

SECTION 4 - AIRPORT FACILITIES, AIRCRAFT PARKING AND PASSENGER TERMINAL GATE USE

Questions and concerns regarding Airport Facilities, Aircraft Parking and Passenger Terminal Gate use should be directed to the ONT CEO, (909) 544-5300. After normal business hours (nights, weekends, and holidays) questions and concerns regarding Airport Operations can be addressed by ONT Airside Operations personnel at (909) 214-7682 or (909) 214-7683.

Real time assignment of non-preferential aircraft parking positions and passenger terminal gates are authorized by ONT Airside Operations, (909) 214-7682 or (909) 214-7683.

4.1 General Aviation (GA) Aircraft Parking Restrictions:

- a. General Aviation (GA) is operators of private, business, or corporate aircraft operating under 14 CFR, Part 91 FAA regulations, or military aircraft. GA aircraft are prohibited from entering or using ONT passenger terminal area gates and public aircraft parking positions. GA aircraft, or military aircraft, are limited to Fixed-Base Operator (FBO) facilities for services and overnight parking. Airport security regulations require an FBO representative be physically present to receive GA, or military, aircraft upon landing ONT:
 - 1) If FBO services are not available GA aircraft must contact Airside Operations, (909) 214-7682 or (909) 214-7683, prior to landing at ONT.
 - 2) GA aircraft may be granted use of public aircraft parking positions, case by case, as available; requests must be initiated by an FBO who cannot fully accommodate GA aircraft intended to be parked. Approvals may be granted for an extended duration based upon then current airfield operational conditions and availability of aircraft parking areas. Public aircraft parking fees apply to all GA aircraft not parked on FBO leased property.
 - 3) All GA aircraft/flight servicing; i.e., passenger loading or unloading, refueling, and catering, shall be performed on FBO leased property unless alternate plans were approved by ONT Airfield Operations.

4.2 Air Carrier (Airline) Aircraft Parking:

- a. Use of ONT Passenger Terminal (Terminal 2, Terminal 4, and International Arrivals Terminal) and Remote Aircraft Parking positions require prior approval from ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
- b. Airline(s) shall notify ONT Airside Operations, (909) 214-7682 or (909) 214-7683, of any flight delays or cancellations that could impact another airline(s) operation.
- c. Upon request of the ONT CEO or his/her authorized representative the operator of any aircraft disabled, parked or stored at the airport shall move said aircraft. If the operator refuses to comply with such directions, the ONT CEO or his/her designated representative, may order said aircraft moved at the expense of the owner, or operator, without liability for damage(s) that may result from moving said aircraft.
- d. Aircraft parking is limited to size and type of aircraft, as published for each aircraft parking position in paragraph 4.03, herein.
- e. ONT public aircraft parking positions (aircraft aprons, cargo ramps, and passenger terminal gates) exclude tenant and FBO leaseholds, and the private property of United Parcel Service (UPS) Company.
- f. Unattended aircraft shall have all doors closed, and other methods of aircraft access (boarding bridges, stairs and ladders) removed, thereby preventing unauthorized access to the aircraft. For further information, see **Section 7, Airport Security**.
- g. No aircraft shall be parked in a manner which allows that aircraft to overlap the path and safe parking of aircraft using an adjacent aircraft parking position.
- h. ONT Airside Operations, (909) 214-7682 or (909) 214-7683, direct approval is required prior to an aircraft using Non-preferential public aircraft parking positions or passenger gates.
- i. Unless previously authorized by ONT Airside Operations, no person shall park, or leave an aircraft positioned on any ONT aircraft movement area, safety area, aircraft apron, cargo ramp, or other area in such a way that any portion of an aircraft protrudes:
 - 1) Onto a runway, taxiway or taxilane;
 - 2) Beyond an aircraft parking position safety clearance envelope marking (red/white);
 - 3) Into a vehicle roadway, or other area designated unsafe for

aircraft parking as instructed by the ONT CEO or his/her authorized representative.

- j. During pushback, all aircraft are to be pushed back with its fuselage longitudinally centered over, and parallel to, a taxiway centerline.
- k. Properly parked, all ONT public aircraft parking positions are designed to allow an individual to walk around the aircraft without being forced to walk under any portion of another aircraft. For further information, see **Section 3, Aircraft Operations**.

4.3 **Aircraft Parking Positions - Maximum Aircraft Size Limitations:**

The FAA has issued ONT a Modification of Standards (MOS) to accommodate Airbus A380 aircraft. The FAA has designated the A380 as a “Super Heavy” aircraft requiring special consideration for FAA Airport Design Group (ADG) VI standards. Diverted, itinerant, non-scheduled, and alternate airport ADG-VI aircraft may operate at ONT, they include the following: A380, AN124-100, B747-800 and Military C-5A aircraft. Parking of ADG-VI aircraft requires direct assistance and approval from ONT Airside Operations, (909) 214-7682 or (909) 214-7683.

ONT public aircraft parking positions are designed to accommodate a fleet mix of FAA ADG-III, ADG-IV and ADG-V aircraft. Most aircraft parking positions allow aircraft operators to power into a parking position, unless otherwise stated below.

Following is a list of all aircraft parking positions and passenger terminal gates by facility location, number, nose face direction, maximum aircraft size, parking use instructions and Passenger Boarding Bridge (PBB) utility information (if available, PBB utilities normally include ground power, potable water, and pre- conditioned air):

- a. **Terminal 1 (T-1) Aircraft Parking:** T-1 passenger facilities are permanently closed; however, aircraft parking can be assigned for scheduled cargo operations, itinerant and charter flights, and alternate aircraft operations.
- b. Passenger air carriers operating at T-1 are required to use buses for deplaning and enplaning of passengers which may also include military charters accessing the USO at ONT.

<u>Number</u>	<u>Nose Faces</u>	<u>Max Acft Size</u>	<u>Position Use and Utility Information</u>
1	North	B767-300 EWR	Taxi in/out Twy G; No PBB or utilities
2	North	B767-300 EWR	Taxi in/out Twy G; No PBB or utilities

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3	North	B767-300 EWR	Taxi in/out Twy G; No PBB or utilities
4	North	B767-300	Taxi in/out Twy G; No PBB or utilities
5	North	B767-300 EWR	Taxi in/out Twy G; No PBB or utilities
6	North	B767-200	Taxi in/out Twy G; No PBB or utilities
7	North	B767-300	Taxi in/out Twy G; No PBB or utilities
8	North	B767-200	Taxi in/out Twy G; No PBB or utilities
8A	North	B767-300	Taxi in/out Twy G; No PBB or utilities Use of gate 8A closes gates 8 and 9
9	North	B737	Taxi in/out Twy G; No PBB or utilities

- c. **International Arrivals Terminal (IAT)**: The International Arrivals Terminal (IAT) facility is operated by ONT. The IAT is intended to benefit air carriers who have scheduled international arrivals at ONT. Prior to arriving ONT, all international air carriers are required to coordinate with U. S. Customs and Border Protection service supervisor, (310) 568-7547 or (310) 568-7501, to schedule processing for international passengers at ONT.

Although International flights arrive at the IAT, they normally depart from domestic passenger Terminals 2 and 4. Should aircraft gates not be available for boarding at Terminal 2 or 4, air carriers may bus passengers to IAT to enplane a flight.

Number	Nose Faces	Max Acft. Size	Position Use and Utility Information
31	South	B737- 900WG	Taxi in/out Twy G; No PBB or utilities
32	South	B737-900WG	Taxi in/out Twy G; No PBB or utilities
32A	South	B747-400	Taxi in/out Twy G; No PBB or utilities NOTE: B747 on 32A closes 32 and 33

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33	South	B737-900	Taxi in/out Twy G; No PBB or utilities
33A	South	B747-400	Taxi in/out Twy G; No PBB or utilities NOTE: B747 on 33A closes 32 and 33
34	South	B737-900	Taxi in/out Twy G; No PBB or utilities
35	South	B767-300	Taxi in/out Twy G; No PBB or utilities
35A	South	B747-400	Taxi in/out Twy G; No PBB or utilities NOTE: B747 on 35A closes 34 and 35
36	North	B777-300ER	Taxi in/out Twy G; No PBB or utilities

- d. **Terminal 2 (T-2) - Passenger Terminal Gates:** T-2 is only available for use by air carriers with current ONT FUA and ACOP agreements.

<u>Number</u>	<u>Nose Faces</u>	<u>Max Acft Size</u>	<u>Position Use and Utility Information</u>
201	North	B737-900WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
202	North	B757-300WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
203	North	B757-200WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
204	North	B737-700	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
205	North	B737-900	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
206	North	B737-900WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
207	North	B737-800WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
208	North	B757-200WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
209	Northwest	B737-800WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities

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210	North	B737-800	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
211	North	B757-200WG	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities
212	North	B777-300ER	Taxi in/push back tail east on Twy N-1; equipped with PBB and utilities

- e. **300 Series Aircraft Parking Positions:** 300 series aircraft parking positions are assigned to RON, charter and alternate airport air carrier operations; no PBB or aircraft utilities are available.

Number	Nose faces	Max Acft Size	Position Use and Utility Information
301	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities B777-300ER on 212 closes gate 301
302	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities
303	North	B757-300 B767-300	Taxi in/out on Twy N-1; No PBB or utilities B767 on 303 closes 302 and 304
304	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities
305	North	B737-900	Taxi in/out on Twy N-1; No PBB or utilities
306	North	B757-200	Taxi in/out on Twy N-1; No PBB or utilities B757WG -Not Included
307	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities
308	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities
309	North	B737-800	Taxi in/out on Twy N-1; No PBB or utilities

- a. **Terminal 4 (T-4) - Passenger Terminal Gates:** T-4 is only available for use by air carriers with current ONT ULA and ACOP agreements.

Number	Nose Faces	Max Acft Size	Position Use and Utility Information
401	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
402	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
403	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities

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404	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
405	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
406	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
407	North	B737-8WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
408	North	A321-200	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
409	North	B757-200	Taxi in/push back on Twy N-1; Equipped with PBB and utilities NOTE: B757 on 409 and 410 simultaneously require tow on or wing walkers present
410	North	B757-200	Taxi in/push back on Twy N-1; Equipped with PBB and utilities NOTE: B757 on 409 and 410 simultaneously require tow on or wing walkers present
411	North	B757-200	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
412	North	B737-7WG	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
413	North	B747-400	Taxi in/push back on Twy N-1; Equipped with PBB and utilities
414	North	A320-200	Taxi in/push back on Twy N-1; Equipped with PBB and utilities

- b. **Taxilane F**: Taxilane F, **located south of Taxiway S**, is not visible to the ONT ATCT. Areas not visible to the ATCT are non-movement areas. Non-Visibility Area clearances issued by ONT ATCT are advisory in nature; aircraft operators use these (non-vis) areas at their own risk. Aircraft operators shall give advisories to ONT ATCT prior to commencing movement on Taxilane F. Taxilane F is flanked by Federal Express to the east and west; Guardian Jet Center FBO to the south.

4.4 Ground Support Equipment (GSE) Parking and Storage:

Use of GSE at aircraft parking positions and passenger terminal gates is as follows:

- a. Prior to, and following, the use of any ONT aircraft parking position, passenger terminal gate and Passenger Boarding Bridge (PBB), all aircraft operators (airlines) shall ensure the parking position (gate) is left clean and free of Foreign Object Debris (FOD), Fluid Spills, and Ground Support Equipment (GSE).
- b. ONT Airside Operations, (909) 214-7682 or (909) 214-7683, must be notified of any unsatisfactory or hazardous condition prior to an aircraft occupying an aircraft parking position or passenger terminal gate. Aircraft parking positions with FOD or hazardous material fluid spills are unsafe and are subject to closure by ONT Airside Operations.
- c. The last aircraft operator (airline) to use an ONT public aircraft parking position, or passenger terminal gate, shall be held responsible for any non-routine clean-up or damaged Airport equipment and facilities.
- d. All aircraft operators and contract ground service companies are prohibited from staging GSE, to be used for a flight, more than 30 minutes prior to the flight arrival. All GSE shall be removed as soon as the flight departs. The only exception to this rule is for successive flights by the same airline; however, GSE should not be left on an unoccupied aircraft parking position overnight.
- e. Only GSE required for the servicing of aircraft are permitted to be positioned at aircraft gates. GSE not necessary for the daily servicing of aircraft must be stored in each airline or tenant leased areas. Aircraft gates include preferential use and unassigned OIAA controlled gates at ONT.

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- 1) Disabled GSE is prohibited from being stored or having repair work performed on any unauthorized or common use area of ONT unless specifically approved by the ONT Airside Operations, (909) 214-7682 or (909) 214-7683.
 - 2) Disabled GSE positioned on any unauthorized or common area of ONT must be immediately removed upon notification by OPD Airport Bureau or ONT Airfield Operations. GSE not removed will cause the airport to impound the GSE at the expense of the company responsible.
- f. GSE and vehicle(s) shall not be parked between buildings (passenger terminals and hangars) and concrete wheel stops, blocks, bollards, or posts. Posts and wheel blocks are intended to protect buildings from becoming damaged GSE or vehicles.
- g. Washing GSE and vehicles is permitted only at the wash rack located west of the North Secured Area Access Point (SAAP) and airport beacon tower building. This area is designated by the City of Ontario as having a proper clarifier system for discharge into the Chino Basin storm drain system.
- h. Only lavatory carts may be cleaned at aircraft lavatory dump and servicing stations (located near T-2 gate 201 and T-4 gate 414).

4.5 Passenger Enplaning and Deplaning:

All aircraft shall be loaded, unloaded and passengers enplaned/deplaned in designated areas, unless otherwise permitted by ONT Airside Operations, (909) 214-7682 or (909)214-7683

- a. All passengers shall be directed through designated routes to and from the terminal buildings; airline personnel are required to be stationed to assist and direct passengers during ground level enplaning and deplaning.
- b. Enplaning or deplaning of passengers on the ramp when aircraft engines are operating is prohibited.
- c. All pedestrian traffic is prohibited from crossing taxiways, taxilanes, aircraft aprons and cargo ramps; including the crossing of adjoining aircraft parking positions and passenger terminal gates.

4.6 Diverted Aircraft and Alternate Airport Operations:

ONT is open to air carrier operations 24/7; as such, ONT is used as a

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domestic and international airline alternate airport for aircraft which divert from originally scheduled SoCal destination airports.

As stated herein, ONT historically has experienced large scale diverted aircraft operations. The airport currently has a limited number of aircraft parking positions to accommodate unscheduled aircraft by airlines that may consider ONT as their alternate airport. Therefore, aircraft parking for diverted flights to ONT are assigned available parking positions on a first come basis. ONT airlines and their scheduled flight operations shall have aircraft parking priority over all diverted aircraft.

Airlines who consider ONT as their primary alternate airport, should contact ONT Airside Operations, (909) 214-7682 or (909) 214-7683, prior to diverting any flight to ONT.

International Airlines who use ONT as their alternate airport are cautioned that Federal Inspection Services (FIS) and contract air carrier services (provided by ONT tenants) are limited in capability and vary based upon the time of day services are being requested. ONT tenants may choose to provide service to diverted aircraft as deemed necessary. Airlines who use ONT as a primary alternate airport, are encouraged to review the Ontario International Airport, Irregular Operations Plan (IROP) in **Appendix 6**.

4.7 Screening Procedures for Charter Operations:

For further information, see **Section 7, Airport Security**.

4.8 Maintenance or Repair of Aircraft:

See **Section 3, Aircraft Operations**.

4.9 Starting, Running and High-Power Run of Aircraft Engines:

See **Section 3, Aircraft Operations**.

4.10 Passenger Terminal Gate Assignment Guidelines:

The OIAA Commercial Department, assigns passenger terminal preferential gates and non-preferential gates to passenger air carriers (airlines) under the provisions outlined in the: (1) Operating Use and Terminal Lease Agreement (ULA); and, (2) Air Carrier Operating Permit (ACOP) and Facility Use Agreement (FUA) with the following guidelines:

- a. Air carriers with ONT Operating Use and Terminal Lease

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Agreements are called Signatory Airline(s) or Signatory Carriers and shall have the priority right to passenger terminal gate(s) under preferential use, which are assigned by the OIAA in its ULA (preferential Gate). Signatory Airlines shall make its preferential gate(s), when not in active use, available for secondary use by other Airlines. Signatory Airlines shall have the right to assess ONT approved charges to such secondary users.

- b. Signatory Airlines shall establish a Gate Use Committee to develop any necessary criteria (including gate use fees) for the availability and use of Preferential gates by secondary users and the resolution of any unsatisfied request for secondary use of Preferential gate(s). The OIAA shall retain the right to make a final decision regarding any Gate Use Committee action.
- c. When an air carrier is unable to obtain use of a passenger terminal gate(s) from a Preferential Gate lessee, or from the Airport, it shall request use of a gate(s) from the Gate Use Committee. If unsatisfied, the air carrier may appeal any decision, or indecision, of the Gate Use Committee to the Airport Airline Affairs Committee for resolution. If still unsatisfied, the air carrier may appeal to the OIAA for final resolution. If the Airport directs a secondary use, it shall collect the appropriate fees and credit same to the preferential gate lessee.
- d. An Airline with an Air Carrier Operating Permit (ACOP) is referred to as a Non-Signatory Airline or Non-Signatory Carrier. Non-Signatory Airlines may utilize a Preferential Gate solely at the discretion of the carrier leasing the gate. Coordination for such use will be strictly between the air carriers involved.
- e. ONT Airside Operations, (909) 214-7682 or (909) 214-7683, will coordinate scheduling of all passenger terminal Non-Preferential Gates using the following guidelines:
 - 1) Gate assignments are made to maintain balance of terminal use.
 - 2) Non-Signatory Airlines may request specific ONT gates if the gate is adjacent to another air carrier to whom they have contracted for ground handling.
 - 3) Request for additional gates by air carriers for unforeseen circumstances, such as flight delays, weather conditions etc., are referred to ONT Airside Operations, (909) 214-7682 or (909) 214-7683. ONT Airside Operations will have the final decision on all ONT gate assignments.

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- 4) A single use fee will be imposed for use of ONT aircraft gates, except for pre-assigned gates, for remain overnight (RON) aircraft. This fee applies to all aircraft operations such as an arrival and departure, an arrival only or a departure only. All fee rates are established by the OIAA and may be adjusted semi- annually.
- 5) Departures occurring more than three (3) hours after the arrival will be assessed aircraft parking fees in accordance with the OIAA.
- 6) Non-Signatory Airlines may be assigned scheduled use of a Non-Preferential Gate in their Facility Use Agreement, or temporary use of a Common Use or Unassigned Gate by ONT Airside Operations. The following restrictions will apply to such use:
 - i. Any installation of information technology devices and cabling of customer service equipment (ticker printer, computer reservations terminals, and other technology hardware) is optional, and are subject to approval by the OIAA.
 - ii. All removable company logos, signs, and boarding displays must be removed from ONT common use boarding gates and podiums if no flight is scheduled within the next three hours unless previously approved by the OIAA in writing.
 - iii. Airline service equipment must be removed within six (6) hours of being notified by the OIAA.
 - iv. Permanent installation of any equipment requires the submission of appropriate construction approval request documentation to the OIAA.
(<https://www.flyontario.com/corporate/project-request>)
 - v. Signatory Carriers may request use of an additional passenger gate(s), and aircraft parking positions, for aircraft which remain overnight (RON), or need parking for more than 3 hours, when those aircraft cannot be accommodated on their preferential gate(s). These gate assignments will be assigned by ONT Airside Operations, (909) 214- 7682 or (909) 214-7683, on a first-come, first-served basis.

4.11 Passenger Boarding Bridge (PBB) Operation:

- a. General: All ONT Passenger Boarding Bridge(s) (PBB) are owned by the OIAA. PBB's are operated by each airlines personnel or ground handling agent and maintained by a third-party maintenance provider under contract with the Airline Consortium Group ONT-TEC. PBB maintenance and repair includes preconditioned air, potable water and attached ground power units. The ONT-TEC PBB contractor JBT Aero Tech can be contacted at (909) 937-8888. Should a PBB become inoperative, or require immediate repair, airlines or ground service companies using the PBB shall notify ONT-TEC Dispatch, (909) 544-5395, ONT Airside Operations, (909) 214-7682 or (909) 214-7683, to report the operational irregularity or outage.

- b. Training Responsibility: ONT tenant airlines and aircraft ground service companies are solely responsible to ensure the proper training of employees who operate ONT PBB(s). Questions about ONT PBB capabilities can be answered by JBT Aero Tech service technicians. JBT Aero Tech service technicians will demonstrate PBB operational features to tenants; however, JBT Aero Tech is not held responsible for the actions of persons who dock a PBB with aircraft. The OIAA shall be held harmless from any and all damage to airline property, or to the PBB, when such damage has been found to be the result of negligent or improper use by the PBB operator.

- c. PBB Operating Conditions:
 - 1) PBB(s) shall not be operated, moved or repositioned while passengers occupy bridge tunnels.
 - 2) PBB(s) shall not be docked to a moving aircraft. Aircraft must be fully stopped and have its wheel chocks in place prior to the PBB operator approaching and connecting to the aircraft.
 - 3) The operator shall not move a PBB while personnel are on the exterior access stairs or catwalk.
 - 4) The operator shall verify all bridge mounted ground power cables and pre-conditioned air hoses are clear of aircraft and stored in proper storage locations prior to moving a PBB. Ground power cables, preconditioned air and potable water hoses, shall not remain on the ground following PBB use.

- 5) The operator shall confirm the area under and around a PBB is clear of personnel and equipment prior to moving a PBB.
- 6) The operator shall raise the control cab roll up door to its fullest open extent prior to moving a PBB; close and secure the roll up door upon completion of use.
- 7) Miscellaneous equipment, such as wheelchairs, baggage, airline supplies, food catering and other equipment, shall not be stored on PBB interiors, exteriors, stairs and catwalk.
- 8) Surface painted (red) clear zones are located at each PBB passenger gate; PBB(s) shall remain clear of all ground support equipment, vehicles, wheelchairs, baggage, airline supplies, food catering, and other equipment at all times.

d. PBB Exterior and Interior Signage:

- 1) Only pre-approved signage may be displayed on the exterior and interior of a PBB at ONT. All requests for installation of signage shall be submitted to the OIAA in writing. Airline and company logos, identification or advertising materials shall not be affixed on the door or interior/exterior of the PBB.
- 2) ONT will provide all required signage, decals and placards for emergency procedures, telephone numbers, fire extinguisher locations and PBB identification.
- 3) ONT contracted PBB technician(s) shall maintain lighted exterior mounted gate number identification signage.

e. PBB Condition Reporting:

- 1) PBB operators shall immediately report any damage or mechanical problems to ONT-TEC Dispatch, (909) 544-5395, and ONT Airport Operations, (909) 214- 7682 or (909) 214-7683. ONT-TEC and or Airside Operations staff shall notify JBT Aero Tech PBB technician(s), at (909) 937-8888, for inspection and/or repair of PBB(s).
- 2) Unreported PBB damage, and associated repair costs, shall be assigned to the last airline that utilized the damaged PBB.

- 3) Airlines shall not operate any PBB that has been reported out of service due to mechanical problems or damage.
 - 4) When a PBB is non-serviceable due to required mechanical repairs, ONT-TEC Dispatch will notify ONT Airside Operations and the affected airline(s). JBT technician(s) shall place a “Do Not Operate” tag on the control panel of the PBB. When all repairs are completed, ONT-TEC Dispatch will notify Airside Operations and the affected airline(s) when the non-serviceable PBB is returned to service; ensuring the “Do Not Operate” tag is removed.
 - 5) Passenger Terminal Gate(s) with non-serviceable PBB(s) shall remain available to airline(s) using adjoining gate emergency staircases and GSE aircraft stair units.
- f. Operation of Passenger Boarding Bridges in High Wind Conditions:
- 1) All ONT PBB(s) are certified operationally safe by the manufacturer for use in high wind conditions, up to and including 60 MPH (52 KNOTS). PBB(s) shall be deemed non-operational, without exception, when winds exceed 60 MPH (52 KNOTS) or ONT Airside Operations is able to determine wind conditions present a potential hazard to life and/or property. Upon notification from ONT Airside Operations, ONT-TEC Dispatch shall notify all airlines affected to undock the PBB from aircraft parked at passenger terminal gates during unsafe high wind conditions.
 - 2) JBT Aero Tech shall then position PBB(S) in their fully lowered and retracted positions. All PBB(s) must be tied down and secured when winds exceed 90 MPH (78 KNOTS). Only authorized personnel shall tie down and secure PBB(s).
 - 3) ONT Airside Operations shall notify ONT-TEC Dispatch when PBB operations may resume.
 - 4) During extreme high wind conditions all PBB power systems and pre-conditioned air hoses shall be disconnected and stored in proper storage receptacles.
 - 5) While PBB(s) are deemed non-operational due to high wind conditions, no airline personnel or passengers are to enter a PBB for any reason without receiving prior approval from ONT

Airside Operations.

- g. Passenger Boarding Bridge Operations for Regional Jets: Regional Jet (RJ) aircraft have a lower passenger entry door (sill) height above the ground that precludes normal PBB use for passenger operations.
 - 1) Therefore, RJ aircraft using an ONT PBB must use an appropriate PBB adapter to ensure the safety of passengers crossing to/from RJ aircraft docked to a PBB.

4.12 Washing of Aircraft:

Wet washing of aircraft on ONT property (aircraft aprons, cargo ramps, aircraft parking positions, and tenant leaseholds) is prohibited. ONT does permit dry washing and polishing of aircraft provided all aircraft aprons, cargo ramps, aircraft parking positions, and tenant leaseholds remain clean and free of debris resulting from the washing and/or polishing process.

4.13 Passenger Terminal Aircraft Gate and Apron Pavement Cleaning:

- a. Passenger terminal pavement inclusive of aprons and aircraft gates at Terminal 2 and Terminal 4 are policed for Foreign Object Damage (FOD) and debris three (3) times per week on Mondays, Wednesdays and Fridays. Gates with yellow FOD receptacles (barrels) are emptied during the cleaning process.
- b. Concrete cleaning/scrubbing of T2 and T4 aircraft gates is performed on a regular basis with each gate scrubbed two times each month. Hard-stand 300 series aircraft parking positions located between T2 and T4 are cleaned two times each month. Other non-passenger terminal remote or hard-stand aircraft parking positions are scrubbed on an as needed basis.

4.14 Transportation and Transfer of Livestock:

To assure positive containment of livestock during transfer operations at ONT, the following handling procedures shall be followed:

- a. Loading or unloading livestock into transport trailers, or shipping containers, shall be conducted on cargo ramps remote to passenger terminal gates.
- b. Livestock transport trailers and shipping containers must be structurally sound to prevent escape of livestock.

- c. Aircraft livestock transferred from aircraft directly to transport trailers must be loaded and unloaded utilizing a ramp between the vehicle and the aircraft. The ramp is to be constructed in such a manner as to prevent livestock escape.
- d. Livestock ramps must be securely fastened to both the aircraft and vehicle to prevent separation during transfer operations.
- e. Leakage of urine, feed, straw, or other debris shall not contaminate cargo ramps or aircraft parking positions and must be cleaned up and removed immediately.
- f. Airlines or aircraft ground handlers must notify ONT Airside Operations, (909) 214-7682 or (909) 214-7683, prior to commencing livestock loading/unloading activities.

4.15 Freight Forwarding:

Vehicles (box trucks and vans), not designed to carry passengers, which transport baggage or freight only, shall not load or unload at ONT passenger terminal building curbs. For security reasons, freight-forwarders and airline bag delivery service companies shall utilize appropriate freight/cargo facilities for the transfer of baggage or freight. Airlines not having freight/cargo facilities are encouraged to make prior arrangement with airline and cargo handlers for the use of their facilities.

4.16 Aircraft Gate Hold Procedures:

The FAA has sole responsibility for the safe and efficient flow of air traffic movement. The OIAA and ONT Airside Operations do not control gate hold or ground stop procedures. FAA National Air Traffic Management shall determine when ground stop procedures (arrivals and departures) effect ONT. The FAA ONT Air Traffic Control Tower (ATCT) may implement gate hold procedures for departures whenever any of the following conditions exist:

- a. When ONT weather or traffic conditions impose departure delays.
- b. When excess aircraft are holding on AMA awaiting takeoff, FAA ONT ATCT will broadcast gate hold instructions on FAA Automated Terminal Information Service (ATIS) 124.25 MHz.
- c. The OIAA and ONT Airside Operations requires aircraft on FAA ONT ATCT gate hold to do so with all engines shut down.

