
Background Data: Chino Airport and Environs

INTRODUCTION

Chino Airport is owned and operated by the County of San Bernardino and situated within the incorporated limits of the City of Chino in the southwestern corner of the county. Occupying 1,102 acres of land and having three runways and full precision instrument approach capabilities, the airport is a major general aviation facility serving the cities of Chino, Chino Hills, and Ontario, as well as other nearby communities in San Bernardino, Riverside, and Orange counties. Operations at Chino Airport affect lands within Riverside County less than two miles to the east, thus necessitating Riverside County Airport Land Use Commission adoption of a *Chino Airport Land Use Compatibility Plan* for the portion of the airport influence area lying within Riverside County.

The County of San Bernardino adopted a new master plan for the airport in February 2006. The background data presented in the exhibits in this chapter was obtained from the master plan and discussions with airport management. Exhibit CH-1 describes current and planned features of the airport. The long-range development plan is depicted in Exhibits CH-2a and 2b. Exhibit CH-3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, Exhibits CH-4 and CH-5. Exhibit CH-6 illustrates the noise, flight track, risk and other factors that are the source of the Chino Airport compatibility map included in Volume 1.

State law requires that compatibility plans have at least a 20-year time horizon. The current adopted Chino Airport Master Plan projects an activity level of 209,400 operations in the year 2025, not quite the full 20 years from the adoption date of this *Compatibility Plan*. Activity forecasts were discussed with the airport management and the ALUC staff. Considering the recent drop in training levels at the airport and the expectation that continued higher costs for fuel will constrain overall aviation activity, the consensus is that using the 2025 projection as a 20-year (2028) forecast is appropriate. The forecast assumes closure of Rialto Airport, but no other airport closures in the market area of Chino Airport.

Historically, lands near Chino Airport were comprised mainly of agricultural uses, especially dairy farming. Today, the airport environs are becoming urbanized. Most of the area is planned for residential development. Information regarding existing and planned land uses in the airport vicinity is summarized in Exhibit CH-7. Exhibit CH-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the affected jurisdictions in San Bernardino County. The final exhibit, CH-9, contains an initial assessment of consistencies and inconsistencies between the Riverside County general plan and compatibility policies set forth in Volume 1 of the *Compatibility Plan*.

GENERAL INFORMATION

- ▶ *Airport Ownership:* San Bernardino County
- ▶ *Year Opened:* 1960
- ▶ *Property Size*
 - ▶ Fee title: 1,102 acres
- ▶ *Airport Classification:* General Aviation Reliever
- ▶ *Airport Elevation:* 652 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Airport Master Plan*
 - ▶ Adopted February 28, 2006
- ▶ *Airport Layout Plan Drawing*
 - ▶ Last formal FAA approval, April 19, 2006

RUNWAY/TAXIWAY DESIGN

Runway 8R-26L

- ▶ *Critical Aircraft:* Gulfstream V
- ▶ *Airport Reference Code:* D-III
- ▶ *Dimensions:* 7,000 ft. long, 150 ft. wide
- ▶ *Pavement Strength: (main landing gear configuration)*
 - ▶ 75,000 lbs (single wheel)
 - ▶ 150,000 lbs (dual wheel)
 - ▶ 215,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.24 % (rising to east)
- ▶ *Runway Lighting:* Medium-intensity edge lights (MIRL)
- ▶ *Primary Taxiways:* Full-length parallel on south side; partial parallel on north at east end

Runway 8L-26R

- ▶ *Critical Aircraft:* Global Express
- ▶ *Airport Reference Code:* C-III
- ▶ *Dimensions:* 4,858 ft. long, 150 ft. wide
- ▶ *Pavement Strength: (main landing gear configuration)*
 - ▶ 12,000 lbs (single wheel)
- ▶ *Average Gradient:* 0.39 % (rising to east)
- ▶ *Runway Lighting:* High-intensity edge lights (HIRL)
- ▶ *Primary Taxiways:* Full-length parallel on north side

Runway 3-21

- ▶ *Critical Aircraft:* Citation X
- ▶ *Airport Reference Code:* C-II
- ▶ *Dimensions:* 4,919 ft. long, 150 ft. wide
- ▶ *Pavement Strength: (main landing gear configuration)*
 - ▶ 21,000 lbs (single wheel)
 - ▶ 130,000 lbs (dual wheel)
- ▶ *Average Gradient:* 0.79% (rising to northeast)
- ▶ *Runway Lighting:* Medium-intensity edge lights (MIRL)
- ▶ *Primary Taxiways:* Full-length parallel on northwest side

APPROACH PROTECTION

- ▶ *Runway Protection Zones (RPZ)*
 - ▶ Rwy 3, 21, 8R, 8L: 1,700 ft. long; all partially on airport property
 - ▶ Rwy 26L, 26R: 2,500 ft.; partially on airport property
- ▶ *Approach Obstacles*
 - ▶ Trees in all approaches; no approach obstructions
 - ▶ Rising terrain southwest of the airport

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - ▶ Runways 3, 8R, 8L, right-hand traffic
 - ▶ Runways 21, 26L, 26R, left-hand traffic
 - ▶ Pattern Altitude:
 - 750 ft. AGL, single-engine
 - 1,350 ft. AGL, twins
- ▶ *Instrument Approach Procedures (lowest minimums)*
 - ▶ Runway 26R ILS
 - Straight-in (¾-mile visibility; 200 ft. descent height)
 - Circling (1-mile visibility; 600 ft. descent height)
 - ▶ Runway 26R VOR or GPS-B
 - Circling (1-mile visibility; 900 ft. descent height)
- ▶ *Visual Approach Aids*
 - ▶ Runways 8R, 26L, 26R: PAPI (3.0°)
 - ▶ Runway 21: VASI (3.0°); REIL

BUILDING AREA

- ▶ *Location:* Most facilities in northwest quadrant
- ▶ *Aircraft Parking Capacity*
 - ▶ Hangar spaces: 495 (+88 under development) conventional, executive, and T-hangars
 - ▶ Tiedowns: 220
- ▶ *Other Major Facilities*
 - ▶ Air traffic control tower
- ▶ *Services*
 - ▶ Fuel: 100LL, Jet A
 - ▶ Other: Aircraft rental & instruction; aircraft maintenance & modification; aircraft charter

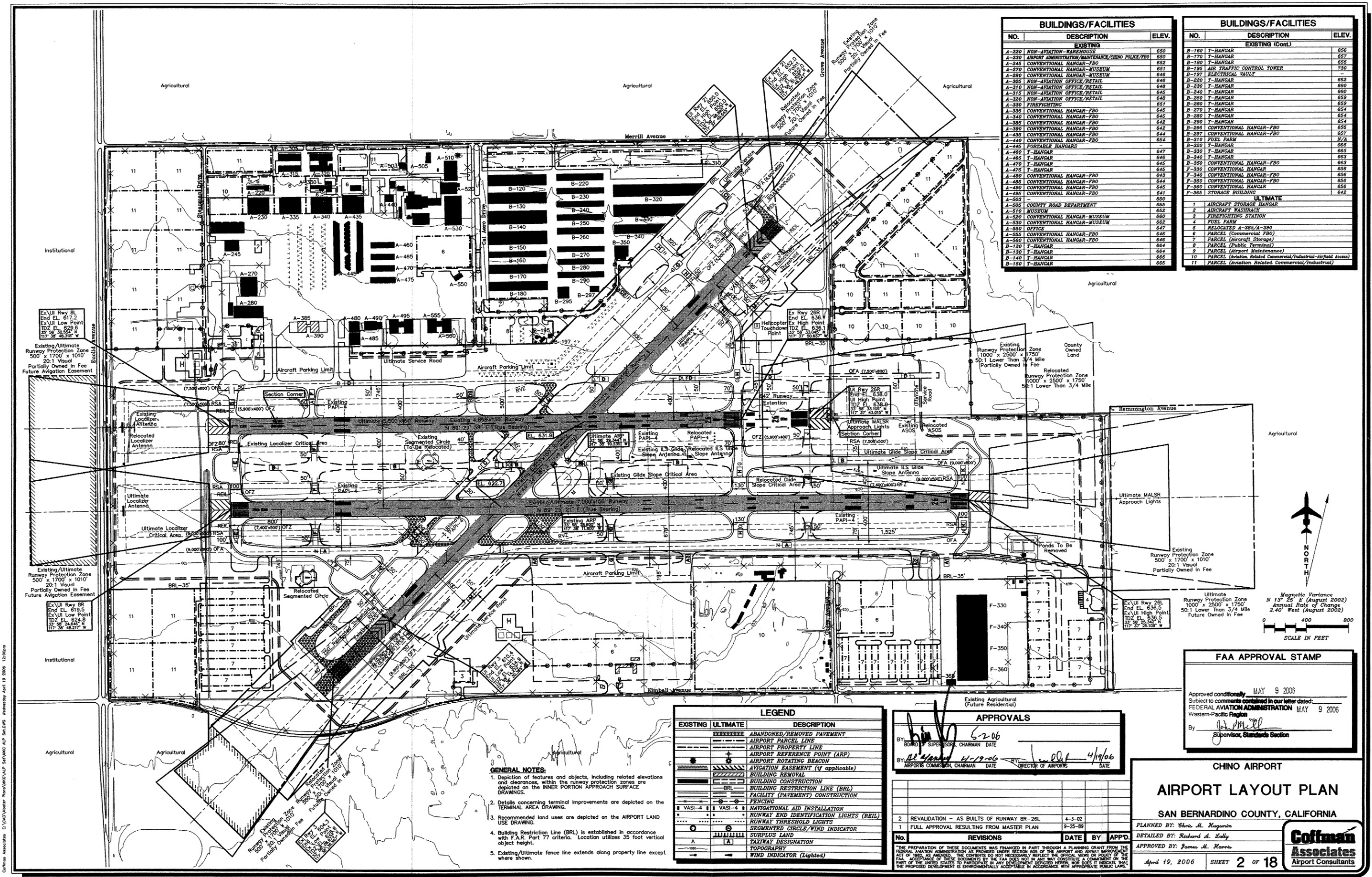
PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - ▶ Extend Rwy 8L-26R to 5,500 ft., adding 662 ft. on east
 - ▶ Establish ILS on Rwy 26L
 - ▶ Extend midfield parallel taxiway to full length of Rwy 8R-26L; construct additional connecting taxiways
 - ▶ Construct helipad
- ▶ *Building Area*
 - ▶ Construct additional storage hangars
 - ▶ Construct joint use firefighting station
- ▶ *Property*
 - ▶ Acquire fee title or avigation easements on all remaining property in RPZs

Exhibit CH-1

Airport Features Summary

Chino Airport



BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
EXISTING		
A-220	NON-AVIATION WAREHOUSE	650
A-230	AIRPORT ADMINISTRATION/MAINTENANCE/CHINO POLICE/YFO	650
A-245	CONVENTIONAL HANGAR-FBO	652
A-270	CONVENTIONAL HANGAR-MUSEUM	661
A-280	CONVENTIONAL HANGAR-MUSEUM	646
A-305	NON-AVIATION OFFICE/RETAIL	648
A-310	NON-AVIATION OFFICE/RETAIL	648
A-315	NON-AVIATION OFFICE/RETAIL	648
A-320	NON-AVIATION OFFICE/RETAIL	648
A-330	FIREFIGHTING	651
A-335	CONVENTIONAL HANGAR-FBO	645
A-340	CONVENTIONAL HANGAR-FBO	645
A-385	CONVENTIONAL HANGAR-FBO	642
A-390	CONVENTIONAL HANGAR-FBO	642
A-435	CONVENTIONAL HANGAR-FBO	644
A-440	CONVENTIONAL HANGAR-FBO	645
A-445	PORTABLE HANGARS	647
A-460	T-HANGAR	647
A-465	T-HANGAR	646
A-470	T-HANGAR	645
A-475	T-HANGAR	645
A-480	CONVENTIONAL HANGAR-FBO	643
A-485	CONVENTIONAL HANGAR-FBO	644
A-490	CONVENTIONAL HANGAR-FBO	645
A-495	CONVENTIONAL HANGAR-FBO	645
A-505	CONVENTIONAL HANGAR-FBO	641
ULTIMATE		
1	AIRCRAFT STORAGE HANGAR	655
2	AIRCRAFT WASHSTATION	652
3	FIREFIGHTING STATION	660
4	FUEL FARM	652
5	RELOCATED A-385/A-390	647
6	PARCEL (Commercial FBO)	646
7	PARCEL (Aircraft Storage)	646
8	PARCEL (Public Terminal)	664
9	PARCEL (Airport Maintenance)	664
10	PARCEL (Aviation Related Commercial/Industrial-Airfield Access)	665
11	PARCEL (Aviation Related Commercial/Industrial)	665

BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
EXISTING (Cont.)		
B-160	T-HANGAR	656
B-170	T-HANGAR	657
B-180	T-HANGAR	655
B-195	AIR TRAFFIC CONTROL TOWER	730
B-197	ELECTRICAL VAULT	-
B-220	T-HANGAR	662
B-230	T-HANGAR	660
B-240	T-HANGAR	660
B-250	T-HANGAR	659
B-260	T-HANGAR	659
B-270	T-HANGAR	654
B-280	T-HANGAR	654
B-290	T-HANGAR	654
B-295	CONVENTIONAL HANGAR-FBO	655
B-297	CONVENTIONAL HANGAR-FBO	657
B-310	FUEL FARM	N/A
B-320	T-HANGAR	665
B-330	T-HANGAR	665
B-340	T-HANGAR	663
B-350	CONVENTIONAL HANGAR-FBO	663
F-330	CONVENTIONAL HANGAR	656
F-340	CONVENTIONAL HANGAR-FBO	656
F-350	CONVENTIONAL HANGAR-FBO	656
F-360	CONVENTIONAL HANGAR	656
F-365	STORAGE BUILDING	642

Ex. U/L Rwy BR
End EL. 617.2
Ex. U/L Low Point
TDZ EL. 629.6
13° 58' 28.31" N
117° 38' 48.31" W

Existing/Ultimate
Runway Protection Zone
500' x 1700' x 1010'
20:1 Visual
Partially Owned in Fee
Future Aviation Easement

Ex. U/L Rwy BR
End EL. 619.5
Ex. U/L Low Point
TDZ EL. 624.8
13° 58' 28.31" N
117° 38' 48.31" W

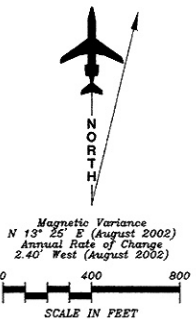
Existing/Ultimate
Runway Protection Zone
500' x 1700' x 1010'
20:1 Visual
Partially Owned in Fee
Future Aviation Easement

Ex. U/L Rwy 26R
End EL. 636.0
Ex. U/L High Point
TDZ EL. 636.0
13° 58' 28.31" N
117° 37' 30.87" W

Ex. U/L Rwy 26L
End EL. 636.5
Ex. U/L High Point
TDZ EL. 636.5
13° 58' 28.31" N
117° 37' 25.10" W

Existing/Ultimate
Runway Protection Zone
1000' x 2500' x 1750'
50:1 Lower Than 3/4 Mile
Partially Owned

Ultimate
Runway Protection Zone
500' x 1700' x 1010'
20:1 Visual
Future Owned in Fee



FAA APPROVAL STAMP

Approved conditionally MAY 9 2006
Subject to comments contained in our letter dated:
FEDERAL AVIATION ADMINISTRATION MAY 9 2006
Western-Pacific Region
By: *[Signature]*
Supervisor, Standards Section

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
-----	-----	ABANDONED/REMOVED PAVEMENT
-----	-----	AIRPORT PARCEL LINE
-----	-----	AIRPORT PROPERTY LINE
-----	-----	AIRPORT REFERENCE POINT (ARF)
-----	-----	AIRPORT ROTATING BEACON
-----	-----	AVIGATION EASEMENT (if applicable)
-----	-----	BUILDING CONSTRUCTION
-----	-----	BUILDING RESTRICTION LINE (BRL)
-----	-----	FACILITY (PAVEMENT) CONSTRUCTION
-----	-----	FENCING
-----	-----	NAVIGATIONAL AID INSTALLATION
-----	-----	RUNWAY END IDENTIFICATION LIGHTS (REIL)
-----	-----	RUNWAY THRESHOLD LIGHTS
-----	-----	SEGMENTED CIRCLE/WIND INDICATOR
-----	-----	SURPLUS LAND
-----	-----	TAXIWAY DESIGNATION
-----	-----	TOPOGRAPHY
-----	-----	WIND INDICATOR (Lighted)

- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
 2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
 3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
 4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
 5. Existing/Ultimate fence line extends along property line except where shown.

APPROVALS

BY: *[Signature]* 5-2-06
BOARD SUPERVISOR, CHAIRMAN DATE

BY: *[Signature]* 4-19-06 BY: *[Signature]* 4/19/06
AIRPORTS COMMERCIAL CHAIRMAN DATE DIRECTOR OF AIRPORTS DATE

NO.	REVISIONS	DATE	BY	APPD.
2	REVALIDATION - AS BUILTS OF RUNWAY BR-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-89		

CHINO AIRPORT

AIRPORT LAYOUT PLAN

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: *[Signature]*
DETAILED BY: *[Signature]*
APPROVED BY: *[Signature]*

April 19, 2006 SHEET 2 OF 18

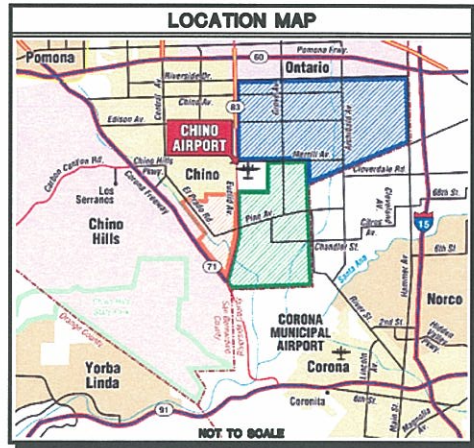
Coffman Associates
Airport Consultants

RUNWAY END COORDINATES (NAD 83)

RUNWAY	EXISTING	ULTIMATE
Runway 3	Latitude 33° 58' 08.973" N Longitude 117° 38' 36.597" W	Latitude 33° 58' 14.273" N Longitude 117° 38' 30.365" W
Runway 21	Latitude 33° 58' 51.529" N Longitude 117° 37' 48.547" W	Latitude 33° 58' 46.895" N Longitude 117° 37' 48.845" W
Runway 2L	Latitude 33° 58' 32.554" N Longitude 117° 38' 48.318" W	Latitude 33° 58' 32.554" N Longitude 117° 38' 48.318" W
Runway 28R	Latitude 33° 58' 33.045" N Longitude 117° 37' 50.837" W	Latitude 33° 58' 33.109" N Longitude 117° 37' 43.015" W
Runway 2R	Latitude 33° 58' 24.648" N Longitude 117° 38' 48.217" W	Latitude 33° 58' 24.648" N Longitude 117° 38' 48.217" W
Runway 26L	Latitude 33° 58' 25.342" N Longitude 117° 37' 25.108" W	Latitude 33° 58' 25.342" N Longitude 117° 37' 25.108" W

ALL WEATHER WIND COVERAGE

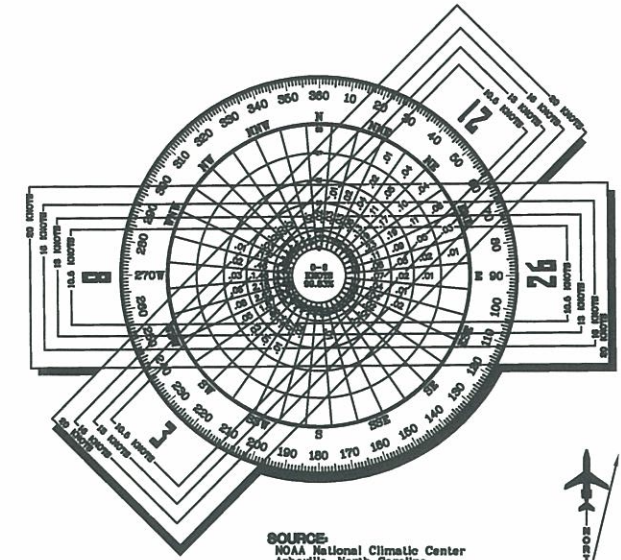
Runways	10.5 Knots	15 Knots	19 Knots	20 Knots
Runway 03-21	98.62%	98.59%	98.89%	98.87%
Runway 06-26	98.61%	98.16%	98.61%	98.84%
Combined	98.67%	98.96%	98.96%	98.98%



AIRPORT DATA

Chino Airport (CNO)
 CITY: Chino, California COUNTY: San Bernardino, California
 RANGE: 5 East TOWNSHIP: 4 South CIVIL TOWNSHIP: Chino, California

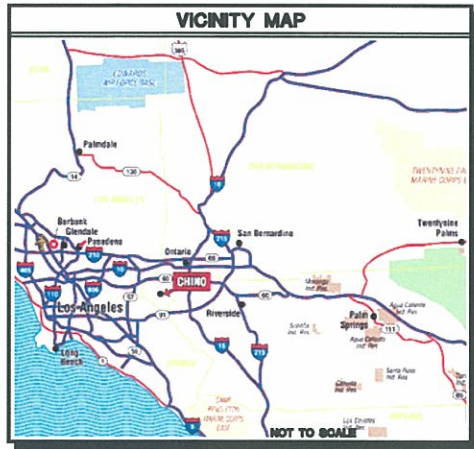
	EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL	General Aviation Retiever	General Aviation Retiever
AIRPORT REFERENCE CODE	D-II	D-III
DESIGN AIRCRAFT	General Aviation IV	General Aviation V
AIRPORT ELEVATION	652.0 NSL	650.0 NSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	96.6° F (July)	96.6° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude 33° 58' 28.900" N Longitude 117° 38' 11.800" W	Latitude 33° 58' 28.344" N Longitude 117° 38' 10.235" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Rotating Beacon REIL's PAPI's VASI's ILS	Rotating Beacon ILS PAPI's VASI's
GPS Approach	Crcting	S&L/2&R



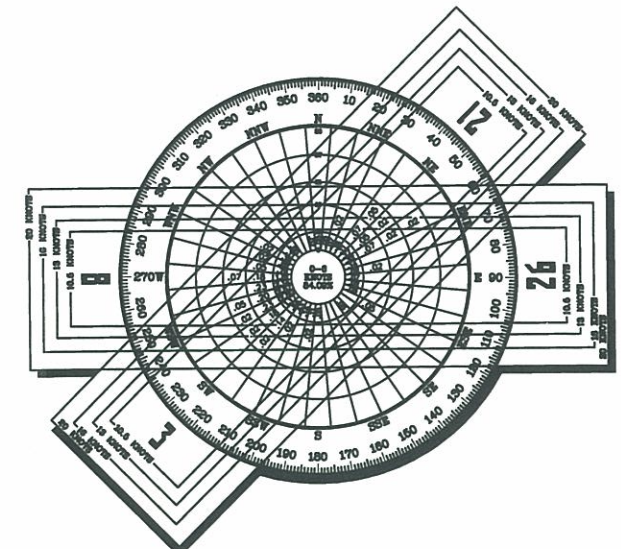
SOURCE
 NOAA National Climatic Center
 Asheville, North Carolina
 Ontario International Airport
 Ontario, California

OBSERVATIONS
 73,425 All Weather Observations
 4,444 IFR Observations
 1992-2001

Magnetic Variance
 N 13° 20' E (August 2002)
 Annual Rate of Change
 2.40" West (August 2002)



RUNWAY DATA	RUNWAY 03-21				RUNWAY 06-26				RUNWAY 21-26			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-III		D-III		C-III		C-III		C-II		C-II	
APPROACH VISIBILITY MINIMUMS (Lowest)	>1 Mile		>1 Mile		>1 Mile		>1 Mile		>1 Mile		>1 Mile	
F.A.R. PART 77 CATEGORY	Visual		Precision		Visual		Precision		Visual		Precision	
PERCENTAGE OF WIND COVERAGE (ALL WEATHER-MPH)	98.62%		98.59%		98.61%		98.16%		98.61%		98.84%	
F.A.R. PART 77 APPROACH SLOPE	20:1		20:1		20:1		20:1		20:1		20:1	
MAXIMUM ELEVATION (Above MSL)	636.5		636.5		636.1		636.0		652.0		650.0	
RUNWAY DIMENSIONS	7,000' ± 150'		7,000' ± 150'		4,858' ± 150'		5,600' ± 150'		6,023' ± 150'		4,900' ± 150'	
RUNWAY BEARING	N 89° 25' 21" E		N 89° 25' 21" E		N 89° 23' 58" E		N 89° 23' 58" E		N 44° 24' 36" E		N 44° 24' 36" E	
RUNWAY APPROACH SURFACES (F.A.R. Part 77)	20:1		20:1		20:1		20:1		20:1		20:1	
RUNWAY THRESHOLD DISPLACEMENT	0'		0'		0'		0'		0'		0'	
RUNWAY STOPWAY	0'		0'		0'		0'		0'		0'	
RUNWAY SAFETY AREA (RSA)	8,000' ± 500'		8,000' ± 500'		6,558' ± 500'		7,500' ± 500'		7,289' ± 500'		6,900' ± 500'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'		1,000'		898'		1,000'		498'		1,000'	
RUNWAY OBSTACLE FREE ZONE (OFA)	7,400' ± 400'		7,400' ± 400'		5,258' ± 400'		5,900' ± 400'		6,423' ± 400'		5,300' ± 400'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	8,400' ± 800'		8,400' ± 800'		6,711' ± 800'		7,500' ± 800'		6,900' ± 800'		8,000' ± 800'	
RUNWAY PAVEMENT SURFACE MATERIAL	Asphalt Grooved		Asphalt Grooved		Asphalt None		Asphalt None		Asphalt		Asphalt	
RUNWAY PAVEMENT STRENGTH (in thousands lbs./ft²)	75(S)/150(D)/215(DT)		75(S)/150(D)/215(DT)		12(S)		30(S)/60(D)		21(S)/150(D)		21(S)/150(D)	
RUNWAY EFFECTIVE GRADIENT	0.24%		0.24%		0.32%		0.32%		0.72%		0.81%	
RUNWAY TOUCHDOWN ZONE ELEVATION (Above MSL)	624.8		636.5		629.6		636.1		622.8		652.0	
RUNWAY MARKING	Nonprecision		Nonprecision		Basic Precision		Basic Precision		Basic		Basic	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	None		None		None		None		None		None	
RUNWAY HOLD LINE POSITION (From Runway Centerline)	250'		250'		250'		250'		250'		250'	
TAXIWAY LIGHTING	MIRL		MIRL		MIRL		MIRL		MIRL		MIRL	
TAXIWAY MARKING	Centerline/Edge		Centerline/Edge		Centerline/Edge		Centerline/Edge		Centerline/Edge		Centerline/Edge	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY WIDTH	75'		75'		50'		50'		50'		50'	
TAXIWAY SAFETY AREA WIDTH	118'		118'		118'		118'		118'		118'	
TAXIWAY OBJECT FREE AREA WIDTH	186'		186'		186'		186'		186'		186'	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS			ILS GPS				ILS GPS				ILS GPS	
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 L Distance-To Go		PAPI-4 L REIL Distance-To Go PCL,2		PAPI-4 L REIL Distance-To Go PCL,2		PAPI-4 L REIL Distance-To Go PCL,2		VASI-4 L REIL PAPI-4 L PCL,2		PAPI-4 L REIL PCL,2	



IFR WIND COVERAGE

Runways	10.5 Knots	15 Knots	19 Knots	20 Knots
Runway 03-21	98.76%	98.90%	100.00%	100.00%
Runway 06-26	98.67%	98.67%	98.97%	98.95%
Combined	100.00%	100.00%	100.00%	100.00%

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Perimeter Fence/Property Line/Merrill Avenue Extends Through Runway 21 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	780' Beyond Runway End	Relocate Runway 21 Threshold
Perimeter Fence/Property Line/Merrill Avenue Extends Through Runway 21 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	627' Beyond Runway End	Relocate Runway 21 Threshold
Perimeter Fence/Property Line/Merrill Avenue Extends Through Runway 3 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	458' Beyond Runway End	Relocate Runway 3 End
Perimeter Fence/Property Line/Merrill Avenue Extends Through Runway 3 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	250' Beyond Runway End	Relocate Runway 3 End
Localizer Antenna In Runway 2L RSA	Runway Safety Area (RSA)	Runway Safety Area (RSA)	898' Beyond Runway End	Relocate Localizer
Natural Gas Valves In Runway 28R RSA/RSA Not Graded To Standard	Runway Safety Area (RSA)	Runway Safety Area (RSA)	800' Beyond Runway End	Grade RSA/Relocate Natural Gas Valves
Fire Suppression Storage Tanks In Runway 26L OFA	Object Free Area (OFA)	1,000' Beyond Runway End	400' Beyond Runway End	Relocate Fire Suppression Storage Tanks

No.	REVISIONS	DATE	BY	APPR.
2	REVALIDATION - AS BUILTS OF RUNWAY 03-21	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-99		

CHINO AIRPORT
AIRPORT DATA SHEET
 SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: Steve M. Reynolds
 DETAILED BY: Richard A. Kelly
 APPROVED BY: James M. Harris

April 19, 2006 SHEET 1 OF 18

Coffman Associates
 Airport Consultants

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS REQUIRED UNDER SECTION 401 OF THE AIRPORT AND AIRWAY REVENUE ACT OF 1996, AS AMENDED. THE CONTRACTOR DOES NOT REPRESENT OR WARRANT THAT THE INFORMATION CONTAINED HEREIN IS COMPLETELY ACCURATE OR THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION		
	Current^a <i>2006 data</i>	Future^b <i>2025</i>		Current^a	Future
<i>Aircraft Type</i>			<i>Business Jets</i>		
Single-Engine	410	1,027	Day	90%	no change
Twin-Engine Piston	170	209	Evening	5%	
Turboprop	40	59	Night	5%	
Turbojet		53	<i>Turboprops</i>		
Helicopters	20	27	Day	90%	no change
<i>Total</i>	<i>641</i>	<i>1,375</i>	Evening	5%	change
			Night	5%	
<hr/>			<i>Other Aircraft</i>		
AIRCRAFT OPERATIONS			Day	90%	no change
	Current^a <i>2006 data</i>	Future^b <i>2025</i>	Evening	5%	change
<i>Total</i>			Night	5%	
Annual	167,629	209,400 ^b	<hr/>		
Average Day	453	574	RUNWAY USE DISTRIBUTION		
<i>Distribution by Aircraft Type</i>				Current^a	Future
Single-Engine	73%	73%	<i>All Airplanes – Day & Evening</i>		
Twin-Engine Piston	17%	17%	Takeoffs & Landings		
Twin-Engine, Turboprop	2%	3%	Runway 8L	2.5%	no change
Business Jet	2%	2%	Runway 26R	60%	change
Helicopter	6%	5%	Runway 8R	2.5%	
<i>Distribution by Type of Operation</i>			Runway 26L	25%	no change
Local	59%	65%	Runway 3	7.5%	change
(incl. touch-and-goes)			Runway 21	2.5%	
Itinerant	41%	35%	<i>All Airplanes – Night</i>		
			Takeoffs & Landings		
			Runway 8L	2.5%	no change
			Runway 26R	60%	change
			Runway 8R	2.5%	
			Runway 26L	25%	no change
			Runway 3	7.5%	change
			Runway 21	2.5%	
			<hr/>		
			FLIGHT TRACK USAGE		
			▶ Data not available		

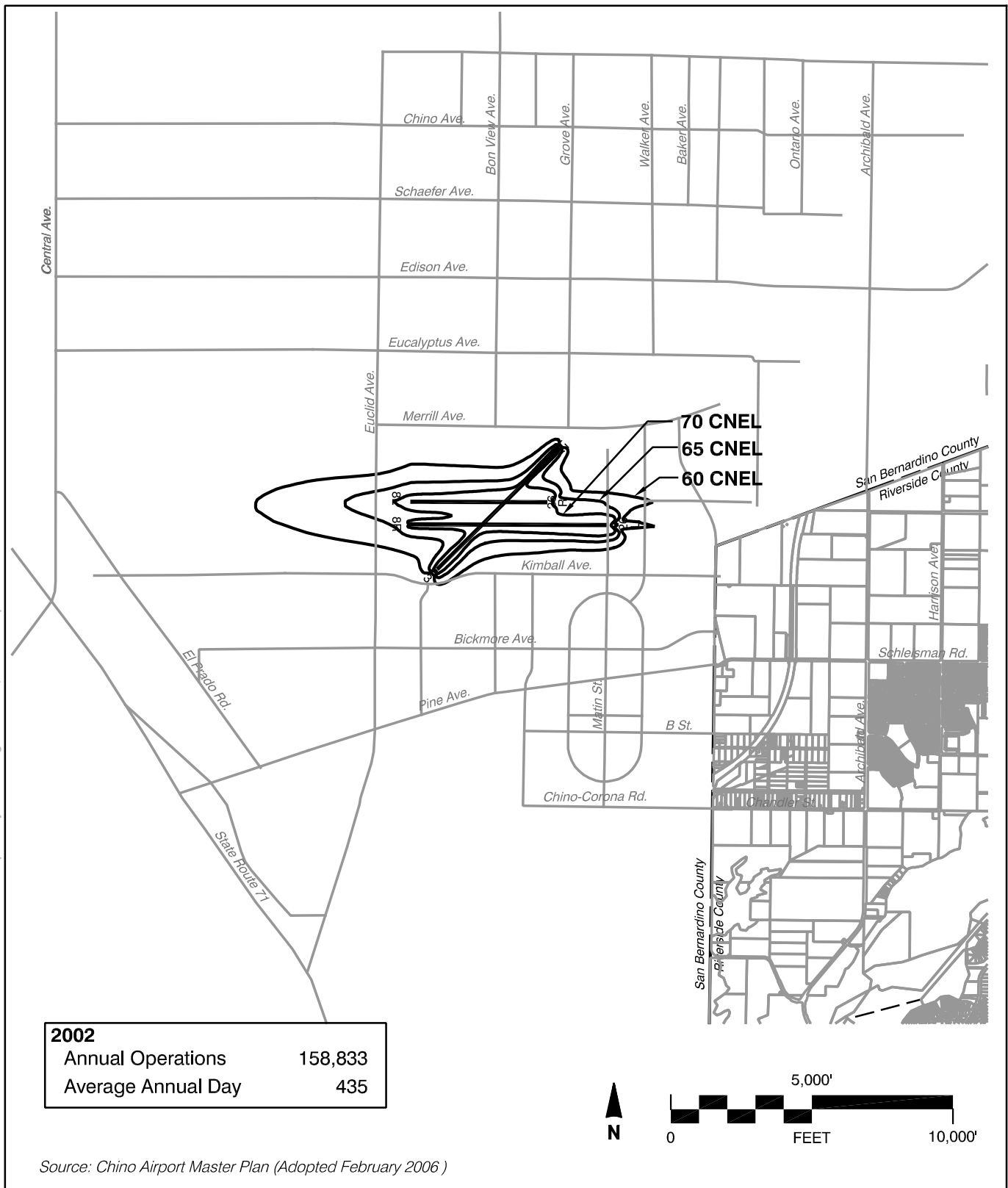
Notes:

- ^a Source: Airport records
- ^b Source: 2002 Airport Master Plan forecast; deemed to be 2028 forecast for compatibility planning purposes

Exhibit CH-3

Airport Activity Data Summary

Chino Airport

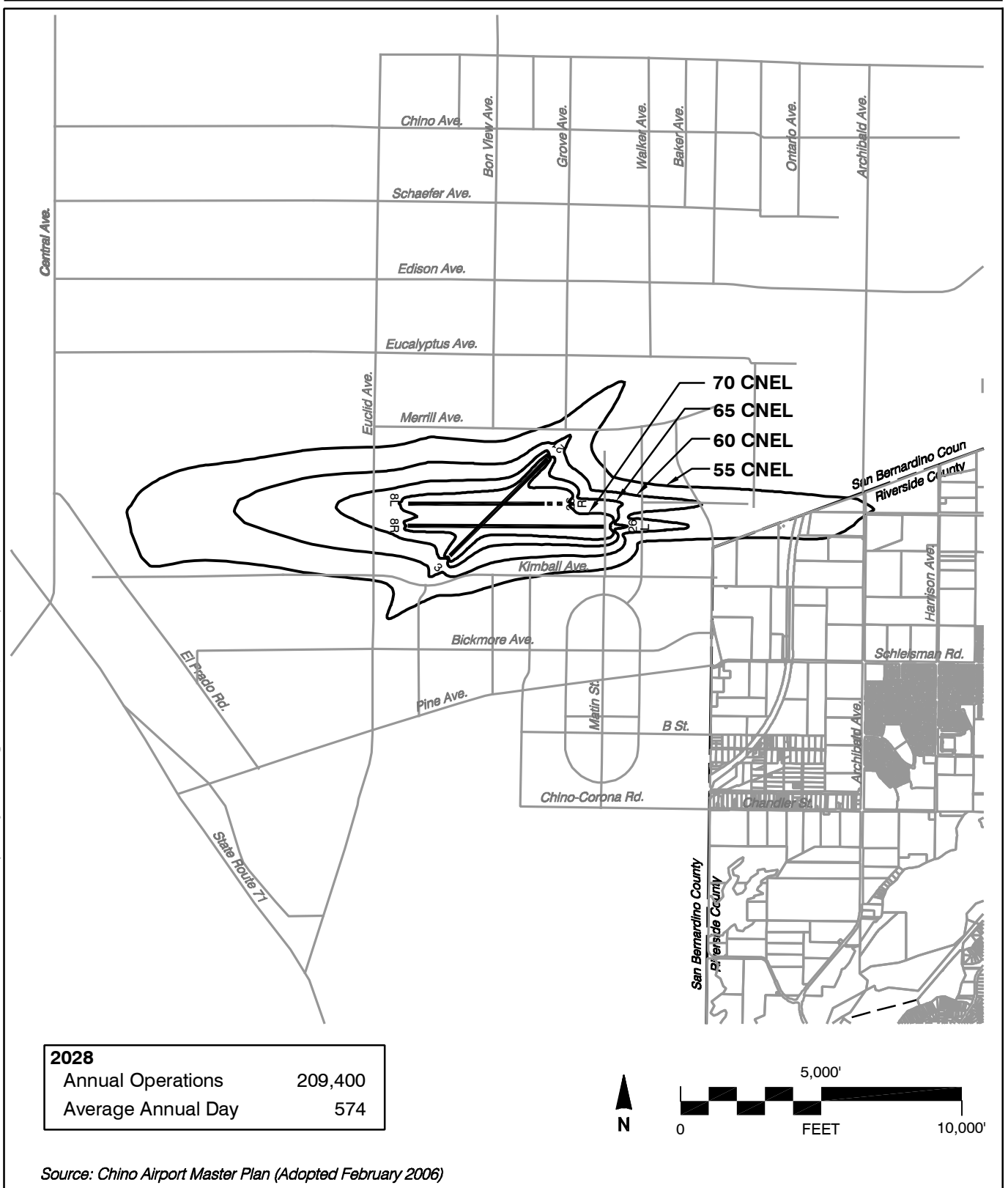


X:\18190-10\08001\TECH\Cadd\RCO\CNO\noise-compatible\lly-Oct.08.dwg Dec 01, 2008 - 2:11pm

Exhibit CH-4

Existing Noise Impacts

Chino Airport



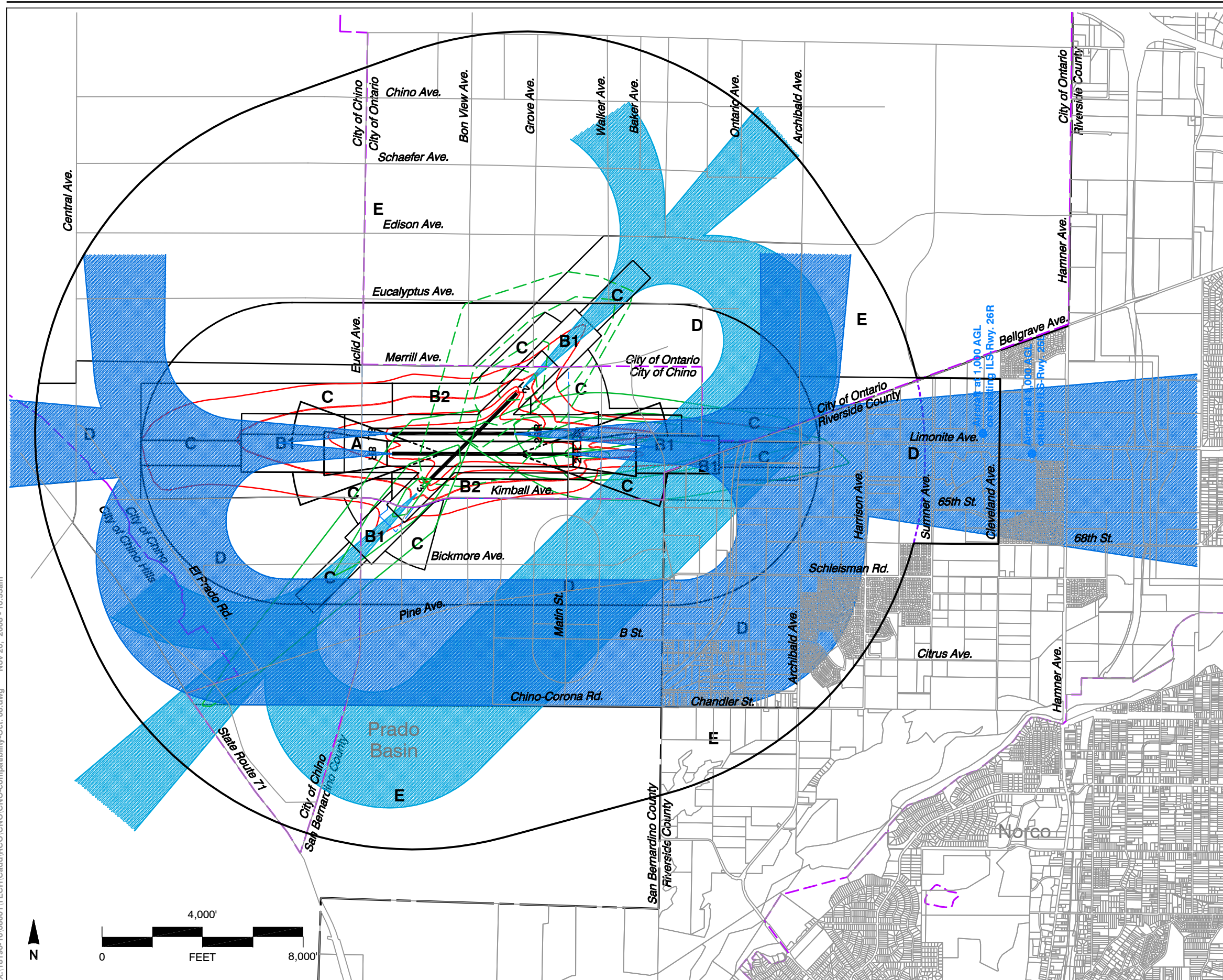
Source: Chino Airport Master Plan (Adopted February 2006)

Exhibit CH-5

Future Noise Impacts
Chino Airport

X:\18190-10\08001\TECH\Cadd\RCO\CNO\CNO-noise-compatibility-Oct.08.dwg Dec 01, 2008 - 3:48pm

This page intentionally blank



Legend

Compatibility Zones

- Airport Influence Area Boundary*
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 70 dB CNEL
 - 65 dB CNEL
 - 60 dB CNEL
 - 55 dB CNEL
- } 2028 Forecast

- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours* (Shown for Takeoffs to the West and Northwest)
- Aircraft Approach Accident Risk Intensity Contours** (Shown for Landings from the East and Southwest)
- FAR Part 77 Conical Surface Limits

No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits
- County Line

Note

*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

**Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

**Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
(September 2008)**

Exhibit CH-6

**Compatibility Factors Map
Chino Airport**

X:\18190-10\08001\TECH\Cadd\RCO\CNO\compatibility-Oct. 08.dwg Nov 20, 2008 - 10:53am

This page intentionally blank

AIRPORT SITE

- ▶ *Location*
 - ▶ Southwestern San Bernardino County
 - ▶ Approximately 3½ miles southeast of Chino city center
 - ▶ 2 miles west of Riverside County line
- ▶ *Nearby Terrain*
 - ▶ Generally level terrain in immediate airport area
 - ▶ Chino Hills to 3+ miles southwest; peak elevations under 2,000 ft. MSL
 - ▶ Prado Flood Control Basin 4 miles south

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *County of Riverside*
 - ▶ Riverside County line ≤2 miles east
- ▶ *County of San Bernardino*
 - ▶ Unincorporated county territory to east and south
- ▶ *City of Chino*
 - ▶ Airport in city limits, city extends to the west, northwest and south of airport
- ▶ *City of Chino Hills*
 - ▶ City boundary 2+ miles west and southwest
- ▶ *City of Ontario*
 - ▶ Borders airport on north

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - ▶ Farm lands converting to urban areas
- ▶ *Runway Approaches*
 - ▶ East (Runway 26L/R): Farm lands, scattered houses
 - ▶ West (Runway 8L/R): Highway 83 (Euclid Avenue) borders airport; Herman G. Stark Youth Correctional Facility and California Institution for Men west of highway; Chino Hills residential within 3 miles
 - ▶ Southwest (Runway 3): Farm lands; golf course residential
 - ▶ Northeast (Runway 21): Farm lands, scattered houses
- ▶ *Traffic Patterns*
 - ▶ South and southeast: Farm lands, residential

STATUS OF COMMUNITY PLANS

- ▶ *County of Riverside*
 - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *County of San Bernardino*
 - ▶ General Plan adopted July 1989, revised Sept. 2002
- ▶ *City of Chino*
 - ▶ General Plan adopted July 1985, currently being revised
- ▶ *City of Chino Hills*
 - ▶ General Plan adopted 1999
- ▶ *City of Ontario*
 - ▶ General Plan adopted 1992, currently being revised

PLANNED AIRPORT AREA LAND USES

- ▶ *County of Riverside*
 - ▶ East and Southeast: Extensive residential planned
- ▶ *County of San Bernardino, Cities of Chino and Ontario*
 - ▶ Additional City of Chino annexation
 - ▶ North: Primarily low-density residential with some high-density residential and business park uses
 - ▶ East: Industrial and agricultural land uses
 - ▶ South: Primarily commercial with areas of low, medium, and high-density residential
 - ▶ West: Agriculture

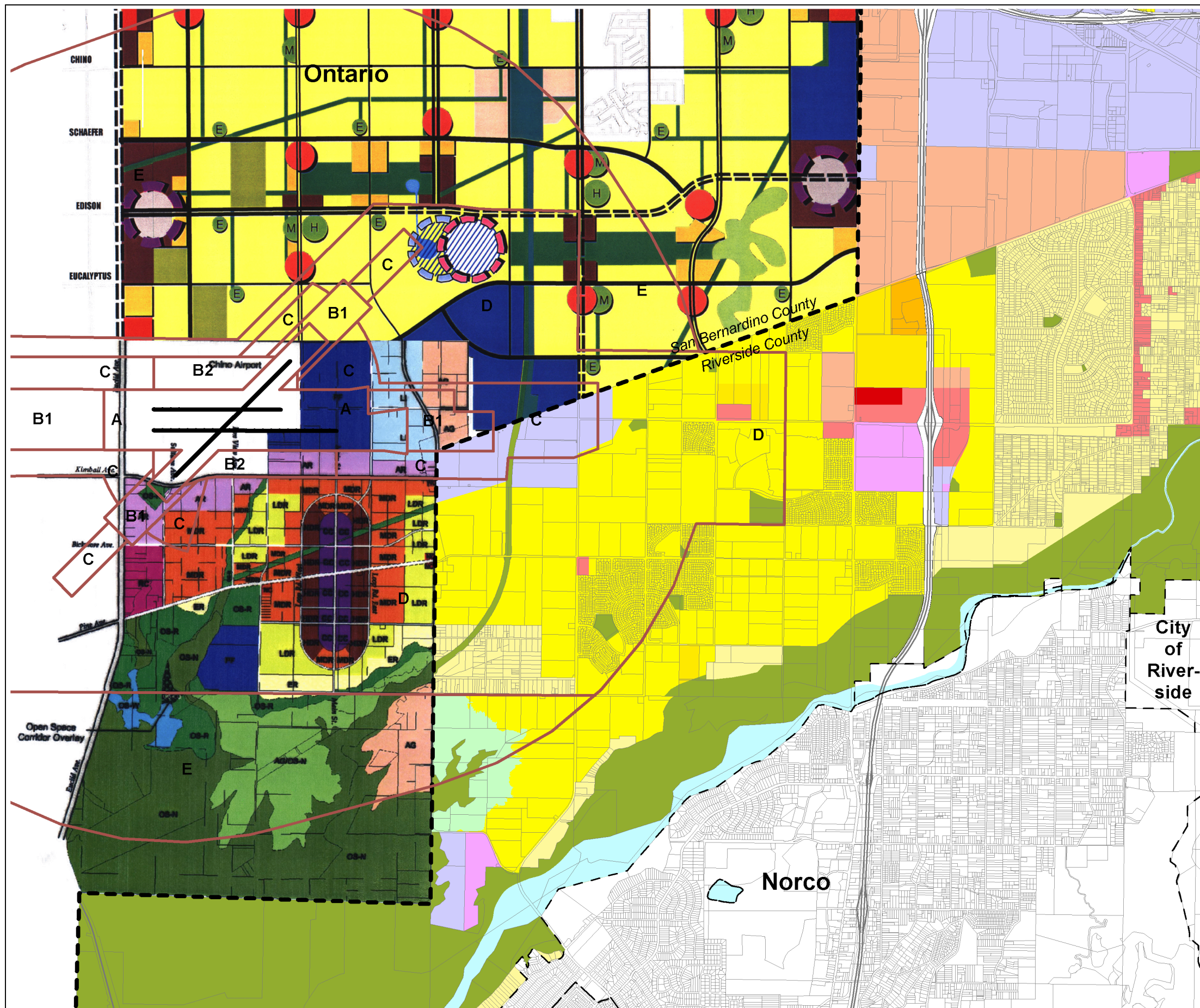
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- ▶ *Riverside County General Plan*
 - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - ▶ Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - ▶ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - ▶ Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary/advisory basis (LU 14.8)

Exhibit CH-7

Airport Environs Information

Chino Airport



Legend

- City Limits
- County Line
- Airport Property Line
- Runway
- Compatibility Zones

Riverside County Land Use Designations

- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: The Riverside County portion of this map is combined and simplified from maps of the Riverside County General Plan (October 2003).

Land uses for jurisdictions in San Bernardino County are depicted for general reference and are not precisely located. Runways are positioned accurately relative to lands in Riverside County.



Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (September 2008)

Exhibit CH-8

General Plan Land Use Designations
Chino Airport Environs

**COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND EASTVALE AREA PLAN**

Non-Residential Land Use

- ▶ *Compatibility Zone C*
 - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to the area designated as Light Industrial east of the airport, including the Archibald-Cloverdale policy area

Other Policies

- ▶ *General Plan*
 - › Acknowledgement of ALUC policies–no conflict
 - › Established ALUC 60 dB CNEL noise contour policy for new residential development–no conflict
- ▶ *Zoning Codes*
 - › No height limit zoning established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit CH-9

General Plan Consistency Review (Preliminary)

Chino Airport Environs