

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION
Ontario International Airport (KONT)
JCKIE ONE RNAV Arrival**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to implement the JCKIE ONE Area Navigation (RNAV) Standard Instrument Arrival (STAR) procedure for the Ontario International Airport (KONT) in Ontario, California. The proposed JCKIE ONE STAR procedure is designed to provide aircraft arriving KONT from the east, a nighttime arrival procedure when curfew hours are in place for the Long Beach Airport (KLGB) ROOBY THREE RNAV STAR and the Orange County Airport (KSNA) DSNEE THREE RNAV STAR.

During the post-implementation review of the Southern California Metroplex project, FAA assessed use of the EAGLZ STAR and determined it may be operationally feasible to use an alternate arrival path into KONT in some nighttime conditions when the KLGB and KSNA DSNEE and ROOBY STARS no longer conflict with the KONT arrival procedures. The FAA developed the JCKIE STAR procedure, a new KONT arrival route that overflies areas to the east of Lake Arrowhead. This alternative routing that will provide a high level of safety and efficiency benefits similar to the EAGLZ STAR with the use of performance based navigation (PBN) technology. It could be used when KLGB and KSNA DSNEE and ROOBY STARS are not in use due to local airport curfews. The FAA anticipates the JCKIE ONE STAR could be utilized between the approximate hours of 11:00 p.m. to 6:00 a.m. Use depends on dynamic airspace safety and air traffic conditions, including, but not limited, to air traffic volume, weather conditions, airport demands, and air traffic control workload.

The alternatives evaluated for this project include the Proposed Project and the No Action Alternative. Given that, no significant impacts to the environment are expected no mitigation measures will be implemented or committed to as part of this action. All practical means to avoid or minimize environmental harm were taken into consideration.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

An Initial Environmental Review (IER) was completed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in FAA JO 7400.2L, "Procedures for Handling Airspace Matters," Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F "Environmental Impacts: Policies and Procedures."

The proposed approach procedure meet the following categorical exclusion contained in FAA Order 1050.1F:

5-6.5.i Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.

Decision:

After careful and thorough consideration of the facts contained herein, I find that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of National Environmental Policy Act and other applicable environmental requirements and will not significantly affect the quality of human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of National Environmental Policy Act.

I, the undersigned, have reviewed the referenced Initial Environmental Review including the evaluation of the purpose and need that this Project would serve. I find the Project described in the Initial Environmental Review is reasonably supported and a Categorical Exclusion/ Record of Decision (CATEX/ROD) is appropriate.

Under the authority delegated to me by the Administrator of the FAA, I approve the operational changes necessary to implement the JCKIE ONE RNAV Arrival procedure.

Recommended by:

Facility Manager Review/Concurrence

Signature: RICHARD M SULLIVAN  Digitally signed by RICHARD M SULLIVAN
Date: 2018.03.06 14:35:55 -08'00' Date: 3/6/2018

Name: Richard Sullivan
Air Traffic Manager,
Southern California TRACON

Concurrence by:

Western Service Area Environmental Specialist

Signature: Janelle Cass  Digitally signed by JANELLE M CASS
Date: 2018.03.06 15:19:07 -08'00' Date: _____

Name: Janelle Cass
Environmental Protection Specialist, Operations Support Group
Western Service Area, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: Kim Stover Date: 3/7/2018

Name: Kim A. Stover
Director, Air Traffic Operations, North/Acting South
Western Service Area, AJTW

RIGHT OF APPEAL

This CATEX/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.

Appendix 5. Air Traffic Initial Environmental Review

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|------------------|-------------------|--------|---------------|
| Facility/Office: | AJV-W25 - WSA OSG | Date: | Feb 14, 2018 |
| Prepared by: | Janelle Cass | Phone: | (425)203-4533 |

This initial environmental review will provide basic information about the proposed project to better assist in preparing for the environmental analysis phase. Although it requests information in several categories, not all the data may be available initially; however, it does represent information, in accordance with FAA Order 1050.1, *Environmental Impacts: Policies and Procedures*, which ultimately will be needed for preparation of the environmental document.

A. Project Description

The Federal Aviation Administration (FAA) is proposing to implement the JCKIE ONE Area Navigation (RNAV) Standard Instrument Arrival (STAR) procedure for the Ontario International Airport (KONT) in Ontario, California. The proposed JCKIE ONE STAR procedure is designed to provide aircraft arriving KONT from the east a nighttime arrival procedure when curfew hours are in place for the Long Beach Airport (KLGB) ROOBY ONE RNAV STAR and the John Wayne Airport (KSNA) DSNEE ONE RNAV STAR.

B. Has airspace modeling been conducted using Sector Design Analysis Tool (SDAT), Total Airspace and Airport Modeler (TAAM), Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS), or other airspace/air traffic design tool?

Yes No If Yes, Model: **TARGETS**

If yes, provide a summary of the output from the modeling.

TARGETS was used to design the procedure and TARGETS AEDT Environmental Noise Plugin was performed to model anticipated noise changes. See Section D, question number 8 and Attachment B – TARGETS Noise Screening Results.

C. Describe the existing (no action alternative) in full detail. Provide the necessary chart(s) depicting the current procedure or provide information for a new procedure. Describe the typical fleet mix, quantifying (if possible) the number of aircraft on the route and depict their altitude(s) along the route.

There are currently two STARs used for KONT arrivals from the east: the KONT ZIGGY SEVEN STAR and the EAGLZ TWO (RNAV) STAR. Approximately 20 to 25 arrivals (typically air carriers and heavy cargo aircraft) utilize the EAGLZ STAR per day. The nighttime users of the EAGLZ TWO STAR typically consist of commercial large jets. The ZIGGY STAR is a conventional procedure used only rarely by non RNAV equipped aircraft from the east.¹ See Attachment C – Existing Procedures.

D. Describe the proposed project, providing the necessary chart(s) depicting changes. Describe changes to the fleet mix, numbers of aircraft on the new route, and their altitude(s), if any.

The proposed JCKIE ONE STAR overlays the EAGLZ TWO STAR until the way point JCKIE. After that, the procedure shifts east of the EAGLZ TWO STAR. During the hours of approximately 11:00 pm to 6:00 am local, use of the EAGLZ TWO STAR will be suspended and the JCKIE ONE STAR will be used. Suspending the KONT EAGLZ STAR and replacing it with a

¹ The ZIGGY STAR also has a transition for aircraft arriving from the west and is currently used by approximately 30 to 50 aircraft daily. These aircraft will begin flying the GLRNO RNAV STAR once radar coverage is established for this procedure.

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nighttime JCKIE STAR also requires suspending both the ROOBY THREE STAR and the DSNEE THREE STAR during the same hours as the eaglz two star. This is feasible because the ROOBY and DSNEE STARS are not used overnight due to KLGB restrictions on arriving aircraft after 10:00 p.m. local (may be extend up to 11:00 p.m. local time under certain conditions) and KSNA’s restriction on arriving aircraft between the hours of 11:00 p.m. and 6:00 a.m. local time. While it is expected that approximately five overnight flights would be affected by this procedure, this number is subject to variables. Use depends on dynamic airspace safety and air traffic conditions, including, but not limited, to air traffic volume, weather conditions, airport demands, and air traffic control workload. See Attachment A – Proposed KONT JCKIE ONE STAR Procedure

1. Will there be actions affecting changes in aircraft flights between the hours of 10 p.m. – 7 a.m. local?
 Yes No

2. Is a preferential runway use program presently in effect for the affected airport(s), formal or informal?
 Yes No

KONT employs “contra-flow” between the hours of 10 p.m. and 7 a.m. Depending on wind conditions, aircraft normally take off to the east while still landing to the west. This is called “contra-flow.”

3. Will airport preferential runway configuration use change as a result of the proposed project?
 Yes No

4. Is the proposed project primarily designed for Visual Flight Rules (VFR), Instrument Flight Rules (IFR) operations, or both?
 VFR IFR Both

If this specifically involves a charted visual flight procedure (CVFP), provide a detailed local map indicating the route of the CVFP, along with a discussion of the rationale for how the route was chosen.

N/A

5. Will there be a change in takeoff power requirements?
 Yes No

If so, what types of aircraft are involved, i.e., general aviation propeller-driven versus large air carrier jets?

N/A

6. Will all changes occur above 3,000 feet above ground level (AGL)?
 Yes No

What is the lowest altitude change on newly proposed routes or on existing routes that will receive an increase in operations?

N/A

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7. Will there be actions involving civil jet aircraft (heavier than 75,000 pounds gross weight) arrival procedures between 3,000-7,000 feet AGL or departures between 3,000-10,000 feet AGL?

Yes No

The JCKIE ONE STAR is available for all aircraft types.

8. If noise analysis was already performed using the FAA's Aviation Environmental Design Tool (AEDT), Aviation Environmental Screening Tool (AEST), TARGETS Environmental Plug-In, Integrated Noise Model (INM), or Noise Integrated Routing System (NIRS), provide a summary of the results (and/or attach a copy of the noise screening analysis results).

The proposed JCKIE ONE STAR was analyzed using the TARGETS AEDT Environmental Noise Plugin.

TARGETS AEDT Environmental Noise Plugin was performed to model anticipated noise changes. A no action scenario was established using 60 days of post SoCal Metroplex implementation track data from May 6th to August 14th 2017. A proposed action scenario was created by assigning nighttime EAGLZ ONE STAR tracks to the backbone of the JCKIE ONE STAR. When comparing the no action results to the proposed action, no significant or reportable (moderate) noise increases were found.

See Attachment B – TARGETS Noise Screening Results

Purpose and Need

A. Describe the purpose and need for the proposed project. If detailed background information is available, summarize here and provide a copy as an attachment to this review.

During the post-implementation review of the Southern California Metroplex project, FAA assessed use of the EAGLZ STAR and determined it may be operationally feasible to use an alternate arrival path into KONT in some nighttime conditions when the KLGB and KSNA DSNEE and ROOBY STARS no longer conflict with the KONT arrival procedures. The FAA developed the JCKIE STAR procedure, a new KONT arrival route that overflies areas to the east of Lake Arrowhead. This alternative routing will provide a high level of safety and efficiency benefits similar to the EAGLZ STAR with the use of performance based navigation (PBN) technology. It could be used when the Long Beach Airport (KLGB) and John Wayne Airport Orange County Airport (KSNA) DSNEE and ROOBY STARS are not in use due to local airport curfews. The FAA anticipates the JCKIE could be utilized between the approximate hours of 11:00 p.m. to 6:00 a.m. Use depends on dynamic airspace, safety and air traffic conditions. This includes, but is not limited, to air traffic volume, weather conditions, airport demands, and air traffic control workload.

B. What operational/ benefits will result if this project is implemented?

The KONT JCKIE STAR will provide a high level of safety and efficiency benefits similar to the EAGLZ STAR with the use of PBN technology during nighttime operations.

1. If a delay reduction is anticipated, can the reduction be quantified?

Yes No N/A

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2. Can reduced fuel costs/natural energy consumption be quantified?

Yes No N/A

If not quantifiable, describe the approximate anticipated benefits in lay terms.

N/A

C. Is the proposed project the result of a user or community request or regulatory mandate?

Community Request Regulatory Mandate N/A

If not, what necessitates this action?

The Lake Arrowhead community has submitted several requests for the FAA to make modifications to the EAGLZ TWO STAR to alleviate perceived noise impacts.

Describe the Affected Environment

A. Provide a description of the existing land use in the vicinity of the proposed project.

The project study area is defined by the area where there is a lateral shift from the no action procedure. The proposed JCKIE ONE STAR is designed to fly over the San Bernardino National Forest. The land use under the proposed procedure is primarily rural, mountainous terrain shifting to industrial, commercial, and residential.

B. Will the proposed project introduce air traffic over noise sensitive areas not now affected?

Yes No

Note: An area is noise sensitive if aircraft noise may interfere with the normal activities associated with the use of the land. See FAA Order 1050.1 [Paragraph 11-5.b.(1)] for full definition of noise sensitive areas

N/A

C. Are wildlife and/or water fowl refuge/management areas within the affected area of the proposed project?

Yes No

N/A

If so, has there been any communication with the appropriate wildlife management regulatory (federal or state) agencies to determine if endangered or protected species inhabit the area?

Yes No

N/A

1. At what altitude would aircraft overfly these habitats?

N/A

2. During what times of the day would operations be more/less frequent?

N/A

D. Are there cultural or scenic resources, of national, state, or local significance, such as national parks, publicly owned parks, recreational areas, and public and private historic sites in the affected area?

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Yes No

For the purposes of this analysis, only the segments of potential change to existing conditions were evaluated. The proposed procedure would fly over the Highland Historic District, which is roughly bounded, by Cole and Nona Ave. to Pacific and Church Streets in the city of Highland. This district is bordered on the north by the Martin A. Matich Highway and the 210 freeway to the east. Aircraft arriving KLAX, KLGB and KSNA currently fly over the district. Per the National Register of Historic Properties (NRHP) website, the feature or attribute of quiet is not recognized for this historic district.

Several public parks classified as Section 4(f) properties are located under the proposed procedure. See Attachment E – Proposed JCKIE ONE STAR relative to NRHP and DOT 4F Properties

If so, during what time(s) of the day would operations occur that may impact these areas?

This arrival procedure may be available between the hours of 11:00 pm local to 6:00 am local.

E. Has there been communication with air quality regulatory agencies to determine if the affected area is a non-attainment area (an area which exceeds the Clean Air Act [CAA] National Ambient Air Quality Standards [NAAQS] for the following criteria air pollutants: ozone, carbon monoxide, lead, particulate matter, sulfur dioxide, or nitrogen dioxide) or maintenance area (an area which was in non-attainment but subsequently upgraded to an attainment area) concerning air quality?

Yes No

If yes, please explain

The study area is a non-attainment area for the 8 Hr Ozone and PM 2.5 (24 hour and annual) and is in maintenance status for PM 10. The proposed procedure does not increase aircraft operations. This proposed project is not expected to affect air quality and is presumed to conform as Category 14 “Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations” as identified in Federal Register July 30, 2007.

F. Are there reservoirs or other public water supply systems in the affected area?

Yes No

N/A

Community Involvement

Formal community involvement or public meetings/hearings may be required for the proposed project. Make a determination if the proposed project has the potential to become highly controversial. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Opposition on environmental grounds by a Federal, State or local government agency or by a Tribe, or by a substantial number of the persons affected by the action should be considered in determining whether reasonable disagreement regarding the effects of a proposed action exists [see FAA Order 1050.1, paragraph 5-2.b.(10)].

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A. Have persons/officials who might have some need to know about the proposed project due to their location or by their function in the community been notified, consulted, or otherwise informed of this project?

Yes No

On December 15th, 2017, the Western Pacific (AWP) Regional Administrator (RA) and other key staff met with select officials. Officials present included: The San Bernardino County Supervisor Janice Rutherford and her Chief of Staff along with district representatives from Senators Feinstein and Harris and Congressman Cook (CA-8). The KONT Chief Executive Officer Marke Thorpe was also in attendance. The RA briefed the officials on the proposed JCKIE procedure and discussed the need for a community meeting in Lake Arrowhead.

On January 25th, 2018, the RA and key staff, at the request of the aforementioned select officials, attended a meeting of the Lake Arrowhead Municipal Advisory Council. At this meeting, the RA gave a presentation about the changes the agency made around Lake Arrowhead as part of the SoCal Metroplex project, and discussed the proposed JCKIE procedure as a potential solution to nighttime noise concerns.

On January 30th, 2018 the RA provided a similar presentation to the Chief of Staff for San Bernardino County Supervisor James Ramos (whose district also underlies portions of JCKIE) to discuss the proposed project and inquire about the need to conduct a similar community briefing for his constituents. The Chief of Staff subsequently indicated that Supervisor Ramos had contacted the City of Highland who had no concerns surrounding the proposed JCKIE flight path and therefore no briefing was necessary.

On February 26, 2018, Senator Feinstein's Deputy State Director, Peter Muller indicated to the FAA via email that Congressman Aguilar's office (CA district-31) had no concerns about the proposed JCKIE ONE STAR procedure. District 31 is located under portions of the JCKIE procedure. The AWP RA's office plans to continue informational discussions with Congressman Aguilar's staff.

In order to publically share information on upcoming NextGen projects affecting the Ontario International Airport, the FAA created the web page:

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/ONT/

1. Are local citizens and community leaders aware of the proposed project?

Yes No

2. Are any opposed to or supporting it? Unknown

If so, identify the parties and indicate the level of opposition and/or support.

Members of the Lake Arrowhead community and their representatives have primarily expressed support this project.

a. If they are opposed, what is the basis of their opposition?

FAA is aware of some local opposition, from communities that may be to the east of Lake Arrowhead proper including Cedar Glen, Cedar Ridge, and Sky Forest, who believe they may be more affected with the JCKIE. These came out in a newspaper article after January 25th meeting / presentation.

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b. Has the FAA received one or more comments objecting to the proposed project on environmental grounds from local citizens or elected officials?

Yes No

If so, state the nature of the comment and how the FAA was notified (e.g. resolution, Congressional, Public meeting/workshop, etc.).

N/A

3. Are the airport proprietor and users providing general support for the proposed project?

Yes No

KONT CEO Thorpe has expressed support of the project in previous meetings and as a participant at the January 25th, 2018 Lake Arrowhead community meeting.

4. Is the proposed project consistent with local plans and development efforts?

Yes No

N/A

5. Has there been any previous aircraft-related environmental or noise analysis, including a. FAR Part 150 Studies, conducted at this location?

Yes No

b. If so, was the study reviewed as a part of this initial review?

Yes No N/A

The proposed procedure is consistent with the KONT Part 150 as the arrival path from 3000 AGL to the runway is the same as existing procedures. KONT and the current RNAV procedures were evaluated in the SoCal Metroplex environmental assessment.

Extraordinary Circumstances

The determination of whether a proposed action may have a significant environmental effect is made by considering any requirements applicable to the specific resource [see FAA Order 1050.1 paragraph 4-3. and Exhibit 4-1.].

A. As stated in FAA Order 1050.1, paragraph 5-2.b., extraordinary circumstances exist when a proposed action involves any of the following circumstances AND has the potential for a significant effect [40 CFR 1508.4). Will implementation of the proposed project result in any of the following?

1. An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended [see FAA Order 1050.1, paragraph 5-2.b.(1)].

Yes No Possibly

Comment:

Consultation with the California State Historic Preservation Office (SHPO) was conducted via written correspondence. The SHPO concurred with the FAA's determination that the undertaking would not adversely affect historic properties. See Attachment G– California State Historic Preservation Consultation. The results of the noise screening indicate that no threshold noise criteria are reached as a result of the Proposed Action implementation. Aircraft have historically overflowed the properties listed on the NRHP within the project study area.

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There are no anticipated adverse effects to the cultural resources protected under the National Historic Preservation Act.

2. An impact on properties protected under section 4(f) of the Department of Transportation Act [see FAA Order 1050.1, paragraph 5-2. b.(2)].

Yes No Possibly

Comment:

Noise screening showed no significant or reportable noise impacts for the proposed project and thus there are no anticipated adverse effects to Section 4(f) Properties.

3. An impact on natural, ecological or scenic resources of Federal, Tribal, State, or local significance (for example, federally listed or proposed endangered, threatened, or candidate species or proposed or designated critical habitat under the Endangered Species Act. [see FAA Order 1050.1, paragraph 5-2.(3)].

Yes No Possibly

Comment:

Noise screening showed no significant or reportable noise impacts for the proposed project and thus there are no anticipated adverse effects to ecological or scenic resources.

4. An impact on the following resources: resources protected by the Fish and Wildlife Coordination Act; wetlands; floodplains; coastal zones; national marine sanctuaries; wilderness areas; National Resources Conservation designated prime and unique farmlands or, State, or locally important farmlands; energy supply and natural resources; resources protected under the Wild and Scenic Rivers Act, including study or eligible river segments; rivers or river segments listed on the Nationwide Rivers Inventory (NRI); and solid waste management [see FAA Order 1050.1, paragraph 5-2(4)]

Yes No Possibly Comment:

Noise screening showed no significant or reportable noise impacts for the proposed project, thus there are no anticipated adverse effects to the natural, ecological or scenic resources.

5. A division or disruption of an established community; a disruption of orderly, planned development; or an inconsistency with plans or goals that have been adopted by the community in which the project is located [see FAA Order 1050.1, paragraph 5-2.(5)].

Yes No Possibly

Comment:

Given that noise screening showed no significant or reportable noise impacts for the proposed project, there is no expected impact to established community plans or goals.

6. An increase in congestion from surface transportation, by causing a decrease in the Level of Service below the acceptable level determined by the appropriate transportation agency (i.e., a highway agency) [see FAA Order 1050.1, paragraph 5-2.(6)].

Yes No Possibly

Comment:

The proposed procedure is an air traffic action and no impact to surface transportation is expected.

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7. An impact on noise levels of noise-sensitive areas (residential, educational, health and religious structures and sites, and parks, recreational areas with wilderness characteristics, wildlife and waterfowl refuges, and cultural and historical sites) [see FAA Order 1050.1, paragraph 5-2. (7)].

Yes No Possibly

Comment:

While, some noise sensitive areas exist under the proposed JCKIE ONE STAR noise screening showed no significant or reportable noise impacts. No noise sensitive areas are expected to be adversely impacted. See Attachment B – TARGETS Noise Screening Results.

8. An impact on air quality or a violation of local, State, Tribal, or Federal air quality standards under the Clean Air Act amendments of 1990 [see FAA Order 1050.1, paragraph 5-2.(8)].

Yes No Possibly

Comment:

San Bernardino County is a non-attainment area for the 8 Hr Ozone and PM 2.5 (24 hour and annual). It is also in maintenance for PM 10. This action is presumed to conform. The proposed procedure does not increase aircraft operations.

9. An impact on water quality, sole source aquifers, a public water supply system, or State or Tribal water quality standards established under the Clean Water Act and the Safe Drinking Water Act [see FAA Order 1050.1, paragraph 5-2.(9)].

Yes No Possibly

Comment:

The Proposed Action is an air traffic procedure with no ground disturbances and thus no adverse impacts are expected to water quality or water supplies.

10. Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term “highly controversial on environmental grounds” means there is a substantial dispute involving reasonable disagreement over the degree, extent, or nature of a proposed action’s environmental impacts or over the action’s risks of causing environmental harm. Mere opposition is not sufficient for a proposed action or its impacts to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a Federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement regarding the impacts of a proposed action exists. If in doubt about whether a proposed action is highly controversial on environmental grounds, consult the LOB/SO’s headquarters environmental division, AEE, Regional Counsel, or AGC for assistance [see FAA Order 1050.1, paragraph 5-2. (10)].

Yes No Possibly

Comment:

The proposed action is not likely to be controversial on environmental grounds.

11. Likelihood of an inconsistency with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action [see FAA Order 1050.1, paragraph 5-2.(11)].

Yes No Possibly

Comment:

N/A

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12. Likelihood of directly, indirectly, or cumulatively, creating a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses, likely to cause environmental contamination by hazardous materials, or likely to disturb an existing hazardous material contamination site such that new environmental contamination risks are created [see FAA Order 1050.1, paragraph 5-2.(12)].

Yes No Possibly

Comment:

Proposed Action is not expected to create a significant impact on the human environment.

Alternatives

A. Are there alternatives to the proposed project? Yes No

If yes, describe any alternatives to the proposed action.

The No Action Alternative, which is nighttime aircraft continuing to fly the EAGLZ STAR is the only alternative to the proposed action.

B. Please provide a summary description of alternatives eliminated and why.

N/A

Mitigation

Are there measures, which can be implemented that might mitigate any of the potential impacts, i.e., Global Positioning System (GPS)/Flight Management System (FMS) plans, Navigation Aids (NAVAID), etc.? Yes No N/A

The proposed action does not exceed levels of significance and thus no mitigation measures are required..

Cumulative Impacts

What other projects (FAA, non-FAA, or non-aviation) are known to be planned, have been previously implemented, or are ongoing in the affected area that would contribute to the proposed project's environmental impact?

According to the KONT website, the airport performed environmental analysis for the "Pacific Gateway Cargo Center" program. While this project has never been implemented, according to FAA Airports District Office, the sponsor is still interested in future construction of an air cargo complex.

The FAA Southern California Metroplex (SoCal) project was implemented in 2016. The SoCal project serves the existing air traffic within the southern California metropolitan area, which includes KSNA. Arrival and departure procedures were redesigned in order to increase efficiency and safety in the National Airspace System. Given that the proposed procedure does not add to the number of aircraft operations at KONT, no cumulative impact is expected to occur as a result of the implementation of the Proposed Action.

References/Correspondence

Attach written correspondence, summarized phone contacts using Memorandums for the File, etc.

N/A

Appendix 5. Air Traffic Initial Environmental Review

Additional Preparers

The person(s) listed below, in addition to the preparer indicated on page 1, are responsible for all or part of the information and representations contained herein:

| | |
|----------------------------------|---------------------------------|
| Name | <u>Robert Henry</u> |
| Title | <u>Manager, SoCal Metroplex</u> |
| Facility/Agency/Company: | <u>FAA NextGen -Metroplex</u> |
| Telephone Number: | <u>(425)306-7831</u> |
| Specific area of Responsibility: | <u>SoCal Metroplex</u> |

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Facility/Service Area Conclusions

- This initial review and analysis indicates that no extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the proposed project might have the potential for causing significant environmental impacts. The undersigned have determined that the proposed project qualifies as a categorically excluded action in accordance with Order 1050.1, and on this basis, recommend that further environmental review need not be conducted before the proposed project is implemented.
- The undersigned have determined that the proposed project may not qualify as a categorically excluded action in accordance with FAA Order 1050.1, and on this basis, recommend that further environmental review be conducted before the proposed project is implemented. The undersigned recommend that the proposed project be submitted for environmental funding for preparation of an EA EIS Not sure – more analysis is needed.

Facility Manager Review/Concurrence

Signature: RICHARD M SULLIVAN Digitally signed by RICHARD M SULLIVAN
Date: 2018.03.06 14:40:56 -08'00' Date: _____

Name: **Richard Sullivan**

Title: **Air Traffic Manager, Southern California TRACON**

Service Area Environmental Specialist Review/Concurrence

Signature: Janelle Cass Digitally signed by JANELLE M CASS
Date: 2018.03.06 15:20:56 -08'00' Date: _____

Name: **Janelle Cass**

Title: **Environmental Protection Specialist, Operations Support Group
Western Service Area, AJV-W25**

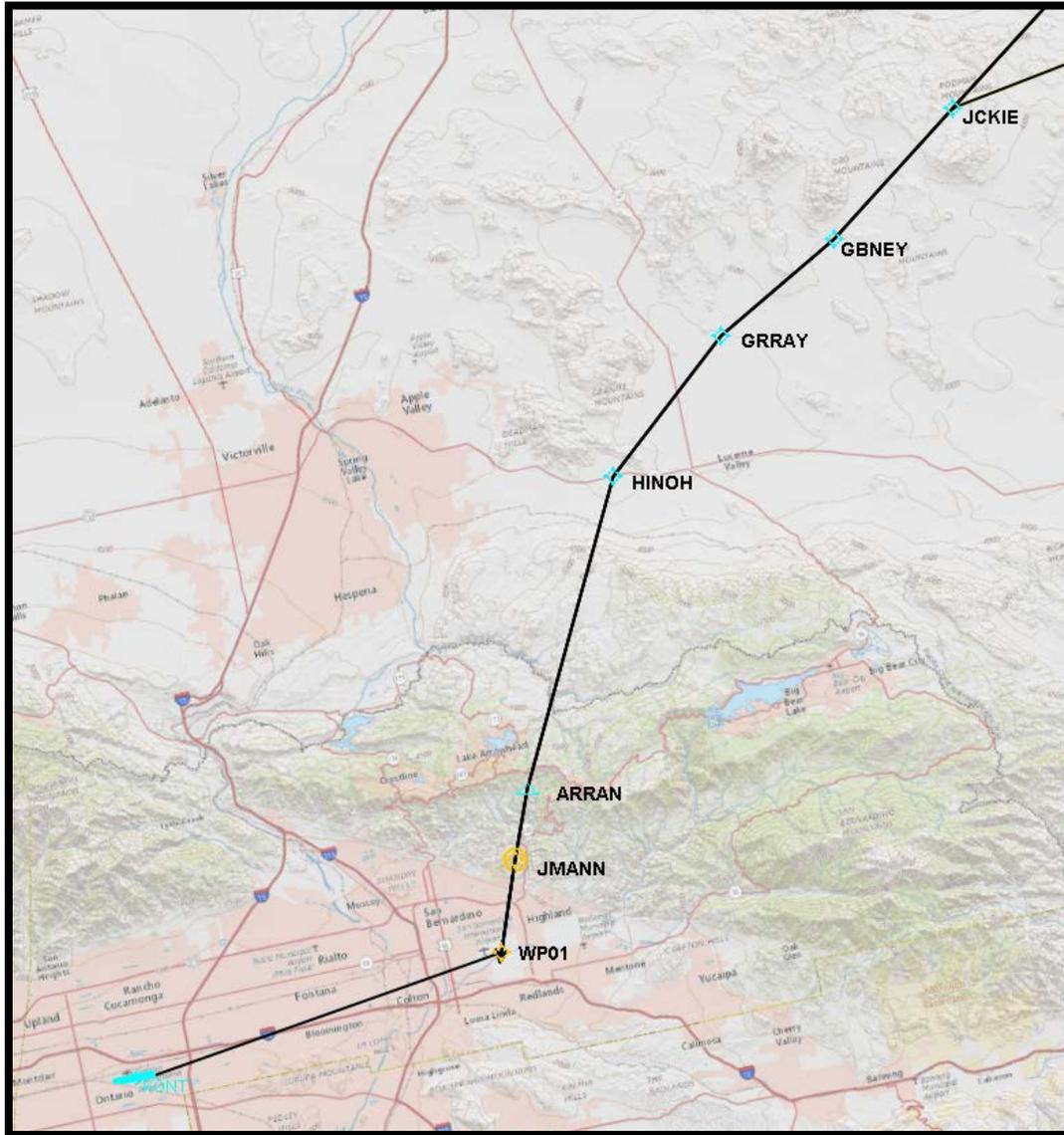
Service Area Director Review/Concurrence, if necessary

Signature: Kim Stover Date: 3/7/2018

Name: **Kimberly A. Stover**

Title: **Director, Air Traffic Operations, WSA North/Acting South
Western Service Area AJTW**

Appendix 5. Air Traffic Initial Environmental Review
Attachment A – Proposed KONT JCKIE ONE STAR Procedure



| Waypoint | Altitude Ft (MSL) |
|--|--------------------------------------|
| Prior to JCKIE altitudes are the same as the ONT EAGLZ STAR | |
| JCKIE | 17000/ 19000 |
| GBNEY | 14000/16000 |
| GRRAY | 11000/14000 |
| HINOH | At or Above 11000 |
| ARRAN | At or Above 10000 Maintain 250 Knots |
| After WP1, traffic will be vectored to ONT either runway 26 Left or 26 Right for the final approach course | |

Appendix 5. Air Traffic Initial Environmental Review

Attachment B – TARGETS Noise Screening Results

Noise screening analysis was completed to assess potential impacts resulting from proposed air traffic actions at Ontario International Airport (KONT) in Ontario California, using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT).

Historical radar track data was used to create a baseline scenario representing no change in air traffic actions. After the ‘no action’ scenario was built, aircraft operations assigned to the proposed procedure were modeled as flying the proposed procedure instead of their historical tracks, which provides the alternative scenario. Selections for track assignments were made based on historical flight paths.

Once the no action and alternative scenarios were built, the TARGETS Environmental Plug-in Tool was used to generate noise outputs for both scenarios.

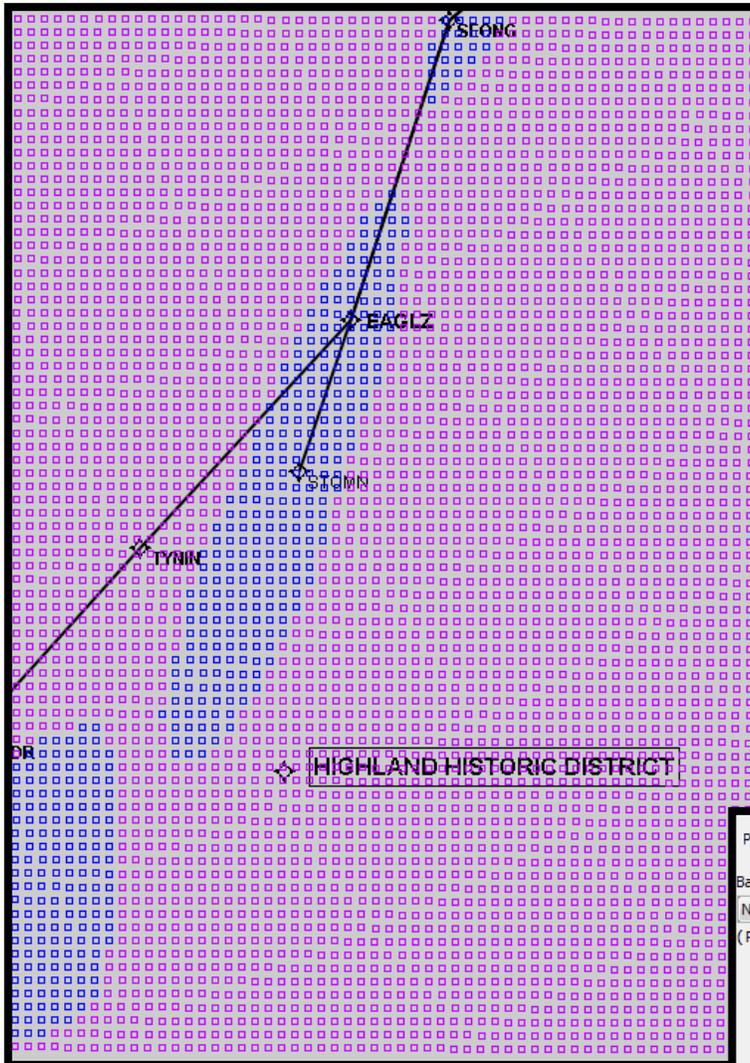
A comparison of the no action and alternative scenarios by the TARGETS Environmental plug-in determines the noise impacts of the proposed action. Significance of noise impacts is defined by FAA Order 1050.1F which establishes the threshold for significant increases in noise exposure. Where the proposed action results in a noise impact, TARGETS graphically displays a noise impact layer that indicates the locations of reportable and significant changes.

| 60 Random Days for Historical Radar Track Data | | | |
|---|---------|---------|---------|
| 5/6/17 | 5/30/17 | 6/27/17 | 7/22/17 |
| 5/7/17 | 5/31/17 | 6/28/17 | 7/24/17 |
| 5/8/17 | 6/5/17 | 6/30/17 | 7/27/17 |
| 5/9/17 | 6/6/17 | 7/3/17 | 7/28/17 |
| 5/12/17 | 6/7/17 | 7/9/17 | 7/29/17 |
| 5/14/17 | 6/8/17 | 7/10/17 | 7/30/17 |
| 5/15/17 | 6/9/17 | 7/12/17 | 7/31/17 |
| 5/18/17 | 6/14/17 | 7/13/17 | 8/1/17 |
| 5/19/17 | 6/17/17 | 7/14/17 | 8/2/17 |
| 5/20/17 | 6/18/17 | 7/15/17 | 8/3/17 |
| 5/22/17 | 6/19/17 | 7/16/17 | 8/10/17 |
| 5/23/17 | 6/21/17 | 7/17/17 | 8/11/17 |
| 5/26/17 | 6/22/17 | 7/18/17 | 8/12/17 |
| 5/28/17 | 6/25/17 | 7/19/17 | 8/13/17 |
| 5/29/17 | 6/26/17 | 7/21/17 | 8/14/17 |

Appendix 5. Air Traffic Initial Environmental Review

Noise Results No Action scenario

The no action noise exposure is shown below, which depicts the levels and locations of the noise produced by the historical radar track data for arrivals and departures.



Point Set Name: :s No_Action_Alternative Single Case Comparison

Baseline: Noise Values No_Action_Alternative (Plugin Version:5.2.0.3) Alternative: Noise Values Proposed_Acrtion_Alternative (Plugin Version:5.2.0.3)

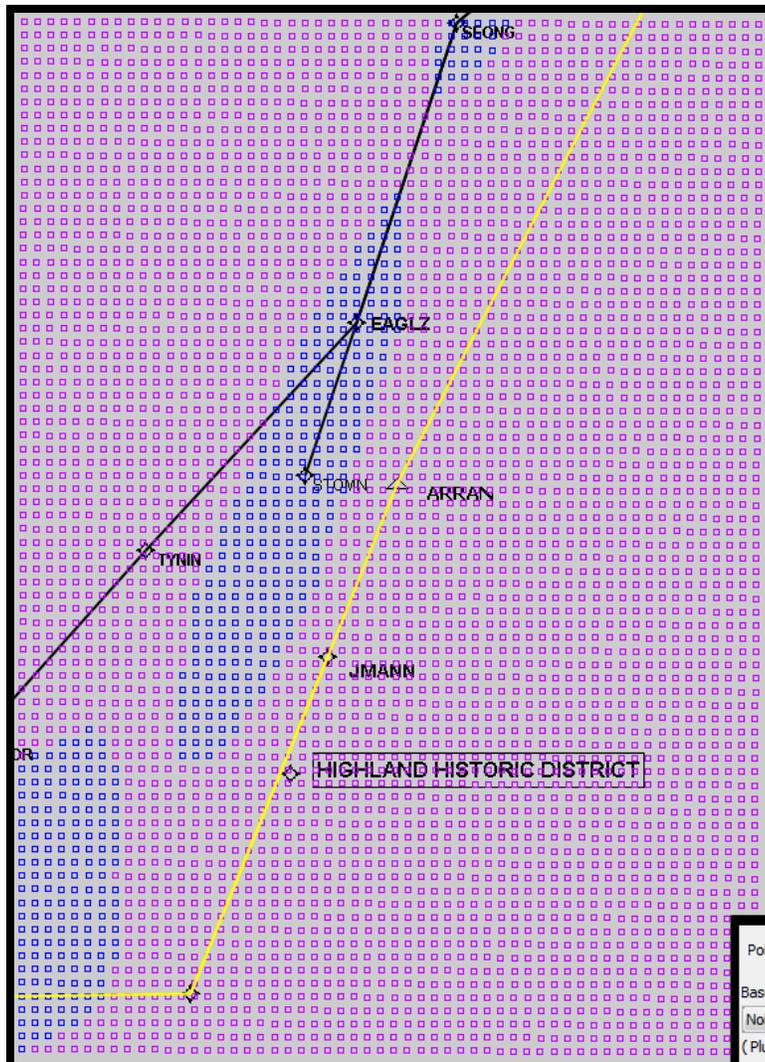
- Show Points Noise < 45.0 dB [Set Color](#)
- Show Points 45.0 <= Noise < 50.0 dB [Set Color](#)
- Show Points 50.0 <= Noise < 55.0 dB [Set Color](#)
- Show Points 55.0 <= Noise < 60.0 dB [Set Color](#)
- Show Points 60.0 <= Noise < 65.0 dB [Set Color](#)
- Show Points 65.0 <= Noise < 70.0 dB [Set Color](#)
- Show Points 70.0 <= Noise < 75.0 dB [Set Color](#)
- Show Points 75.0 <= Noise [Set Color](#)

| Percentage of Noise Grid Points by DNL Range | | | | | |
|--|---------|-----------|-----------|-----------|---------|
| % 65+dB | % 65-60 | % 60-55dB | % 55-50db | % 45-50db | % <45dB |
| 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 89.0 |

Appendix 5. Air Traffic Initial Environmental Review

Noise Results Proposed Action scenario

The alternative noise exposure is shown below, which depicts the levels and locations of the noise exposure output from the model of the proposed action.



| | |
|--|----------------|
| | EAGLZ TWO STAR |
| | JCKIE ONE STAR |

Point Set Name: Single Case Comparison

Baseline: Alternative:

(Plugin Version: 5.2.0.3) (Plugin Version: 5.2.0.3)

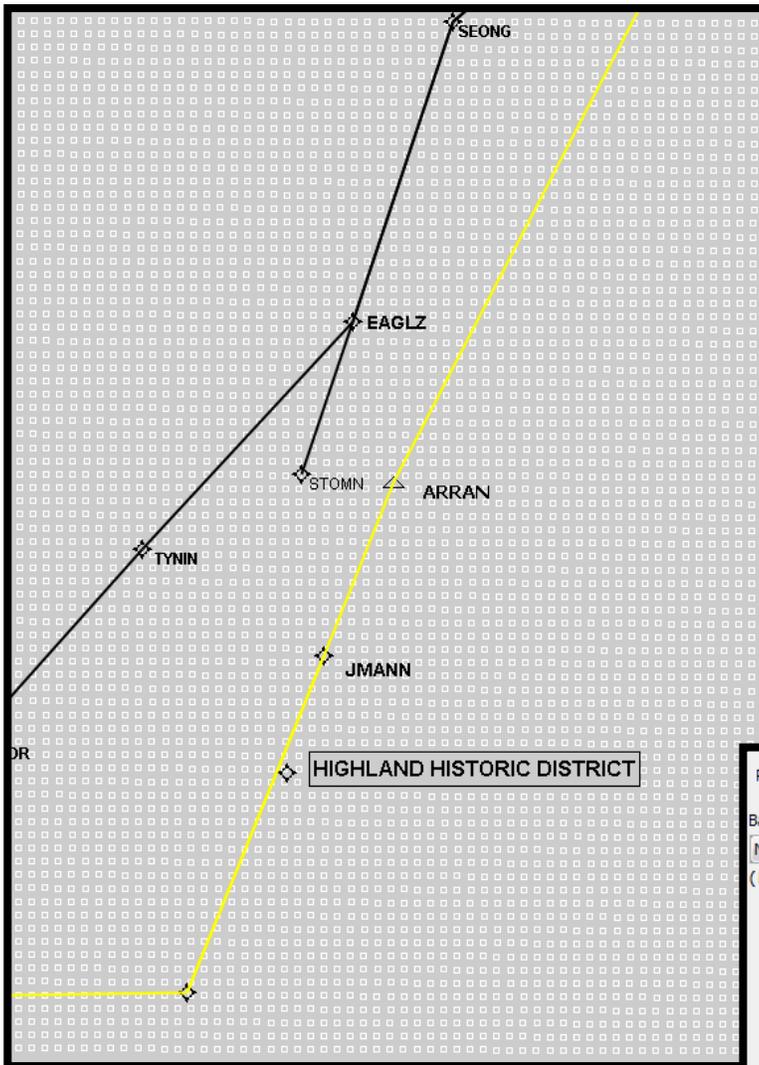
- Show Points Noise < 45.0 dB
- Show Points 45.0 <= Noise < 50.0 dB
- Show Points 50.0 <= Noise < 55.0 dB
- Show Points 55.0 <= Noise < 60.0 dB
- Show Points 60.0 <= Noise < 65.0 dB
- Show Points 65.0 <= Noise < 70.0 dB
- Show Points 70.0 <= Noise < 75.0 dB
- Show Points 75.0 <= Noise

| % 65+dB | % 65-60 | % 60-55dB | % 55-50db | % 45-50db | % <45dB |
|---------|---------|-----------|-----------|-----------|---------|
| 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 89.3 |

Appendix 5. Air Traffic Initial Environmental Review

Comparison of the No Action scenario and the Proposed Action scenario

The no action and alternative noise exposures are shown below for comparison. In the case of the area under the JCKIE ONE STAR, there were no reportable noise increases shown within the study area.



| | |
|---|----------------|
|  | EAGLZ TWO STAR |
|  | JCKIE ONE STAR |

Point Set Name: :s No_Action_Alternative Single Case Comparison

Baseline: Noise Values No_Action_Alternative Alternative: Noise Values Proposed_Action_Alternative

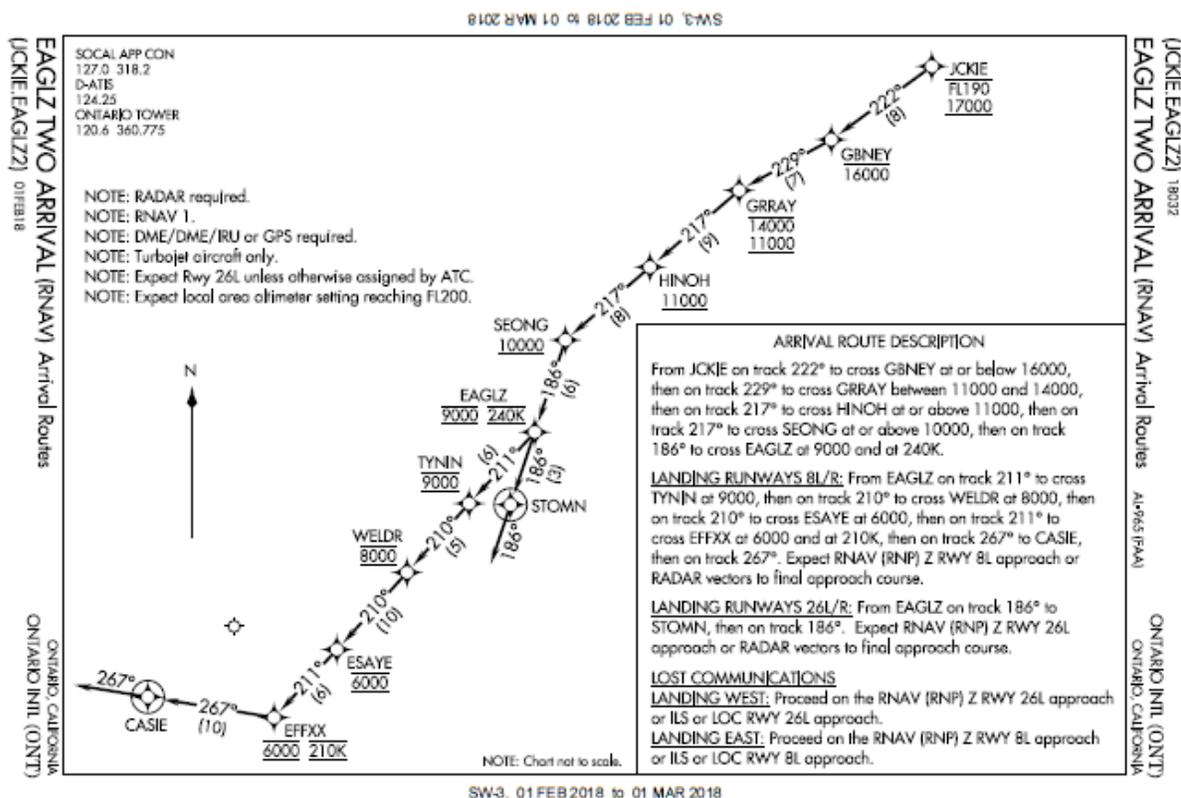
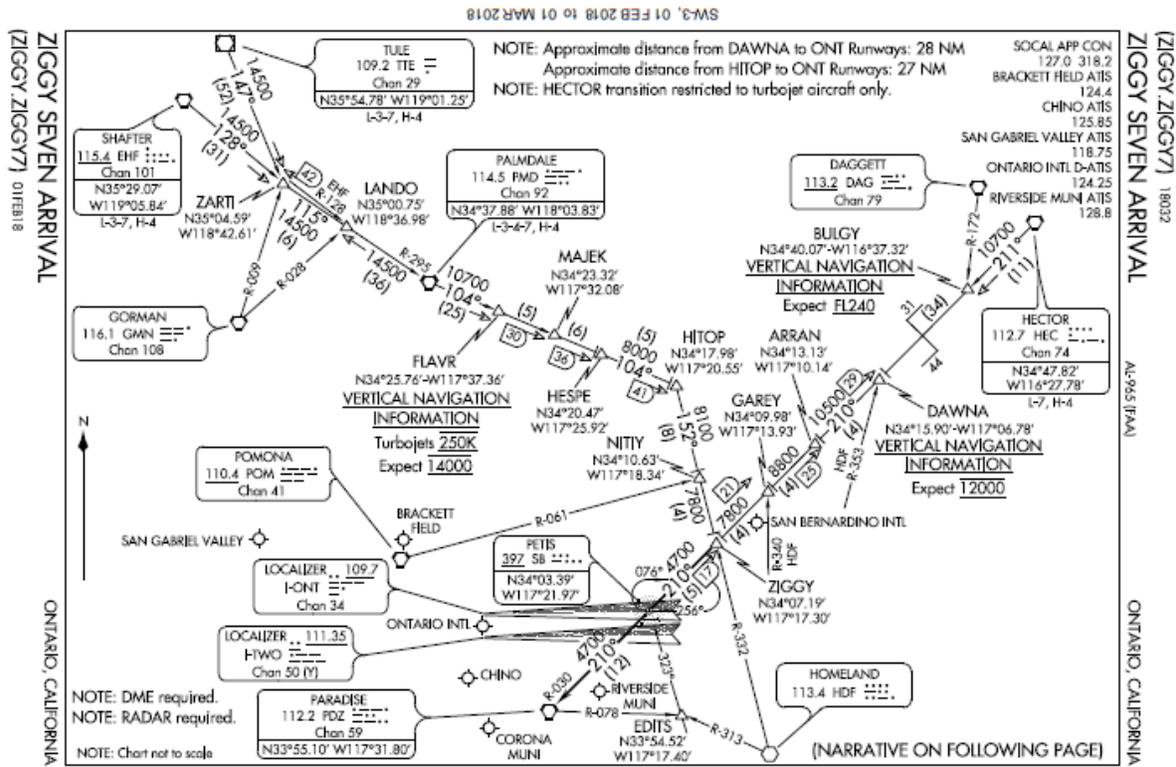
(Plugin Version:5.2.0.3) (Plugin Version:5.2.0.3)

- Show } <= BASE < 60 dB; <= (BASE - 5.0 dB) Set Color
- Show } <= BASE < 65 dB; <= (BASE - 3.0 dB) Set Color
- Show } 5 dB < BASE; <= (BASE - 1.5 dB) Set Color
- Show } 5 dB <= ALT; >= (BASE + 1.5 dB) Set Color
- Show B <= ALT < 65 dB; >= (BASE + 3.0 dB) Set Color
- Show B <= ALT < 60 dB; >= (BASE + 5.0 dB) Set Color

| Noise Impact Results | | | | | | |
|-------------------------|------------------------------------|------------------------------|------------|-----------|--------|----------|
| Significant | Reportable | | %No Change | Decreases | | |
| | % Orange >60 but < 65 +3.0dB | % Yellow 45- 60 + 5 dB | | % Green | % Blue | % Purple |
| %Red 65 +1.5 dB 0 | 0 | 0 | 100 | 0 | 0 | 0 |

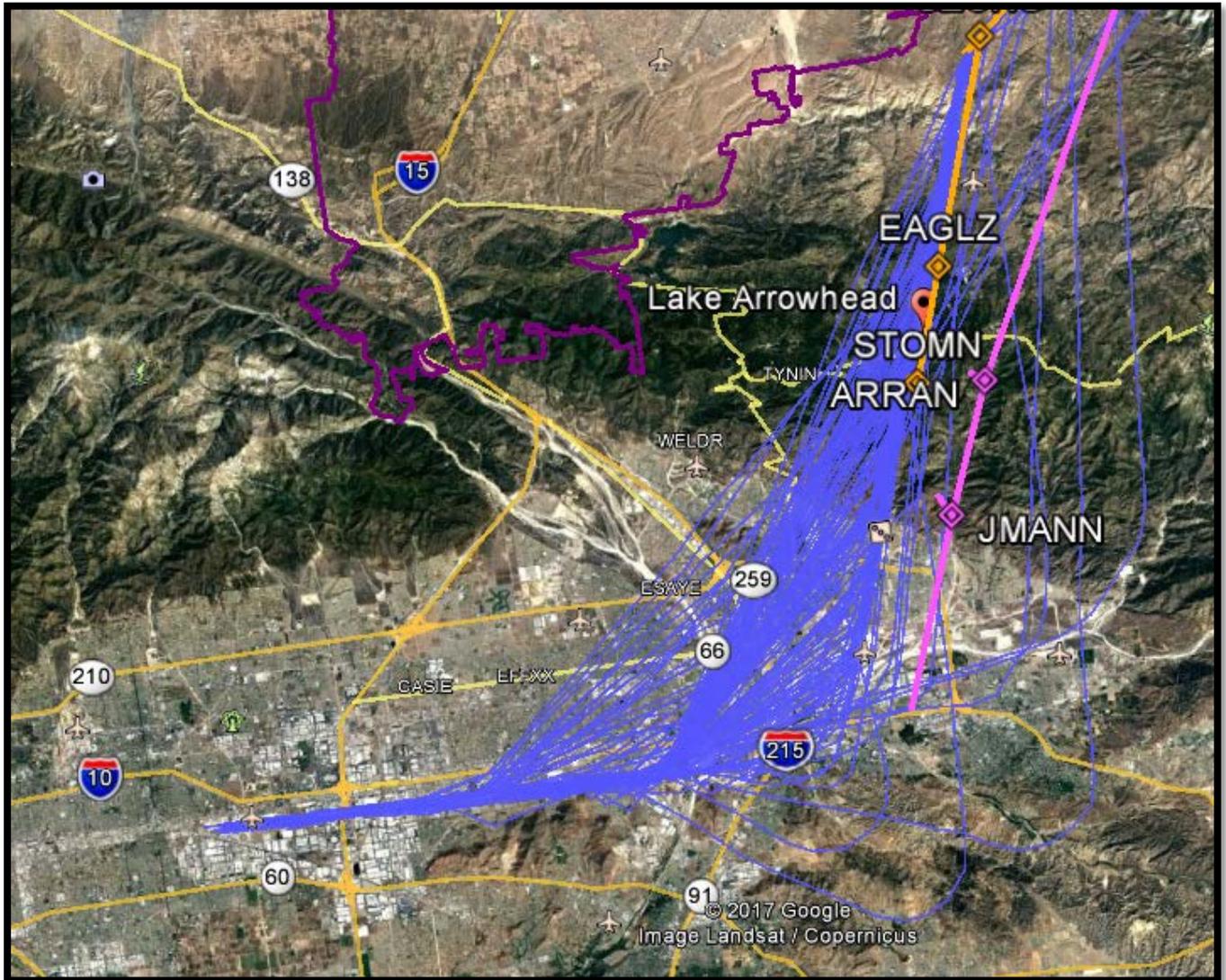
Appendix 5. Air Traffic Initial Environmental Review

Attachment C – Existing Procedures



Appendix 5. Air Traffic Initial Environmental Review

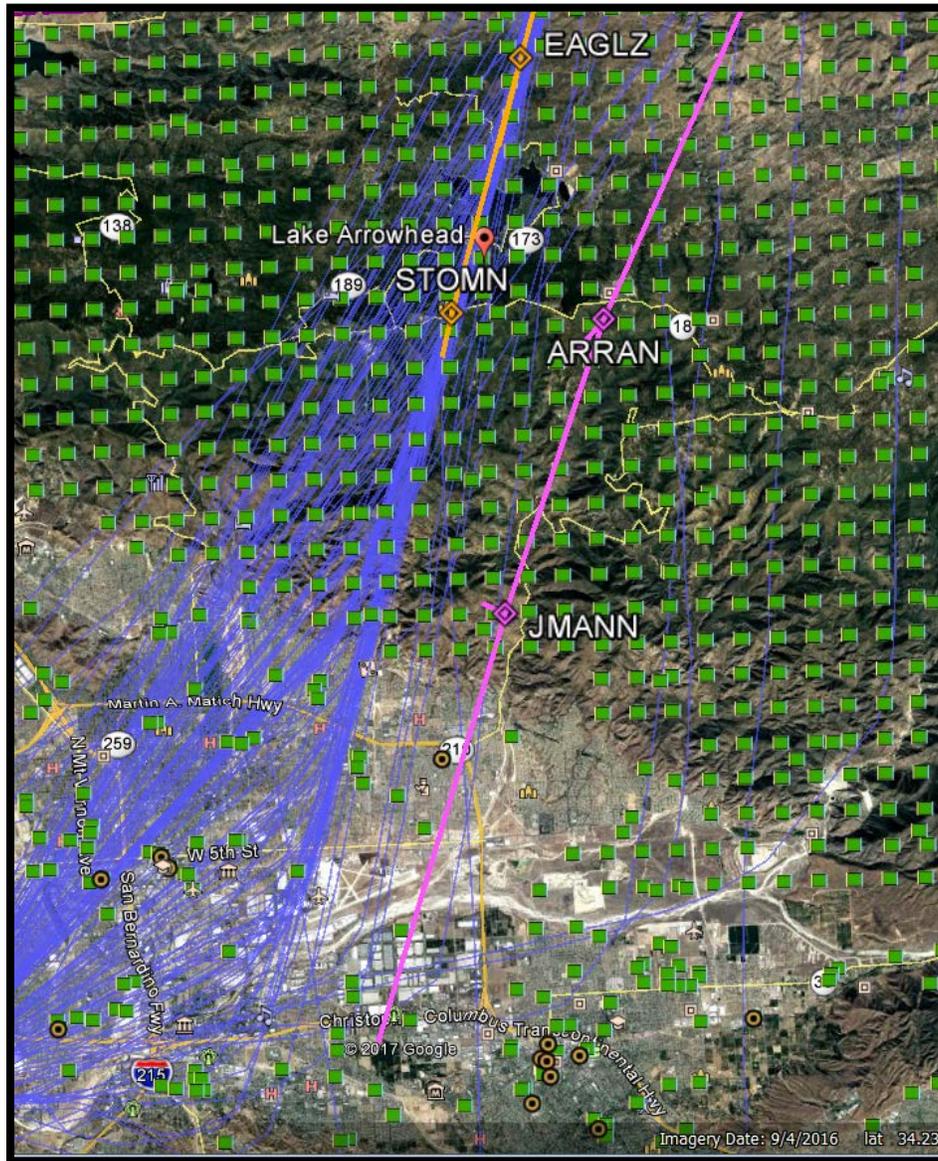
Attachment D – Proposed JCKIE ONE STAR Relative to Representative Nighttime EAGLZ TWO STAR Flight Tracks (60 Days)



| Legend | |
|---|---|
|  | JCKIE ONE STAR (RNAV) |
|  | EAGLZ TWO STAR (RNAV) |
|  | Representative Nighttime Arrival Tracks (60 days) |

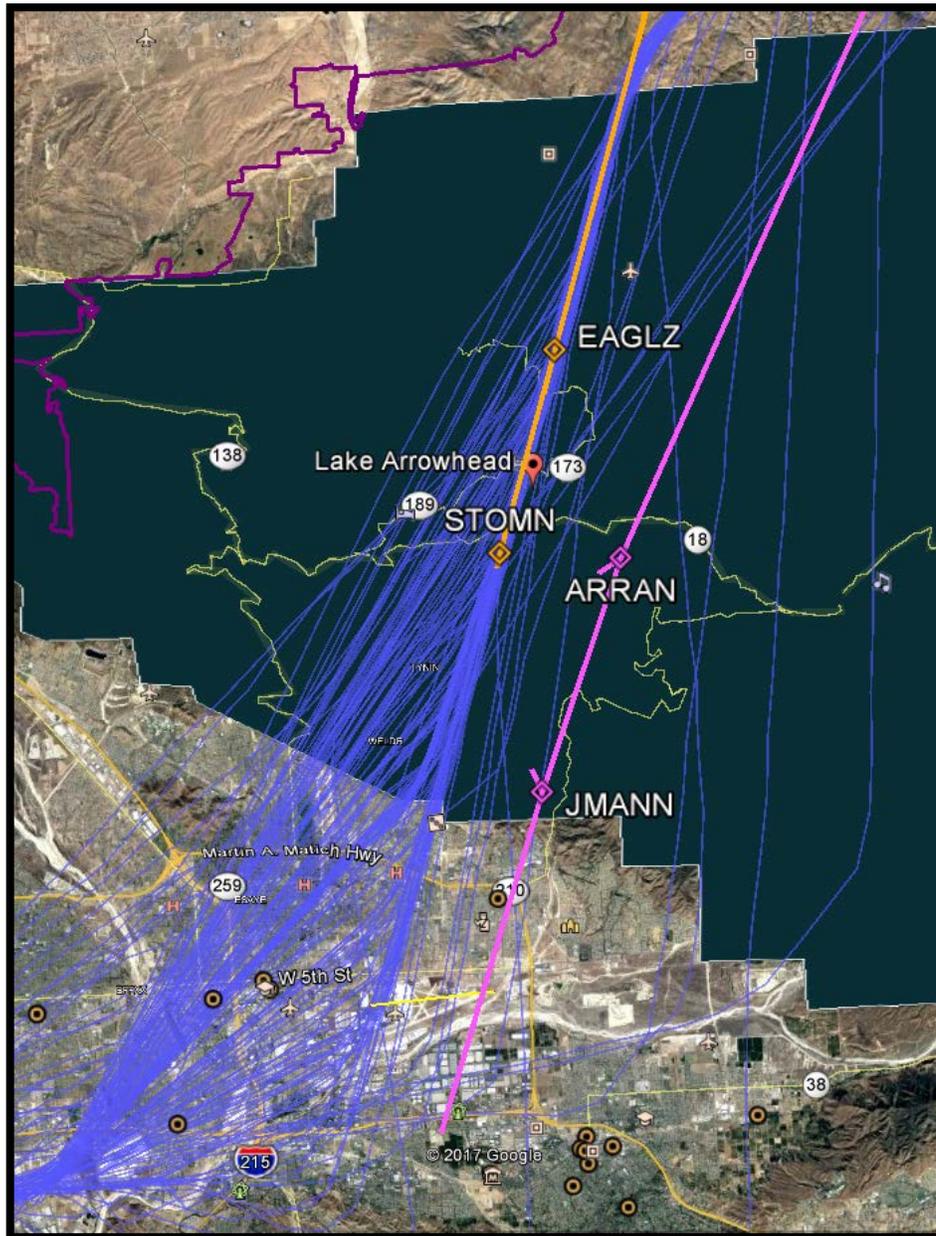
Appendix 5. Air Traffic Initial Environmental Review

Attachment E – Proposed JCKIE ONE STAR Relative to National Historic Register Properties And DOT 4F Properties



| Legend | |
|---|---|
|  | DOT 4F Properties |
|  | National Register of Historic Places |
|  | JCKIE ONE STAR (RNAV) |
|  | EAGLZ TWO STAR (RNAV) |
|  | Representative Nighttime Arrival Tracks (60 days) |

Appendix 5. Air Traffic Initial Environmental Review
Attachment F – Land Use in the Vicinity of the Proposed Project



| Legend | |
|---|---|
|  | JCKIE ONE STAR (RNAV) |
|  | EAGLZ TWO STAR (RNAV) |
|  | Representative Nighttime Arrival Tracks (60 days) |
|  | San Bernardino National Forest |

Appendix 5. Air Traffic Initial Environmental Review
Attachment G – California State Historic Preservation Consultation



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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

RE: Section 106 Consultation for the proposed establishment of a nighttime arrival into Ontario International Airport

Dear Ms. Polanco,

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 CFR Part 800, invite you to participate in consultation for the proposed implementation of a new nighttime aircraft arrival into Ontario International Airport (ONT), located in Ontario, California. The proposed procedure, termed JCKIE ONE Area Navigation (RNAV) Standard Instrument Arrival (STAR), is designed to provide a night time arrival procedure for aircraft arriving at ONT from the east to be used in lieu of the existing EAGLZ ONE STAR procedure between the hours of 11pm and 7am. The FAA has determined that the proposed procedure is an “undertaking” under NHPA.

Proposed Action

During the post-implementation review of the Southern California Metroplex project, FAA assessed use of the EAGLZ ONE STAR, and determined it may be operationally feasible to use an alternate arrival path into ONT in some nighttime conditions. The alternative path can be used when the Long Beach Airport (LGB) and John Wayne Airport, Orange County (SNA) DSNEE and ROOBY STARs do not conflict with the ONT arrival procedures, which occurs when the LGB/SNA DSNEE and ROOBY STARs are not in use due to airport curfews. The FAA design team determined that the JCKIE ONE STAR procedure could operate between the approximate hours of 11 p.m. to 7 a.m. and would be flown by approximately four to six aircraft per night. This alternative routing will maintain the level of safety and efficiency created by the EAGLZ STAR and enhance efficiency.

Area of Potential Effect

Federal regulations define the Area of Potential Effect (APE) as the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character of use of historic properties, if any such properties are present. The FAA has defined the APE for this proposed action to be an area encompassing the segments of potential change between current arrival flight tracks on the EAGLZ ONE STAR and the proposed JCKIE ONE STAR procedure. This is an approximately 110 square mile area. See Attachment A- Proposed JCKIE ONE STAR APE.

The proposed APE includes one listing on the National Register of Historic Places. According to the National Register of Historic Places (NRHP) online map tool, the proposed procedure would fly over the Highland Historic District, which is roughly bounded by Cole and Nona Ave. to Pacific and Church Streets, in the city of Highland. This district is bordered on the north by the Martin A. Matich Highway and the 210 freeway to the east. Aircraft arriving to LAX, LGB and SNA currently fly over the district. Per the NRHP website, the feature or attribute of quiet was not indicated for this historic district. The FAA requests your concurrence on the defined APE and input regarding any additional information you have pertaining to properties eligible for listing on the NRHP with in the APE.

Determination of Effects to Historical, Archaeological and Cultural Resources

The FAA undertaking is entirely airspace based. Because of the nature of the FAA Proposed Action, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on resources listed on or eligible to be listed on the NRHP. Therefore, the determination of adverse effects is limited to identification of indirect effects related to diminishing the integrity of a property. Indirect effects include changes in noise, vehicular traffic, light emissions, or other changes that could interfere substantially with the use or character of the historic building or structure or traditional cultural resource. Archaeological resources eligible only under Criterion D would not be indirectly affected by noise.

The primary basis for determining if there are indirect adverse effects of the undertaking on historic and cultural resources is the degree of increase in aircraft noise exposure level between the Proposed Action and the No Action Alternative. The FAA's noise significance threshold is defined as:

- Day-Night Average Sound Level (DNL) +1.5 decibels (dB) or more in areas exposed to the DNL 65 dB and higher

The FAA analysis for potential indirect adverse effects considered the change in aircraft noise exposure level measured in decibels. In addition, if the analysis identified a reportable noise increase, the FAA further considered whether the reportable noise increase would result in the potential for indirect adverse effects. The criteria for determining a reportable noise increase represents a change in noise exposure levels when comparing the Proposed Action with the No Action Alternative, of:

- DNL +3 dB or more, within areas exposed to the DNL 60 - 65 dB
- DNL +5 dB or more, within areas exposed to the DNL 45 - 60 dB

The results of the noise screening indicate that no threshold noise criteria are reached as a result of the implementation of the Proposed Action. While the model indicated a minor increase of .4 dB to the DNL near the historic district, this is well below the levels requiring additional action as described above. See Attachment C – TARGETS Noise Screening Results. Please note, The Targets Noise Plugin tool requires a larger area designated than the APE in order to capture the No Action Alternative aircraft tracks. Aircraft arriving and departing other airports within the region overfly the APE, thus, implementation of the FAA proposed action would not create a significant indirect visual effect on the archaeological resources located within the APE. See Attachment D - APE with Representation of Existing Southern California Flight Tracks.

significant indirect visual effect on the archaeological resources located within the APE. See Attachment D - APE with Representation of Existing Southern California Flight Tracks.

As a result of the FAA's analysis, the FAA proposes to make a determination of "no adverse effect" on historic properties under 36 C.F.R. 800.5. Additional information supporting this finding, including a description of the FAA's undertaking and its effect on historic properties and other information required under 36 C.F.R. 800.11(e) are included in this letter and the attachments.

Request for Further Information and Concurrence

Based on the above discussion, the FAA requests your concurrence with the finding of no historic properties or other archaeological or cultural resources adversely affected for this undertaking.

We look forward to a response within 30 days. If you need any further information or wish to discuss the project, please contact Janelle Cass at (425) 203-4533 or by email Janelle.Cass@FAA.GOV.

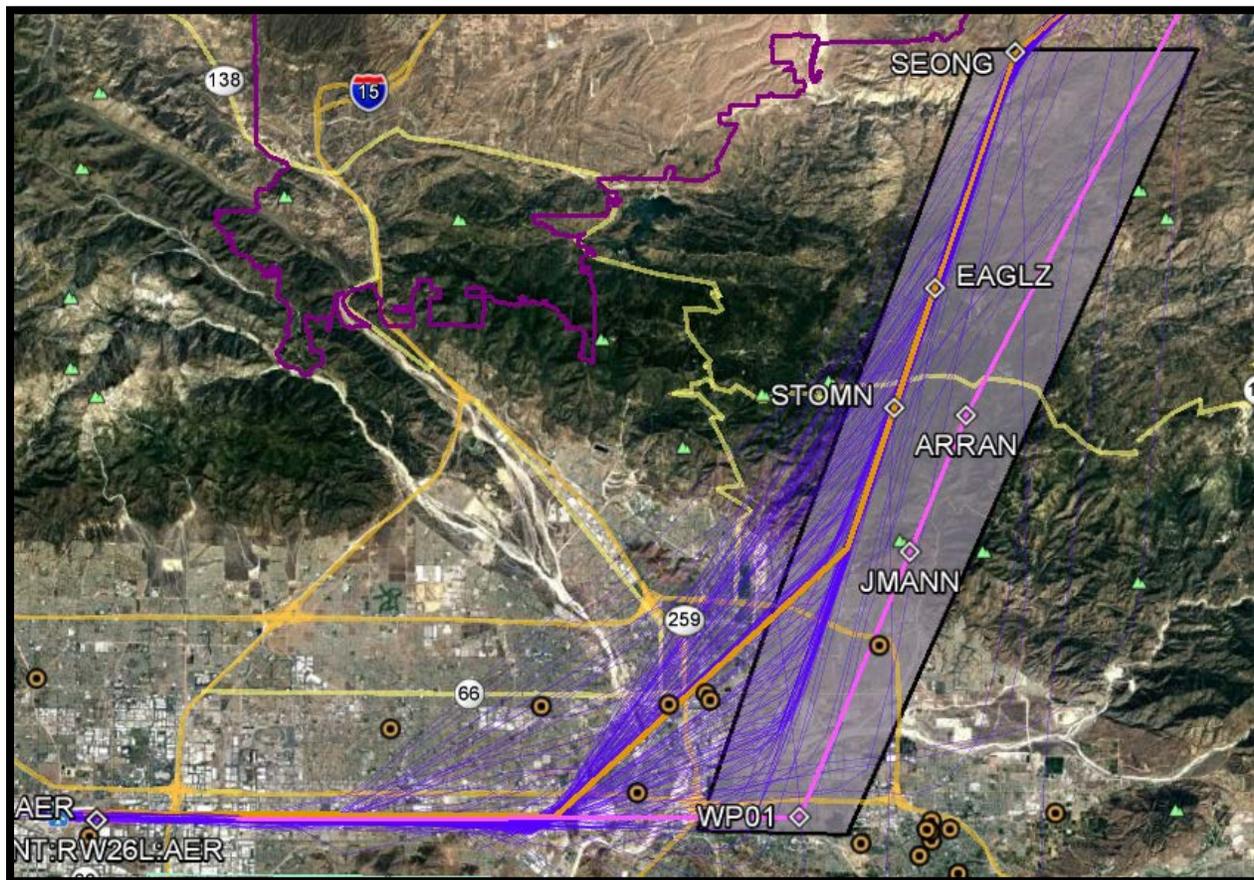
Sincerely,



Shawn M. Kozica
Group Manager
Operations support Group
Western Service Center

Attachments:

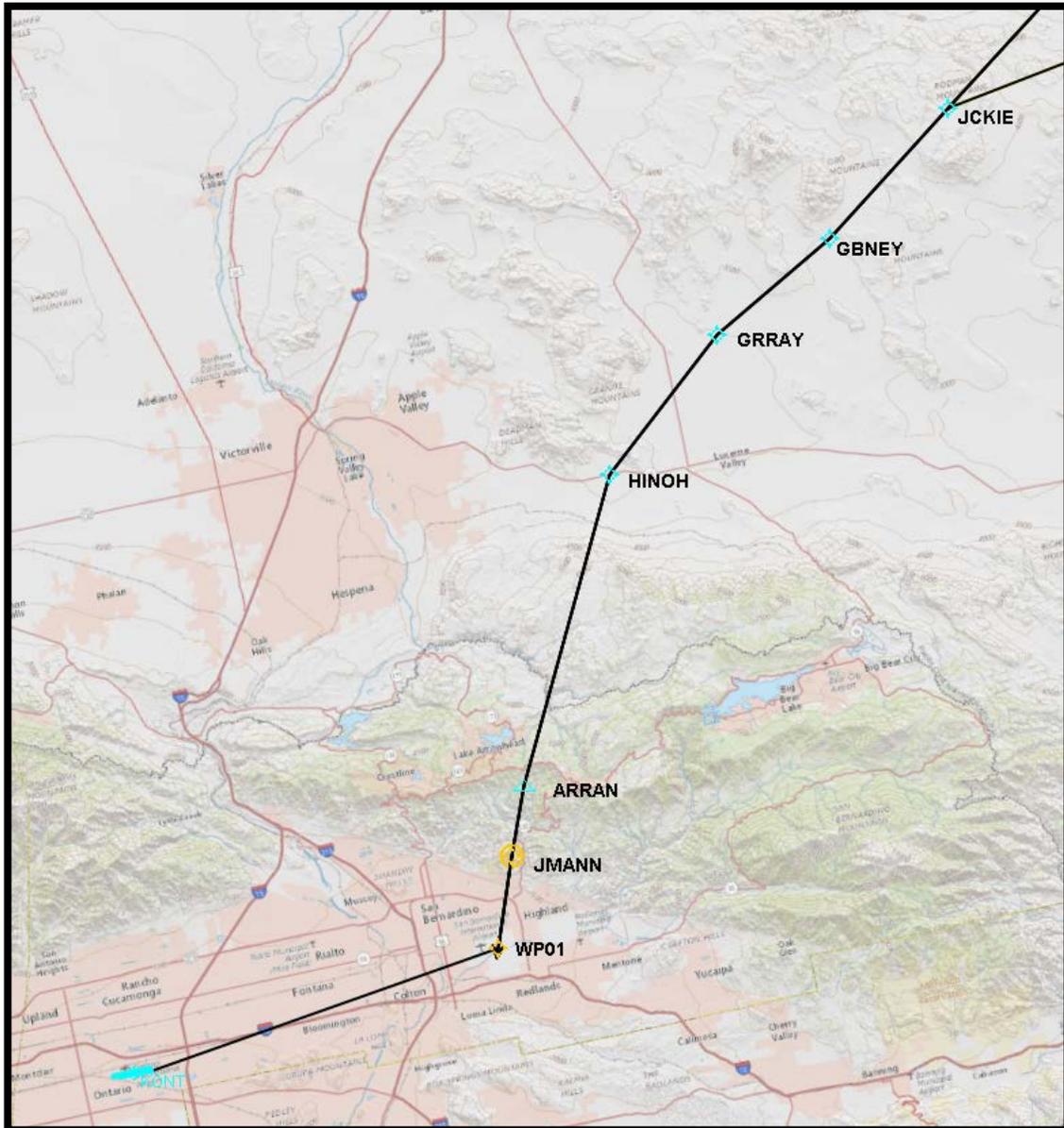
Attachment A – Proposed JCKIE ONE STAR APE



| Legend | |
|--------|---|
| | National Register of Historic Places |
| | JCKIE ONE STAR (RNAV) |
| | EAGLZ ONE STAR (RNAV) |
| | Representative Existing Nighttime Arrival Tracks (60 days). (Arrival tracks would shift into the APE under the Proposed Action) |

Historic Place Name: Highland Historic District
 Address: Roughly bounded by Cole and Nona Ave., Pacific and Church Sts.
 City: Highland
 County: San Bernardino
 State: CALIFORNIA
 Geographic Coordinates:
 Latitude: 34.12798
 Longitude: -117.209
 NPS Reference Number: 01000333
 Date Listed: 20010405

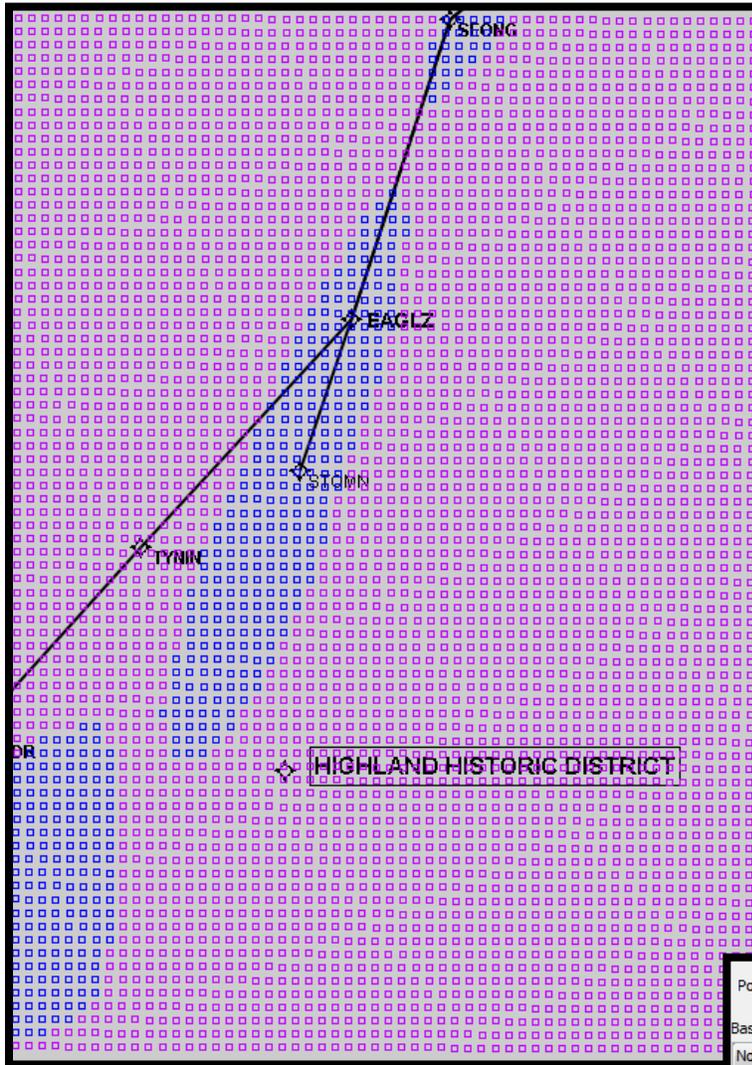
Attachment B – Proposed KONT JCKIE ONE STAR Procedure



| Waypoint | Altitude Ft (MSL) |
|---|--------------------------------------|
| Prior to JCKIE altitudes are the same as the ONT EAGLZ STAR | |
| JCKIE | 17000/ 19000 |
| GBNEY | 14000/16000 |
| GRRAY | 11000/14000 |
| HINOH | At or Above 11000 |
| ARRAN | At or Above 10000 Maintain 250 Knots |
| After WP1, traffic will be vectored to ONT either runway 26 Left or 26Right for the final approach course | |

Attachment C – TARGETS Noise Screening Results

Noise Results No Action scenario



——— EAGLZ ONE STAR

Point Set Name: :s No_Action_Alternative Single Case Comparison

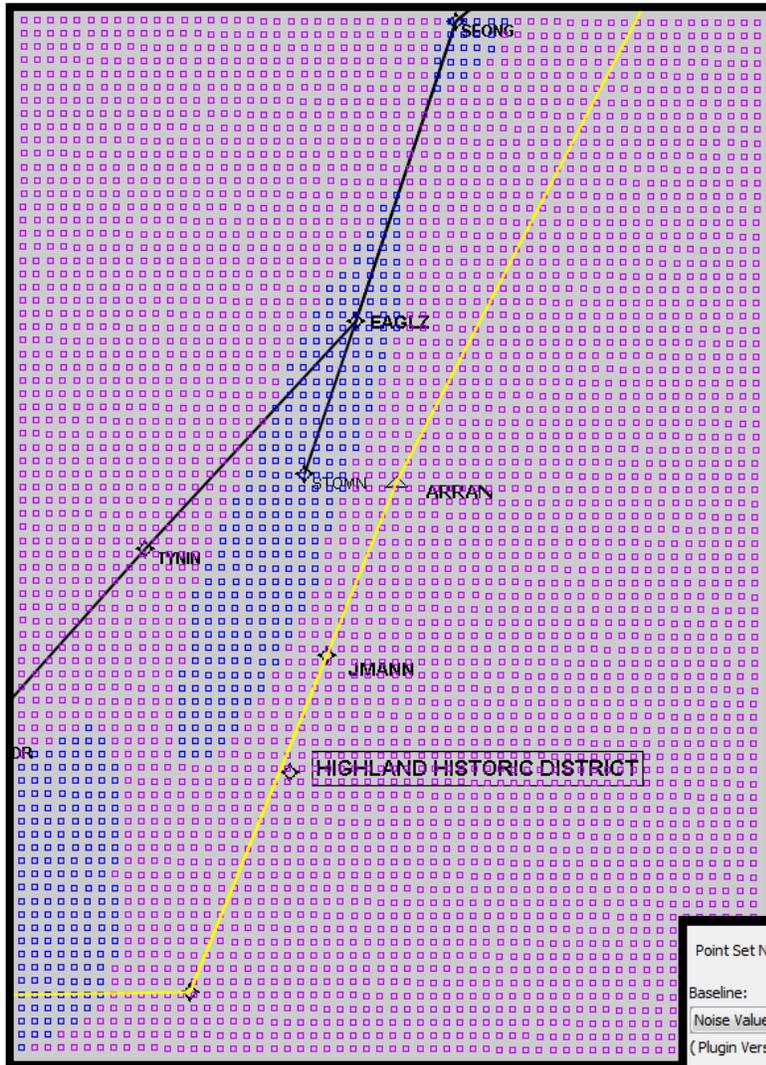
Baseline: Noise Values No_Action_Alternative Alternative: Noise Values Proposed_Action_Alternative

(Plugin Version:5.2.0.3) (Plugin Version:5.2.0.3)

- Show Points Noise < 45.0 dB [Set Color](#)
- Show Points 45.0 <= Noise < 50.0 dB [Set Color](#)
- Show Points 50.0 <= Noise < 55.0 dB [Set Color](#)
- Show Points 55.0 <= Noise < 60.0 dB [Set Color](#)
- Show Points 60.0 <= Noise < 65.0 dB [Set Color](#)
- Show Points 65.0 <= Noise < 70.0 dB [Set Color](#)
- Show Points 70.0 <= Noise < 75.0 dB [Set Color](#)
- Show Points 75.0 <= Noise [Set Color](#)

| Percentage of Noise Grid Points by DNL Range | | | | | |
|--|---------|-----------|-----------|-----------|---------|
| % 65+dB | % 65-60 | % 60-55dB | % 55-50db | % 45-50db | % <45dB |
| 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 89.0 |

Noise Results Proposed Action scenario



| | |
|--|----------------|
| | EAGLZ ONE STAR |
| | JCKIE ONE STAR |

Point Set Name: Single Case Comparison

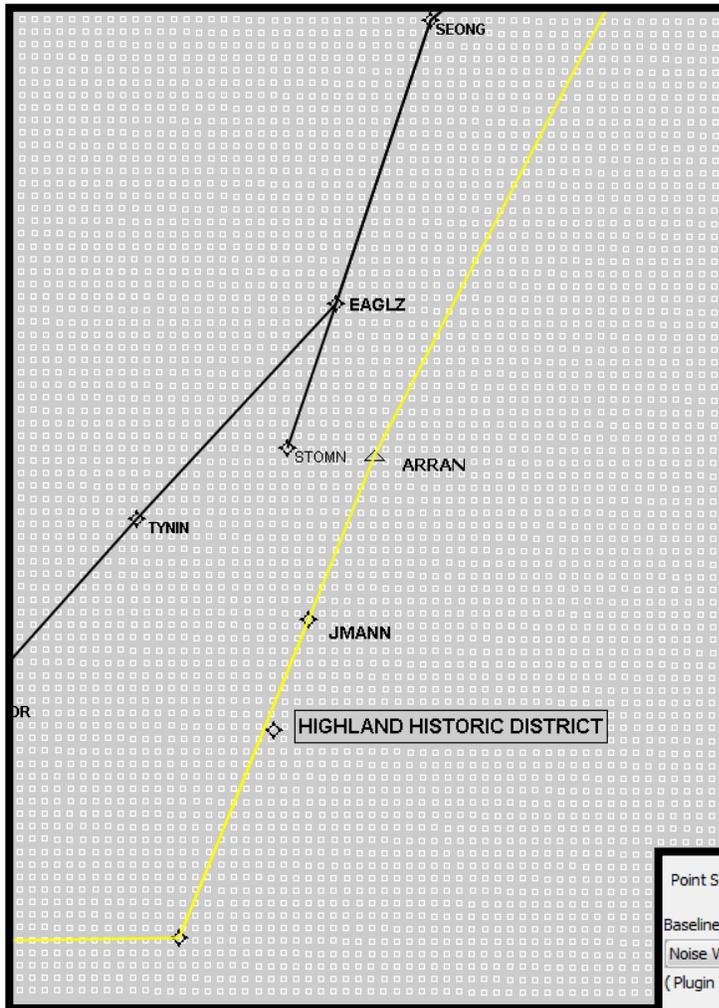
Baseline: Alternative:

(Plugin Version:5.2.0.3) (Plugin Version:5.2.0.3)

- Show Points Noise < 45.0 dB
- Show Points 45.0 <= Noise < 50.0 dB
- Show Points 50.0 <= Noise < 55.0 dB
- Show Points 55.0 <= Noise < 60.0 dB
- Show Points 60.0 <= Noise < 65.0 dB
- Show Points 65.0 <= Noise < 70.0 dB
- Show Points 70.0 <= Noise < 75.0 dB
- Show Points 75.0 <= Noise

| Percentage of Noise Grid Points by DNL Range | | | | | |
|--|---------|-----------|-----------|-----------|---------|
| % 65+dB | % 65-60 | % 60-55dB | % 55-50db | % 45-50db | % <45dB |
| 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 89.3 |

Comparison of the No Action scenario and the Proposed Action scenario



| | |
|---|----------------|
|  | EAGLZ ONE STAR |
|  | JCKIE ONE STAR |

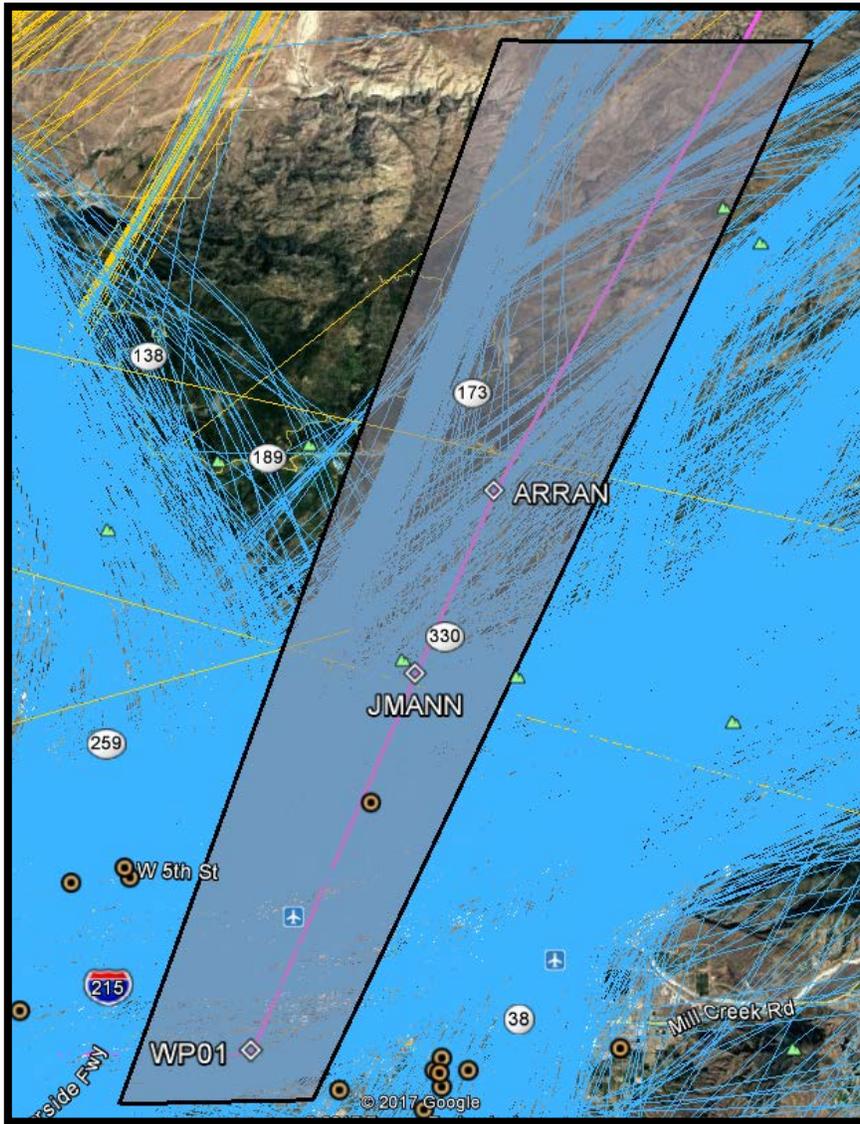
Point Set Name: :s No_Action_Alternative Single Case Comparison

Baseline: Noise Values No_Action_Alternative Alternative: Noise Values Proposed_Acrction_Alternative
 (Plugin Version:5.2.0.3) (Plugin Version:5.2.0.3)

| | | | |
|--|--------------------|--------------------|--|
| <input checked="" type="checkbox"/> Show | > <= BASE < 60 dB; | <= (BASE - 5.0 dB) | <input type="button" value="Set Color"/> |
| <input checked="" type="checkbox"/> Show | > <= BASE < 65 dB; | <= (BASE - 3.0 dB) | <input type="button" value="Set Color"/> |
| <input checked="" type="checkbox"/> Show | > 5 dB < BASE; | <= (BASE - 1.5 dB) | <input type="button" value="Set Color"/> |
| <input checked="" type="checkbox"/> Show | > 5 dB <= ALT; | >= (BASE + 1.5 dB) | <input type="button" value="Set Color"/> |
| <input checked="" type="checkbox"/> Show | B <= ALT < 65 dB; | >= (BASE + 3.0 dB) | <input type="button" value="Set Color"/> |
| <input checked="" type="checkbox"/> Show | B <= ALT < 60 dB; | >= (BASE + 5.0 dB) | <input type="button" value="Set Color"/> |

| Noise Impact Results | | | | | | |
|----------------------|------------------------------------|------------------------------|------------|-----------|--------|----------|
| Significant | Reportable | | %No Change | Decreases | | |
| | % Orange >60 but < 65 +3.0dB | % Yellow 45- 60 + 5 dB | | % Green | % Blue | % Purple |
| % Red 65 +1.5 dB | 0 | 0 | 100 | 0 | 0 | 0 |

Attachment D – APE with Representation of Existing Southern California Flight Tracks



| Legend | |
|---|---------------------------------------|
|  | National Register of Historic Places |
|  | JCKIE ONE STAR (RNAV) |
|  | Representative Existing Flight Tracks |

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



November 13, 2017

SHPO Reference #: FAA_2017_1101_001

Shawn M. Kozica
Operations Support Group
Office of Air Traffic Organization
1601 Lind Avenue Southwest
Renton, Washington 98057

RE: Establishment of Nighttime Arrival into Ontario International Airport, Ontario, California

Dear Ms. Kozica:

The U.S. Department of Transportation Federal Aviation Administration (FAA) is consulting with the California State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended. The FAA is requesting SHPO concurrence with a finding of No Adverse Effect to Historic Properties.

The FAA plan to establish a night time arrival procedure for aircraft at Ontario International Airport from the east. This new route will be used in lieu of the existing procedure.

The FAA defines the Area of Potential Effects (APE) for this undertaking as an approximately 110 square mile area beneath the proposed flight path.

In an effort to identify historic properties in the APE, the FAA consulted a National Register of Historic Places online map tool. According to the map, the Highland Historic District is located in the APE. The district is bounded by Cole and Nona Avenue to Pacific and Church Streets in the City of Highland in San Bernardino County. According to FAA noise exposure modeling, the use of the proposed night time route will not increase sound levels beneath the flight path to a level sufficient to affect historic properties.

Having reviewed the FAA's submittal, SHPO has the following comments.

- 1) The APE appears adequate to account for direct and indirect effects to historic properties;

- 2) SHPO concurs that the undertaking, as described, will not adversely affect historic properties;
- 3) Please be reminded that in the event of an inadvertent discover or change in the scale or scope of the undertaking, the FAA may have additional consultation responsibilities under 36 CFR Part 800.

If the FAA has questions or comments, please contact the State Historian Tristan Tozer at (916) 445-7027 or via e-mail at Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer