

SECTION 3 - AIRCRAFT OPERATIONS

This Section identifies aircraft operational procedures, restrictions, prohibitions and policies at ONT, Air Operations Area (AOA).

3.1 **Definitions:**

Airport: Is Ontario International Airport (ONT or KONT), in the City of Ontario, California. ONT is owned and operated by the Ontario International Airport Authority (OIAA).

Air Operations Area (AOA): All areas of the Airport located inside the Airport Security Perimeter Fence. The ONT AOA includes Aircraft Movement Areas (runways, taxiways, and safety areas), aircraft aprons, cargo ramps, public aircraft parking positions, passenger terminal gates, leased areas, and ground vehicle roadways.

Aircraft: A powered fixed wing airplane or rotor wing helicopter controlled by an onboard pilot.

Air Traffic Control Tower (ATCT): Federal Aviation Administration (FAA) Air Traffic Control Tower at ONT.

Aircraft Movement Area (AMA): Located in the AOA, the Aircraft Movement Area is all runways, taxiways, and areas of ONT used for taxiing, takeoff, and landing of aircraft under control of the FAA ONT ATCT. The AMA excludes aircraft aprons, cargo ramps, leased areas, and public aircraft parking positions.

Non-Movement Area: Located in the AOA, aircraft non-movement areas include taxilanes, aircraft aprons, cargo ramps, leased areas, and public aircraft parking positions not normally under control of the FAA ONT ATCT. Aircraft non-movement areas exclude all runways, taxiways, and areas of an airport used for takeoff, and landing of aircraft,

Aircraft Surface Movement Program (ASMP): The ONT ASMP is a one (1) day class providing non-pilot aircraft operators (mechanics and tow crews) familiarization of ONT facilities and operating procedures; designed to enhance operational safety and awareness on ONT Aircraft Movement Areas (AMA). For further ASMP information, see **Appendix 4, Security Badge Office**.

Taxi: Movement of an aircraft under engine power. Personnel conducting aircraft taxi operations at ONT shall be licensed pilot(s); or certified Airframe and Power-plant mechanic(s) who have successfully completed the ONT Aircraft Surface Movement Program (ASMP) course, as indicated by an ASMP icon on their ONT Security Photo Identification Badge.

Tow: Movement of an aircraft by an external source such as an aircraft pay-mover, tractor, tug or other piece of ground support equipment (GSE) specifically designed to move and tow aircraft.

3.2 Compliance:

The ONT CEO or his/her authorized representative shall have authority to deny the use of the Airport to any aircraft or pilot violating OIAA, TSA or FAA Regulations, whether at ONT or elsewhere.

3.3 Aircraft Incident/Accident Reporting:

The operator of any aircraft involved in an incident/accident causing personal injury or property damage shall, in addition to all reports required to be made to other agencies, make a prompt and complete report concerning said incident/accident to the ONT CEO or his/her authorized representative through **ONT Police Bureau Dispatch, (909) 986-6711 and ONT Airside Operations, (909) 214-7682 or (909) 214-7683.**

3.4 Disabled Aircraft:

- a. Any owner, lessee, operator or other person having the control, or the right of control of any disabled aircraft on the Airport shall be responsible for the prompt removal and disposal thereof, and any and all parts thereof, subject, however, to any requirements or direction of: the NTSB, the FAA, the ONT CEO or his/her authorized representative at ONT, that such removal or disposal be delayed pending an investigation of an accident.
- b. Any owner, lessee, operator or other person having control, or the right of control, of any aircraft does, by use of the Airport, agree and consent, notwithstanding any provision in any agreement, lease, permit or other instrument to the contrary, that the ONT CEO or his/her authorized representative at ONT, may take any and all reasonable and necessary action to affect the prompt removal or disposal of disabled aircraft that obstructs any part of the Airport utilized for aircraft operations; that any costs incurred by or on behalf of the Airport for any such removal or disposal of any aircraft shall be paid to the OIAA; that any claim for compensation against the OIAA and any of its officers, agents or employees, for any and all loss or damage sustained to any such disabled aircraft, or any part thereof, by reason of any such removal or disposal is waived, and that the owner, lessee, operator or other person having control, or the right of control, of said aircraft shall indemnify, hold harmless and defend the OIAA and all of its officers, agent and employees, against any and all liability for injury to or the death of any person or for any damage to any property arising out of such removal or disposal of said aircraft.

- c. Air carrier airlines, and owners of aircraft based at ONT, can assist the Airport in the recovery of disabled aircraft by submitting, to ONT Airside Operations, a completed Disabled Aircraft Recovery Operations Questionnaire (DARO). For DARO forms, see **Appendix 3, Disabled Aircraft Recovery Operations Questionnaire**.

3.5 Protection of Aircraft:

- a. All persons shall navigate, land, service, maintain and repair aircraft in conformity with Federal Aviation Administration (FAA), Transportation Security Administration (TSA), and National Transportation Safety Board (NTSB) laws and regulations; California State Department of Transportation - Division of Aeronautics Rules and Regulations; and, ONT Rules and Regulations contained herein.
- b. No person shall interfere or tamper with any aircraft at the Airport or start the engine of such aircraft without the operator's consent; nor shall any employee of the OIAA move or handle such aircraft, except in cases of emergency.
- c. No person shall enter an aircraft without the consent of the owner or representative in-charge; excluding emergency response personnel actively responding to an aircraft emergency.
- d. Unattended aircraft shall have all doors closed, and methods of boarding (boarding bridges, stairs and ladders) removed from providing access to aircraft doors. For further information, see **Section 7, Airport Security**.

3.6 Aircraft Parking Responsibility:

- a. Direct approval from ONT Airside Operations, (909) 214-7682 or (909) 214-7683, is required prior to an aircraft using any public aircraft parking position or passenger gate.
- b. Unless previously authorized by ONT Airside Operations, no person shall park, or leave an aircraft positioned on any ONT aircraft movement area, safety area, aircraft apron, cargo ramp, or other area in such a way that any portion of an aircraft protrudes:
 - 1) Onto a runway, taxiway or taxilane;
 - 2) Beyond an aircraft parking position safety clearance envelope marking (red/white);
 - 3) Into a vehicle roadway, or other area designated unsafe for aircraft parking by ONT.

- c. The ONT CEO or his/her authorized representative may instruct the operator of any aircraft parked, or stored, at ONT to be moved from its current parked or stored position. If the aircraft operator refuses to comply with such directions, the ONT CEO or his/her authorized representative may order such aircraft moved at the expense of the owner or operator, and without liability for the damage, which may result in the course of such moving.
- d. See **Section 4, Airport Facilities, Aircraft Parking and Passenger Gate Use**, for specific information regarding aircraft parking position use and size limitations.

3.7 Aircraft Repairs/Maintenance:

- a. All maintenance of aircraft including engines performed on ONT public aircraft parking positions, or passenger terminal gates, must be approved by ONT Airside Operations, (909) 214-7682 or (909) 214-7683. Aircraft engine and system fluid checks and replenishment, minor adjustments, and emergency repairs may be performed on aircraft parking positions, or ramps, when such repairs can be safely accomplished, and in compliance with the following instructions:
 - 1) No inconvenience to other Airport tenants or personnel.
 - 2) All aircraft repairs on public aircraft parking positions, or passenger terminal gates, must be completed within originally scheduled airline flight arrival and departure times.
 - 3) High power run (for maintenance or testing) of aircraft engines is prohibited at all aircraft parking positions.
 - 4) Any aircraft being repaired on aircraft parking positions shall be moved immediately upon the request by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.

3.8 Starting or Running of Aircraft Engines:

- a. Aircraft engine start, and engine run is permitted on public aircraft parking positions, provided following conditions are met:
 - 1) The aircraft engine(s) are run at minimum idle power.
 - 2) The aircraft is properly parked with fuselage longitudinally centered over the lead line and nose gear on top of the parking position painted nose block marking.

- 3) The aircraft operator has sufficient ground/ramp safety personnel positioned, at each side and aft of the aircraft, to stop vehicle traffic from passing behind the aircraft.
 - 4) The aircraft operator advises ONT ATCT prior to starting engine(s).
 - 5) Minimum power idle engine runs are limited to five (5) minutes in duration, unless otherwise approved by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- b. Auxiliary Power Units (APU) are run only as required to accomplish necessary maintenance or preflight operations.
 - c. No aircraft engine shall be started, or run, unless a licensed pilot or certified Airframe and Power Plant mechanic is attending the aircraft controls. To deter movement, wheel chocks equipped with ropes, or other suitable means of chocking aircraft wheels, shall be placed in front of the main landing gear wheels before starting engine(s), unless the aircraft is secured in position by functioning locking brakes.
 - d. Aircraft engines shall be started and run in Airport approved locations, including leased premises, designated by the ONT CEO or his/her authorized representative as coordinated by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
 - e. All aircraft shall be pushed back from its parking position with its fuselage longitudinally centered over, and parallel to, a taxiway centerline before commencing engine start.
 - f. Pilots and mechanics are prohibited from running an aircraft engine unless reasonably necessary for the maintenance, testing or repair of such engine, the instruction of mechanics or pilots, the moving or the flight operation of the aircraft, and complies with **Section 5, ONT Noise Management Procedures**.
 - g. Turbojet and turbofan cross-bleed engine air-start of multi-engine aircraft may be conducted on taxiways provided the following conditions are met:
 - 1) The aircraft Auxiliary Power Unit (APU) is inoperative.
 - 2) The aircraft operator advises ONT ATCT prior to starting engines.
 - 3) Cross-bleed engine start procedure is conducted while the aircraft is longitudinally centered over and parallel to a

taxiway centerline before engine start is performed.

- h. Aircraft flights delayed on public aircraft parking positions are prohibited from running engine(s). Aircraft power supply must be provided by: Passenger Boarding Bridge, APU, or other Ground Power Unit (GPU).
- i. The starting or operating of aircraft engines inside a hangar or within 25 feet of a building or other structure is prohibited.
- j. No aircraft engine exhaust, blast, and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, structure, or property. If it is impossible to run aircraft engines or taxi aircraft without compliance of the above limitations, the engine(s) must be shut off and that aircraft towed.
- k. Aircraft engines shall not be operated during refueling or defueling operations, or during a fuel spill, unless otherwise approved by the OFD Station 10 Captain in Charge. For further information, see **Section 6, Fire Safety.**

3.9 High Power Run of Aircraft Engines (Run-up):

- a. High power run of aircraft engines is prohibited on all ONT aircraft gates and parking positions.
- b. Aircraft operators must obtain location approval and instructions from ONT Airside Operations, (909) 214-7682 or (909) 214 -7683, before conducting sustained run of any aircraft engine above minimum idle power; high power engine operation, or engine run. In most cases, an Airside Operations aircraft escort is required to/from the assigned engine run location.
- c. If more than one engine is to be run, each engine should be checked separately; however, if required for airframe and power loading requirements, more than one (1) engine can be run simultaneously with prior notification to and approval from ONT Airside Operations, (909) 214-7682 or (909) 214 -7683.
- d. To the greatest extent possible, high power engine runs are to be operated at minimum time required to accomplish necessary maintenance or preflight checks.
- e. ONT prohibits high power run of aircraft engines for maintenance, or test purposes, on both leased and non-leased areas between the hours of 2200-0700 local time. During these hours, the aircraft APU shall only be operated for maintenance and preflight operations. For

further information on ONT noise management, see **Section 5, Aircraft Noise Mitigation Procedures.**

3.10 Air Traffic Rules:

- a. Aircraft classified as ultralight, unmanned, motorless (gliders) and towed; including aircraft that tow banners, are prohibited at ONT.
- b. Formation takeoffs and landings involving multiple aircraft on any active runway at the same time are prohibited at ONT. Exceptions may be approved on a case by case basis by ONT Airside Operations at (909) 214-7682 or (909) 214-7683.
- c. Ramjet and rocket-assisted or any other type of assisted takeoffs are prohibited at ONT.
- d. Touch and go landings conducted by turbojet and turbo-fan aircraft are prohibited at ONT; turbo-prop aircraft excepted.
- e. No person shall land on or takeoff from any runway during the time that said runway is closed to operations by order of the ONT CEO or his/her authorized representative except in cases of emergency.
- f. No person shall land or takeoff or attempt to land or takeoff any aircraft from any runway, which is at the time being used by another aircraft, except in cases of emergency as instructed by ONT FAA ATCT.
- g. Aircraft landing at the Airport shall make the landing runway or touchdown area available to others by exiting the runway or touchdown area as promptly as possible.
- h. No aircraft having an actual gross weight (including passenger, cargo, fuel, equipment, etc.) in excess of the FAA Certificated maximum gross weight for such aircraft shall land, takeoff, or taxi at the Airport without permission of the ONT CEO or his/her authorized representative.

3.11 Aircraft Movement on Air Operations Area (AOA):

- a. An FAA ONT ATCT issued clearance is required prior to any aircraft being flown, taxied, towed, or otherwise moved on ONT Aircraft Movement Areas (AMA).
- b. All aircraft operators who taxi, tow, or move aircraft at ONT shall be thoroughly familiar with the location of all runways, taxiways, aircraft parking positions, and navigational aids, prior to conducting aircraft movement operations at ONT.

- c. Aircraft operators who fly, taxi, or tow aircraft at ONT shall be familiar with the most current U.S. Department of Transportation, National Aeronautic Charting Office, Civil Flight Information Publication, FAA Chart Supplement, Southwest U. S. published for ONT.
- d. Non-pilot personnel towing aircraft and intending to cross any active ONT runway require escort by ONT Airside Operations, (909) 214 -7682 or (909) 214 -7683.
- e. Non-pilot personnel moving aircraft on ONT AMA shall successfully complete the ONT ASMP prior to taxi or towing an aircraft.
- f. Airport tenants who operate aircraft at ONT are responsible for ensuring their personnel are trained in and familiar with, the proper methods and procedures for the operation of aircraft, aircraft systems, and aircraft Ground Support Equipment (GSE); including proper Pilot/Controller communication procedures and VHF radio operation. The Airport also requires said tenants to have and use UHF radio (two-way air-to-ground), Aircraft communications addressing and reporting system (ACARS), or other method of direct communications between their ONT ramp/operations personnel and the aircraft to ensure the safe and fluid movement of aircraft to include, but not limited to, assignment of aircraft parking assignments. Ramp/Operations personnel need the ability to communicate directly with flight crew (Pilots) of aircraft operating under their direction at ONT to establish and confirm assigned parking positions to inbound aircraft prior to the aircraft reaching passenger terminal gates or other assigned parking areas at ONT.
- g. No aircraft at ONT shall be taxied, towed, parked, or otherwise moved on any closed, deactivated, or restricted Aircraft Movement Area, aircraft apron, cargo ramp or aircraft parking position, unless authorized by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- h. Aircraft operators at ONT must ensure the safe movement of their aircraft, proceeding only after verifying no danger of collision with persons or property is present.
- i. Aircraft under taxi, tow, or otherwise being moved on ONT runways, taxiways, taxilanes, aircraft aprons and cargo ramps, or other ONT owned property, requires a qualified person to continuously attend all aircraft controls; and monitoring of designated ONT FAA ATCT frequencies. In the event of radio equipment failure (lost communication) ATCT controllers may use an ALDIS Lamp (light gun) for communication; or dispatch ONT Airside Operations to provide escort to the aircraft in question.

- j. No aircraft shall be operated, taxied, towed, or otherwise moved at ONT in a careless or negligent manner in disregard of the rights and safety of others; at unusual attitude or speed which endangers persons or property. Aircraft are not permitted to make arrival or departure turns which cause the over-flight of ONT passenger terminals.
- k. Aircraft under power shall not execute 180° turns, in position, on ONT aircraft aprons, cargo ramps, and taxiways; except, when authorized by ONT ATCT controllers having prior approval from ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- l. No aircraft at ONT shall be moved, pushed-back, or towed, except by a vehicle type (pay-mover, tractor or tug) recommended or approved for such a purpose. All aircraft GSE and vehicles are subject to Airport Safety inspections, and are restricted to routes, by use, as prescribed by ONT Airside Operations, OPD Airport Bureau, and OFD Station 10 personnel.
- m. No aircraft at ONT shall be towed, or otherwise moved on any AMA, apron or ramp, without an operational aircraft braking system, unless under control of specialized tow equipment designed to tow aircraft without requiring the operation of aircraft brakes.

3.12 Intersection Departures:

Turbojet and turbofan powered aircraft intersection departures are prohibited at ONT; except departures on runway 08L, from taxiway D and on runway 26R at taxiway V. Propeller driven aircraft intersection departures are permitted during official daylight hours, upon pilot request, for improved air traffic efficiency.

3.13 Helicopter Operations:

- a. ONT does not have official heliport or helipad markings. All helicopter landing and takeoff operations shall be to/from Fixed Base Operator (FBO) leased premises, unless otherwise permitted by the ONT CEO or his/her authorized representative through ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- b. Helicopter arrivals and departures at ONT shall always operate under the direction of the FAA ONT ATCT. No helicopter may land or takeoff at ONT unless it is equipped with VHF radio to maintain

communications with the FAA ONT ATCT.

- c. Parked helicopters shall have braking devices or rotor mooring tie-downs applied to the rotor blades. Helicopters shall not be taxied, towed or otherwise moved with rotors turning unless there is a clear area of at least 25 feet in all directions from the outer tips of rotor blades.
- d. No helicopter shall be left running unless a certificated helicopter pilot or a certificated mechanic is at the controls.

3.14 Use of Unsafe Areas:

No aircraft shall park, tow, taxi, land or takeoff on ONT AMA (runways, taxiways and taxilanes) or other parts of the AOA (aircraft gates, aprons, or cargo ramps) when considered unsafe, closed, or identified as unavailable for use. The boundaries of unsafe, unavailable, or closed areas may be marked by vehicles equipped with yellow or red beacons/strobes, a lighted or surface painted yellow movement area closure 'X'; or, as identified by an end of taxiway sign, barricades, delineators, or high intensity red lights.

An appropriate NOTAM shall be issued by ONT Airside Operations for all closures and unsafe conditions.

3.15 Aircraft Power-Back Operations:

Aircraft power-back operations are not permitted at ONT unless approved by ONT Airside Operations (909) 214-7682 or (909) 214-7683.

3.16 Small Aircraft:

The FAA classifies small aircraft as weighing less than 12,500 pounds. Operators of small aircraft are cautioned to keep safe distance from aircraft blast created by Large, Heavy and Super-Heavy aircraft operated at ONT.

3.17 Taxiing In or Out of Hangars:

No aircraft shall be taxied into or out of a hangar under its own power.

3.18 Aircraft Lighting During Hours of Darkness:

- a. Every aircraft parked on unlighted ramp or apron areas shall have navigational/position lights illuminated or wingtips marked by delineation between the hours of official sunset and sunrise, or during periods of low visibility, except in areas designated by ONT Airside Operations such as ramp and apron areas which are properly illuminated during these hours.

- b. All aircraft being taxied, towed or otherwise moved on the ramp, apron or taxiways shall proceed with navigational lights illuminated or approved alternative lighting between the hours of official sunset and sunrise, and during periods of low visibility. Aircraft unable to provide operational navigational lights require (dark tow) escort by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.

3.19 Aircraft Operations in Low Visibility and Adverse Weather Conditions:

ONT has an FAA approved Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan for aircraft movement during periods of low visibility and adverse weather, i.e., fog, precipitation, smoke and haze. The ONT LVO/SMGCS Plan provides safe routes for aircraft taxiing to/from the runway environment.

- a. In low visibility weather conditions (Runway Visual Range (RVR) at or below 1200 feet horizontally) FAA ONT ATCT controllers and ONT Airside Operations shall determine the need to activate the ONT LVO/Surface Movement Guidance and Control System (LVO/SMGCS) Plan.
- b. In LVO/SMGCS conditions, all ground vehicle traffic, construction, and maintenance activity are prohibited in aircraft movement areas. Exempt are ONT Airside Operations vehicles with FAA ATCT clearance and vehicles responding to an emergency or other special needs situation.
- c. All non-essential vehicle operations not directly supporting aircraft servicing will be restricted when the ONT LVO/SMGCS Plan is in effect. Individual airlines shall decide which vehicles are essential for use during LVO/SMGCS conditions. For further information, see **Appendix 1, Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan**; and, **Section 9, Motor Vehicle Operations**.

3.20 Flight Training and Student Pilots:

Designated as FAA Class 'C' Airspace, ONT is available to pilot familiarization and training flights. ONT ATCT may be unable to provide services to training flight activity during periods of high-volume air traffic.

3.21 Charter and Itinerant Aircraft:

- a. Airlines with an Air Carrier Operating Permit (ACOP) are required to notify the OIAA, through ONT Airside Operations, (909) 214-7682 or (909) 214-7683, in advance, as practicable, of any deviation from schedule, extra-section or chartered aircraft operation.
- b. Airlines without an ONT Air Carrier Operating Agreement (ACOA) intending to operate a charter or itinerant flight at ONT must notify the

ONT CEO through ONT Airside Operations, (909) 214-7682 or (909) 214-7683, at least 48 hours in advance of any aircraft operation. For further information, see **Section 8, Airport Operating Permits**.

- c. ONT tenants, airlines or FBO, who contract handling services with an itinerant or charter airlines shall notify ONT Airside Operations, (909) 214-7682 or (909) 214-7683, prior to flight operations.
- d. Access to the AOA shall adhere to escort procedures as outlined in **Section 9, Motor Vehicle Operations**, and subject to prior approval by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- e. Charter aircraft operators, personnel, equipment and vehicles, under escort, may only ingress and egress the AOA via an ONT Secured Area Access Point (SAAP), or via FBO exclusive area leaseholds.
- f. ONT FBO and air carriers shall provide positive control of all charter and itinerant passengers at their facilities; all FBO(s) must ensure non-screened charter passengers are not allowed to intermingle with screened passengers, per current Transportation Security Order(s) (TSO) as issued by DHS-TSA mandate.

3.22 Into-Plane Refueling:

All aircraft refueling must be performed by authorized ONT tenants with properly trained personnel. Hydrant refueling systems are not currently available at ONT.

3.23 Markings, Signs and Signals:

The pilot in command (PIC) or other person(s) engaged in the operation of any aircraft must, always, comply with any lawful order, signal, and instruction of the ONT CEO or his/her authorized representative as subject to the direction of FAA ONT ATCT personnel. When the operation of aircraft is controlled by lights, signs, signals, and markings; all lights, signs, signals, and markings shall be obeyed, unless otherwise directed by the ONT CEO or his/her authorized representative.

3.24 Washing of Aircraft:

No aircraft shall be wet washed at ONT. Dry washing and polishing of aircraft at terminal gates and aircraft parking positions is permitted provided the ramp remains clean and free of debris from this operation. Non-storm water (rain) discharge into storm drains is forbidden. For further information, see **Appendix 2, Best Management Practices (BMP) and Storm Water Pollution Prevention Plan**.

3.25 Painting Guidelines for Aircraft Aprons, Cargo Ramps, Taxiways and Taxilanes:

All surface painted markings require the approval of the OIAA and ONT Airside Operations, (909) 214-7682 or (909) 214-7683. All Taxiway, taxilane, and aircraft parking position lead-in/nose block surface painted markings are yellow.

3.26 Aircraft Movement Area Lighting:

ONT is equipped with two (2) parallel runways: 26L-08R and 26R-08L. Runways 26L, 26R and 08L are equipped with FAA Instrument Landing Systems (ILS); exclusive of runway 08R, a visual approach only runway. As necessary, FAA ONT ATCT approves ILS Category II/IIIb low visibility approaches to ONT Runway 26L when Runway Visual Range (RVR) values are below 1800 feet and above 600 feet horizontal visibility. More information on low visibility aircraft operations is identified in **Appendix 1, ONT LVO/Surface Movement Guidance Control System (LVO/SMGCS) Plan.**

- a. AMA lighting supporting the runway environment includes runway edge, centerline, and touchdown zone lighting systems; and, a system of lighting, and signs, which help to provide guidance to pilots on taxiways leading to/from active runways, they include: lighted signs, runway hold position guard lights, taxiway edge, and taxiway centerline lighting installed at every runway intersection and on every major taxiway at ONT.

3.27 Fees:

The payment of fees and charges relating to aircraft use of Airport premises and facilities shall be made prior to an aircraft operator or air carrier (passenger or cargo) departing ONT. In lieu of such payments, the pilot operator or owner of an aircraft shall make satisfactory credit arrangements with the OIAA.

Without prior approval of credit, Faithful Performance Guarantee, or payment arrangement, ONT Airside Operations, (909) 214-7682 or (909) 214-7683, is authorized to collect all Airport use fees, in cash or captain's check, prior to an aircraft operated for hire departing ONT.

General Aviation (GA) aircraft operating under 14 CFR Part 91 are exempt from landing fees; however, where applicable, fees for services and facilities apply whether incurred at an FBO and Airport facilities, including use of public aircraft parking positions.

ONT tenants' having Facility Use Agreements (FUA) may prohibit tenants' ability to provide future service(s) to any air carrier operator failing to pay landing fees due and payable upon request of the Airport. ONT rate schedules are published in **Section 8, Operating Permits and Fees.**

Failure to pay ONT-TEC fees and charges could restrict use of terminal facilities where applicable.

