



Legend

- Boundary Lines**
- Airport Property Line
 - County Line
 - - - City Limits
 - Street
 - Existing Runways } Runway 8L-26R
Runway 8R-26L

Radar Flight Tracks²

Arrival	Departure	Altitude Range
—	—	0-500'
—	—	500' - 1,000'
—	—	1,000' - 1,500'
—	—	1,500' - 2,000'
—	—	2,000' - 2,500'
—	—	2,500' - 3,000'

Flight Track Altitudes²

Red	0-500'
Light Red	500'-1,000'
Orange	1,000'-1,500'
Yellow-Orange	1,500'-2,000'
Yellow	2,000'-2,500'
Light Green	2,500'-3,000'

Notes

1. Existing airport elevation is 944.0' above mean sea level (MSL). Future airport elevation assumed at 944.0' MSL. Actual to be determined.
2. Altitudes are above airport elevation. Track segments above 3,000' not shown.
3. Chino Noise Mitigation Measures (May 15, 1991): aircraft requested to avoid overflight of Chino by making immediate left turn to Paradise (PDZ) VORTAC or proceed straight for several miles before turning left, when feasible.



**Ontario International Airport
Land Use Compatibility Plan
July 2018 Amendment**

Base Map Sources:
 • County of San Bernardino, County of Los Angeles, and County of Riverside TLMA (2009).

Exhibit 1-12

**Flight Track Altitude:
All Operations - Composite**

S:\Planning\Divisions\Airport Planning\Ontario International Airport - ALUCC\ONT-Compatibility-OVERFLIGHT.dwg Jun 13, 2018 - 5:19pm