Facility:	Western Service Center Operations Support Group	**Date:**	May 2019
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NOTE: This initial environmental review provides basic information about the proposed action 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 appropriate environmental document. If the Instrument Flight Procedure (IFP) Environmental Pre-Screening Filter Tool (EFPT) was used to initiate the environmental review process, this form is not required.

Section 1: Proposed Project Description

Describe the proposed project. Include general information identifying procedure(s) and/or airspace action(s) to be implemented and/or amended. Identify the associated airports and/or facilities.

The Federal Aviation Administration (FAA) proposes the creation of the JCKIE TWO Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) at Ontario International Airport (ONT), in Ontario, California. In addition, the existing Required Navigation Performance (RNPs) to Runway 26 will be adjusted to accommodate the JCKIE TWO STAR. This arrival procedure, also referred to as "JCKIE TWO STAR", is the proposed action (Proposed Action) for this Initial Environmental Review (IER); the details of the Proposed Action are provided below.

The proposed JCKIE TWO STAR procedure at ONT was designed with RNAV and Global Position System (GPS) navigation, which enables a precise and repeatable path for aircraft. The FAA identified an opportunity to consolidate two routes, provide the required separation from other air traffic routes and address community concerns regarding aircraft overflights.

Section 2: Purpose and Need

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

The proposed JCKIE TWO STAR procedure is designed with RNAV (GPS) guidance for arriving aircraft. There are two STARS into ONT including the EAGLZ and the JCKIE ONE RNAV STARs. The EAGLZ was designed through the Southern California Metroplex Project (SoCal Metroplex) and the JCKIE ONE STAR was designed post implementation of the SoCal Metroplex as a night time only procedure. The JCKIE ONE STAR is not currently operated during the day time due to conflicting traffic on the DNSEE STAR that are arriving into John Wayne-Orange County Airport (SNA) and Long Beach Airport (LGB). The EAGLZ STAR is used during the day.

After further review and design work, the FAA identified an opportunity to merge the JCKIE ONE STAR and EAGLZ STAR procedures into one procedure. This requires altitude modifications, adding runway transitions and some lateral route shifts to more closely align the route with existing JCKIE ONE STAR. The new JCKIE TWO STAR provides separation from conflicting arrival traffic from SNA and LGB airports while addressing community concerns regarding aircraft overflights. The EAGLZ STAR will be cancelled when JCKIE TWO STAR is published.

Is the proposed action the result of a user or community request or regulatory mandate?

☒ Community Request ☐ Regulatory Mandate ☐ User ☒ Other

Describe what necessitates this proposed action

The proposed action will provide a more efficient airspace and may address community concerns regarding aircraft overflights. The community of Lake Arrowhead is requesting the change and FAA has determined that airspace operational efficiency would be improved.

Describe the operational and/or environmental benefits that may result if this proposed action is implemented.

The proposed JCKIE TWO STAR increases efficiency of the airspace by reducing automation and other conflicts that are present with two STARs at ONT. The proposed action also allows for separation from conflicting arrival traffic using the DNSEE STAR into SNA and LGB Airports and improves efficiency by connecting the JCKIE TWO STAR to the Instrument Approach Procedure at ONT.

Is a reduction of fuel cost and/or natural energy consumption anticipated as a result of the proposed action?

☐ Yes ☒ No ☐ N/A

If "**Yes**", can it be quantified? ☐ Yes ☐ No

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

It is unknown whether there will be a reduction in fuel costs and/or energy consumption.

Describe the existing procedure(s) (the no action alternative) in full detail. Provide the necessary chart(s) depicting the current procedure(s). 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 two STARS into ONT including the EAGLZ STAR and the JCKIE ONE STAR. The EAGLZ STAR was designed through the Southern California Metroplex Project (SoCal Metroplex) and the JCKIE ONE STAR was designed post implementation of the SoCal Metroplex as a night time only procedure. Please see Attachment A.

ONT aircraft include commercial airlines, general aviation, air taxi, private business and some military aircraft. Please see Attachment B.

Describe the proposed action, 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 ONT JCKIE TWO STAR procedure is designed with RNAV (GPS) guidance for arriving aircraft. There are two STARS into ONT including the EAGLZ and the JCKIE ONE RNAV STARs. The EAGLZ was designed through the Southern California Metroplex Project (SoCal Metroplex) and the JCKIE ONE STAR was designed post implementation of the SoCal Metroplex as a night time only procedure. The JCKIE ONE STAR is not operated during the day-time due to conflicting traffic on the DNSEE STAR that are arriving into John Wayne-Orange County Airport (SNA) and Long Beach Airport (LGB). The EAGLZ STAR is used during the day.

Please see Attachment C, Proposed JCKIE TWO STAR.

The FAA identified an opportunity to merge the JCKIE ONE STAR and EAGLZ STAR procedures into one. This requires altitude modifications, adding runway transitions and some lateral route shifts to more closely align the route with existing JCKIE ONE STAR. The new JCKIE TWO STAR provides separation from conflicting arrival traffic from other airports while addressing community concerns regarding aircraft overflights. The EAGLZ STAR will be cancelled when JCKIE TWO STAR is published.

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, Model: **Click Here** to enter model ☐ No

If "Yes," provide a summary of the output from the modeling below.

Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) software was used for the design of the proposed procedure.

Will there be actions affecting changes in aircraft flights between the hours of 10 p.m. – 7 a.m. local?

☒ Yes ☐ No

Describe the hours.

The proposal is to operate the JCKIE TWO RNAV STAR twenty-four hours per day.

Is a preferential runway use program presently in effect for the affected airport(s), formal or informal?

☐ Yes ☒ No

Describe the runway use program

Will airport preferential runway configuration use change as a result of the proposed action?

☐ Yes ☒ No

Describe the runway configuration use.

Is the proposed action primarily designed for Visual Flight Rules (VFR), Instrument Flight Rules (IFR) operations, or both?

☐ VFR ☒ IFR ☐ Both

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

Will there be a change in takeoff power requirements?

☐ Yes ☒ No

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

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?

There is not expected to be an increase in operations due to the proposed action.

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

If noise analysis was performed using the FAA's Aviation Environmental Screening Tool (AEST), TARGETS Environmental Plug-In, Aviation Environmental Design Tool (AEDT), or other FAA approved noise screening methodology, provide a summary of the results (and/or attach a copy of the noise screening analysis results).

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures,* the Western Service Center (WSC) Operations Support Group (OSG) completed a noise screening using the TARGETS Aviation Environmental Design Tool (AEDT) Environmental Noise Plug-in. This tool was utilized to assess potential noise impacts resulting from implementation of the proposed JCKIE TWO STAR procedure at ONT.

Flight tracks for the proposed JCKIE TWO STAR procedure are expected to generally mimic existing flight tracks. Historical radar track data was obtained from the FAA's Performance Data and Analysis Reporting System (PDARS). Forty-five (45) days of data were gathered (using a random day generator) between January 1 and December 31, 2018. Please see Attachment D for example of track data.

A study area was developed to wholly contain the area of change of the proposed changes. A grid point analysis with 0.25 nautical mile evenly spaced centroids was performed within the study area to determine the no-action impacts compared to the proposed action impacts. The results of the noise screening indicated no significant or reportable noise increases are anticipated with implementation of the proposed action.

Note: FAA Order 1050.1F, the significance threshold for a noise impact is determined by assessing whether the proposed action scenario, when compared to the no-action scenario, would result in an increase in noise by Day-Night Average Sound Level (DNL) 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level. An area is considered noise sensitive if aircraft noise potentially interferes with the normal activities associated with the use of the land.

Section 3. Alternatives

Are there alternatives to the proposed action?

☒ Yes ☐ No

If "**Yes**," describe below any alternatives to the proposed action.

No action (continue with current utilization of JCKIE ONE STAR and EAGLZ STAR procedures).

Please provide a summary description of alternatives eliminated and why.

The 'no action' alternative was eliminated, as it does not enhance the safety and efficiency of the NAS. Conversely, adoption of the JCKIE TWO STAR procedure improves the efficiency of the airspace and potentially providing some aircraft overflight relief.

Section 4. Environmental Review and Evaluation

The determination of whether a proposed action may have a significant environmental effect is made by considering any requirements applicable to the specific environmental impact categories discussed below [see FAA Order 1050.1, Appendix B].

Describe the Affected Environment

Describe the existing land use, including noise sensitive areas if any, in the vicinity of the proposed action.

The land use descriptions focuses on general land use in the vicinity of the JCKIE TWO STAR procedure. The study area is populated with residential and recreational uses. The community of Lake Arrowhead is considered a noise sensitive area.

Lake Arrowhead is an unincorporated community and a census-designated place in the San Bernardino Mountains of San Bernardino County, California, within the San Bernardino National Forest, surrounding the Lake Arrowhead Reservoir.

Will the proposed action introduce air traffic over noise sensitive areas not now affected?

☐ Yes ☒ No

Describe below.

The proposed JCKIE TWO STAR is expected to address community concerns regarding aircraft overflights over Lake Arrowhead while providing airspace operational efficiency benefits.

Extraordinary Circumstances

As stated in FAA Order 1050.1, paragraph 5-2. b., extraordinary circumstances exist when a proposed action meets both of the following criteria:

- Involves any of the following circumstances and,
- May have a significant impact (see 40 CFR 1508.4).

Air Quality

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

Comment below.

According to FAA Order 1050.1F, Exhibit 4-1, an emissions impact is significant if "[t]he action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the EPA under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations."

Under section 176(c)(4)) of the Clean Air Act (42 U.S.C. § 7506(c)) and EPA regulations at 40 CFR Parts 51 and 93 (commonly referred to as the General Conformity Rule), the FAA must ensure that its activities do not cause or contribute to new violations of the NAAQS; worsen existing violations of the NAAQS or delay attainment of the NAAQS. When developing the General Conformity Rule, the EPA recognized that many actions conducted by Federal agencies do not result in substantial increases in air pollutant emissions in nonattainment and maintenance areas. Therefore, the EPA established threshold levels (also referred to as *de minimis* levels) for emissions of each of the criteria pollutants. When the sum of the increases of direct and indirect emissions from a project would be less than the *de minimis* levels, a project would not require a general conformity determination.

The General Conformity Rule also allows Federal agencies to develop a list of actions that are presumed to conform to a State Implementation Plan (SIP).[1] This can be done by clearly demonstrating that the total of direct and indirect emissions from these types of activities would not cause or contribute to any new violation of any standard in any area; interfere with provisions in the applicable SIP for maintenance of any standard; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area including emission levels specified in the applicable SIP. Alternatively, Federal agencies can establish actions that are presumed to conform by providing documentation that emissions from these types of actions are below the applicable *de minimis* levels. The FAA published a list of Presumed to Conform activities in the Federal Register on July 30, 2007.[2] That list exempts the conformity-determination requirement all "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations." The exemption does not only apply above the mixing height. The Federal Register notice explains that longstanding research indicates that any operations above 1,500 feet AGL have, "little if any effect on emissions and ground concentrations." Operations at that low altitude are tightly constrained by any number of factors. "Accordingly, air traffic actions below the mixing height are also presumed to conform when modifications to routes and procedures are designed to enhance operational efficiency, increase fuel efficiency, or reduce community noise impacts by means of thrust reductions."[3]

Evaluation: Will implementation of proposed action result in 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. b. (8)]

☐ Yes ☒ No

Comment below.

The FAA's Presumed to Conform list includes "Air Traffic Control Activities and Adopting Approach, Departure and En Route Procedures for Air Operations." Air traffic control activities are defined for this purpose as "actions that promote the safe, orderly, and expeditious flow of aircraft traffic, including airport, approach, departure, and en route air traffic control. Airspace and air traffic actions (e.g., changes in routes, flight patterns, and arrival and departure procedures) are implemented to enhance safety and increase the efficient use of airspace by reducing congestion, balancing controller workload, and improving coordination between controllers handling existing air traffic, among other things."[4] FAA determined that project-related aircraft emissions released into the atmosphere below the inversion base for pollutant containment, commonly referred to as the ''mixing height,'' (generally 3,000 feet above ground level) can be presumed to conform when modifications to routes and procedures are designed to enhance operational efficiency (i.e., to reduce delay), increase fuel efficiency, or reduce community noise impacts by

[1] A SIP is a collection of regulations and documents used by a state, territory, or local air district to reduce air pollution in areas that do not meet NAAQS.
[2] 72 Fed. Reg. 41565
[3] 72 Fed. Reg. 41578.
[4] 72 Fed. Reg. 41578

means of engine thrust reductions.[5] The JCKIE TWO STAR falls within the FAA's Presumed to Conform list of covered air traffic-related activities because it is an upgrade in technology that is expected to increase airspace efficiency.

Biological Resources (including Wildlife and Waterfowl: Endangered/Threatened Species; Critical Habitat)

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

☐ Yes ☒ No

Identify areas below.

An evaluation of the study area using Google Earth was conducted to determine the presence of wildlife and/or waterfowl refuge/management areas; none were identified.

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

If "**Yes**," identify endangered or protected species.

At what altitude would aircraft overfly these habitats?

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

Evaluation: Will implementation of the proposed action result in an impact on natural, ecological or biological resources of federal, tribal, state, or local significance (e.g., 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. b. (3)]

☐ Yes ☒ No (An impact to biological resources is not anticipated)

If "**Yes**," enter comments below.

Climate

Note: The FAA has not established a significance threshold for climate. The Council on Environmental Quality (CEQ) has noted that "…it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand."[6] Accordingly, it is not useful to attempt to determine the significance of such impacts. [See FAA Order 1050.1, Desk Reference 3.1.4]

Coastal Resources

Note: Coastal resources include both coastal barriers and coastal zones.

[5] 72 Fed. Reg. 41578

[6] Draft NEPA Guidance on *Consideration of the Effects of Climate Change and Greenhouse Gas Emissions,* CEQ (2010). http://ceq.hss.doe.gov/nepa/regs/Consideration_of_Effects_of_GHG_Draft_NEPA_Guidance_FINAL_02182010.pdf

Are there designated coastal resources in the affected area?

☐ Yes ☒ No

Identify below.

Will implementation of the proposed action result in any construction or development or any physical disturbances of the ground?

☐ Yes ☒ No

Evaluation: Will implementation of the proposed action result in an impact in relation to coastal resources? [See FAA Order 1050.1, paragraph 5-2. b. (4)]

☐ Yes ☒ No (An impact to coastal resources is not anticipated)

If "**Yes**," enter comments below.

Department of Transportation Act, Section 4(f)

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?

☐ Yes ☒ No

Identify below.

Section 4(f) of the U.S. DOT Act of 1966 (now codified at 49 U.S.C. § 303) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, public and private historic sites. A search using Google Earth using data from National Parks and US Fish and Wildlife found no properties in the study area.

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

Evaluation: Will implementation of the proposed action result in 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 (An impact to Section 4(f) resources is not anticipated)

If "Yes," enter comments below.

The proposed action will not result in noise levels at properties protected by Section 4(f) that are incompatible with the land uses specified in the Part 150 guidelines. In addition, the results of the noise screening indicated no significant or reportable changes in noise exposure levels as a result of the proposed action. Furthermore, the proposed action does not involve land acquisition, physical disturbance, or construction activities. Therefore, the FAA concluded the proposed action will not result in a physical disturbance or constructive use of properties protected by Section 4(f).

Farmlands

Are the following resources present: National Resources Conservation designated prime and unique farmlands or, state, or locally important farmlands including pastureland, cropland, and forest? [See FAA Order 1050.1, paragraph 5-2. b. (4)]

☐ Yes ☒ No

Identify below.

There are no prime or unique farmlands in the study area and the project will not result in any ground disturbance that would affect any farmlands.

Evaluation: Will the implementation of the proposed action involve the development of land regardless of use, or have the potential to convert any farmland to non-agriculture uses?

☐ Yes ☒ No (An impact to farmland resources is not anticipated)

If "**Yes**," enter comments below.

Hazardous Material, Solid Waste, and Pollution Prevention

Will implementation of the proposed action result in any construction or development or any physical disturbances of the ground? [See FAA Order 1050.1, paragraph 5-2. b. (12)]

☐ Yes ☒ No

Evaluation: Will implementation of the proposed action result in an impact in relation to hazardous materials, pollution prevention, and solid waste?

☐ Yes ☒ No (An impact to hazardous materials, pollution prevention, and solid waste is not anticipated)

If "**Yes**," enter comments below.

National Historic Preservation Act 1966 (NHPA)

Note: Direct effects include the removal or alteration of historic resources. Indirect effects include changes in noise, vehicular traffic, light emissions, or other changes that could interfere substantially with the use or character of the resource.

Are there historic resources protected under Section 106 of the NHPA in the proposed action study area?

☒ Yes ☐ No

Identify below.

The Area of Potential Effects (APE) under Section 106 is defined as the geographic area or areas within which an undertaking may directly or indirectly cause alternation in the character or use of historic properties, if any such properties are present (36 CFR § 800.16(d)). The APE is influenced by the scale and nature of the undertaking and may vary for different kinds of effects caused by the undertaking. The APE for the purposes of the Action is the area defined generally as the area of flights.

Will the proposed action include removal or alteration of historic resources (direct effect)?

☐ Yes ☒ No

Do any of the historic resources identified have quiet as a generally recognized feature or attribute?

☐ Yes ☒ No

If "**Yes**," enter explanation below.

Will the proposed action substantially interfere with the use or character of the resource (indirect effect)?

☐ Yes ☒ No

Explain below.

Evaluation: Will the proposed action result in an adverse effect on resources protected under the National Historic Preservation Act of 1996, as amended? [See FAA Order 1050.1, paragraph 5-2. b. (1)]

☐ Yes ☒ No (An impact to resources subject to a Section 106 review is not anticipated)

If "**Yes**," enter comments below.

Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties within the APE (36 CFR § 800.4(b)(1)). A search of the National Register of Historic Places (National Register) accessed through Google Earth identified properties listed on the National Register within the APE.

The properties include: Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot, US Post Office Downtown Station, Carnegie Public Library Building, First Christian Church of Rialto, San Bernardino County Court House, Fontana Farms Company Ranch House (Camp No. 1) and Hofer Ranch. A review of the properties descriptions indicate they are not managed as a quiet attribute or for a quiet setting. Depiction of Approximate Location of Properties Listed in the National Register, Western Zoom are shown below.
Consultation with the California State Historic Preservation Office (SHPO) was conducted in 2017. This resulted in SHPO concurring with the FAA's determination that the undertaking would not adversely affect historic properties. Although the project was delayed in 2017, the conclusions derived are still relevant to the current project due to the APE being very similar to the original and the noise impacts not changing. The JCKIE TWO STAR generally flies over the same area as JCKIE ONE STAR and no significant or reportable noise increases are anticipated with implementing JCKIE TWO STAR.
Please see Attachment E, SHPO Consultation.

Land Use
The compatibility of existing and planned land uses with an aviation or aerospace proposal is usually associated with noise impacts. In addition to the impacts of noise on land use compatibility, other potential impacts of FAA actions may affect land use compatibility. The impact on land use, if any, should be analyzed and described under the appropriate impact category.

Evaluation: The determination that significant impacts exist in the Land Use impact category is normally dependent on the significance of other impacts.

Natural Resources and Energy Supply
Note: This resource category excludes fuel burn.

Will the proposed action have the potential to cause demand of a natural resource(s) or material(s) to exceed available or future supply of these resources? [See FAA Order 1050.1, paragraph 5-2. b. (4)]

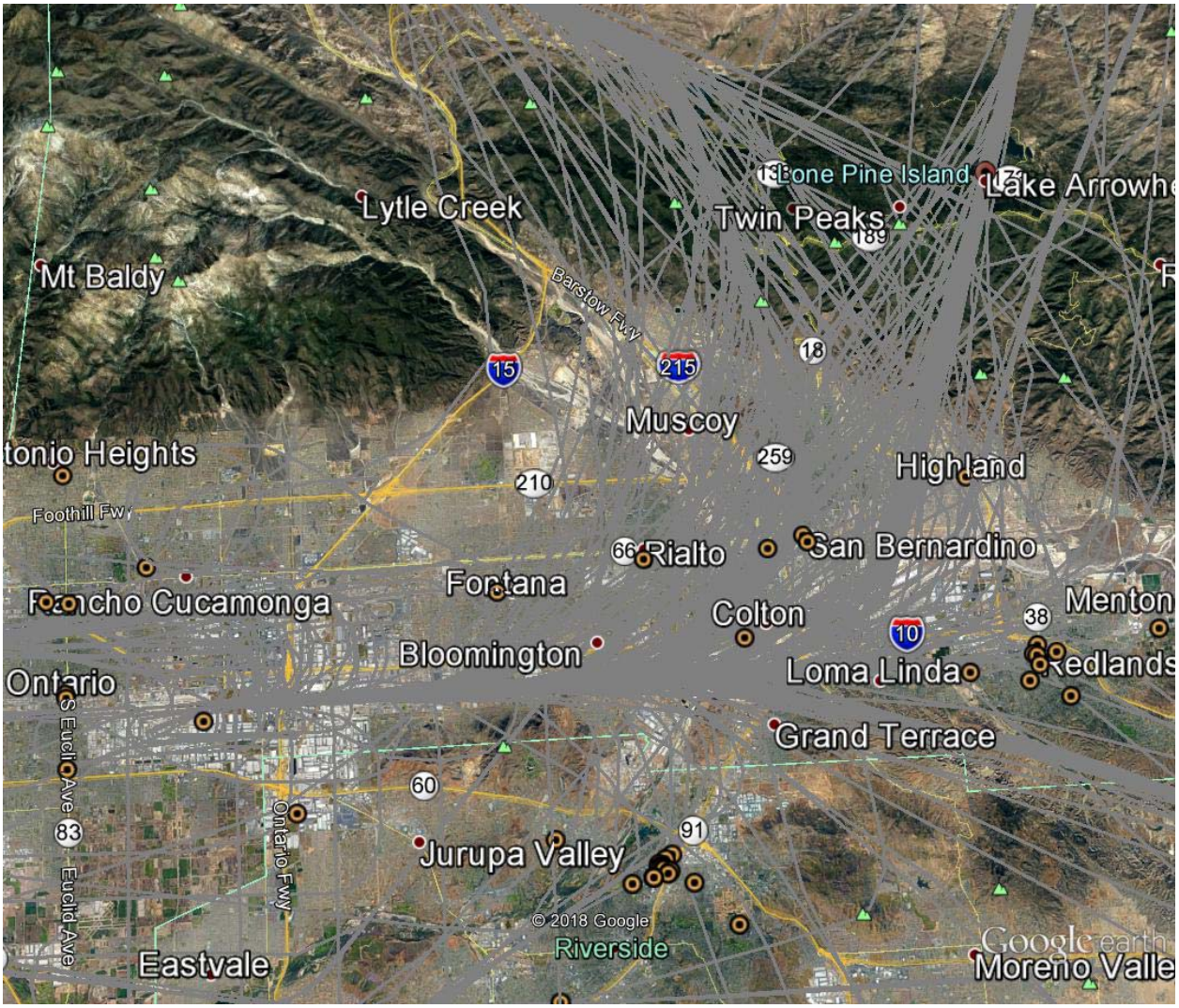
☐ Yes ☒ No

If "**Yes**," provide explanation below.

Evaluation: Will implementation of the proposed action result in an impact in relation to natural resources and energy supply?

☐ Yes ☒ No (An impact for natural resources and materials and energy supply is not anticipated)

If "**Yes**," enter comments below.



Noise and Noise-Compatible Land Use
The significance threshold for noise is whether the proposed action would increase noise by Day Night Average Sound Level (DNL) 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB increase, when compared to the No Action alternative for the same timeframe.

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. (10), for the full definition of noise sensitive areas.

Noise compatibility or non-compatibility of land use is determined by comparing the proposed action DNL values to the values in the 14 CFR Part 150, Appendix A, Table 1, Land-Use Compatibility guidelines. [See FAA Order 1050.1, Desk Reference, section 11.3.1.]

Note: 14 CFR Part 150 guidelines are not sufficient to address the effects of noise on some noise sensitive areas.

Will the proposed action introduce air traffic over noise sensitive areas *not* now affected?

☐ Yes ☒ No

If "**Yes**," enter comments below.

Do the results of the noise analysis indicate that the proposed action would result in an increase in noise exposure by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level?

☐ Yes ☒ No

If yes, are the results incompatible with one or more of the Land Use Compatibility categories? [See FAA Order 1050.1, Desk Reference Exhibit 11-3].

☐ Yes ☐ No

If "**Yes**," provide explanation below.

Do the results indicate a threshold of significance over noise sensitive areas *not* listed under the Land Use Compatibility categories (e.g., national parks, wildlife/waterfowl refuges)?

☐ Yes ☒ No

If "Yes," provide explanation below.

Do the results of the noise analysis indicate a change in noise meeting threshold criteria considered "reportable"?

i. For DNL 60 dB to <65 dB: +3 dB ☐ Yes ☒ No
ii. For DNL 45 dB to <60 dB: +5 dB ☐ Yes ☒ No

Evaluation:
Will the proposed action result in a significant noise impact over noise sensitive land use? [See FAA Order 1050.1, paragraph 5-2. b. (7)]

☐ Yes ☒ No (The results of the noise analysis indicate that no threshold noise criteria are reached as a result of the implementation of the proposed action)

If "**Yes**," provide explanation below.

Significance of noise impacts is defined by FAA Oder 1050.F, which establishes the threshold of significant for changes in noise exposure. In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures,* a noise screening was completed using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) Environmental Noise Plug-in to assess potential noise impacts resulting from implementing proposed procedures at ONT.

Significance Threshold Change in Noise Threshold Values
The significance threshold for a noise impact is whether the proposed action scenario when compared to the baseline scenario (no-action) would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level. An area is noise sensitive if aircraft noise may interfere with the normal activities associated with the use of the land.[8]

Reportable but not Significant Noise Thresholds Values

[8] Refer to FAA Order 1050.1F, Paragraph 11-5. b. (10), for the full definition of noise sensitive areas.

The FAA considers the following noise changes as "reportable:"

- For DNL 60 dB to less than 65 dB: ± 3 dB
- For DNL 45 dB to less than 60 dB: ± 5 dB

Historical radar track data was obtained from the PDARS.[9] Track data was collected for forty-five (45) randomly selected days (using a random day generator) during the calendar year timeframe of January 01, 2018 through December 31, 2018.

The results of the noise screening for the ONT proposed action indicate no significance or reportable noise increases is expected with the implementation of the proposed action.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risk

Socioeconomics
Will the proposed action result in 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 proposed action is located. [See FAA Order 1050.1, paragraph 5-2. b. (5)]

☐ Yes ☒ No

Will the proposed action result in 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 5-22. b.6)].

☐ Yes ☒ No

Evaluation: Will implementation of the proposed action result in an impact in relation to socioeconomics?
☐ Yes ☒ No (The proposed action is not anticipated to involve acquisition of real estate, relocation of residence or community business, disruption of local traffic patterns, loss of community tax base, or changes to the fabric of the community)

If "**Yes**," enter comments below.

Environmental Justice
Note: FAA has not established a significance threshold for Environmental Justice. Impacts to Environmental justice in the context of other impact categories should be considered.

Evaluation: Will the proposed action have the potential to lead to a disproportionally high and adverse impact to an environmental justice population, (i.e., a low income or minority population) due to significant impacts in other environmental impact categories.
☐ Yes ☒ No (An impact related to environmental justice is not anticipated)

If "**Yes**," enter comments below.

Aircraft have historically overflown the Study Area. Implementation of the Action has not adversely affected air quality or land use within the Study Area. Additionally, the results of the noise screening analysis when comparing the no-action alternative to the proposed action alternative indicates that changes in noise exposure level are below the threshold of significance for implementation of the action. The action has no new social or economic effects on the Study Area. Therefore, there are no disproportionately or adverse

[9] All traffic data was obtained using the Los Angeles Air Route Traffic Control Center as the radar source facility. Thirty days were selected from the year timeframe of January 01, 2017 through December 31, 2017.

impacts on minority, or low-income populations as a result of the proposed action as compared to the no-action alternative.

Children's Environmental Health and Safety Risk
Note: FAA has not established a significance threshold for Children's Environmental Health and Safety Risk. Impacts to Children's health and safety in the context of other impact categories should be considered

Evaluation: Will the proposed action have the *potential* to lead to a disproportionate health or safety risk to children due to significant impacts in other environmental impact categories?

☐ Yes ☒ No (An impact related to children's environmental health and safety is not anticipated)

If "**Yes**," enter comments below.

Visual Effects
Note: There are no special purpose laws for light impacts and visual impacts. Impacts from light emissions are generally related to airport aviation lighting.

Will implementation of the proposed action create annoyance or interfere with normal activities from light emissions. [See FAA Order 1050.1, paragraph 5-2. b. (5)]

☐ Yes ☒ No
Explain below.

Will implementation of the proposed action affect the visual character of the area including the importance, uniqueness, and aesthetic value of the affected visual resources?

☐ Yes ☒ No

Explain below.

Evaluation: Will the proposed action result in an impact in relation to visual effects?

☐ Yes ☒ No (The proposed action is not anticipated to interfere or have an effect on the visual resources)

If "**Yes**," enter comments below.

The FAA has not established a significance threshold for visual effects in FAA Order 1050.1F; however, the FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for visual effects. As noted above, it was determined that the action did not result in an introduction of atmospheric, visual, or auditory elements that could diminish the integrity of historic and traditional cultural resources. The FAA concluded that the action does not have a significant visual effect on parks, wilderness areas, tribal lands and historic properties.

Water Resources (including Wetlands, Flood Plains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

Are there wetlands, flood plains, and/or Wild and Scenic Rivers in the proposed action study area?

☒ Yes ☐ No

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

☒ Yes ☐ No

Will implementation of the proposed action result in any construction or development or any physical disturbances of the ground?

☐ Yes ☒ No

Will implementation of the proposed action result in any changes to existing discharges to water bodies, create a new discharge that would result in impacts to water quality, or modify a water body?

☐ Yes ☒ No

If "**Yes**," is there a potential for an impact on water quality, sole source aquifers, a public water supply system, federal, 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. b. (9)].

☐ Yes ☐ No

Evaluation: Will the proposed action result in an impact in relation to water resources?

☐ Yes ☒ No (The potential for impact to water resources is not anticipated)

If "**Yes**," enter comments below.

Lake Arrowhead provides 1,566 acre-feet of drinking water per year and five groundwater wells in the Grass Valley Basin provide approximately 150-200 acres feet of groundwater per year. The water district currently has an agreement to purchase State Water Project water from the San Bernardino Valley Municipal Water District through the Crestline Lake Arrowhead Water Agency. This agreement allows the District to supplement its water supply as necessary. The proposed action is not expected to impact water resources.

Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds.

Note: 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.

Note: 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. b. (10)].

Will implementation of the proposed action result in the 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. b. (11)].

☐ Yes ☒ No

If "**Yes**," provide explanation below.

Evaluation: Is there likelihood for the proposed action to be highly controversial based on environmental grounds?

☐ Yes ☒ No (The potential for controversy is not anticipated)

If "**Yes**," provide explanation below.

A noise screening was conducted and it was determined that no significant or reportable noise impacts are expected as a result of the proposed action.

Section 5. Mitigation

Are there measures, which can be implemented that might mitigate any of the potential impacts, i.e., GPS/FMS plans, NAVAIDS, etc.?

☐ Yes ☒ No ☐ N/A

Describe below.

Section 6. 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?

The cumulative impacts analysis focuses on those resource areas that may be impacted by the Proposed Action in conjunction with the past, present and reasonable foreseeable future actions. The only relevant action is the SoCal Metroplex project which redesigned arrival and departure procedures within the Southern California metropolitan area, including ONT, in order to increase efficiency and safety in the National Airspace System. Its impacts were evaluated in an environmental assessment (August 2016) which determined that there would be no significant impacts from the proposed project. SoCal Metroplex was implemented in 2016.
ONT received grants from FAA in 2018 for a number of projects including apron repairs, taxiway repairs, runway lighting, update master plan study and a pavement management program.
The proposed JCKIE TWO STAR would not result in significant environmental impacts. When combined with past, present and reasonably foreseeable future actions, the proposed action would not result in cumulative impacts on the environment.

Section 7. Community Involvement

Community involvement is the process of engaging in dialogue and collaboration with communities affected by FAA actions. Formal community involvement or public meetings/hearings may be required for the proposed project. Attach notice to and response from those contacted in the early stages of the projects as required per Paragraph 32-4-3, FAA Community Involvement Manual. (See also JO 7400.2 Appendices 10 and 11)

Have individuals and/or groups who could have an interest in an FAA activity due to their location or by their function in the community been notified, consulted, or otherwise informed of this proposed action?

☒ Yes ☐ No ☐ Not Known

Are the airport proprietor and/or users providing general support for the proposed action?

☒ Yes ☐ No ☐ Not Known

On August 5, 2019, the Western-Pacific (AWP) Regional Administrator and other key staff from the Air Traffic Organization (ATO) held a telcon / webinar with select elected officials representing constituents in the Lake Arrowhead community as well as constituents from larger geographic areas. Officials participating included San Bernardino County Supervisor Rutherford and her district representative as well as representatives from Senators Feinstein and Harris, Congressman Cook, and Congresswoman Chu. In addition, personnel from Ontario International Airport also participated. The Regional Administrator and ATO personnel provided a briefing on the details and status of the JCKIE TWO STAR procedure, followed by a discussion on the scope of community involvement. It was decided that the FAA would post information on the procedure on their NextGen community involvement website (for Ontario International Airport) at least 30 days prior to the December 5, 2019 publication date.
On October 1, 2019, the Regional Administrator and ATO personnel conducted a similar telcon/webinar briefing on the JCKIE TWO STAR procedure to Congressman Aguilar's office. On October 2, 2019 the Regional Administrator and ATO personnel conducted another telcon/webinar briefing for San Bernardino County Supervisor Rowe. These additional briefings were provided as portions of the districts of these respective elected officials underlay the JCKIE TWO STAR procedure. The elected officials did not identify any issues or concerns with the JCKIE TWO STAR procedure and were briefed on the proposed community involvement process moving forward.

Are local citizens and community leaders aware of the proposed action?

☒Yes ☐ No ☐ Not Known

Are any ☐ opposed to or ☒ supporting it? ☐ Not Known

Identify the parties and indicate whether they are in opposition or in support.

Community groups in the Lake Arrowhead area (Friends of Lake Arrowhead Mountain Communities) have formed recently to address aircraft overflights over the mountain community. The group is interested in the impacts on health, lifestyle and economy from aircraft. Local elected representatives including Rep. Cook, Supervisor Rutherford, Senator Dianne Feinstein and Senator Kamala Harris are also involved with aircraft overflights.

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

The community groups oppose the changes that occurred when Southern California Metroplex project was implemented and some of the routes were modified. The community generally supports the concept of using the JCKIE TWO STAR during day and night time operations.

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

The communities support this change of full time use of the JCKIE TWO STAR.

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

☒ Yes ☐ No

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

☒ Yes ☐ No

If "**Yes**," was the study reviewed as a part of this initial review?

☒ Yes ☐ No ☐ N/A

The Final Noise Exposure Maps (NEM) Update documents were submitted to the FAA on Thursday, September 24, 2015. Los Angeles World Airports (LAWA) received formal acceptance of the NEMs from the FAA on March 30, 2016. Public notice of the formal acceptance was published in the Inland Valley Daily Bulletin newspaper on May 7, 8, and 12, 2016 pursuant to Section 107(a) & (b) [Title 49, United States Code , Section 47506] of the Airport Safety and Noise Abatement Act of 1979.

Section 8. References/Correspondence

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

Section 9. 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: _____

Title: _____

Facility: _____

Telephone Number: _____

Specific area of Responsibility: _____

Section 10. 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 action might have the potential for causing significant environmental impacts. The undersigned have determined that the proposed action qualifies as a categorically excluded action in accordance with FAA 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 action 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 action is implemented.

The undersigned recommend that the proposed action be submitted for environmental funding for preparation of an ☐ EA ☐ EIS ☐ Not sure – more analysis is needed.

Facility Manager Review/Concurrence

Signature:

Name: Dave Foyle

Title: General Manager, Los Angeles District

Service Area Environmental Specialist Review/Concurrence

Signature: RYAN WADE WELLER Digitally signed by RYAN WADE WELLER Date: 2019.10.29 14:47:00 -07'00'

Name: Ryan Weller

Title: Environmental Specialist

Service Area Director Review/Concurrence, if necessary

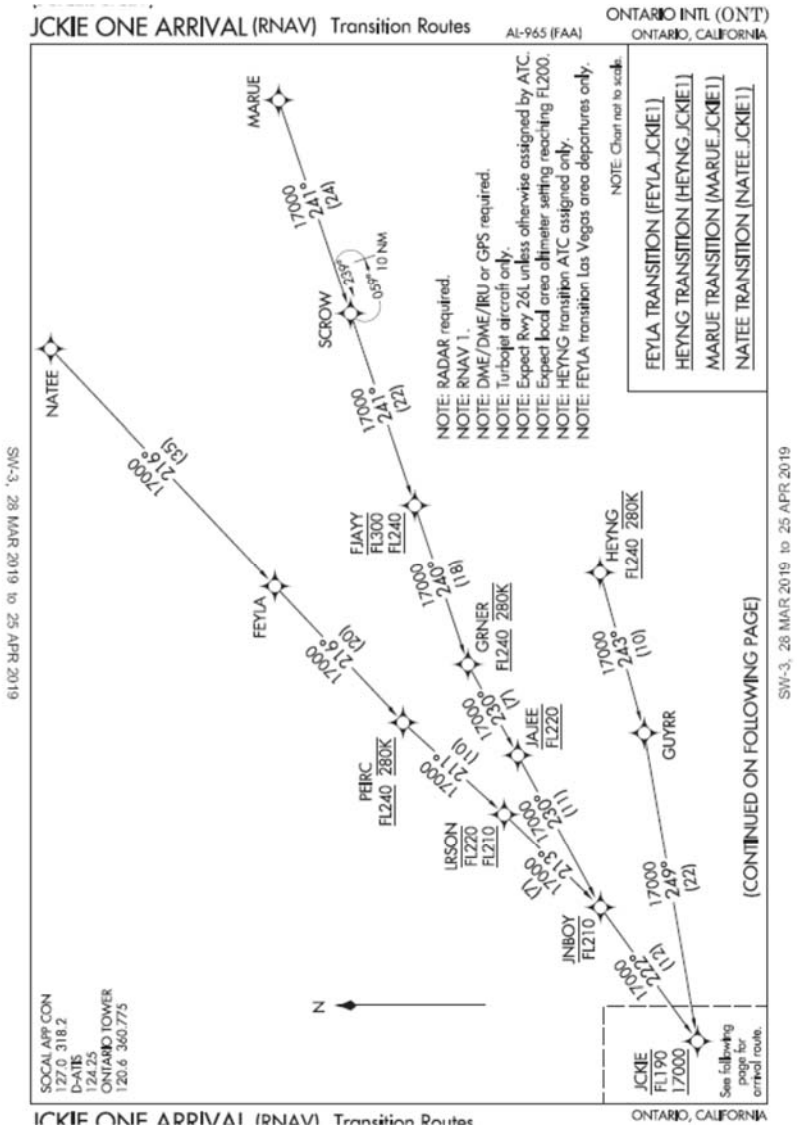
Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW Date: 2019.11.05 15:05:44 -08'00'

Name: Shawn M. Kozica

Title: WSA, Operations Support Group, Manager

ATTACHMENTS

Attachment A - Existing JCKIE ONE STAR & EAGLZ STAR

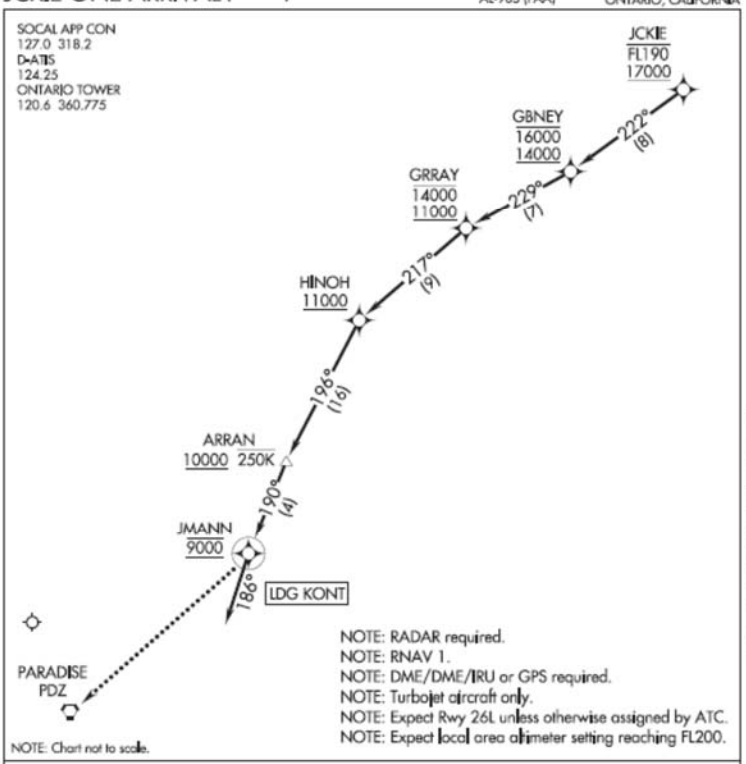


(JCKIE.JCKIE1) 18144

JCKIE ONE ARRIVAL (RNAV) Arrival Routes

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



SW-3, 28 MAR 2019 to 25 APR 2019

SW-3, 28 MAR 2019 to 25 APR 2019

ARRIVAL ROUTE DESCRIPTION

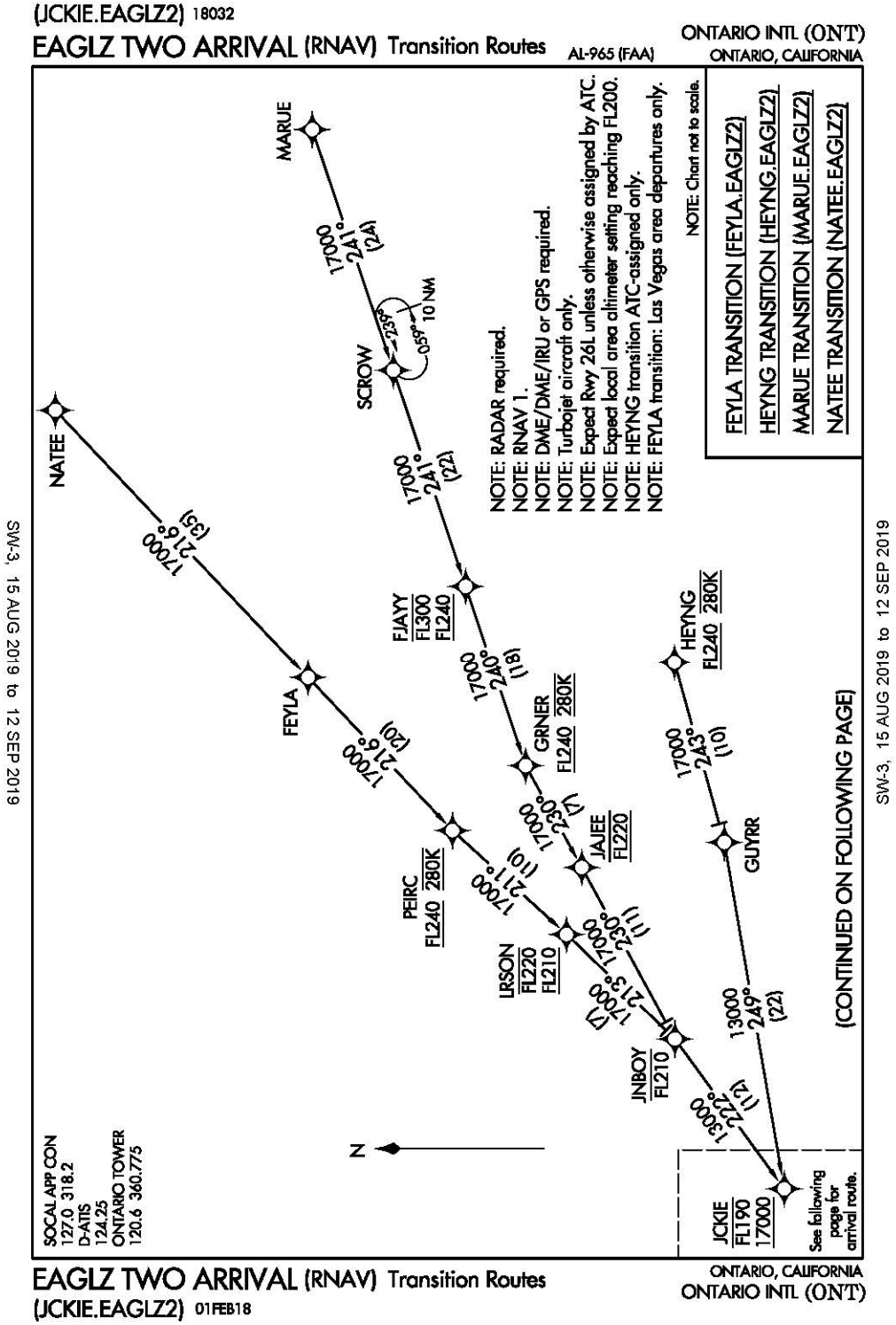
From JCKIE on track 222° to cross GBNEY between 14000 and 16000, then on track 229° to cross GRRAY between 11000 and 14000, then on track 217° to cross HINOH at or above 11000, then on track 196° to cross ARRAN at or above 10000 and at or below 250K, then on track 190° to cross JMANN at 9000, then on heading 186° or as assigned by ATC. Expect RADAR vectors to final approach course.

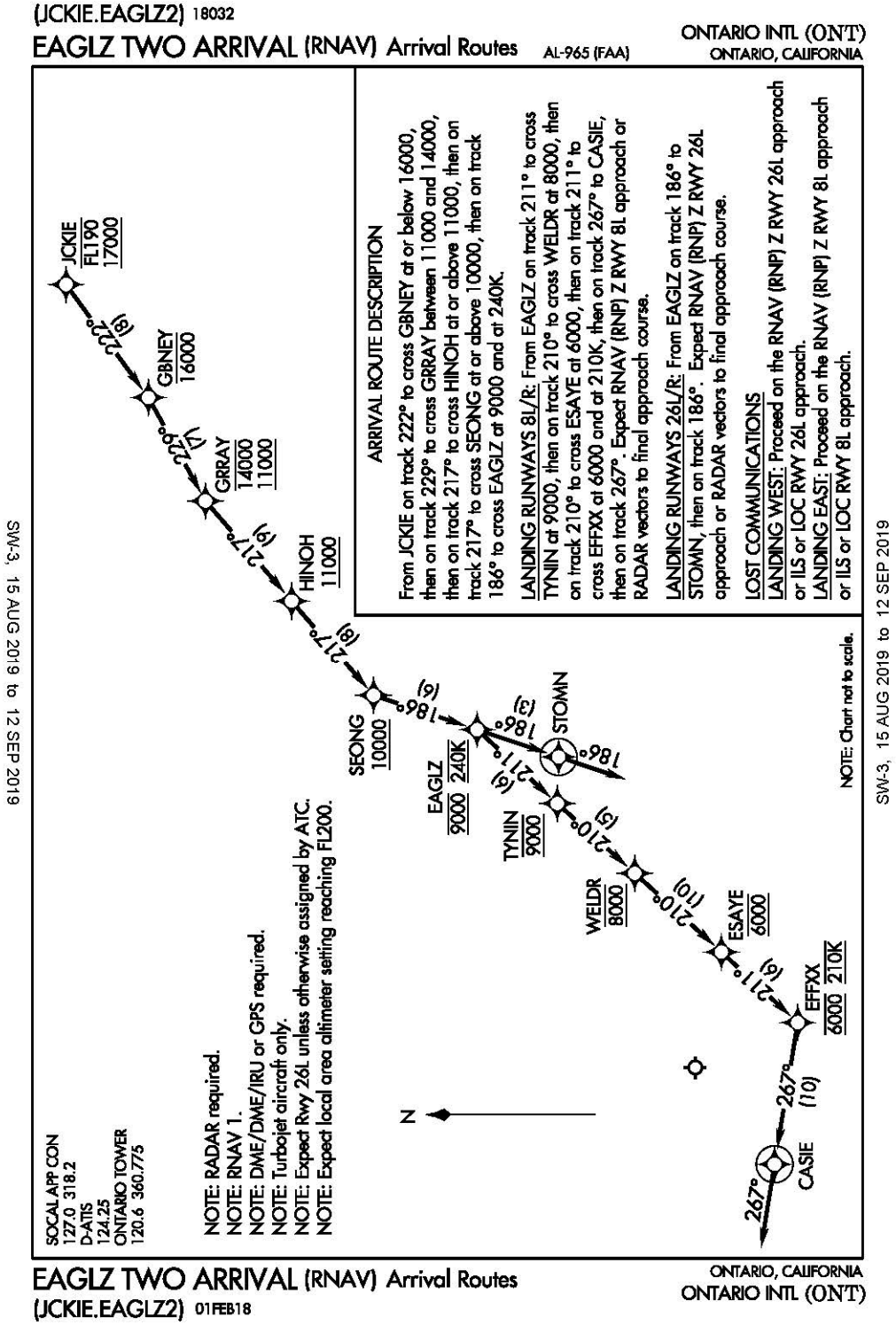
LOST COMMUNICATIONS
LANDING WEST: After JMANN, proceed to PARADISE (PDZ) VORTAC and execute the ILS or LOC RWY 26L or RNAV (GPS) RWY 26L approach.
LANDING EAST: After JMANN, proceed to PARADISE (PDZ) VORTAC and execute the ILS or LOC RWY 8L approach.

JCKIE ONE ARRIVAL (RNAV) Arrival Routes

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

(JCKIE.JCKIE1) 24MAY18


(JCKIE.EAGLZ2) 18032
EAGLZ TWO ARRIVAL (RNAV) Transition Routes
AL-965 (FAA)
ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA
NOTE: Chart not to scale.
FEYLA TRANSITION (FEYLA.EAGLZ2)
HEYNG TRANSITION (HEYNG.EAGLZ2)
MARUE TRANSITION (MARUE.EAGLZ2)
NATEE TRANSITION (NATEE.EAGLZ2)
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect Rwy 26L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter setting reaching FL200.
NOTE: HEYNG transition ATC-assigned only.
NOTE: FEYLA transition: Las Vegas area departures only.
MARUE
SCROW
NATEE
FEYLA
FJAYY FL300 FL240
GRNER FL240 280K
JAJEE FL220
PEIRC FL240 280K
LRSON FL220 FL210
JNBOY FL210
HEYNG FL240 280K
GUYRR
JCKIE FL190 17000
See following page for arrival route.
(CONTINUED ON FOLLOWING PAGE)
SOCAL APP CON 127.0 318.2
D-ATIS 124.25
ONTARIO TOWER 120.6 360.775
N
SW-3, 15 AUG 2019 to 12 SEP 2019
SW-3, 15 AUG 2019 to 12 SEP 2019
EAGLZ TWO ARRIVAL (RNAV) Transition Routes
(JCKIE.EAGLZ2) 01FEB18
ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)


(JCKIE.EAGLZ2) 18032
EAGLZ TWO ARRIVAL (RNAV) Arrival Routes
AL-965 (FAA)
ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA
ARRIVAL ROUTE DESCRIPTION
From JCKIE on track 222° to cross GBNEY at or below 16000, then on track 229° to cross GRRAY between 11000 and 14000, then on track 217° to cross HINOH at or above 11000, then on track 217° to cross SEONG at or above 10000, then on track 186° to cross EAGLZ at 9000 and at 240K.
LANDING RUNWAYS 8L/R: From EAGLZ on track 211° to cross TYNIN at 9000, then on track 210° to cross WELDR at 8000, then on track 210° to cross ESAYE at 6000, then on track 211° to cross EFFXX at 6000 and at 210K, then on track 267° to CASIE, then on track 267°. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.
LANDING RUNWAYS 26L/R: From EAGLZ on track 186° to STOMN, then on track 186°. Expect RNAV (RNP) Z RWY 26L approach or RADAR vectors to final approach course.
LOST COMMUNICATIONS
LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.
LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.
NOTE: Chart not to scale.
SW-3, 15 AUG 2019 to 12 SEP 2019
JCKIE FL190 17000
GBNEY 16000
GRRAY 14000 11000
HINOH 11000
SEONG 10000
EAGLZ 9000 240K
STOMN
TYNIN 9000
WELDR 8000
ESAYE 6000
EFFXX 6000 210K
CASIE
222° (8)
229° (7)
217° (6)
217° (8)
186° (6)
186° (3)
211° (6)
210° (5)
210° (10)
211° (6)
267° (10)
267°
186°
N
SOCAL APP CON
127.0 318.2
D-ATIS
124.25
ONTARIO TOWER
120.6 360.775
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect Rwy 26L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter setting reaching FL200.
SW-3, 15 AUG 2019 to 12 SEP 2019
EAGLZ TWO ARRIVAL (RNAV) Arrival Routes
(JCKIE.EAGLZ2) 01FEB18
ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

Attachment B- Table ONT IFR Operations

ATADS : Airport Operations : Standard Report

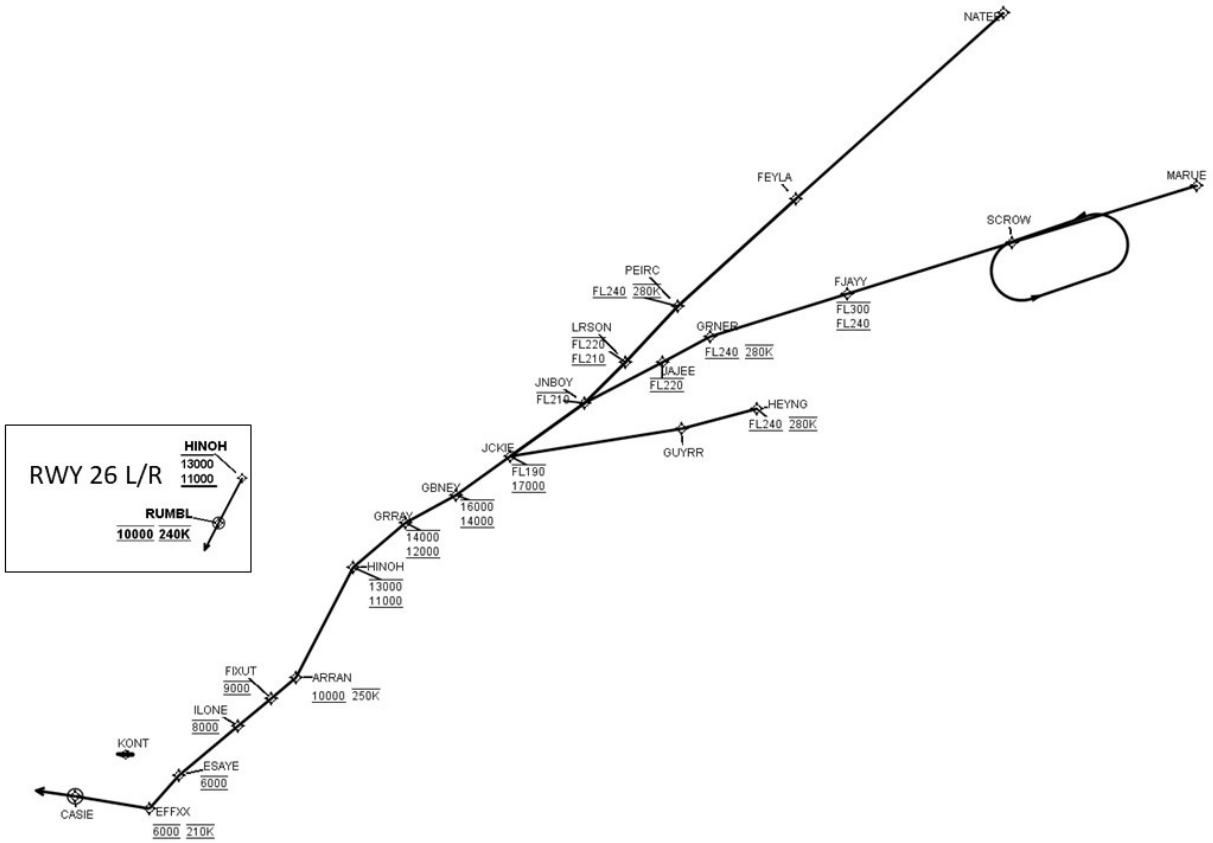
From 01/2018 To 12/2018 | Facility=ONT

		IFR Itinerant					Local			
Calendar Year	Facility	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	Total Operations
2018	ONT	70,216	12,291	4,047	85	86,639	5,507	2	5,509	100,454
Total:		**70,216**	**12,291**	**4,047**	**85**	**86,639**	**5,507**	**2**	**5,509**	**100,454**

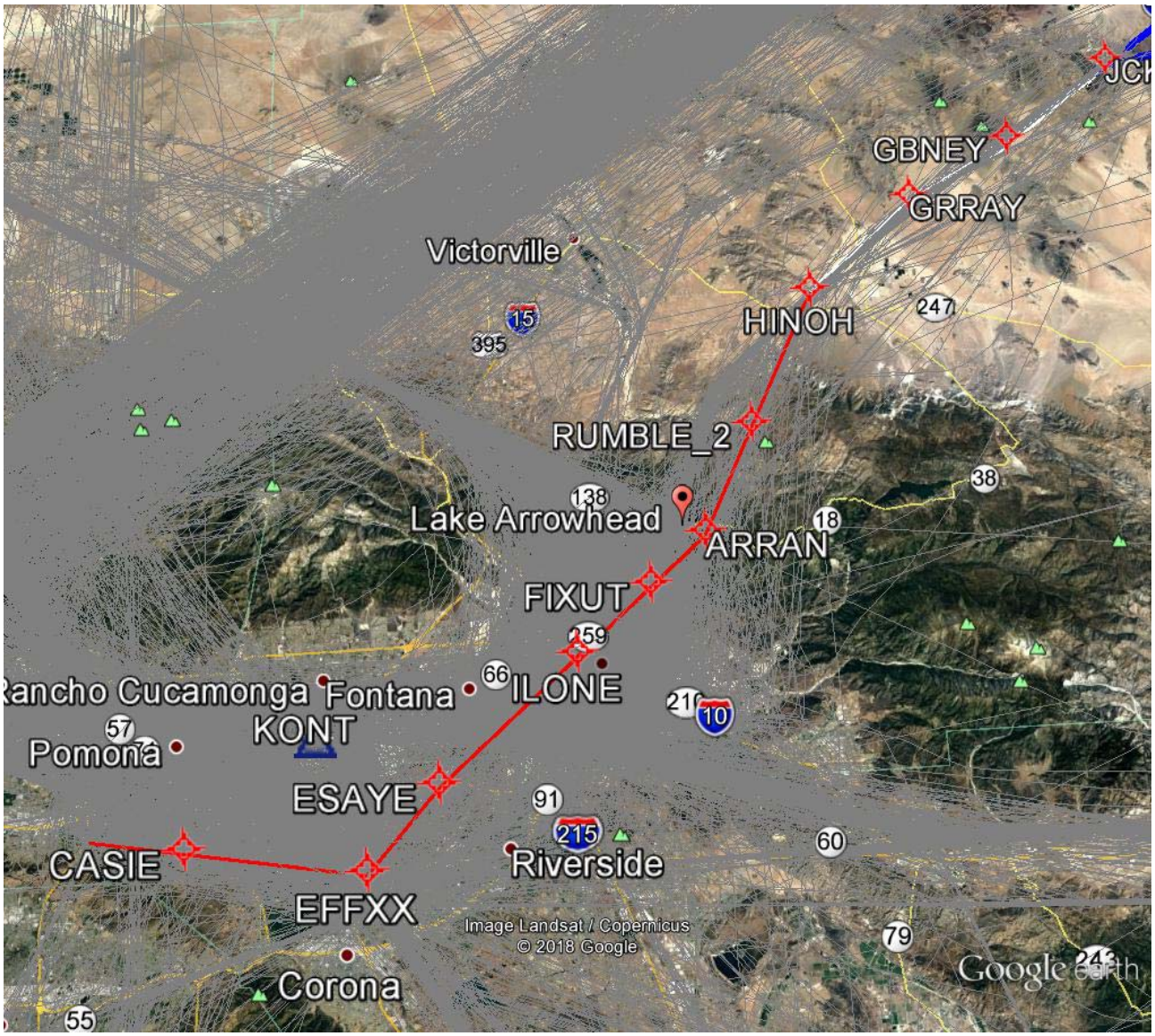
Operational Statistics

Single Engine Aircraft Based on Field:	none	Statistics collected for 12 month period ending 2017-12-31	
Multi-Engine Aircraft Based on Field:	1	Annual Commercial Operations:	61527
Jet Aircraft Based on Field:	22	Annual Commuter Operations:	none
Helicopters Based on Field:	none	Annual Air Taxi Operations:	17306
Military Aircraft Based on Field:	none	Annual Military Operations:	331
Gliders Based on Field:	none	Annual GA Local Operations:	6305
Ultralights Based on Field:	none	Annual GA Itinerant Operations:	11970

Attachment C – Proposed JCKIE TWO STAR



Attachment D – Track data example 2018



Mountain View Acres
HINOH
Lucerne
Hesperia
395
15
RUMBLE_2
Lone Pine Island
138
Lake Arrowhead
Green Valley La
Crestline
Twin Peaks
189
ARRAN
Running Springs
215
330
FIXUT
© 2018 Google
Google earth
Muscoy
259
18
210

Attachment E – SHPO 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 night time 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 (CA). 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 11:00 p.m. to 7:00 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. The FAA is seeking concurrence on this APE, as defined.

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 alternation 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.

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.

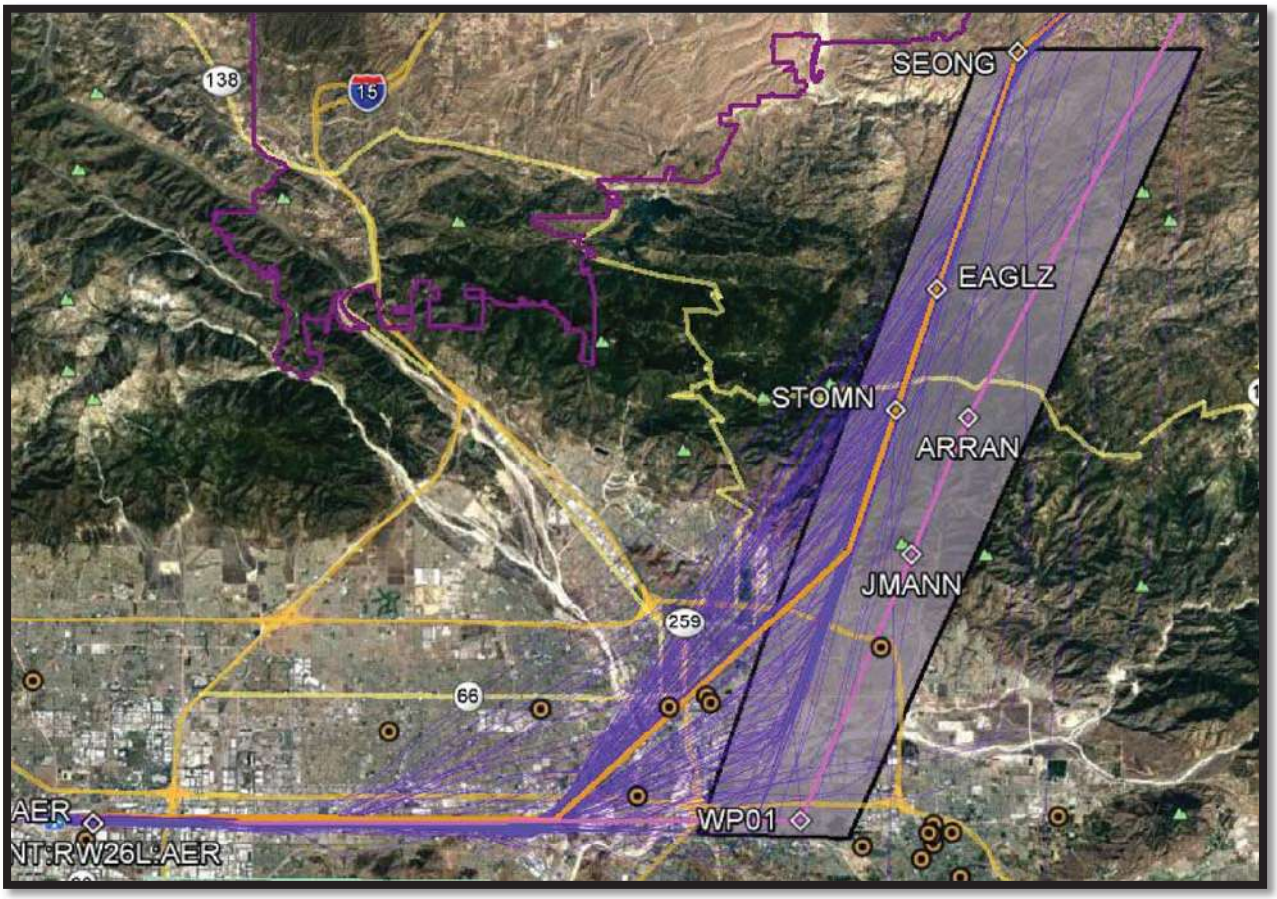
We look forward to a response within 30 days. If you need any further information or wish to discuss the project, please contact Janelle Cass at (425) 203-4533 or by email Janelle.Cass@FAA.GOV.

Sincerely,

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

Attachments:

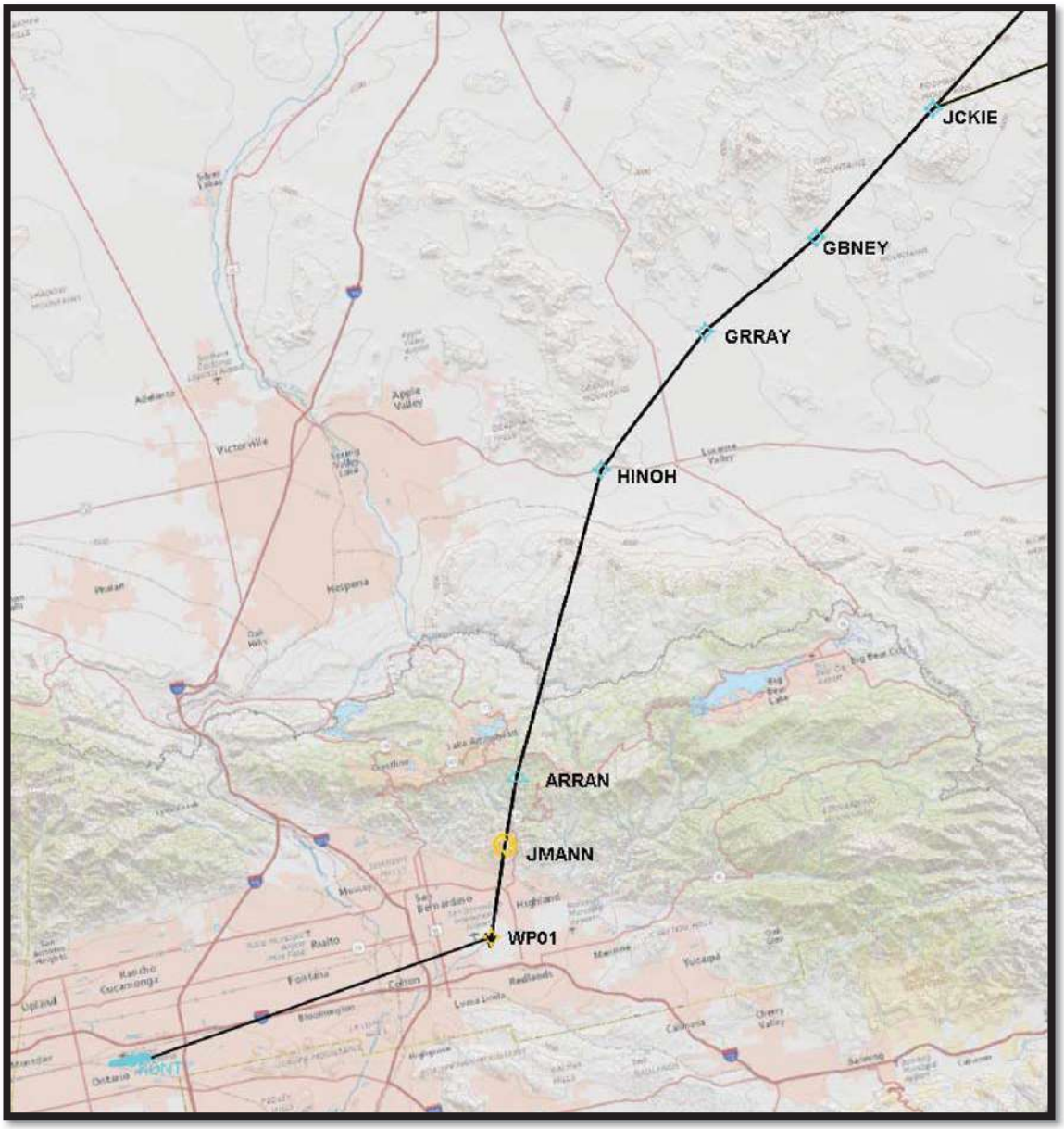
Attachment A – Proposed JCKIE ONE STAR APE



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

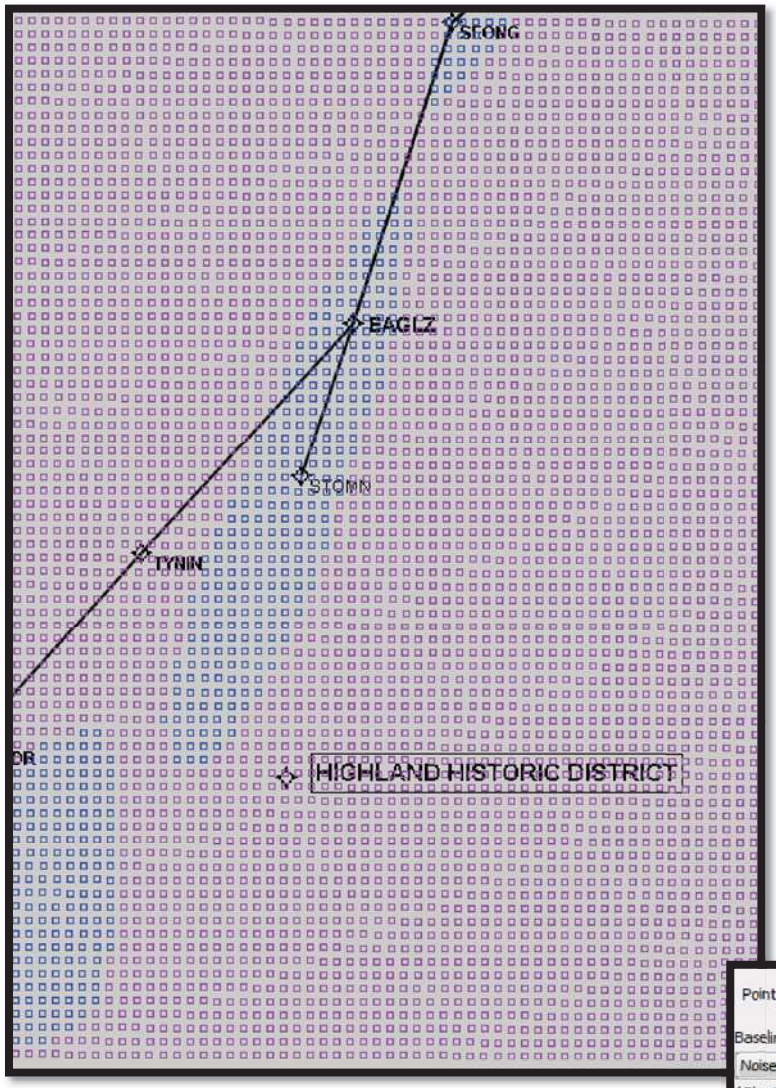
Attachment B – Proposed KONT JCKIE ONE STAR Procedure



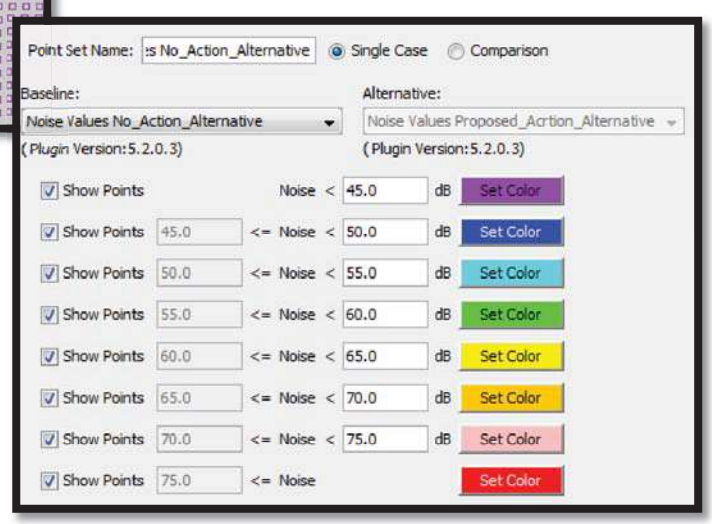
Waypoint	Altitude Ft (MSL)
Prior to JCKIE altitudes are the same as the ONT EAGLZ STAR	
JCKIE	17000/ 19000
GBNEY	14000/16000
GRRAY	11000/14000
HINOH	At or Above 11000
ARRAN	At or Above10000 Maintain 250 Knots
After WP1, traffic will be vectored to ONT either runway 26 Left or 26Right for the final approach course	

Attachment C – TARGETS Noise Screening Results

Noise Results No Action scenario

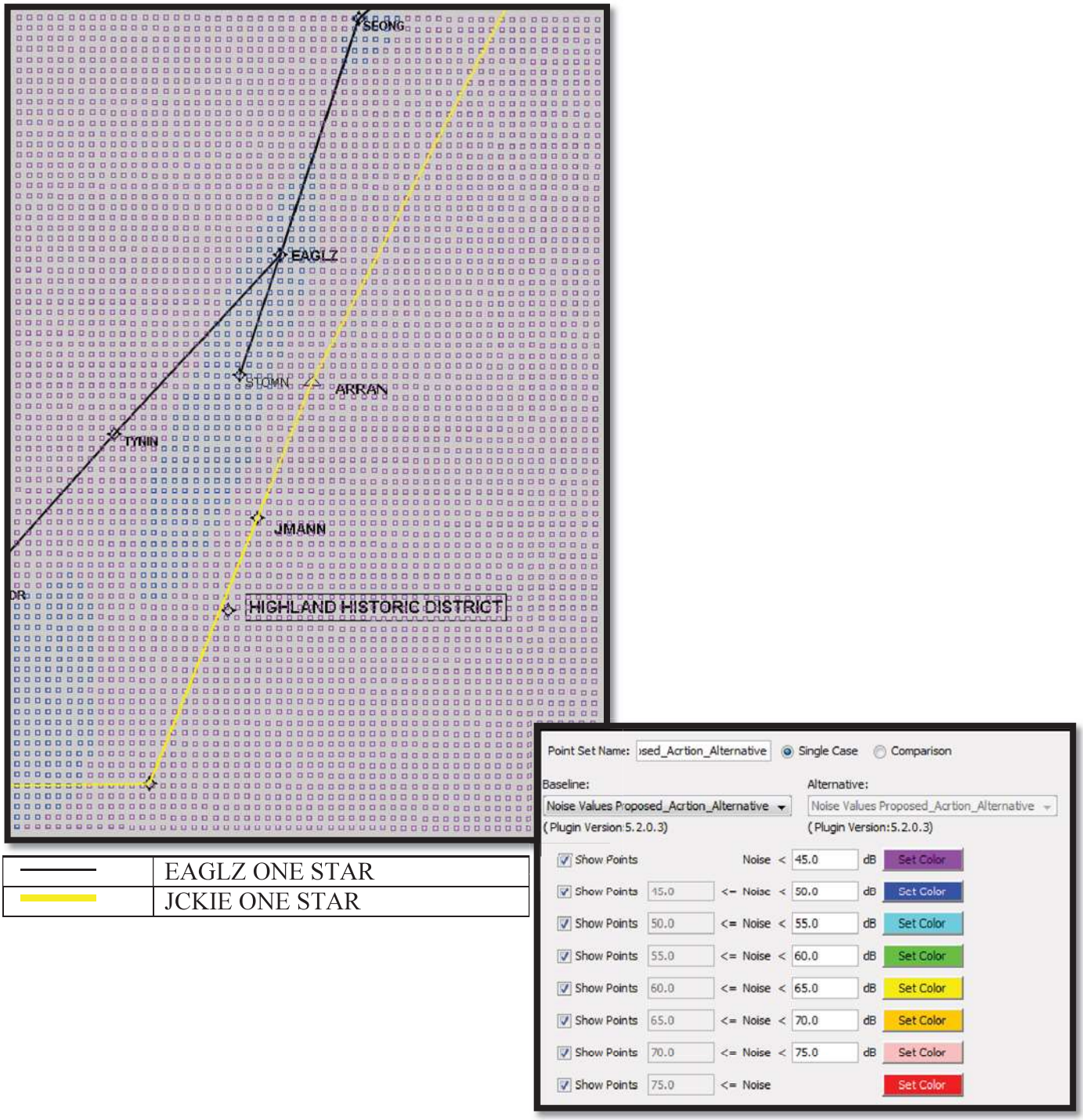


———	EAGLZ ONE STAR



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

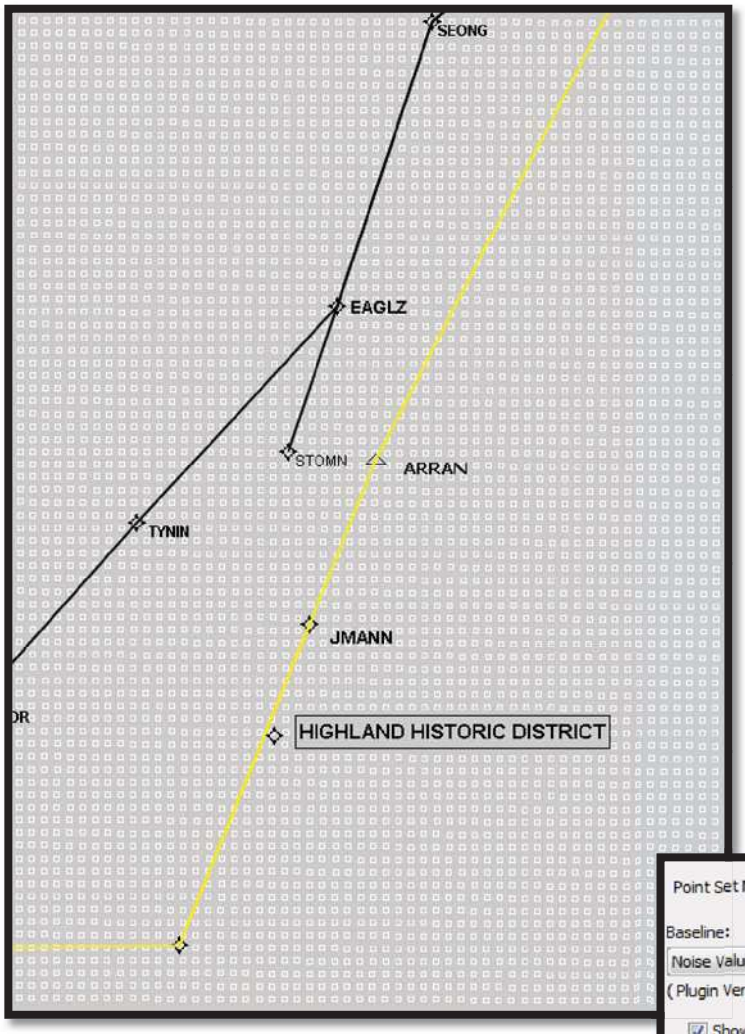
Noise Results Proposed Action scenario



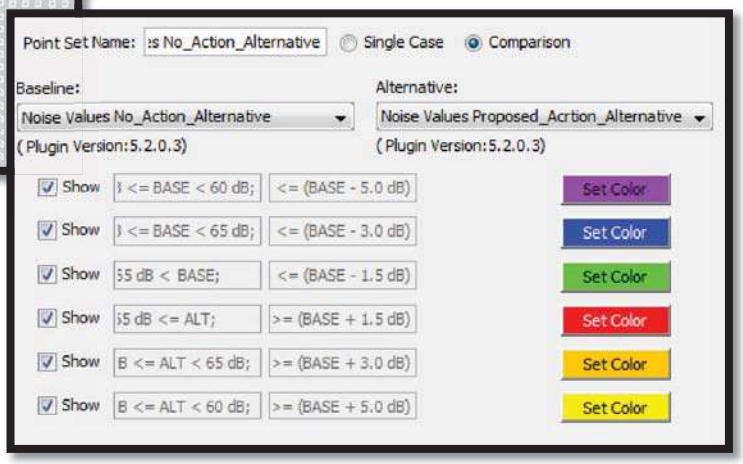
	EAGLZ ONE STAR
	JCKIE ONE STAR

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

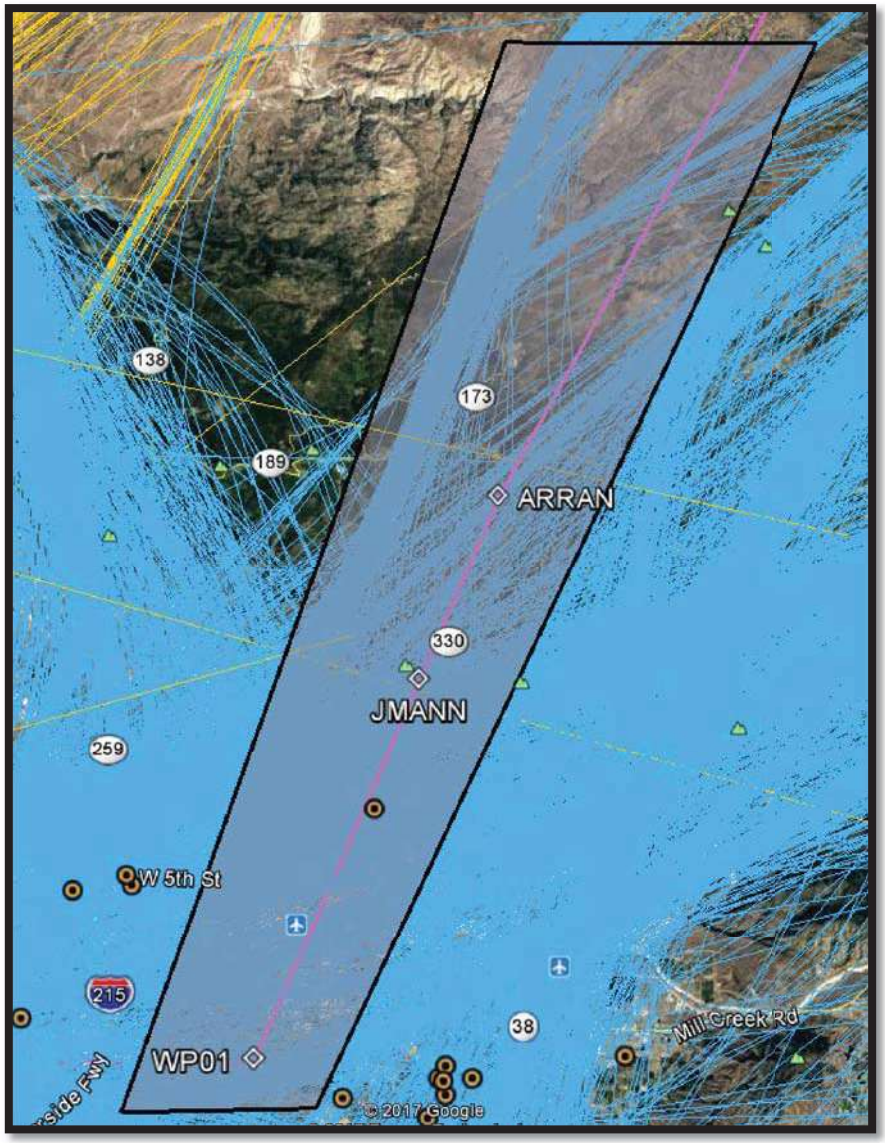


	EAGLZ ONE STAR
	JCKIE ONE STAR



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

Julianne Polanco
State Historic Preservation Officer