



LEGEND

Boundary Lines

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

Radar Flight Tracks ²

- Departure
- 0-500'
 - 500' - 1,000'
 - 1,000' - 1,500'
 - 1,500' - 2,000'
 - 2,000' - 2,500'
 - 2,500' - 3,000'

Flight Track Altitudes ²

- 0-500'
- 500'-1,000'
- 1,000'-1,500'
- 1,500'-2,000'
- 2,000'-2,500'
- 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. Radar flight tracks reflect normal departure flow: departures to west or south to PDZ VORTAC (April 1-2, 2008).
4. 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

Exhibit 1-14

Flight Track Altitude:
Normal Operations - Departures

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

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