

Exhibit 1-2

Airport Features
GENERAL INFORMATION

- **Airport Ownership:**
 - Los Angeles World Airports (LAWA)
- **Year Opened as Public-Use Airport:** 1929 current location; 1923 landing strip east of current location
- **Property Size:**
 - 1,741 acres
- **Airport Classification:** Commercial Service - Primary
- **Airport Elevation:** 944 ft. MSL

AIRPORT PLANNING DOCUMENTS

- **Airport Master Plan:** none
 - Planning effort discontinued December 2008
- **Airport Layout Plan Drawing:**
 - Approved March 7, 2018, by FAA

RUNWAY/TAXIWAY DESIGN

(both runways except as indicated)

- **Airport Reference Code:** D-V
- **Critical Aircraft:** Boeing 747
- **Dimensions:**
 - Runway 8L-26R: 12,200 ft. long, 150 ft. wide
 - Runway 8R-26L: 10,200 ft. long, 150 ft. wide
- **Pavement Strength** (main landing gear configuration):
 - 30,000+ lbs. (single wheel)
 - 200,000 lbs. (dual wheel)
 - 560,000 lbs. (dual-tandem wheel)
 - 850,000 lbs. (double dual-tandem wheel)
- **Average Gradient:**
 - Runway 8L-26R: 0.2% (rising to the west)
 - Runway 8R-26L: 0.1% (rising to the west)
- **Runway Lighting:**
 - High-Intensity Runway Lights (HIRL)
 - Centerline Lights
- **Primary Taxiways:**
 - Full-length parallel Taxiway N on north side
 - Full-length parallel Taxiway S on south side
 - Partial parallel Taxiway M between runways

BUILDING AREA

- **Terminal Area:**
 - North side of airfield
- **General Aviation:**
 - Southwest end of airfield
- **Other Facilities:**
 - Air Traffic Control Tower (ATCT)
 - U.S. Border Patrol
 - UPS (on adjacent property)
- **Services:**
 - Fuel: 100LL, Jet A, Military Fuel (upon request)
 - Other: airfreight, avionics, cargo, charter, aircraft rental and sales

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- **Airplane Traffic Patterns:**
 - Runways 8R and 26R: Right traffic
 - Runways 8L and 26L: Left traffic
- **Typical Pattern altitude:**
 - 2,000 ft. MSL
 - Large aircraft 2,500 ft. MSL
- **Instrument Approach Procedures** (lowest minimums):
 - Runway 8L (ILS):
 - Straight-in: 200 ft. ceiling, 2,400 ft. Runway Visual Range (RVR) (1/2 mile)
 - Runway 26R (ILS):
 - Straight-in: 200 ft. ceiling, 2,400 ft. RVR (1/2 mile)
 - Runway 8R (GPS):
 - Straight-in: 284 ft. ceiling, 5,000 ft. RVR (1 mile)
 - Runway 26L (ILS):
 - Straight-in: 200 ft. ceiling, 1,800 ft. RVR (1/3 mile)
 - Cat II and III provide lower minimums with special certification
- **Visual Approach Aids:**
 - 26R: 4-light PAPI on left
 - 8R: Pulsating/steady burning VASI on left
 - 26L: 4-light PAPI on right
- **Operational Restrictions / Noise Abatement Procedures:**
 - Chino Noise Mitigation Measures (May 15, 1991); detailed information available at City of Chino (see Exhibit 1-14)
 - Runway 8 departures and Runway 26 arrivals between 10:00 pm and 7:00 am

APPROACH PROTECTION

- **Runway Protection Zones (RPZ):**
 - Runway 8L Approach RPZ (Existing): Mostly on-airport, southwest corner off-airport
 - Runway 8L Departure RPZ (Existing): Mostly on-airport, southwest corner off-airport
 - Runway 8R (Existing): ¼ on-airport, southwest corner off-airport
 - Runway 8L (Ultimate): On-airport, future easement or property acquisition
 - Runway 8R (Ultimate): On-airport, future easement or property acquisition
 - Runways 26R & 26L (Existing & Ultimate): On airport
- **Approach Obstacles:**
 - Runway 8L (Existing): Road 600' from Runway end, 250' right of centerline, clearance slope 20:1
 - Runway 26R (Existing): Pole 2050' from Runway end, 400' right of centerline, clearance slope 46:1
 - Runway 26L (Existing): Pole 2050' from Runway end, 400' left of centerline, clearance slope 46:1

PLANNED FACILITY IMPROVEMENTS

- **Airfield:**
 - Relocate both runways south and east
 - Construct additional taxiways, including center parallel taxiway
- **Property:**
 - Easement or acquisition of remaining RPZ area

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