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SEPTEMBER 29, 2026

Attachment 1: Existing Federal Inspection Services (FIS) Enhancements Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Existing Federal Inspection Services (FIS) Enhancements Project.

Introduction

The Ontario International Airport Authority (OIAA or Authority), as the owner and operator of Ontario International Airport (ONT or Airport), proposes the Existing Federal Inspection Services (FIS) Enhancements Project (Proposed Project) to enhance overall operational efficiency, improve the passenger experience at the International Arrivals Facility (IAF), and bring the IAF into conformity with current U.S. Customs and Border Protection (CBP) Airport Technical Design Standards (ATDS). The space would be modernized and reconfigured to optimize the primary processing queue layout and to provide parallel processing of luggage. The Proposed Project would also include installation of new public restrooms to ensure facilities are adequately available throughout the IAF.

The Proposed Project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15301 and 15303.[1]

Existing Conditions

The FIS facilities currently include two restrooms: one is in the sterile pre-primary inspection area, where passengers are held after deplaning and prior to primary inspection, and one is located post processing, after passengers enter the publicly accessible portion of the facility. No restroom is currently within the baggage claim area. Once passengers

[1] California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 Sections 15000 – 15387.

proceed to the baggage claim, they cannot access the pre-primary restroom facilities and, if required to undergo secondary inspection, may experience extended wait times before being able to access a restroom. This creates an operational and passenger-service deficiency that the proposed baggage claim restrooms would address.

The existing baggage claim facilities are also limited in their ability to efficiently accommodate concurrent international aircraft arrivals. The Proposed Project would provide a supplemental baggage claim facility to support existing operations and provide redundancy for the existing baggage claim. The supplemental baggage claim would allow two aircraft to deplane simultaneously while providing sufficient baggage processing capacity. The proposed improvements are intended to accommodate existing operational needs and would not increase passenger or operational capacity at ONT.

Proposed Project

As noted above, the Proposed Project would involve enhancements to the existing IAF at ONT to modernize existing facilities, improve operational efficiency and passenger processing, and bring the IAF into conformity with current U.S. CBP ATDS. Project-related activities would include:

- Reconfiguration of the existing primary processing area, including removal of two of the 14 existing Primary Officer Booths (POBs) to accommodate a new, dedicated oversized bag drop area.
- Reconfiguration of the secondary inspection area and installation of updated baggage x-ray equipment.
- Relocation of the existing secondary inspection counters to accommodate a new baggage claim device.
- Installation of a new secure exit corridor equipped with automated back-flow control doors.
- Reduction and improvement of the existing post-processing lobby, including installation of new flight information displays (FIDS) and enhanced wayfinding signage.
- Installation of a new baggage claim device to supplement the existing baggage handling system and provide additional operational flexibility during simultaneous international arrivals.
- Construction of new ADA-compliant public restrooms within the baggage claim area.
- Minor modifications to existing utility systems to accommodate the proposed improvements.
- Construction of a concrete pad to support the portion of the new baggage claim device that would extend outside the existing building.
- Shallow excavation and minor surface preparation adjacent to the existing IAF building to accommodate the exterior portion of the new baggage claim device.
- Installation and commissioning of associated equipment, finishes, signage, and improvements necessary to complete the Proposed Project.

The Proposed Project would not modify the existing 39,000-square-foot IAF building footprint; rather, subject to the limited exception described in the latter half of this paragraph, the Proposed Project's improvements would occur interior to and within the existing building. As to exterior improvements, the Proposed Project would include construction of an approximately 2,476 square-foot concrete pad, adjacent to the IAF, to support mechanical equipment associated with the proposed baggage claim improvements, installation of a canopy on the exterior wall for weather protection, and fence realignment for security purposes. The concrete pad would require shallow excavation and minor surface preparation adjacent to the existing building. All work would occur within previously disturbed areas. See **Exhibit 1** for the Proposed Project location.

Construction of the Proposed Project would involve typical light- and medium-duty construction equipment.

Construction materials and equipment would be staged off-site, on Airport property, at an existing parking lot north of the IAF. Environmental and safety best management practices (BMPs) would be implemented during the Proposed Project's construction to avoid and/or minimize disruption to Airport operations and ensure compliance with all applicable regulatory requirements.

Construction of the Proposed Project is estimated to begin in Quarter 3 of calendar year 2027 and conclude in Quarter 3 of calendar year 2028. The Proposed Project would not result in changes in land use or an increase in passenger activity or aircraft operations at ONT.

Project Need

The existing IAF is aging and requires improvements to maintain efficient operations and enhance the passenger experience.

FIS enhancements are necessary to:

- Address aging infrastructure within the existing IAF.
- Improve the efficiency and functionality of existing passenger processing and baggage handling facilities.
- Improve the accessibility, security, and overall passenger experience within the IAF.
- Provide additional restroom capacity and ADA-compliant restroom facilities.
- Bring the IAF into conformity with current U.S. CBP ATDS.

Categorical Exemption(s) Under CEQA

The State CEQA Guidelines identify a list of project "classes" that are determined to generally not have a significant effect on the environment and, therefore, are considered exempt from CEQA review. Projects may be eligible for exemption under multiple classifications described in State CEQA Guidelines Sections 15300-15333.

In this instance, the CEQA Lead Agency (OIAA) has determined that the Proposed Project is categorically exempt from further CEQA review in accordance with the following provisions:

- 14 California Code of Regulations (CCR) Section 15301 (Class 1) – Existing Facilities

  Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

- 14 California Code of Regulations (CCR) Section 15303 (Class 3) – New Construction or Conversion of Small Structures

  Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

The Proposed Project is exempt from further CEQA review pursuant to the Class 1 and Class 3 categorical exemptions of the State CEQA Guidelines because it would involve minor alterations to the existing IAF, including the reconfiguration of

existing passenger processing, baggage handling, and circulation facilities, and the installation of limited new equipment and facilities. The Proposed Project would not modify the existing 39,000-square-foot building footprint, and the limited exterior work would occur within previously disturbed areas.

The Proposed Project would comply with applicable federal, state, and local regulations as a matter of law, and OIAA would implement environmental and safety BMPs. Additionally, given the limited scope and duration of construction, the confinement of all activity to the existing footprint of the IAF, and the absence of any significant ground disturbance or excavation, the Proposed Project would not have any significant adverse effects on the environment due to unusual circumstances, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable.

Conclusion

For all the reasons discussed above, the proposed enhancements to the existing IAF at ONT are exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 3 – New Construction or Conversion of Small Structures categorical exemptions.

KEY MAP

EXISTING FIS BUILDING

INTERNATIONAL WAY

DRAWING LEGEND

PROPOSED EXTERIOR IMPROVEMENT AREA

ONT

ONTARIO INTERNATIONAL AIRPORT

ON-CALL AIRPORT PLANNING CONSULTING SERVICES

0 40' 80'

HNTB

EXHIBIT 1

SEPTEMBER 2026

EXISTING FIS ENHANCEMENTS PROJECT LOCATION

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