

## CH. CHINO AIRPORT

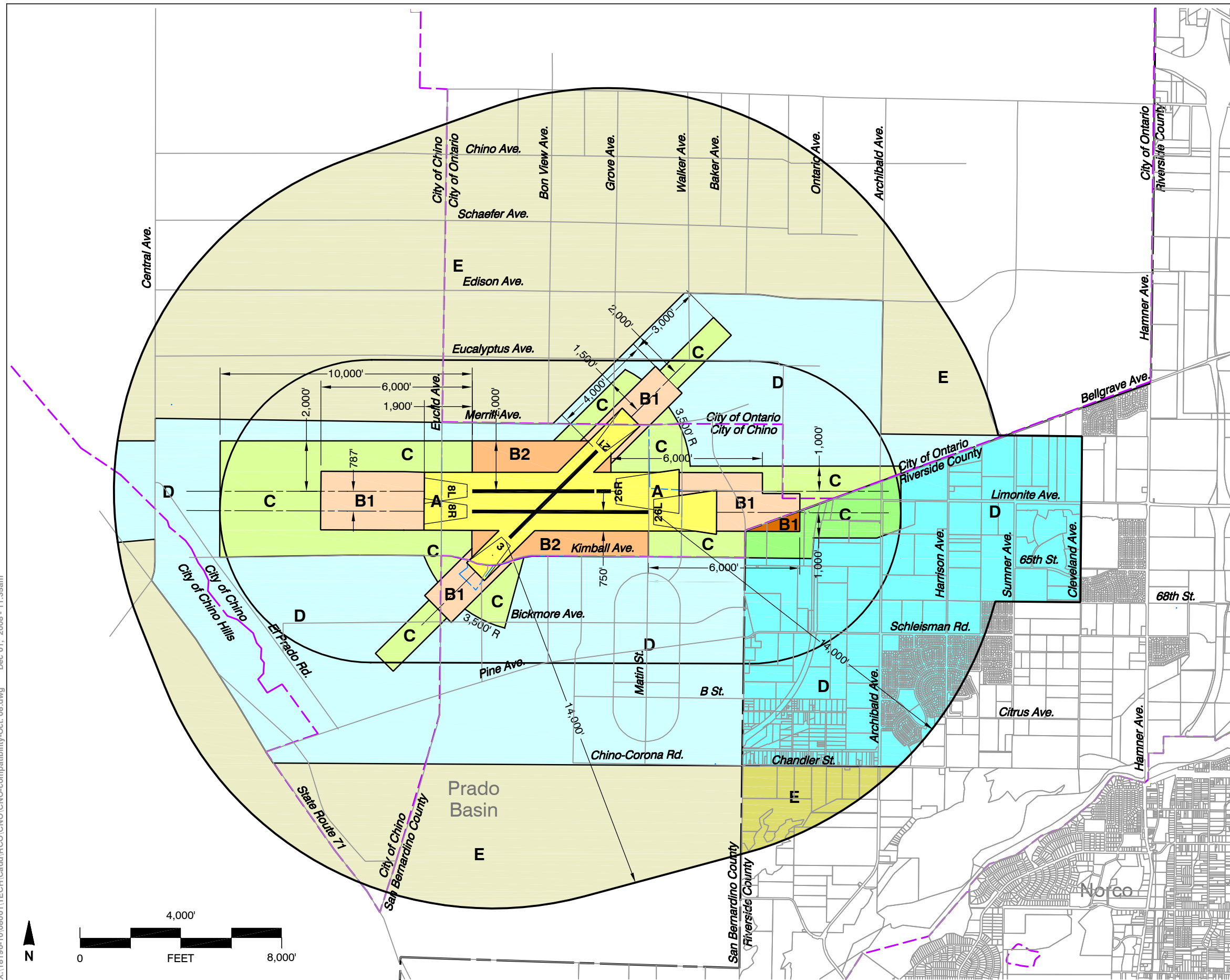
### CH.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The Compatibility Map for Chino Airport is based upon the Airport Master Plan dated February 28, 2006, adopted by the County of San Bernardino.
- 1.2 *Airfield Configuration:* The Master Plan calls for modification to each of the airport's three runways. The primary runway, 8R-26L, will remain at its present 7,000-foot length, but establishment of a precision instrument approach to the east (26L) end is proposed. The northern parallel runway, 8L-26R, is to be extended 662 feet eastward to a new length of 5,500 feet. The crosswind runway, 3-21, was shortened at both ends, resulting in a length of 4,919 feet.
- 1.3 *Airport Activity:* The Master Plan projects total aircraft operations to increase to 209,400 in 2025 compared to 167,629 recorded in 2007. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. For the purposes of this *Compatibility Plan*, the Master Plan 2025 forecast is deemed applicable to 2028, the required minimum 20-year forecast period.
- 1.4 *Airport Influence Area:* The Chino Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the east encompassing additional lands along the existing and future precision instrument approach paths. The influence area includes lands within both Riverside and San Bernardino counties. However, the policies of this *Compatibility Plan* apply only to Riverside County.

### CH.2 Additional Compatibility Policies

- 2.1 *Geographic Applicability:* Although Chino Airport is situated within the County of San Bernardino, it is included within this *Riverside County Airport Land Use Compatibility Plan* because its impacts extend into Riverside County. As adopted by the Riverside County Airport Land Use Commission, the maps in this section, these Additional Compatibility Policies, and the Countywide policies in Chapter 2 are applicable only to lands within the County of Riverside and jurisdictions within the county. The Riverside County ALUC has no authority over lands within the County of San Bernardino. Compatibility zones are shown within San Bernardino County only to give context to zones within Riverside County.
- 2.2 *Calculation of Compatibility Zone D Residential Densities:* Residential densities in Compatibility Zone D shall be calculated on a “net” rather than “gross” basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

- 2.3 *Maximum Average Residential Lot Size in Compatibility Zone D Areas and Consistency of the County's Medium Density Residential Designation:* The Medium Density Residential designation shall be considered substantially consistent with the “higher intensity option” for Compatibility Zone D, provided that it is not implemented through zoning which would require a minimum net residential lot size greater than 0.2 acre. Projects in Compatibility Zone D shall be considered to be “substantially consistent” with the “higher intensity option” for Compatibility Zone D if the average size of residential lots (excluding lots utilized as common areas, public facilities, recreational areas, drainage basins, and open space) – either the mean or median – is 8,712 square feet (0.2 acre) or less in area.
- 2.4 *Nonresidential Intensity in Compatibility Zone B1:* An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- 2.5 *Compatibility Zone D Rural Lifestyle Neighborhood Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than or equal to 1.0 dwelling units per acre, but less than or equal to 2.0 dwelling units per acre, may be permitted in those portions of Compatibility Zone D located not more than one-half mile northerly of Chandler Street and westerly of Archibald Avenue.
- 2.6 *Compatibility Zone D Non-residential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Compatibility Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.
- 2.7 *Calculation of Concentration of People:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or “showrooms” (excluding restaurants and other uses specifically identified separately from retail in Table C1), shall be evaluated as having an intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction.



**Legend**

- Compatibility Zones**
- Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E

- Boundary Lines**
- Airport Property Line
  - City Limits
  - County Line

**Note**  
 Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

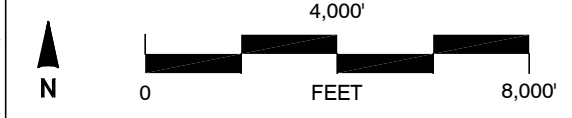
\* The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

**Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted September 2008)**

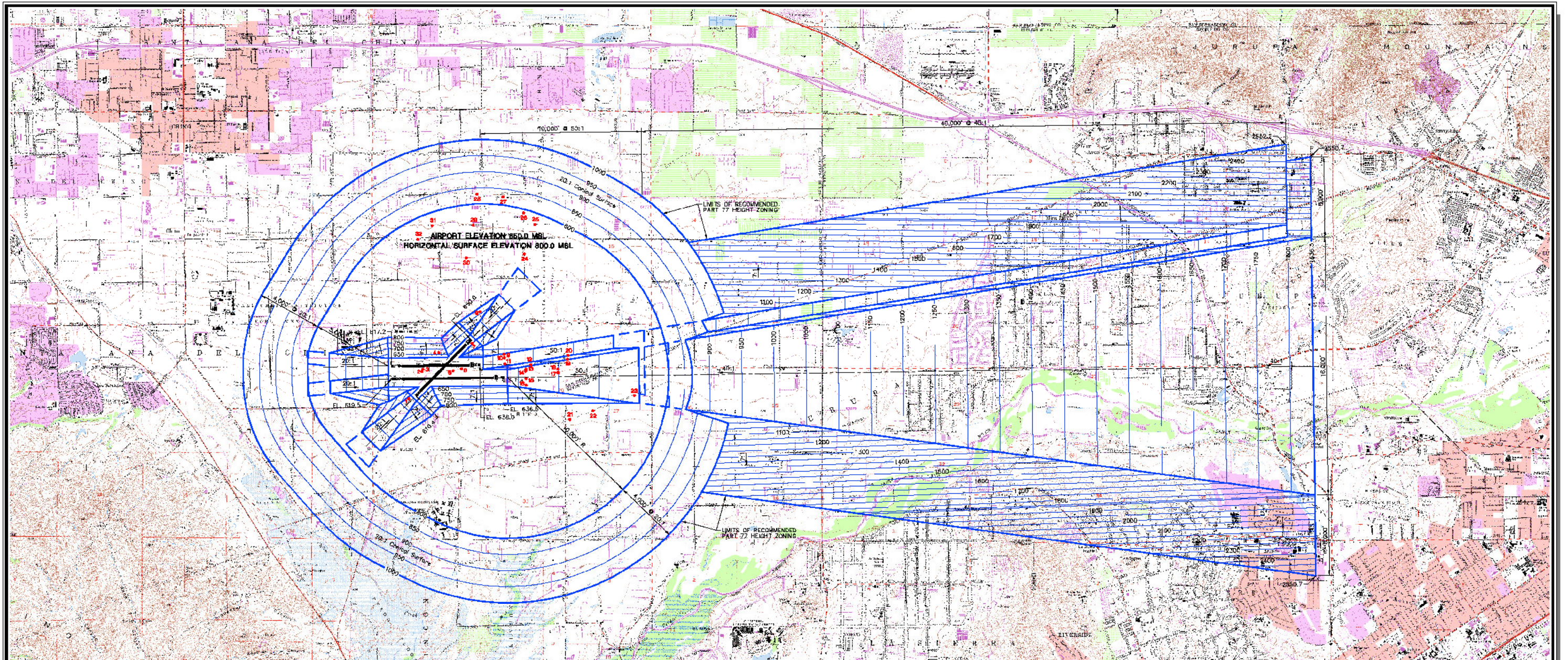
Map CH-1

**Compatibility Map  
 Chino Airport**

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Source: Mead & Hunt (June 2008)



**OBSTRUCTION TABLE**

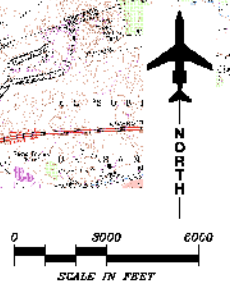
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. WINDSOCK	830	20:1 APPROACH SURFACE	822	8'	FIX BY FUNCTIONAL PURPOSE
2. OL WINDSOCK	830	PRIMARY SURFACE	824	26'	TO BE REMAIN LIGHTED
3. OL AWOM	847	PRIMARY SURFACE	824	23'	TO BE REMAIN LIGHTED
4. OL ANTENNA ON ATCT	747	7:1 TRANSITIONAL SURFACE	671	76'	TO BE REMAIN LIGHTED
5. OL GLIDE SLOPE	865	PRIMARY SURFACE	833	32'	TO BE REMAIN LIGHTED
6. WINDSOCK	648	PRIMARY SURFACE	605	13'	FIX BY FUNCTIONAL PURPOSE
7. WINDSOCK	669	PRIMARY SURFACE	649	20'	FIX BY FUNCTIONAL PURPOSE
8. TREE	770	7:1 TRANSITIONAL SURFACE	768	2'	TO BE TRIMMED/REMOVED
9. TREE	898	50:1 APPROACH SURFACE	864	34'	TO BE TRIMMED/REMOVED
10. TREE	686	50:1 APPROACH SURFACE	664	32'	TO BE TRIMMED/REMOVED
11. MULE	811	50:1 APPROACH SURFACE	805	12'	FIX BY FUNCTIONAL PURPOSE
12. TREE	716	7:1 TRANSITIONAL SURFACE	673	43'	TO BE TRIMMED/REMOVED
13. TREE	707	50:1 APPROACH SURFACE	608	48'	TO BE TRIMMED/REMOVED
14. TREE	687	50:1 APPROACH SURFACE	659	38'	TO BE TRIMMED/REMOVED
15. TREE	687	50:1 APPROACH SURFACE	608	28'	TO BE TRIMMED/REMOVED
16. TREE	608	50:1 APPROACH SURFACE	650	30'	TO BE TRIMMED/REMOVED
17. TREE	743	50:1 APPROACH SURFACE	698	44'	TO BE TRIMMED/REMOVED
18. TREE	765	50:1 APPROACH SURFACE	698	58'	TO BE TRIMMED/REMOVED
19. TREE	778	7:1 TRANSITIONAL SURFACE	714	64'	TO BE TRIMMED/REMOVED
20. TREE	783	50:1 APPROACH SURFACE	743	20'	TO BE TRIMMED/REMOVED
21. TRANSMISSION TOWER	827	HORIZONTAL SURFACE	800	27'	FIX BY FUNCTIONAL PURPOSE
22. TRANSMISSION TOWER	841	HORIZONTAL SURFACE	800	41'	FIX BY FUNCTIONAL PURPOSE
23. TRANSMISSION TOWER	826	HORIZONTAL SURFACE	800	26'	FIX BY FUNCTIONAL PURPOSE
24. TREE	829	HORIZONTAL SURFACE	800	9'	TO BE TRIMMED/REMOVED
25. TRANSMISSION TOWER	853	HORIZONTAL SURFACE	800	63'	FIX BY FUNCTIONAL PURPOSE
26. TREE	832	HORIZONTAL SURFACE	800	32'	TO BE TRIMMED/REMOVED
27. TREE	844	CONICAL SURFACE	825	19'	TO BE TRIMMED/REMOVED
28. TREE	891	CONICAL SURFACE	830	21'	TO BE TRIMMED/REMOVED
29. TRANSMISSION TOWER	858	HORIZONTAL SURFACE	800	58'	FIX BY FUNCTIONAL PURPOSE
30. TREE	812	HORIZONTAL SURFACE	800	12'	TO BE TRIMMED/REMOVED
31. TRANSMISSION TOWER	849	HORIZONTAL SURFACE	800	49'	FIX BY FUNCTIONAL PURPOSE
32. TREE	816	HORIZONTAL SURFACE	800	16'	TO BE TRIMMED/REMOVED

**GENERAL NOTES**

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheets 3 and 4 of these plans.
- Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 5 and 6 of these plans.
- Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 7, 8, 9, 10, 11 and 12 of these plans.
- Distances for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 25' for railroads.
- Existing and future height and hazard ordnances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
- Additional obstruction data is illustrated on National Ocean Survey document OC 5599/5th Edition/March 2001, AIRPORT OBSTRUCTION CHART.

**OBSTRUCTION LEGEND**

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

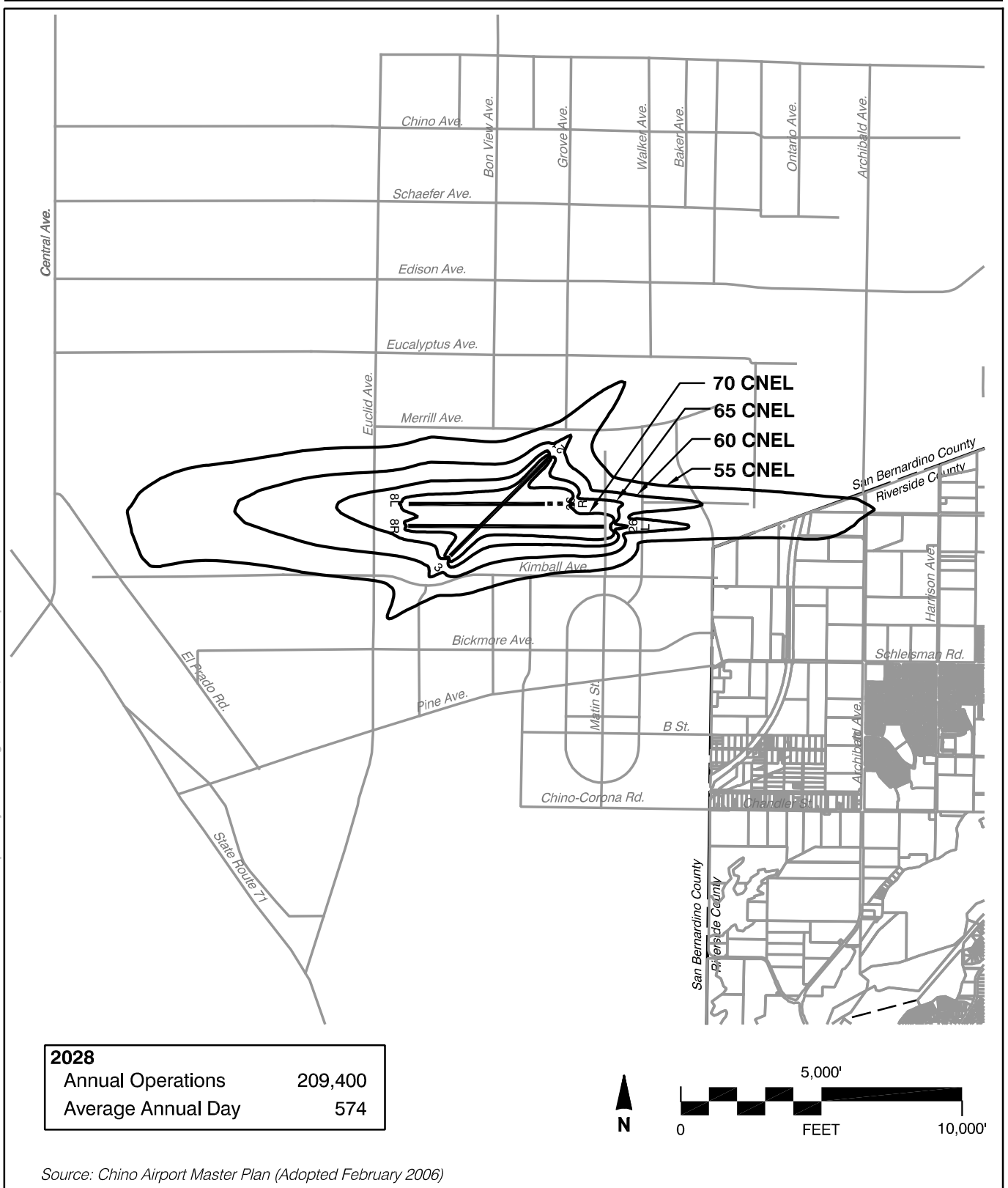


No.	REVISIONS	DATE	BY	APP'D.

**CHINO AIRPORT**  
**AIRPORT AIRSPACE DRAWING**  
 SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: *Shah M. Hussain*  
 DETAILED BY: *Richard A. Sully*  
 APPROVED BY: *Fernando A. Flores*

November 7, 2003 SHEET **3** OF 17



Source: Chino Airport Master Plan (Adopted February 2006)

**Map CH-3**

**Future Noise Impacts**  
**Chino Airport**

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