42 U.S.C. 4332 *et seq.*) and guidelines.”

“(d) Acceptance of a noise exposure map does not constitute an FAA determination that any specific parcel of land lies within a particular noise contour. Responsibility for interpretation of the effects of noise contours upon subjacent land uses, including the relationship between noise contours and specific properties, rests with the sponsor or with other state or local government.”

11. STUDIES THAT IMPACT LAND USE POLICY SHOULD REQUIRE REVIEW BY THE ALUC OR THE ADOPTED BODY GOVERNING THE ALUCP POLICIES SO THAT THERE IS CONSISTENCY WITH THE ALUCP.

While state law establishes that General Plans and Specific Plans be made consistent with the ALUCP (page 5-1 of the California Airport Land Use Planning Handbook “State statutes require that, once an airport land use commission has adopted or amended an ALUCP, general plans and any applicable specific plans be amended, as necessary, in order to be consistent with the ALUCP (Government Code [Gov. Code] Section 65302.3(a)-(b)).”), there is no specific requirement for Part 150 studies. While Part 150 studies are not required to be submitted for review, the Part 150 Study, does in fact affect land use policy and *should be* submitted for review to the ALUCP governing body (City of Ontario). Noise contours dictate certain land use policies in the ALUCP, and studies that present noise contours that differ from

May 5, 2015

12

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

those in the ALUCP, especially the CNEL 65 dB noise contour, conflict with policies that deem certain land development compatible or incompatible with ONT.

Page 6-5 of the California Airport Land Use Planning Handbook states “ALUC reviews are voluntary only if the applicable local planning policies *are fully consistent with the ALUCP*—The local plan or other supporting policies (e.g., zoning ordinance; development regulations), therefore, must contain sufficient detail regarding compatibility criteria and review procedures to assure compliance with policies set forth in the ALUC's compatibility plan. If this is not done, then the local planning policies are not fully consistent with the ALUCP and submittal of individual development projects for ALUC review would continue to be mandatory.”

The NEM Update does not provide any detail regarding its compliance with the ALUCP.

Page 2-6 of the ALUCP states “Affected Agencies are responsible for adopting the Compatibility Plan or specific policies that apply to their portions of the AIA [Airport Influence Area].”

Page 2-6 further states “Consistent with state law, Affected Agencies are responsible for modifying their respective general plans, specific plans, zoning ordinances, and other policy documents to be consistent with the compatibility policies and criteria set forth in this Compatibility Plan or requesting a hearing before the ONT Mediation Board to resolve disputes.”

Page 2-6 of the ALUCP further states “Affected Agencies are responsible for conducting their own consistency evaluations for new development and/or major land use actions within their portions of the ONT AIA. Major Land Use Actions (Table 2-1), are subject to the ONT Inter-Agency Notification Process.”

Since the NEM Update impacts land use and noise policies in the ALUCP and the mitigation programs specified in the NCP, it should be considered a major land use action.

12. THE PART 150 STUDY IS NOT FULLY CONSISTENT WITH THE ALUCP AND IS A MAJOR LAND USE ACTION.

Page 6-5 of the California Airport Land Use Planning Handbook states “ALUC reviews are voluntary only if the applicable local planning policies *are fully consistent with the ALUCP*...”

The NEM Update is not fully consistent with ALUCP because the noise contours significantly differ from those in the ALUCP, therefore the land use policies in the ALUCP can not be supported by the NEM Update. The NEM Update does not provide any detail regarding this inconsistency with the ALUCP.

Page 2-6 of the ALUCP further states “Affected Agencies are responsible for conducting their own consistency evaluations for new development and/or major land use actions within their portions of the ONT AIA. Major Land Use Actions (Table 2-1), are subject to the ONT Inter-Agency Notification Process.”

Since the NEM Update impacts land use and noise policies as currently defined in the ALUCP and the mitigation programs specified in the NCP because it is presenting significantly different noise contours, it is a major land use action.

May 5, 2015

13

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

13. INCONSISTENCY WITH CITY OF ONTARIO GENERAL PLAN AND CORRESPONDING EIR.

The Ontario Plan (General Plan) Website (<http://www.ontarioplan.org/index.cfm/28345>) lists the following goals of the City:

“Goal LU5 – Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.

Goal LU5-4 - ONT Growth Forecast. We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

Goal LU5-5 - Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.

Goal LU5-6 - Alternative Process. We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

Goal LU5-7 - ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.”

The NEM Update has a significantly lower forecast than the GP and does not forecast MAP. The NEM Update is not consistent with the policies and criteria set forth in the ALUCP because of the significant difference in noise contours.

Page 5.12-10 in the City of Ontario General Plan EIR Noise Section states, “The airport contributes a large majority of the ambient noise environment of the City. LAONT is centrally located in the City, and few areas are unaffected by noise generated by the airport or aircraft overflights. The airport is a medium-hub, full-service airport. Traffic at the airport includes general aviation, commercial passenger aviation, and air cargo freight movement. LA ONT is a member of the Los Angeles World Airport (LAWA) system. The airport is anticipated to accommodate up to 1.6 million tons of cargo and 30 million annual passengers by year 2030 (SCAG 2004a and LA WA 2005). LAWA is currently developing a Master Land Use Plan for LAONT that will provide a framework for the airport’s development and use through the year 2030.”

Page 5.12-37 from the GP EIR states, “The City of Ontario considers residential uses in the vicinity of LAONT and the Chino Airport to be normally acceptable with the airport noise environment so long as they do not extend into the 65 dBA CNEL noise contour. Title 21 of the California Code of Regulations requires that adequate acoustical insulation is provided for noise-sensitive uses within the 65 dBA CNEL contour to ensure that interior noise levels achieve 45 dBC CNEL. Sensitive areas in an airport noise environment that exceeds 65 dBA would be required conduct a noise assessment and mitigate, as feasible, to achieve an exterior environment of 65 dBA CNEL. However, because much of the noise from the airport is overhead, walls, berms, and other intervening structures would do little to reduce noise from aircraft operations when the noise environment exceeds 65 dBA CNEL from airport operations. Consequently, designation of any sensitive land use (e.g., residential) within the 65 dBA CNEL contour of LAONT and the Chino Airport would be considered significant.

May 5, 2015

14

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

By 2030 noise-sensitive land uses would be located within the 65 dBA CNEL noise contour of LAONT. Residents and other sensitive receptors in the noise contour would be exposed to excessive noise levels from airport operations. Consequently, indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. Impacts would be significant.”

The noise contours in the NEM Update differ significantly from the noise contours in the GP EIR, therefore the NEM Update is not consistent with the GP EIR.

14. ONT IS A NOISE PROBLEM AIRPORT.

The California Department of Transportation defines Noise Problem airports as “The California Airport Noise Standards (California Code of Regulations, Title 21, Section 5000 et seq.) apply to any airport that is determined to have a noise problem by the local County Board of Supervisors in accordance with the provisions in the regulation. At this time, there are 10 airports in California that have been determined to have a noise problem by local county governments and they are: Bob Hope Airport, John Wayne Airport-Orange County, Long Beach-Daugherty Field-Airport, Los Angeles International Airport, Metropolitan Oakland International Airport, Norman Y. Mineta-San Jose International Airport, Ontario International Airport, San Diego International Airport, San Francisco International Airport, Van Nuys Airport.” (<http://www.dot.ca.gov/hq/planning/aeronaut/avnoise.htm>)

Title 21 Division of Aeronautics, Subchapter 6, Noise Standards, page 222 states that, “a ‘Noise problem airport’ is an airport that the county in which the airport is located has declared to have a noise problem under section 5020.”

Page 225 of Title 21 continues, “No airport proprietor of a noise problem airport shall operate an airport with a noise impact area based on the standard of 65 dB CNEL unless the operator has applied for or received a variance as prescribed in Article 5 of this subchapter.”

Noise problem airports must go through a process of determination, which is outlined on page 226 of Title 21, Section 5020, Designating Noise Problem Airport “Any county may, at any time, in accordance with the procedure herein, declare any airport within its boundaries to have a noise problem, by adopting a resolution to this effect and forwarding it to this department. In making the determination, the county shall:

- (a) Review relevant information, including but not limited to, the record of complaints made, and litigation filed, by residents of the area regarding airport related aircraft noise.
- (b) Investigate the possible existence of a noise impact area.
- (c) Coordinate with and give due consideration to the recommendations of the applicable airport land use commission established under section 21670 of the Public Utilities Code.
- (d) For an airport with joint use by both military and civilian aircraft operations, base its finding only on civilian operations.”

The finding of a Noise Problem Airport may be reviewed as described on page 226 of Title 21, Section 5021, Review of Finding, “Any person or government agency shown, by the results of an investigation conducted under section 5020(b) or by independent competent evidence, to own, reside in, or have jurisdiction over any area within the 65 dB CNEL boundary of any airport may seek review of the finding

May 5, 2015

15

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

of the county under section 5020 solely on the issue of substantial evidence by filing a petition to this effect with the department within 10 days of adoption of the finding.”

15. NOISE PROBLEM AIRPORTS REQUIRE NOISE MONITORING.

Page 226-1 of Title 21, Section 5023, Noise Monitoring states, “The county shall require the airport proprietor for each airport within its jurisdiction determined to have a noise problem, for which the estimated location of the noise impact boundary extends into incompatible land uses, to establish a program of noise monitoring to validate the location of the noise impact boundary in accordance with a monitoring plan approved by the department.”

This is in line with the California Public Utilities Code (PUC) Subchapter 6, page 9, Section 5023, which reiterates the above.

Page 226-1 of Title 21, Section 5024, Audit, states, “For each noise problem airport, the county shall review and audit noise monitoring data supplied by the airport proprietor for the purpose of ensuring that the data were produced in accordance with the monitoring system plan approved by the department and that the information presented by the airport proprietor is certified as being true and correct by the person in charge of operating the noise monitoring system. Duplicative monitoring by the county is not required.”

No noise monitoring was prepared for this NEM Update.

16. NOISE MONITORING ESTABLISHES THE NOISE IMPACT BOUNDARY AT AN AIRPORT

Page 226-2 of Title 21, Section 5031, Establishment of the Noise Impact Boundary, states “Each noise problem airport shall measure, establish and validate noise impact boundaries by noise monitoring as required by this subchapter and shall furnish such information to the county.”

Page 226-2 of Title 21, Section 5032, Validation of the Noise Impact Boundary, states “The noise impact boundary shall be validated by measurements made at locations approved for this purpose by the department. The noise problem airport proprietor shall ascertain the noise impact boundary within a tolerance of plus or minus 1.5 decibels annual CNEL by measurements made in accordance with, and at locations designated in, a noise monitoring plan approved by the department. The noise impact boundary may be ascertained directly from information gathered from monitors or from the combined use of an approved computer model and the data reported by the noise monitoring system. Monitoring shall be accomplished at locations in the approved monitoring system layout plan. The locations shall be selected to facilitate locating the maximum extent (closure points) of the noise impact boundary when the contour extremities encompass incompatible land uses.”

No noise monitoring was prepared for this NEM Update.

17. NOISE MONITORING AT ONT

May 5, 2015

16

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

No noise monitoring was prepared for this NEM Update.

The LAWA website states, "LAWA installed a state of the art Aircraft and Noise Monitoring and Management System (ANMMS) in 1990. The system includes 14 noise monitors located within the communities surrounding ONT. The monitors measure noise 24 hours a day, 365 days a year. ANMMS measures airport generated noise in the community, tracks and identifies aircraft within a 10-nautical mile (~11.5 statute mile) radius of the airport, and is used to help LAWA produce maps showing the noise impact area, as required by the State of California. LAWA continually monitors its ANMMS to ensure the accuracy of noise data and related operations information, and to improve the access to and utilization of the various types of available data." (http://www.lawa.org/welcome_ont.aspx?id=988)

As part of this NEM Update, noise sensitive land use locations were field verified, based on the extent of the LAWA noise exposure contours reported for the fourth quarter 2013. Land use data beyond the predicted CNEL 65 dB contour were not field verified.

18. NEM UPDATE HAS NOT INVESTIGATED CARGO OPERATIONS, ESPECIALLY AT NIGHT, THOROUGHLY TO ADDRESS CITIZEN CONCERNS.

Appendix L of NEM Update includes written comments by concerned citizens:

In an email dated May 5, 2014, Ms. Elaine Franzen writes, "On the first night, we were awoken by extremely loud plane noise. We thought this must be a one-time deal. Within several weeks, we figured out this was not a one-time issue, but that we were in some kind of flight path that was different from the daytime...We eventually sued because the noise had become so bad that I had to take prescription sleep medication to keep me asleep through the noise events of UPS and other cargo aircraft. Also, the noise actually gets worse in the winter time because the air density changes in the winter and the cargo planes need more power to get off the ground... The City of Ontario's Assistant Planner testified during trial on our behalf that the maps in effect at the time we purchased the home were from 1994. He also testified that the property was not located in an airport influence area, although when he made a measurement the project was located within two miles of the airport. He then testified the EIR said the property was approximately 2.5 miles from the airport taking it out of the airport influence area... The City of Ontario knew about the nighttime plane noise, but never disclosed there is an alternate flight path over this property at night... What we came to know is that the airport changes the flight path to CONTRA FLOW at night meaning it switches the direction the planes fly for UPS. We were never told UPS flies an alternate flight path out of the airport. We never knew they flew at all between 10:00 p.m. and 7:00a.m... There are no listening stations in the Edenglen development. There are no listening stations in the agricultural preserve."

In a formal letter dated May 16, 2014, Ms. Elaine Franzen writes, "It is wrong to 'average' noise into a 'Community Noise Level'. The real noise level must be measured over these properties to find the true contours. If large cargo planes fly over these homes while they are taking off until they gain altitude where the point of the noise is no longer able to be heard, then the noise contours must reflect this...Ontario International Airport operates a CONTRA-FLOW revised nighttime flight path from 10:00p.m. to 6:00a.m. This alternate contra-flow flight path is used by non-commercial airlines; namely UPS (United Parcel Service), FEDEX (Federal Express) and other cargo air cargo carriers...The Airport is planning a new cargo terminal. The plans for the cargo terminal were uprooted when the economy declined and developers pulled out. However, there are still plans to build a cargo hub for more carriers

May 5, 2015

17

Johnson Aviation – Technical Report In Response to Noise Exposure Map Update

other than UPS and bring them to this airport because LAX is highly impacted by noise...You must actually measure the plane noise from all the cargo flights flown by UPS at night...You must actually measure the plane noise at the homes under the flight path...You must actually measure the plane noise during the various seasons especially during the winter months...You must also make actual noise measurements from inside the homes, especially in the EDENGLLEN development, southeast of Ontario International Airport."

The public comment period for the NEM Update has generated this concern:

In his official complaint via the NEM Update website, Mr. Dan Possnack writes on March 20, 2015, "After attending the workshop last evening and hearing the consultants and LAWA officials present the study information and explain the dramatic change in the 65db CNEL contour line, I decided to take a look at the noise maps for several other area airports, including John Wayne, Long Beach, and Burbank. These airports could be considered to be comparable to ONT in the sense that they are regional feeder airports for the most part, and similar equipment is used for commercial transport. Most, if not all, of these other airports have a lower number of commercial flights, and much less "heavy" cargo flight operations, each of which would suggest a more conservative 65 db CNEL contour line for these airports...As expected, each one of these comparison airports exhibits a dramatically protruding "nose" on the 65 db line in the direction of predominant departure traffic, again, in spite of lower commercial and cargo flights...However, the proposed NEM update 65 db CNEL map for ONT, on the other hand, not only does not exhibit a protruding "nose", but, instead, is shows a concave curve projecting BACKWARDS toward the departure runway, which is baffling, to say the least...This would seem to indicate that there is a gross error in the noise modeling procedure and resulting data used to generate this map, which cannot be explained away by simply pointing to the fact that traffic has declined at the airport. A decline in traffic should still result in a contour map that exhibited the customary shape demonstrated by the vast majority of airports across the country."

On page 22, the NEM Update, describes cargo operations generally, "The detailed forecast for 2020 relies on several general assumptions concerning changes to the 2015 fleet occurring within the ONT NEM Update time frame (five years). Passenger aircraft operations are expected to increase in the Boeing 737 Next Generation aircraft while the 737 Classic aircraft flights decrease. MD-80 operations are expected to cease operations at ONT by 2020 while regional jet operations continue to increase at a moderate rate. Cargo aircraft operations will experience a slight growth with increases in MD-11 and Boeing 767 operations offset by the retirement of the MD-10 aircraft. The cargo feeder aircraft will experience little growth as the feeder network is mature with little expansion anticipated. General Aviation aircraft operations will experience moderate growth with the fleet mix being stable except for the deletion of Part 36 Stage 2 aircraft weighing less than 75,000 pounds after December 31, 2015.13 The split between day/evening/night operations was assumed to be the same as the existing operations."

As per the LAWA Website, "Air Traffic Control personnel must employ the noise management preferential runway and taxiway use procedures [at ONT], recognizing that under certain conditions it may be necessary to deviate due to aircraft emergencies, adverse weather, or field or equipment maintenance. The noise management policy does not limit the discretion of either Air Traffic Control or the pilot with respect to full utilization of the airport's facilities in an unusual situation."
(http://www.lawa.org/welcome_ont.aspx?id=988)

May 5, 2015

18

Johnson Aviation – Technical Report in Response to Noise Exposure Map Update

Further on the LAWA Website, it states, "ONT's standard traffic pattern is to land from the east and take off toward the west. Between the noise sensitive hours of 10 p.m. to 7 a.m. contra traffic flow (land from the east and takeoff to the east) will be in use.

Current policy prohibits air carrier "touch-and-go" training operations without special permission from airport management. Records show that such permission is rare.

Current policy prohibits nighttime engine run-ups between 10 p.m. and 7 a.m. for maintenance unless the engine is in a noise nacelle. Policy only permits daytime run-ups in specified locations at the airport. Idle engine checks will occur for the minimum time required to accomplish the necessary maintenance or preflight check.

Current policy prohibits power-backs (the reverse thrusts by the main engines) at ONT gates due to safety and noise considerations.

Current policy prohibits "intersection departures" (departures not from the end of the runway) for jet aircraft at ONT during normal or contra-flow operations. Aircraft must go to the end of the runway to depart, which allows the aircraft to pass higher over the community."
(http://www.lawa.org/welcome_ont.aspx?id=988)

The NEM has failed to provide a complete investigation of nighttime cargo operations to address citizen concerns.

May 5, 2015

19

Toll-Free Telephone Comments

Comment Number	Date	Time	Last Name	First Name	Address	City	Comment
T-1	5/5/2014	9:46 AM	Possnack	Daniel	[REDACTED]	Ontario	Every evening between 7:45 and 8:00 pm UPS and FedEx have heavy aircraft that depart - 2 or 3 of them every evening. Question - why is departure turn after climb out - turn to left to head east. Why is turn made late a few times a month? Who is controlling that pilot or tower? It is well out of the 65 CNEL boundary line and actually rattles the china and picture frames. It is a very disturbing thing to have a big plane 400 ft above your house roaring and way outside of normal flight envelope - Turn between Grove and Euclid. Happens a couple times a month. If tower is late in telling these guys to turn then you guys should deal with that or if pilots are not turning soon enough there should be more instructions provided to them like at John Wayne Airport. Same thing with the mid-sized MD80 jets - American Airlines - consistently late in making that turn. It has improved a bit over last year. Sometimes turning as late as Mountain Avenue. Outside the noise envelope where they should be. Noisiest and oldest planes flying. Who is making that determination of when that turn is made? Should not be making turn as far west as Mountain Avenue. Things could be tightened up, operational tweaking, definitely help neighborhood avoid impacts of the airport.
T-2	3/3/2015	9:13 AM	Fedora	Tom	[REDACTED]	Ontario	Note: This series of calls provided a lengthy discussion of the caller's activities over the last 40+ years in aviation in Southern California to include aerial surveillance databases, atmospheric disturbance studies, past aircraft flying, and museum data. With respect to this project, the caller expressed interest in attending the second workshop and stated "the decibel level is ten times better than it used to be" without further reference.
	3/3/2015	9:22 AM					
	3/3/2015	9:33 AM					
	3/3/2015	9:45 AM					
	3/3/2015	9:49 AM					
	3/3/2015	9:59 AM					

Comment Number	Date	Time	Last Name	First Name	Address	City	Comment
T-3	3/4/2015	12:14 PM	Reyes	Robert	[REDACTED]	Ontario	<p>Calling about jets that fly over house. Live in south Ontario south of 60 Freeway. Constantly bombarded with not only commercial flights but main problem is UPS and FedEx planes that are overloaded; engines are dragging because they are overloaded and you can almost see the pilots sometimes and make out what planes they are. Vibrate the windows and wonder if we are part of new noise section so something can be done for our area. Don't see why aircraft can't fly over Euclid Avenue where there is no housing. Live next door to elementary and junior high schools. Have flights over our house morning, afternoon, during the night. Noise is so loud so the quieter engines are applied only to commercial flights. Wonder what's being done with the engines on the UPS and FedEx shipments. Again, the noise wakes you up in the middle of the night or throughout the day if you're working nights and one day one of my biggest fears is that one day one of these overloaded airplanes is going to come down. I don't understand why they can't fly over Euclid Avenue to clear their passage or ascend higher before they make their turn. Calling in particular to the noise from UPS and FedEx and everybody doesn't seem to bring up that particular topic but continue to talk about commercial flights. All suffering down here and if Ontario wants to grow in the new section where the dairies were located I'm sure the people aren't going to spend a half million dollars to live in a flight zone. And that's how I feel where I live now. Thank you.</p>
T-4	3/6/2015	11:58 AM	unknown				Hang-up
T-5	3/18/2015	1:19 PM	unknown				Hang-up

L.8 LAWA Response to City of Ontario Comment Letter

*Los Angeles
World Airports*

July 24, 2015

Mr. Al C. Boling
City Manager
City of Ontario - City Hall
303 East B Street
Ontario, CA 91764-4105

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Executive and
Mayor

Board of Airport
Commissioners

Secretary/Assistant
Director

Los Angeles World
Airports, Inc.

General Management
Executive Office
Regional Office
Administration
and Finance

Department of
Aircraft Operations

Re: **Response to City of Ontario Comment Letter on LA/Ontario International Airport Part 150 Noise Exposure Map Update**

Dear Mr. Boling:

Thank you for your letter dated May 8, 2015 regarding the Part 150 Noise Exposure Map (NEM) Update project at LA/Ontario International Airport (ONT). Your letter expresses a number of concerns regarding the project, including the public consultation process; the correctness, adequacy and timing of the NEM update; and other issues. Los Angeles World Airports (LAWA) appreciates the time and effort the City of Ontario (Ontario) has taken to review the draft NEM and submit comments. We would like to take this opportunity to address the key issues raised in your letter and clarify the requirements of the project.

Public Comment Period and Project Schedule

When our initial project schedule was presented at the May 2014 Public Workshop, LAWA anticipated that the draft documents would be available for public review in August or September of 2015. Our team made better than anticipated progress on the NEM update between May 2014 and early 2015, and so LAWA was able to have the draft documents ready for public review in March 2015. The project schedule was revised accordingly and the public comment period was moved up to March. We offered a 30-day comment period, which is standard practice for NEM updates at airports throughout the country. At Ontario's request, LAWA extended the public review by another 30 days to allow additional time for your review.

Community Involvement

FAA Part 150 Regulations require that the NEM documents be made available for public review prior to final submission of the documents to the FAA. The FAA requested that LAWA seek input in the development of the NEMs before submitting draft versions for FAA review. This request prompted the early outreach meeting in May 2014.

The specific FAA requirements that Ontario references in your May 8, 2015 letter are only applicable to the review of a Noise Compatibility Program (NCP), which involves developing measures to address specific aircraft noise issues that affect

Mr. Al C. Boling
City of Ontario
July 24, 2015
Page 2 of 4

residential communities, and therefore warrant more community participation. By contrast, the NEM update consists of developing maps that identify aircraft noise levels, but do not propose any particular actions.

LAWA consulted with Ontario during the preliminary stages and throughout the course of the NEM update. In January 2013, LAWA invited Sigfrido Rivera, Housing Manager of the Ontario Quiet Home Program (QHP), to participate in the procurement process to select the most qualified firm to assist LAWA with the NEM update, and Mr. Rivera actively participated in June 2013 as one of the selection panelists. The procurement process resulted in the selection of Harris Miller and Miller Hanson, Inc. (HMMH) as the most qualified firm to perform this work.

The project team, led by HMMH, then consulted with Ontario to review the existing NCP measures and to obtain the latest information and data on Ontario's noise mitigated program. This consultation provided valuable insight into the existing noise mitigation measures and assisted the team in developing the base map with up-to-date parcel-level information. LAWA and Ontario have worked together in managing the funding allocation for the QHP over the last 20 years, and LAWA has met with the QHP staff to discuss the status of the QHP and to provide updates on the NEM project. At a meeting on November 18, 2014, LAWA shared the preliminary draft NEM contours with City staff, including Mr. Rivera and Mr. Shultz. It was clear at that time to all participants in that meeting that the updated noise contours were much smaller than in the previously approved NEMs and would likely not include any residential properties that were not already mitigated.

LAWA staff also provided periodic briefings about the NEM update to the participants in the LA/Ontario International Airport Noise Advisory Committee (OANAC) to help keep the residential community near ONT apprised of the project. OANAC is a community forum that is comprised of representatives from the FAA, the airlines, the airport, City of Ontario staff and residents of the surrounding community, and is designed to address concerns regarding aircraft noise at ONT.

Public Workshops

LAWA hosted two public workshops where community members were able to learn about the project and provide comments. The first workshop was held at the beginning of the project on May 1, 2014 to introduce the project's objective and process. The second workshop was held on March 19, 2015 to share the results of the NEM update and solicit comments before final submittal to the FAA. The workshop setting provides the best opportunity for members of the public to understand the NEM process by asking questions directly and face-to-face with technical staff who worked on updating the NEM. Several options were available to community members to submit comments, including submitting comments at the public workshops, via email, US mail, or by phone.

LAWA acknowledges that the City of Ontario has a large population of Spanish-speaking residents. As such, LAWA designed the scope of work to include materials in Spanish. These materials included press releases, workshop notifications,

Mr. Al C. Boling
City of Ontario
July 24, 2015
Page 3 of 4

handouts, and presentations. A professional translator was available to provide English-to-Spanish translations at each of the workshops in an effort to help the Spanish-speaking community understand the project and interact with the project team.

NEM Update Process

The FAA notified the City of Ontario in 2012 that, due to the age of the existing NEM, the FAA would no longer provide funding for sound insulation without first updating the airports NEMs. Therefore, no new funding for the program has been available since 2012. LAWA embarked upon the NEM Update as a result of this action by FAA.

The ONT NEM was originally developed in 1990 and was based on aircraft fleet mix that was much older and louder than the current fleet mix. In an effort to reduce aircraft noise in and around ONT and to benefit the surrounding community, LAWA implemented its own Stage 2 aircraft phase-out plan that required all carriers to phase out the older, noisier Stage 2 commercial jets by the year 2000. The resulting change in the fleet effectively reduced noise levels at ONT from that time forward, even as level of aircraft activity at ONT increased from 1990 to 2007. The ONT NEM contours for 2015 and 2020 are smaller than those in the previous FAA-accepted NEM as a result of both the quieter fleet mix and reduced level of activity at ONT.

LAWA has reviewed the technical report prepared by Johnson Aviation Consulting, submitted as an attachment to your letter of May 8, 2015. The report raised a number of issues that are not within the purview of the FAA's Part 150 regulations, which govern NEM updates. These included references to the Airport Land Use Compatibility Plans, State of California Title 21 Airport Noise Standards, and City General Plans. The NEM update process is governed by Part 150, not by these state or local provisions.

The Part 150 regulations do require the NEM to identify historic properties that are listed on the National Register of Historic Places (NRHP). Hofer Ranch is the only historic property listed on the NRHP that is located within the 2015 and 2020 65 CNEL contours of the updated ONT NEM. All the other historic properties that Ontario references are either outside the 65 CNEL contour or are not listed in the NRHP. Environmental justice requirements, according to the FAA, are not applicable to the NEM update process because the NEM does not recommend any change that would require an environmental review.

The ONT NEM update was completed in accordance with the Part 150 regulations. LAWA has conducted the necessary data gathering, data analysis, and public consultation with local stakeholders and has adhered to applicable federal requirements. LAWA will move forward with the NEM update process, incorporating all public comments received, and submit a final ONT NEM Update to the FAA.

Mr. Al C. Boling
City of Ontario
July 24, 2015
Page 4 of 4

If you have any further questions regarding this matter, please contact me at (424) 646-6499.

Sincerely,



Scott Tatro
Airport Environmental Manager II

ST:DC:gg

cc: Cynthia Guidry
Lisa Trifiletti
Jess Romo
Mark Adams

Z:\LETTERSANDMEMOS\ Response to City of Ontario Comment Letter on LA/Ontario International Airport Part 150 Noise Exposure Map Update

This page intentionally left blank

