

Ontario International Airport

IATA/ICAO CODE: ONT/KONT
 CITY: Ontario
 STATE: CA
 COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Keith Snyder	Jess Romo
Title:	Chief of Operations	Airport Manager
Airport:	Ontario International Airport	Ontario International Airport
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ELEVATION: 943 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
8L/26R	12197	8L/1000	3	150
8R/26L	10200	-	3	150

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

Power-backs (reverse thrust by the main engines) are prohibited at the airport gates because of the noise and safety.

Departing aircraft on "prados" (left turns) may turn as soon as possible. This policy was instituted September 8, 1989 as a result of safety concerns reported by the FAA and pilots. Though safety was the primary consideration, there were noise benefits.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

See Stage 2 phaseout.

PREFERENTIAL RUNWAYS

Runway 08 departures and runway 26 arrivals between 10:00 pm and 7:00 am

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Nighttime engine run-ups above idle power for maintenance are prohibited during the hours from 10:00 pm to 7:00 am, unless they are muffled within a jet engine hush house. Daytime run-ups are permitted with prior approval from Airfield Operations at specified locations on the airport to protect airport workers, passengers, and the general community from noise and jet-blast.

APU OPERATING RESTRICTIONS

The EPA has released a Federal Implementation Program (FIP) focusing on the reduction of APU usage. The FIP lays down the rules on the type of fixed ground power and preconditioned air to be installed at all permanent terminal gates by 1999. In addition, all remote aircraft parking locations and maintenance positions must have fixed ground power - and preconditioned air where passengers are present - by the year 2002. The FIP also mandates the conversion of all ground support equipment from conventional fuel to zero emissions power by 2010. The main airports affected are LAX, ONT, and John Wayne.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1991 - current	976 total dwelling units completed as of 12/31/2009. Program boundary is the 2nd Quarter 1998, 65 dB CNEL contour.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	Participants must sign avigation easements prior to receiving sound insulation.
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	273 total dwelling units completed as of 12/31/2009. Program boundary is the 2nd Quarter 1998, 65 dB CNEL contour.
Population within each noise contour level relative to aircraft operations	-	9,469 (65 dB CNEL - 70 dB CNEL) 270 (70 dB CNEL - 75 dB CNEL) 0 (> 75 dB CNEL)
Airport Noise Contour Overlay Maps	-	http://www.lawa.org/ont/contourMaps.cfm
Total Cost of Noise Mitigation Programs to Date	1991-current	Total funding through 12/31/09: \$64,200,000 LAWA funding: \$118,454,000 FAA Grants: \$61,400,000

Source of Noise Mitigation Program Funding for Aircraft Noise	-	LAWA PFC Funding (\$2.0 million/year) FAR Part 150 NCP Grants (\$4.5 million/year)
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NOISE MONITORING SYSTEM

LAWA has upgraded its entire noise monitoring system; old sites have been replaced or retrofitted, and new sites have been added. At ONT, the new system has a total of 15 noise monitors. Below is a list of noise monitor sites containing parameter settings and location information for each monitor.

* denotes weather sensor present at site

** denotes site not currently active

Site	NMS	Location	Primary Threshold (dB)	Secondary Threshold (db)	Min Duration (sec)	Max Duration (sec)	Lmax Limit (dB)	SEL Limit (dB)
170	ONT1**	5376 Howard Ave, Ontario	-	-	-	-	-	-
171	ONT02**	On N. Boulder Ave, between W. B St & W. Vesta St	-	-	-	-	-	-
172	ONT03	535 Montezuma Ave, Ontario	65	65	5	100	0	0
173	ONT04*	1305 S Euclid Ave, Ontario	68	68	5	100	0	0
174	ONT05	521 S Cedar St, Ontario	68	68	6	120	0	0
175	ONT06*	510 E Acadia St, Ontario	68	68	6	120	0	0
176	ONT07*	825 S Caldwell Ave, Ontario	68	68	5	100	0	0
177	ONT08*	1516 S Bon View Ave, Ontario	64	64	5	100	0	0
178	ONT09*	On S. Peach Ave, next to 1251 E Belmont St, Ontario	65	65	7	100	0	0
179	ONT10*	1341 E Nocta St, Ontario	68	68	5	100	0	0
180	ONT11*	1198 S Archibald Ave, Ontario	66	66	5	100	0	0
181	ONT12	2717 S Blue Fox Dr, Ontario	65	65	5	100	0	0
182	ONT13*	3951 E Greystone Dr, Ontario	68	68	7	60	0	0
183	ONT14*	100 S Rockefeller Ave, Ontario	70	70	5	100	0	0
184	ONT15*	11027 Jasmine St, Fontana	68	68	6	120	0	0

FLIGHT TRACK MONITORING SYSTEM - INTERNET WEBTRAK

LAWA has a system called WebTrak that allows residents to watch the movement of aircraft flights and observe air traffic patterns within the greater Los Angeles region. It also allows residents to obtain specific information about each flight such as the aircraft type,

altitude, origin/destination airports, and flight identification. In addition to the aircraft flight tracks, it also provides the noise levels associated with aircraft landing and departing at ONT.

WebTrak includes a new feature that enables residents who live in areas surrounding ONT airport to quickly and easily file complaints about noise disturbances associated with specific aircraft operations they have identified using the system. WebTrak provides current “real time” flight track information with a delay of 30 minutes for aviation security and data processing reasons. Historical flight track information is available for replay up to 90 days in the past.

Link to WebTrak: <http://ont.webtrak-lochard.com/template/index.html>

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - NONE