

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY  
COMMISSION MEETING  
MINUTES  
MONDAY, JULY 6, 2015**

A meeting of the Ontario International Airport Authority was held on Monday, July 6, 2015 in the City Council Chambers at Ontario City Hall, 303 East "B" Street, Ontario, CA.

Notice of said meeting was duly given in the time and manner prescribed by law.

**CALL TO ORDER**

Commission President Wapner called the Ontario International Airport Authority Commission meeting to order at 10:00 a.m.

**ROLL CALL**

PRESENT: Commissioners: Jim W. Bowman, Curt Hagman,  
and Alan D. Wapner

ABSENT: Commissioners: Lucy Dunn and Ronald O. Loveridge  
(Ms. Dunn arrived at 10:10 a.m.)

Also present were: Executive Director Al C. Boling, General Counsel John Brown, and Assistant Secretary Vicki Kasad.

**CLOSED SESSION**

Hearing no requests to speak from the public, President Wapner adjourned the meeting to Closed Session at 10:01 a.m., for discussion of the following:

- GC 54956.9 (d)(1), CONFERENCE WITH LEGAL COUNSEL, EXISTING LITIGATION: *City of Ontario v. City of Los Angeles, Los Angeles World Airports, and Los Angeles Board of Airport Commissioners, RIC 1306498.*
- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS  
Property: Ontario International Airport, 2900 East Airport Drive, Ontario; Authority Negotiator: Executive Director or designee; Negotiating parties: Los Angeles Mayor or his designee; Under negotiation: Price and terms of payment.

**RECONVENE IN PUBLIC SESSION**

The Ontario International Airport Authority Commission meeting was reconvened in public session at 10:56 a.m.

## **CLOSED SESSION REPORT**

President Wapner advised that there was no reportable action from the Closed Session discussion.

## **PUBLIC COMMENTS**

There were no public comments.

## **DISCUSSION/ACTION ITEMS**

### **1. Approval of Minutes**

Minutes for the meetings of the Ontario International Airport Authority of April 6, May 4, and June 1, 2015, as on file with the Secretary/Assistant Secretary.

**MOTION:** Moved by Secretary Dunn, seconded by Commissioner Bowman and carried by unanimous vote of those present with Vice President Loveridge absent to approve the Minutes as presented.

### **2. Southern California Air Service Performance Update and Forecast**

Executive Director Boling introduced Paul Haney, representing Englander, Knabe and Allen, to provide an update on performance at ONT and a forecast for the remainder of the year. Mr. Haney indicated that there was a 2% increase in passengers at ONT year over year for the first five months of 2015. He clarified that 32,000 of those passengers were a result of the new service to Mexico, with only 12,000 being domestic passengers. He further indicated that air traffic in the region has increased 3.5% or 4.2 million passengers overall during the same time period and provided the breakdown by airport. He also explained the seat load factors applicable for all airports in the area.

Mr. Haney then advised that based on the traffic results through May, it is possible to forecast the number for the full year with a high degree of confidence. He indicated that the regional forecast was 97 million passengers, with ONT projected at 4.2 million passengers. He noted that ONT will be about 3 million below its peak year, while LAX is looking at another record year and will reach its design cap of 78.9 million in 2016. He also stated that John Wayne Airport is constrained at 10.8 million, but will reach its cap by next year.

President Wapner questioned the SCAG forecast showing a 9.6 million constraint at John Wayne, which varies from the 10.8 mentioned by Mr. Haney. Mr. Haney indicated that there is an agreement in place for the 10.8 which allows extension

of the cap up to 12.4 million passengers, so he could not reconcile the number forecast by SCAG.

President Wapner commented that he had been reading about Southwest increasing flights at Orange County, Burbank and LAX and inquired if this meant that ONT would be losing more flights. Mr. Haney indicated that the flights were starting at Burbank in January and he had not seen a schedule for ONT to determine if flights had been shifted. He further indicated that Orange County will be at capacity early next year. President Wapner inquired if we could expect further reductions from Southwest. Mr. Haney indicated he was not aware of any at this time.

Secretary Dunn noted that she met with Southwest a couple of months ago and they indicated an interest in increased flights and adding new destinations. President Wapner concurred noting new flights to San Francisco from both Burbank and Orange County, and commented it would be nice to see some from Ontario. Secretary Dunn noted that Southwest stated they were also looking to add more connections to the east coast. President Wapner noted that there were new slots open at Reagan National Airport. Mr. Haney indicated that he believed those had all been scheduled.

Mr. Haney then addressed the SCAG Draft Aviation Demand Forecast for 2040, as presented at the last meeting of SCAG. He explained that when finalized, it will be integrated into the Regional Transportation Plan. He noted that SCAG has assigned projected traffic levels for all of the airports in the region including March Inland Port Airport and San Bernardino International Airport with zero passengers in 2040.

Board Member Hagman left the meeting at 11:13 a.m.

Mr. Haney detailed the airport capacity limitations for the six southern California region airports and reminded the Board of the urgent need for regional airports to step up service. He noted the appointment of the new LAWA Executive Director, Deborah Ale Flint, which has been praised as a brilliant hire by Los Angeles Mayor Garcetti. Mr. Haney said Ms. Flint starts next Monday and stated he believes she understands the importance of local control. He noted that at the April 6, 2015 meeting the Board cited Oakland International Airport as a model for managing a secondary airport and that is where Ms. Flint previously worked. President Wapner inquired if Ms. Flint would direct both LAX and LAWA. Mr. Haney indicated that there has been no announcement as to organizational changes.

### **3. FAA Southern California Metroplex Airspace Study Overview**

Nick Johnson, Johnson Aviation, discussed the airspace study, noting the impacts on ONT and the surrounding area. He indicated that this was a realignment project that was being done throughout the country for the last five

years. He explained that it was a movement toward increased use of GPS technology. He further explained that a metroplex is a large geographic area like Southern California with a multi-airport system. He advised that the environmental assessment is going on now as part of the Southern California implementation, which will improve the efficiency of the airspace our metroplex. He indicated that the project would optimize aircraft arrival and departure routes for the over 6,000 planes a day within the metroplex. He explained that the benefits of this program will actually be seen at the 7,000 to 10,000 foot level and above, and will include four new arrival procedures, two new departure procedures and two new required navigation performance procedures. He noted that the program has great benefit by tracking routes over freeways and major streets, but that most of the changes that affect traffic will happen away from the airport itself. He stressed that these are long-range changes to the airspace and have little or no impact to the Ontario area specifically. He indicated that a workshop was held on June 26, 2015 and the public comment period closes on July 10, 2015. He commented that the FAA is heading in the right direction with these types of improvements. He stressed that it is important that Ontario continue to be in the forefront of these discussions.

President Wapner indicated that he had questioned the benefit of this to Ontario and the region, and inquired if a letter of support to the FAA was appropriate. Executive Director Boling confirmed, noting that the proposal is critical for long term support of the airport.

**MOTION:** Moved by Commissioner Bowman, seconded by Secretary Dunn and carried by unanimous vote of those present with Commissioner Hagman and Vice President Loveridge absent to direct staff to send a letter of support of the FAA SoCal Metroplex Project to the Federal Aviation Administration.

#### **4. Discussion of the SCAG Regional Transportation Plan – Aviation Element**

President Wapner indicated that the Regional Transportation Plan is an important document for all of Southern California, and noted that the forecasts in the document were much different from the previous versions. He noted the modest increases, and expressed a concern with how SCAG was spreading the traffic over all the airports in the region. He indicated that SCAG will be having a special meeting on July 23, 2015 to discuss just airports, and there are a lot of concerns over what SCAG has come up with. He noted that some airports are not on the map at all and Palmdale is shown with 0.5 million passengers. The bigger concern is that SCAG formulated a policy in 2007 on regionalization of airports to encourage people to use airports closer to their homes and it has not happened. He indicated that instead of spreading the traffic out, they have driven everyone to LAX. He advised that he will be asking SCAG if they still support regionalization of aviation. He noted past legal efforts and expressed concern that the ranges presented are all dependent on LAX. He stressed that SCAG has to take a stand to either support regionalization or support an airport in the

region, as it is sending the wrong message to allow LAX to forecast growth of 96.6 million passengers while other airports stay constant or are reduced. He requested input from the Board, noting the need to send correspondence to SCAG for their discussion. He suggested that the Orange County Business Council also weigh in on this matter.

Secretary Dunn noted that she emailed the OCBC Economic Advisor and he had no explanation for the numbers presented, as they make no sense. Ms. Dunn agreed that regionalization of airport traffic had to continue. She stressed the need for fairness and convenience for the traveling public. She further stressed the enormous pressure for reduction of greenhouse gasses and suggested that the road system should be treated as a utility, noting that the Governor has directed the State Transportation Commission to explore a road charge and bump up the implementation of the pilot program to next year. She indicated that people need to think about the trips they plan, including which airport they drive to. She noted that she also would like to see the discussion with the airlines regarding charges for greenhouse gas emissions and questioned how we allow them to be profitable while meeting the needs of the State. She concurred with Mr. Wapner that this was a highly complex issue, but the immediate goal was to understand that LAX could not be the be all and end all. She noted that she just returned from Europe and had to fly through LAX, and while the improvements are well done, the traffic is frightening. She stressed the need to make Ontario a viable alternative for two-thirds of the State's population.

President Wapner noted that it is more convenient to go through LAX for international flights, as the ONT international terminal does not have the customs agents. He expressed concern with the ground access issues at LAX now and in the future, and stressed the need for a better balance than that suggested by SCAG. He also noted that there are safety issues with the volume of traffic at LAX if the need to evacuate were to arise.

Commissioner Bowman concurred with the other Board Members and indicated that SCAG needs to revisit the goals they have set. He questioned the methodology they had used to establish fair numbers.

President Wapner requested a motion to support regionalization in all outlying airports, not just for the benefit of those airports, but to benefit the residents around LAX. Secretary Dunn agreed suggesting we draft a resolution which would include the need to meet the new requirements for reduction of greenhouse gases.

**MOTION:** Moved by Secretary Dunn, seconded by Commissioner Bowman and carried by unanimous vote of those present with Commissioner Hagman and Vice President Loveridge absent to direct staff to send a letter to SCAG supporting regionalization in all outlying airports, for mitigation of traffic going to LAX and meeting requirements for

reduction of greenhouse gases and draft a Resolution for consideration at the next regular meeting of this body.

### **COMMISSIONER MATTERS**

President Wapner noted important upcoming dates as follow:

- July 7, 2015 – Mandatory Settlement Conference
- July 8, 2015 – Hearing on Motion to protect documents in discovery
- July 8, 2015 – Senate Hearing on AB1455, with City Manager Boling and County Administrative Officer Devereaux providing testimony

President Wapner also noted that 38 cities have signed on to support the need for Mayor Garcetti to meet to negotiate an amicable transfer of the airport.

### **STAFF MATTERS**

There were no staff matters.

### **ADJOURNMENT**

President Wapner adjourned the Ontario International Airport Authority Commission meeting at 11:56 a.m. to the next regularly scheduled meeting on Monday, August 3, 2015 at 10:00 a.m.

Respectfully submitted:



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VICKI KASAD, MMC, ASSISTANT SECRETARY

APPROVED:



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ALAN D. WAPNER, PRESIDENT  
ONTARIO INTERNATIONAL AIRPORT AUTHORITY