

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: Rehabilitation of Runway 8R-26L and Associated Airfield Improvements

Lead Agency: Ontario International Airport Authority

Contact Name: Nicole Walker

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Project Location: Ontario,

City

San Bernardino County

County

Project Description (Proposed actions, location, and/or consequences).

Please see attached description

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

IV Biological Resources (d) - mitigation - compliance with CDFG and MBTA of 1918

X. Hydrology/Water Quality (c) II - mitigation - compliance with General Stormwater construction permit, MS4 permit, source/treatment control BMPs, construction SWPPP, FAA AC 150/5371-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control, Employee restrictions; (c) III - mitigation - compliance with Stormwater management will necessarily be included for design of the taxiway improvements to control storm flow per FAA AC 150/5320-5D, Airport Drainage Design.

XIII. Noise (a) - mitigation - noise will be modeled, evaluated and disclosed by the Supplemental EIR, (c) - mitigation not listed

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Contraflow issues with shutdown of the runway.
Burrowing Owl habitat found on/near proposed project site
Increased air emissions
Stormwater quality issues

Provide a list of the responsible or trustee agencies for the project.

U.S. Department of Transportation Federal Aviation Administration (FAA)
South Coast Air Quality Management District (SCAQMD)
SB County Flood Control District
City of Ontario
City of Eastvale
City of Chino
City of Rancho Cucamonga
City of Jurupa Valley

Project Description

A focused Supplemental EIR is being prepared to supplement the 1991 *Certified Final EIR for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers* ("1991 Certified FEIR") for improvements proposed at ONT to meet current Federal Aviation Administration (FAA) standards, improve safety, and enhance airfield efficiency. Connector taxiways will be reconstructed to align more closely with current FAA standards, as well as to improve pavement conditions for air traffic throughout the airfield. The proposed pavement sections will be designed for a 20-year life for all shoulder pavements, blast pad pavement, and for the new taxiway pavement. Runway 8R-26L requires rehabilitation and reconstruction as it was built in 1979 and has exceeded the intended design service life of 20-years.

Additionally, there are objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA) that need to be relocated to meet FAA standards. The airfield drainage includes tributary areas on the airfield located between the runways and taxiways. The proposed improvements are not increasing the airfield drainage areas, however they are being modified to accommodate existing connector taxiways and construction of the new connector taxiways.

The proposed improvements will not result in increased runway capacity. During runway closure periods during construction, all operations would occur on a single runway. Due to the two runways being parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of contra-flow operations during nighttime operations, which is a noise mitigation strategy to minimize noise over residential areas at night. If contra-flow cannot be undertaken by ATC when operating on one runway, there is potential for temporary increases in noise exposure to the west of the Airport during nighttime. Runway use and flight patterns would be not be impacted after the project is implemented.