

Legend

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

Safety Zones

- No Project ²
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Notes

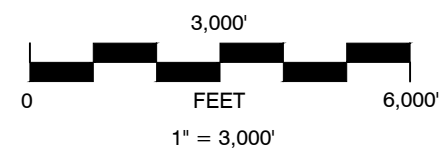
1. Generic Large Air Carrier Safety Zones source: California Airport Land Use Planning Handbook (January 2002). The generic safety zones translate nationwide aircraft accident distribution pattern data into a set of distinct zones with regular geometric shapes and sizes. These safety zones are shown for both the existing and ultimate runway configurations.
2. The "No Project" forecast assumes that aircraft activity would be constrained due to the current airfield configuration.
3. Adjusted Zone 1 to match runway protection zones (RPZ) as follows:

Existing Runway 8L Approach: 1,000' x 2,500' x 1,750' Runway 8L Departure: 500' x 1,700' x 1,010' Runway 26R: 1,000' x 2,500' x 1,750' Runway 8R: 1,000' x 2,500' x 1,750' Runway 26L: 1,000' x 2,500' x 1,750'	}	RPZ begins 200' from displaced threshold RPZ begins 200' from runway ends
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**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).



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