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.

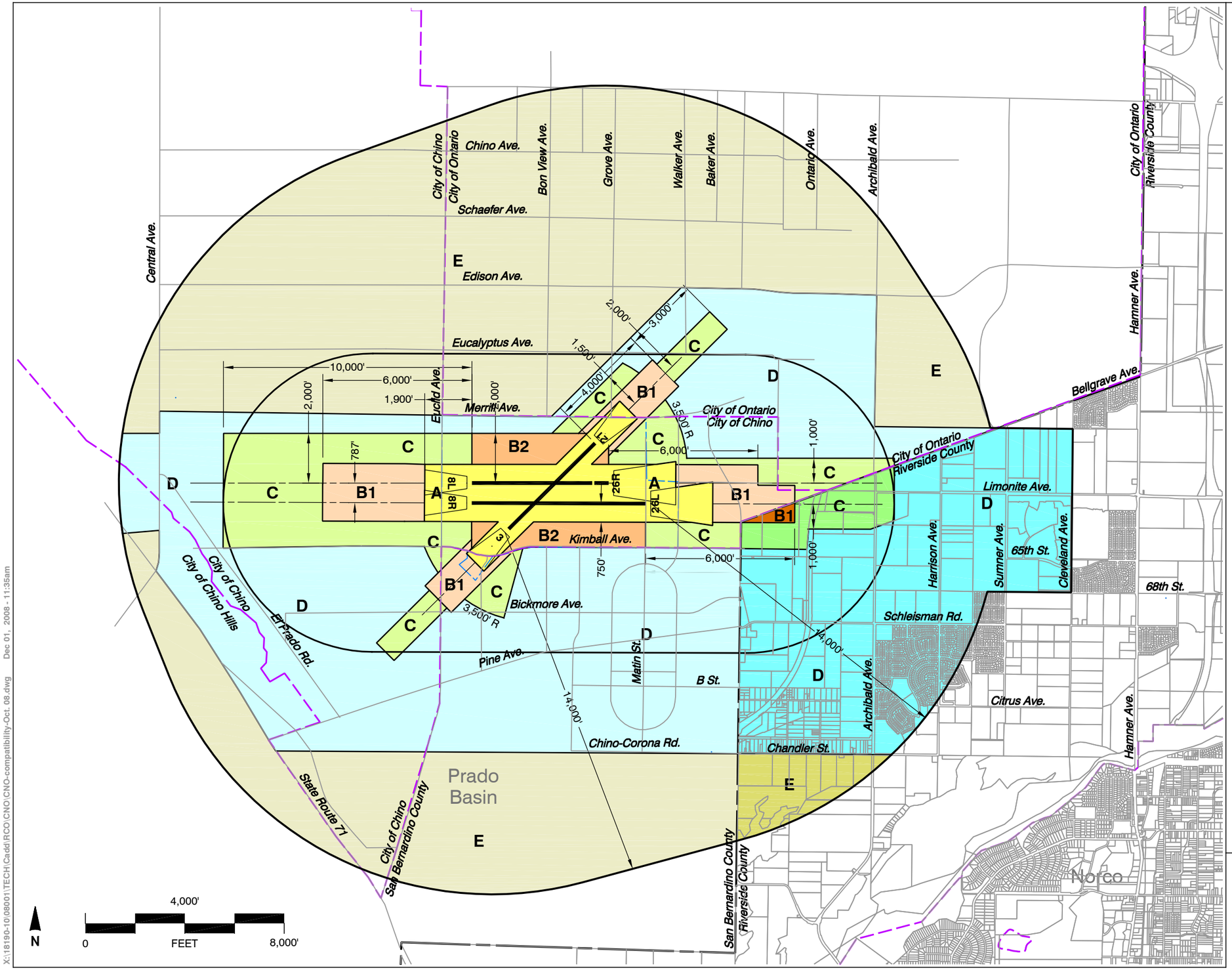
2.3 *Maximum Average Residential Lot Size in Compatibility Zone D Areas and Consistency of the County's Medium Density Residential Designation:* The Medium Density Residential designation shall be considered substantially consistent with the "higher intensity option" for Compatibility Zone D, provided 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.



Source: Mead & Hunt (June 2008)

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Legend

Compatibility Zones

- Airport Influence Area Boundary*
- 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

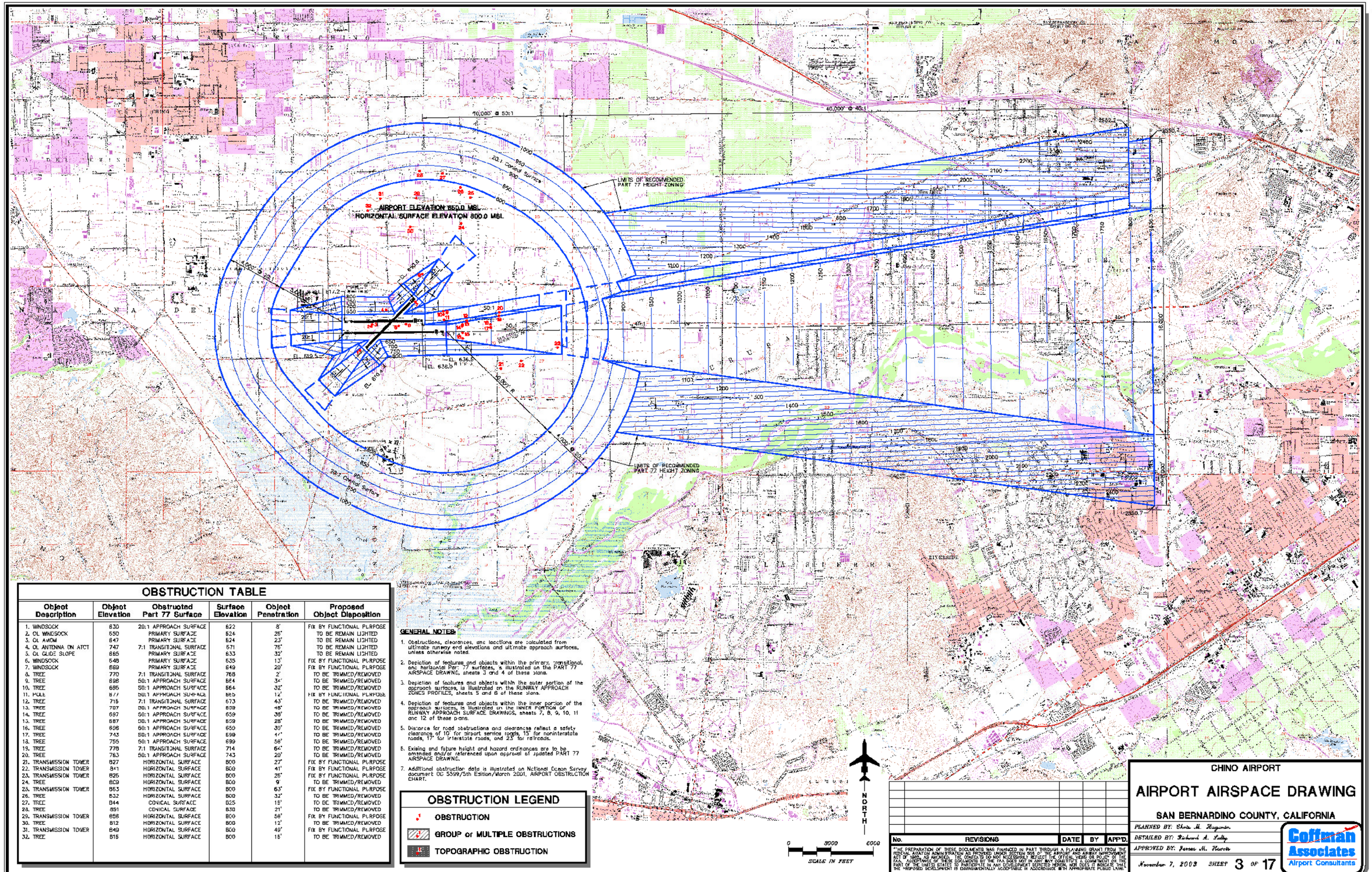
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted September 2008)

Map CH-1

Compatibility Map

Chino Airport



OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. WINDSOCK	630	20:1 APPROACH SURFACE	622	8'	FIX BY FUNCTIONAL PURPOSE
2. OL WINDSOCK	650	PRIMARY SURFACE	624	26'	TO BE REMAIN LIGHTED
3. OL AWOS	647	PRIMARY SURFACE	624	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	685	PRIMARY SURFACE	633	32'	TO BE REMAIN LIGHTED
6. WINDSOCK	648	PRIMARY SURFACE	635	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	698	50:1 APPROACH SURFACE	664	34'	TO BE TRIMMED/REMOVED
10. TREE	696	50:1 APPROACH SURFACE	664	32'	TO BE TRIMMED/REMOVED
11. POLE	677	50:1 APPROACH SURFACE	665	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	659	48'	TO BE TRIMMED/REMOVED
14. TREE	697	50:1 APPROACH SURFACE	659	38'	TO BE TRIMMED/REMOVED
15. TREE	687	50:1 APPROACH SURFACE	659	28'	TO BE TRIMMED/REMOVED
16. TREE	688	50:1 APPROACH SURFACE	659	30'	TO BE TRIMMED/REMOVED
17. TREE	743	50:1 APPROACH SURFACE	699	44'	TO BE TRIMMED/REMOVED
18. TREE	755	50:1 APPROACH SURFACE	699	56'	TO BE TRIMMED/REMOVED
19. TREE	778	7:1 TRANSITIONAL SURFACE	714	64'	TO BE TRIMMED/REMOVED
20. TREE	763	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	809	HORIZONTAL SURFACE	800	9'	TO BE TRIMMED/REMOVED
25. TRANSMISSION TOWER	863	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	851	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	815	HORIZONTAL SURFACE	800	15'	TO BE TRIMMED/REMOVED

GENERAL NOTES:

1. Obstructions, clearances, and isections are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. 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.
3. 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.
4. 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.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
7. 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.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREON, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHINO AIRPORT

AIRPORT AIRSPACE DRAWING

SAN BERNARDINO COUNTY, CALIFORNIA

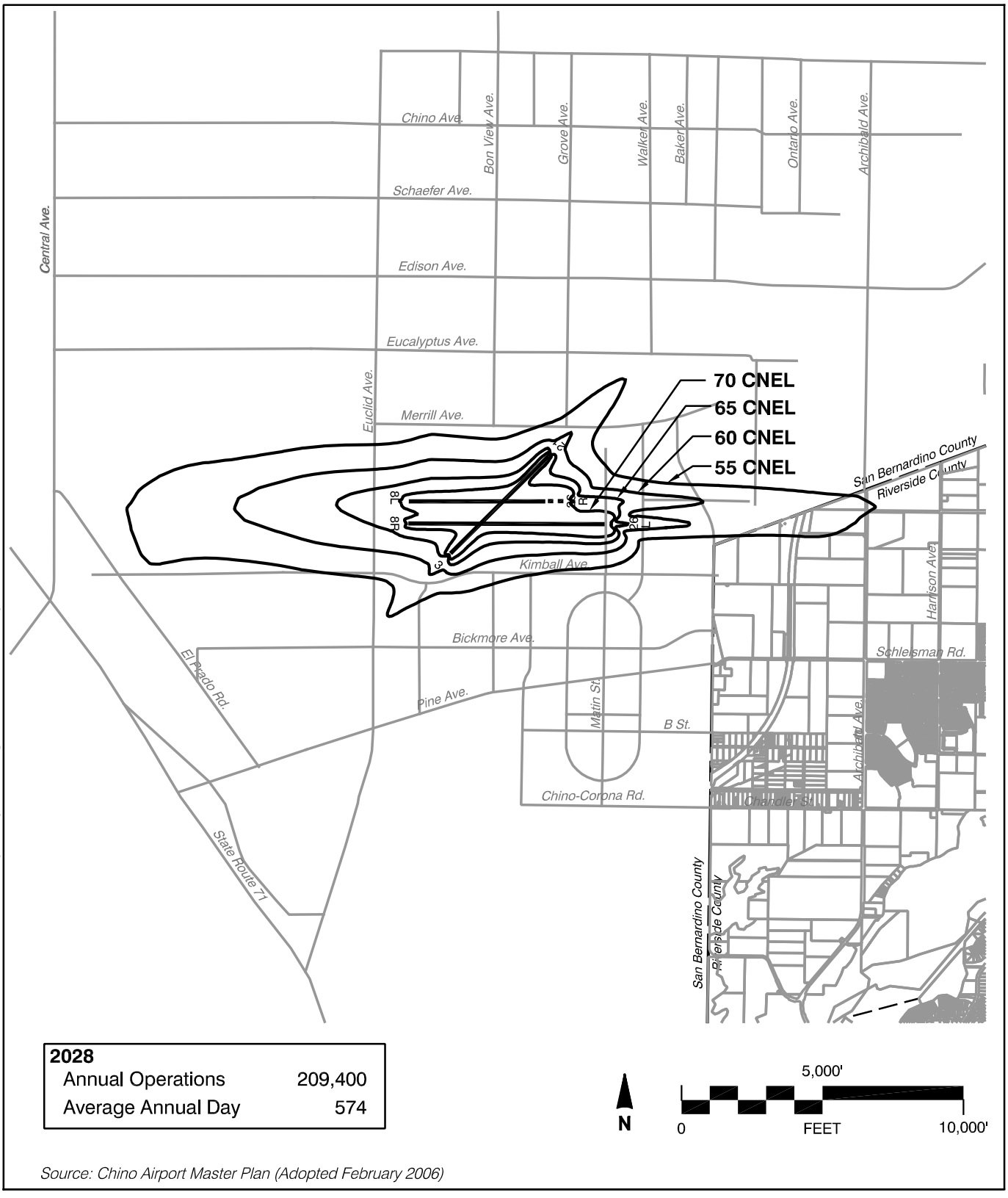
PLANNED BY: Chris M. Higgins

DETAILED BY: Richard A. Selby

APPROVED BY: James M. Harris

November 7, 2003 SHEET 3 OF 17

Coffman Associates
Airport Consultants



Source: Chino Airport Master Plan (Adopted February 2006)

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Map CH-3

Future Noise Impacts

Chino Airport

W1

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)*
  - Rwys 3, 21, 8R, 8L: 1,700 ft. long; all partially on airport property
  - Rwys 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

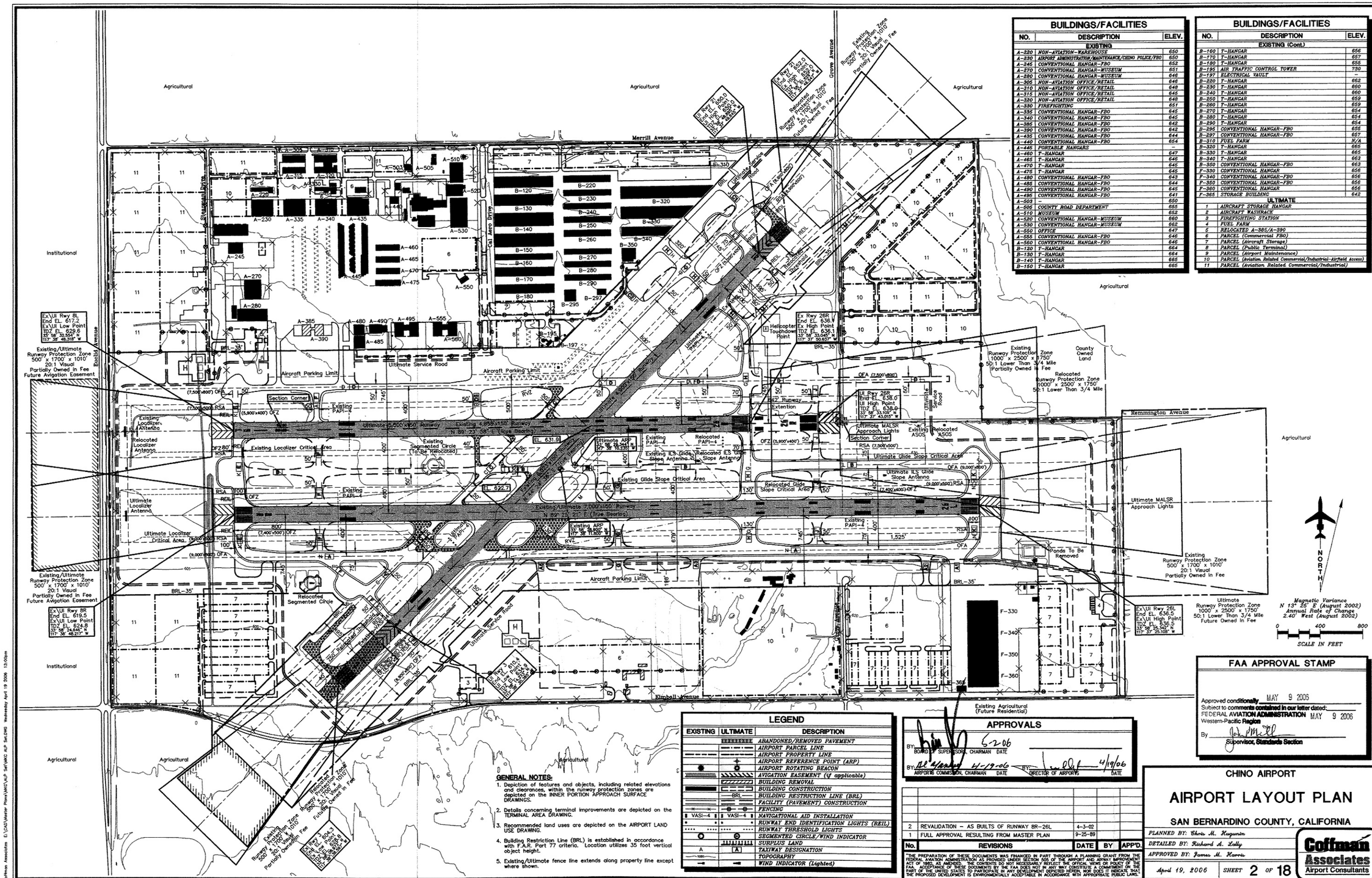
PLANNED FACILITY IMPROVEMENTS

- *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/FBO	650
A-245	CONVENTIONAL HANGAR-FBO	652
A-270	CONVENTIONAL HANGAR-MUSEUM	651
A-280	CONVENTIONAL HANGAR-MUSEUM	646
A-305	NON-AVIATION OFFICE/RETAIL	646
A-310	NON-AVIATION OFFICE/RETAIL	648
A-315	NON-AVIATION OFFICE/RETAIL	645
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	654
A-445	PORTABLE HANGARS	–
A-460	T-HANGAR	647
A-465	T-HANGAR	646
A-470	T-HANGAR	645
A-475	T-HANGAR	646
A-480	CONVENTIONAL HANGAR-FBO	643
A-485	CONVENTIONAL HANGAR-FBO	644
A-490	CONVENTIONAL HANGAR-FBO	645
A-495	CONVENTIONAL HANGAR-FBO	641
A-503	–	650
A-505	COUNTY ROAD DEPARTMENT	655
A-510	MUSEUM	652
A-520	CONVENTIONAL HANGAR-MUSEUM	660
A-530	CONVENTIONAL HANGAR-MUSEUM	662
A-550	OFFICE	647
A-555	CONVENTIONAL HANGAR-FBO	646
A-560	CONVENTIONAL HANGAR-FBO	646
B-120	T-HANGAR	664
B-130	T-HANGAR	664
B-140	T-HANGAR	665
B-150	T-HANGAR	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	739
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
E-365	STORAGE BUILDING	642
	ULTIMATE	
1	AIRCRAFT STORAGE HANGAR	
2	AIRCRAFT WASHRACK	
3	FIREFIGHTING STATION	
4	FUEL FARM	
5	RELOCATED A-385/A-390	
6	PARCEL (Commercial FBO)	
7	PARCEL (Aircraft Storage)	
8	PARCEL (Public Terminal)	
9	PARCEL (Airport Maintenance)	
10	PARCEL (Aviation Related Commercial/Industrial-Airfield Access)	
11	PARCEL (Aviation Related Commercial/Industrial)	

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED/REMOVED PAVEMENT
		AIRPORT PARCEL LINE
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		SURPLUS LAND
A	A	TAXIWAY DESIGNATION
100		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: _____ 6-2-06
BOARD OF SUPERVISORS, CHAIRMAN DATE

BY: _____ 4-19-06 BY: _____ 4/19/06
AIRPORTS COMMISSION, CHAIRMAN DATE DIRECTOR OF AIRPORTS DATE

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 _____
Supervisor, Standards Section

No.	REVISIONS	DATE	BY	APP'D.
2	REVALIDATION - AS BUILTS OF RUNWAY 8R-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-89		

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHINO AIRPORT

AIRPORT LAYOUT PLAN

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: Chris M. Huguenin
DETAILED BY: Richard A. Kelly
APPROVED BY: James M. Harris

April 19, 2006 | SHEET 2 OF 18

Coffman Associates
Airport Consultants

Coffman Associates E:\CAD\Master Plans\AWOS\ALP Set\AWOS ALP Set.DWG Wednesday, April 19, 2006 12:00am

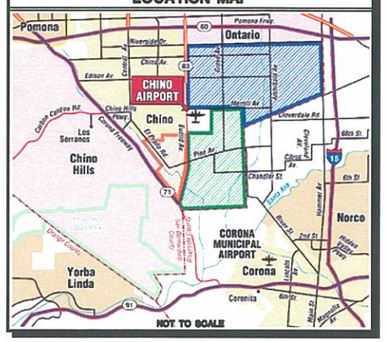
RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 3	Latitude	33° 58' 08.972" N	33° 58' 14.273" N
	Longitude	117° 38' 36.597" W	117° 38' 30.365" W
Runway 21	Latitude	33° 58' 51.529" N	33° 58' 48.895" N
	Longitude	117° 37' 48.547" W	117° 37' 49.645" W
Runway 8L	Latitude	33° 58' 32.554" N	33° 58' 32.554" N
	Longitude	117° 38' 48.318" W	117° 38' 48.318" W
Runway 26R	Latitude	33° 58' 33.046" N	33° 58' 33.109" N
	Longitude	117° 37' 50.637" W	117° 37' 43.015" W
Runway 8R	Latitude	33° 58' 24.646" N	33° 58' 24.646" N
	Longitude	117° 38' 48.217" W	117° 38' 48.217" W
Runway 26L	Latitude	33° 58' 25.342" N	33° 58' 25.342" N
	Longitude	117° 37' 25.108" W	117° 37' 25.108" W

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	98.52%	99.59%	99.89%	99.97%
Runway 08-26	98.51%	99.18%	99.61%	99.84%
Combined	99.87%	99.96%	99.96%	99.99%

LOCATION MAP



AIRPORT DATA

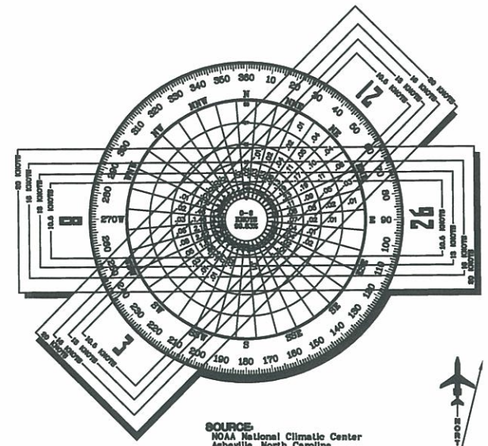
Chino Airport (CNO)

CITY: Chino, California		COUNTY: San Bernardino, California	
RANGE: 8 East TOWNSHIP: 4 South		CIVIL TOWNSHIP: Chino, California	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation, Reliever	General Aviation, Reliever
AIRPORT REFERENCE CODE		D-II	D-III
DESIGN AIRCRAFT		Gulfstream IV	Gulfstream V
AIRPORT ELEVATION		652.0 MSL	650.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		96.6° F (July)	96.6° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude	33° 58' 28.900" N	33° 58' 29.344" N
COORDINATES (NAD 83)	Longitude	117° 38' 11.800" W	117° 38' 10.235" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon RNIL's PAPI's VASI's ILS	Rotating Beacon ILS MALSR RNIL's PAPI's
GPS Approach		Circling	26L/26R

RUNWAY DATA

	RUNWAY 8R-26L				RUNWAY 8L-26R				RUNWAY 3-21			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	8R	26L	8R	26L	8L	26R	8L	26R	3	21	3	21
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	3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	>1 Mile	>1 Mile	>1 Mile
F.A.R. PART 77 CATEGORY	Visual	Visual	Visual	Precision	Visual	Precision	Visual	Precision	Visual	Visual	Visual	Visual
PERCENTAGE OF WIND COVERAGE (ALL WEATHER-MPH)	99.87%-10.5/99.96%-13/99.96%-16/99.99%-20				99.87%-10.5/99.96%-13/99.96%-16/99.99%-20				99.87%-10.5/99.96%-13/99.96%-16/99.99%-20			
F.A.R. PART 77 APPROACH SLOPE	20:1	20:1	20:1	50:1	20:1	50:1	20:1	50:1	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' x 150'		7,000' x 150'		4,858' x 150'		5,500' x 150'		6,023' x 150'		4,900' x 150'	
RUNWAY AZIMUTH	89.4226		89.4226		89.3994		89.3994		44.4099		44.4099	
RUNWAY BEARING (Decimal Degrees)	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	50:1	20:1	50:1	20:1	50:1	20:1	20:1	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	9,000' x 500'		9,000' x 500'		6,556' x 500'		7,500' x 500'		7,289' x 500'		6,900' x 500'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	1,000'	1,000'	1,000'	898'	800'	1,000'	1,000'	486'	780'	1,000'	1,000'
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,400' x 400'		7,400' x 400'		5,258' x 400'		5,900' x 400'		6,423' x 400'		5,300' x 400'	
RUNWAY OBJECT FREE AREA (OFA)	8,400' x 800'		9,000' x 800'		6,711' x 800'		7,500' x 800'		6,900' x 800'		6,900' x 800'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	400'	1,000'	1,000'	1,000'	1,000'	855'	1,000'	1,000'	250'	627'	1,000'	1,000'
RUNWAY PAVEMENT SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	Grooved		Grooved		None		None		None		None	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1]	75(S)/150(D)/215(DT)		75(S)/150(D)/215(DT)		12(S)		30(S)/80(D)		21(S)/130(D)		21(S)/130(D)	
RUNWAY EFFECTIVE GRADIENT	0.24%		0.24%		0.32%		0.32%		0.78%		0.81%	
RUNWAY TOUCHDOWN ZONE ELEVATION (Above MSL)	624.8	636.5	624.8	636.5	629.8	636.1	629.6	636.0	638.8	652.0	634.9	650.0
RUNWAY MARKING	Nonprecision	Nonprecision	Nonprecision	Precision	Basic	Precision	Basic	Precision	Basic	Basic	Basic	Basic
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	None	None	None	MALSR	None	None	None	MALSR	None	None	None	None
RUNWAY HOLD LINE POSITION (From Runy Centerline)	250'		250'		250'		250'		250'		250'	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL		MITL	
TAXIWAY MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
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		ILS GPS				
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 L Distance-To Go	PAPI-4 L Distance-To Go	PAPI-4 L Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]		PAPI-4 L	PAPI-4 L RNIL Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]		VASI-4 L RNIL	PAPI-4 L RNIL PCL[2]	PAPI-4 L RNIL PCL[2]

[1]Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT) wheel loading capacities. [2]PCL - Pilot Controlled Lighting.



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

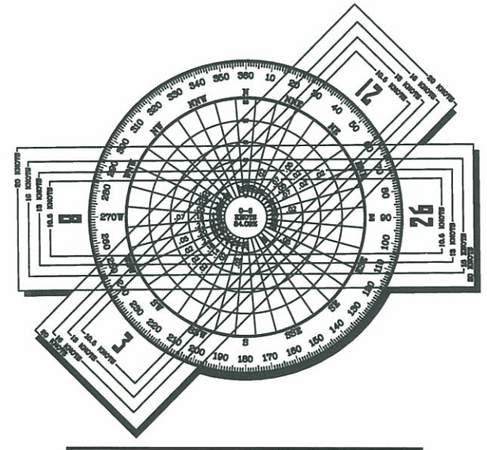
OBSERVATIONS:
79,425 All Weather Observations
4,444 IFR Observations
1992-2001

Magnetic Variance
N 13° 25' E (August 2002)
Annual Rate of Change
2.40' West (August 2002)

VICINITY MAP

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Perimeter Fencing/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 Fencing/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 Fencing/Property Line/Kimball Avenue Extends Through Runway 3 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	486' Beyond Runway End	Relocate Runway 3 End
Perimeter Fencing/Property Line/Kimball 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 8L RSA	Runway Safety Area (RSA)	Runway Safety Area (RSA)	898' Beyond Runway End	Relocate Localizer
Natural Gas Valves In Runway 26R 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



IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	99.76%	99.90%	100.00%	100.00%
Runway 08-26	99.87%	99.87%	99.97%	99.99%
Combined	100.00%	100.00%	100.00%	100.00%

No.	REVISIONS	DATE	BY	APP'D.
2	REVALIDATION - AS BUILTS OF RUNWAY 8R-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-89		

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS DOES NOT AND IS NOT INTENDED NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED. ACCEPTANCE DOES NOT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

CHINO AIRPORT

AIRPORT DATA SHEET

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: Chris M. Hargraves
DETAILED BY: Richard A. Lally
APPROVED BY: James M. Harris

April 19, 2006 | SHEET 1 OF 18

Coffman Associates Airport Consultants

BASED AIRCRAFT

	Current [a] *2006 data*	*Future* [b] *2025*
Aircraft Type		
Single-Engine	410	1,027
Twin-Engine Piston	170	209
Turboprop	40	59
Turbojet		53
Helicopters	20	27
Total	*641*	*1,375*

AIRCRAFT OPERATIONS

	Current [a] *2006 data*	*Future* [b] *2025*
Total		
Annual	167,629	209,400 [b]
Average Day	453	574
Distribution by Aircraft Type		
Single-Engine	73%	73%
Twin-Engine Piston	17%	17%
Twin-Engine, Turboprop	2%	3%
Business Jet	2%	2%
Helicopter	6%	5%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	59%	65%
Itinerant	41%	35%

TIME OF DAY DISTRIBUTION

	Current [a]	*Future*
Business Jets		
Day	90%	no
Evening	5%	change
Night	5%	
Turboprops		
Day	90%	no
Evening	5%	change
Night	5%	
Other Aircraft		
Day	90%	no
Evening	5%	change
Night	5%	

RUNWAY USE DISTRIBUTION

	Current [a]	*Future*
All Airplanes – Day & Evening		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	
All Airplanes – Night		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	

FLIGHT TRACK USAGE

- Data not available

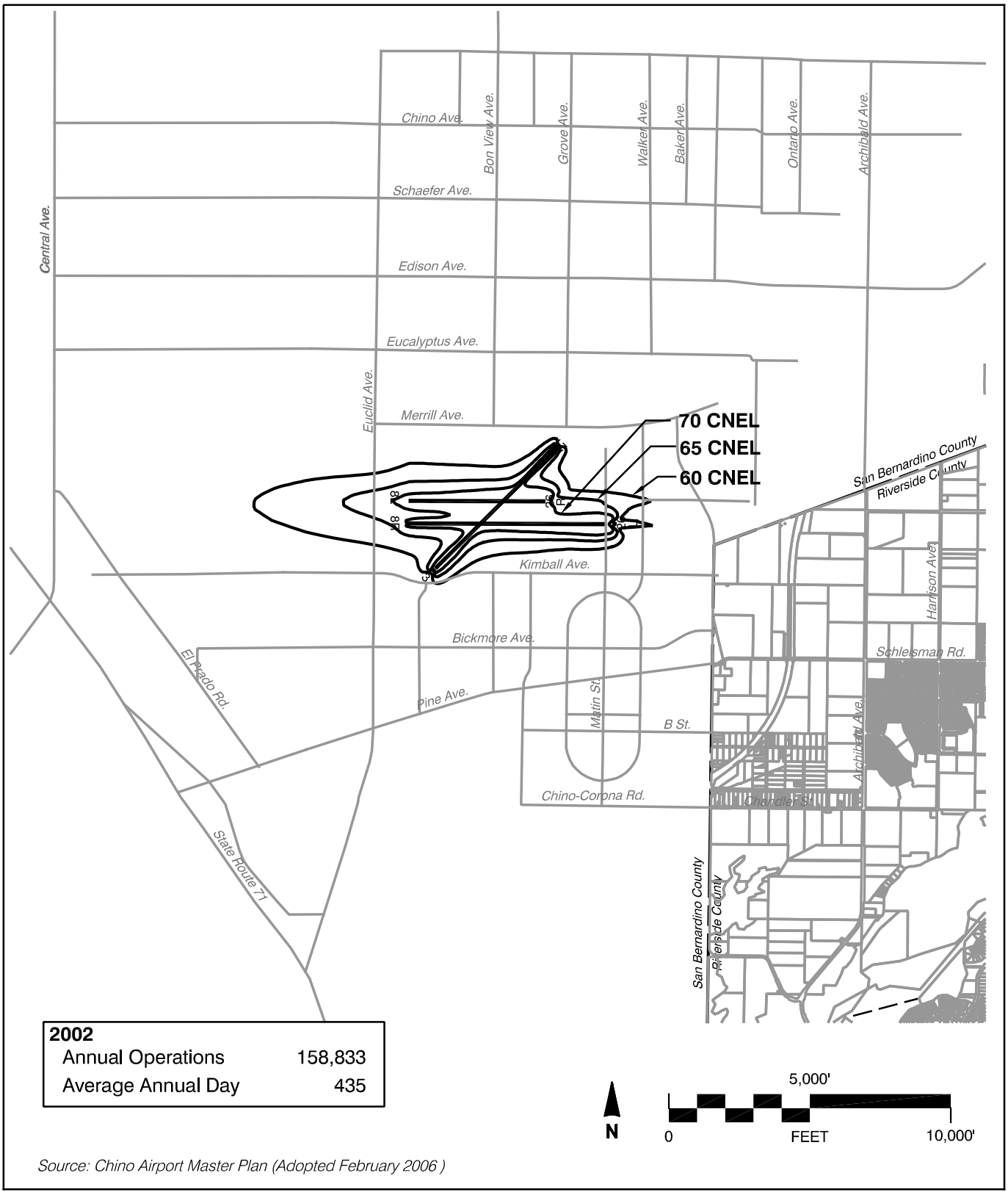
Notes:

[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



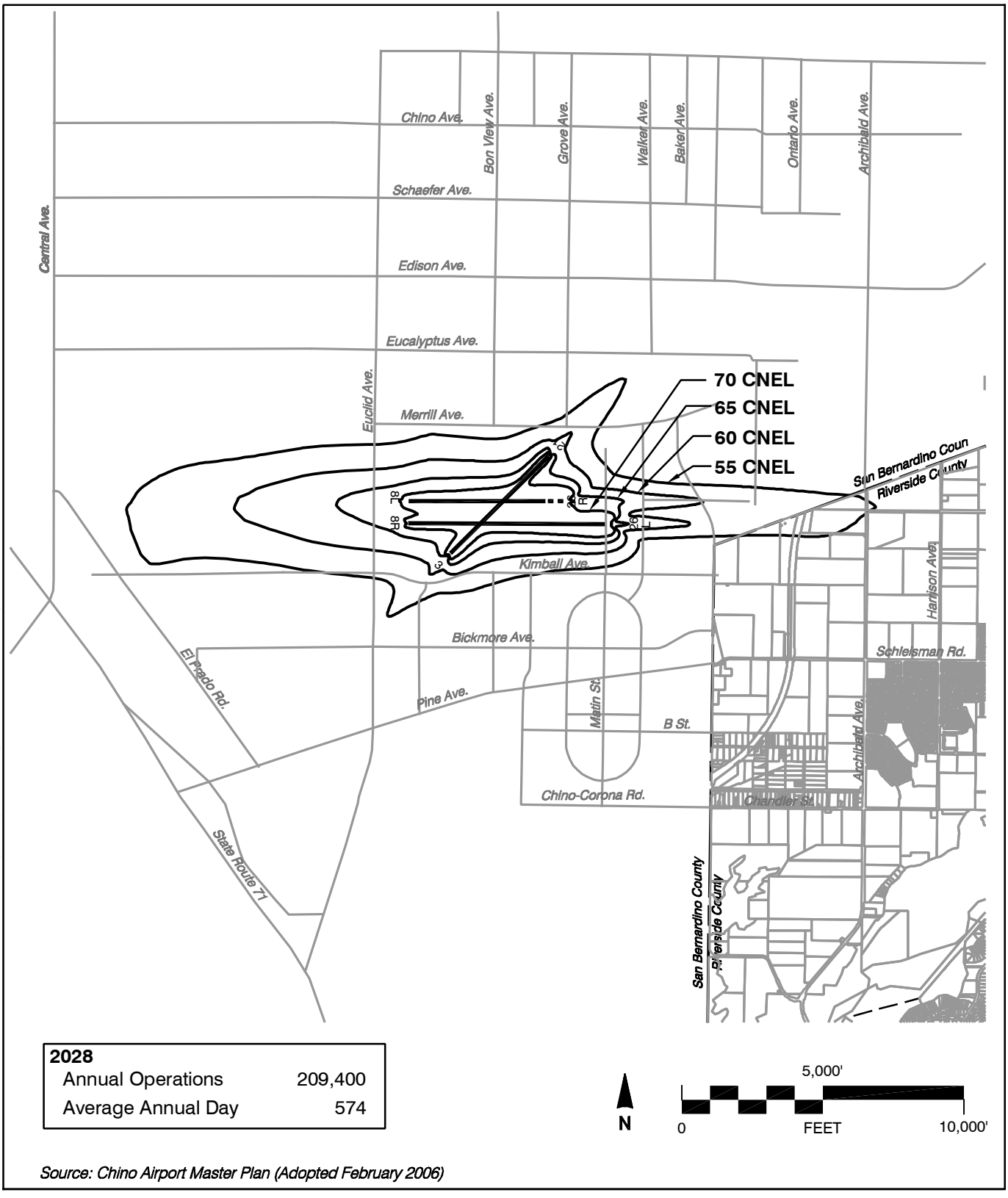
Source: Chino Airport Master Plan (Adopted February 2006)

X:\18190-10\08001\TECH\Cadd\RCO\CNO\CNO-noise-compatibility-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

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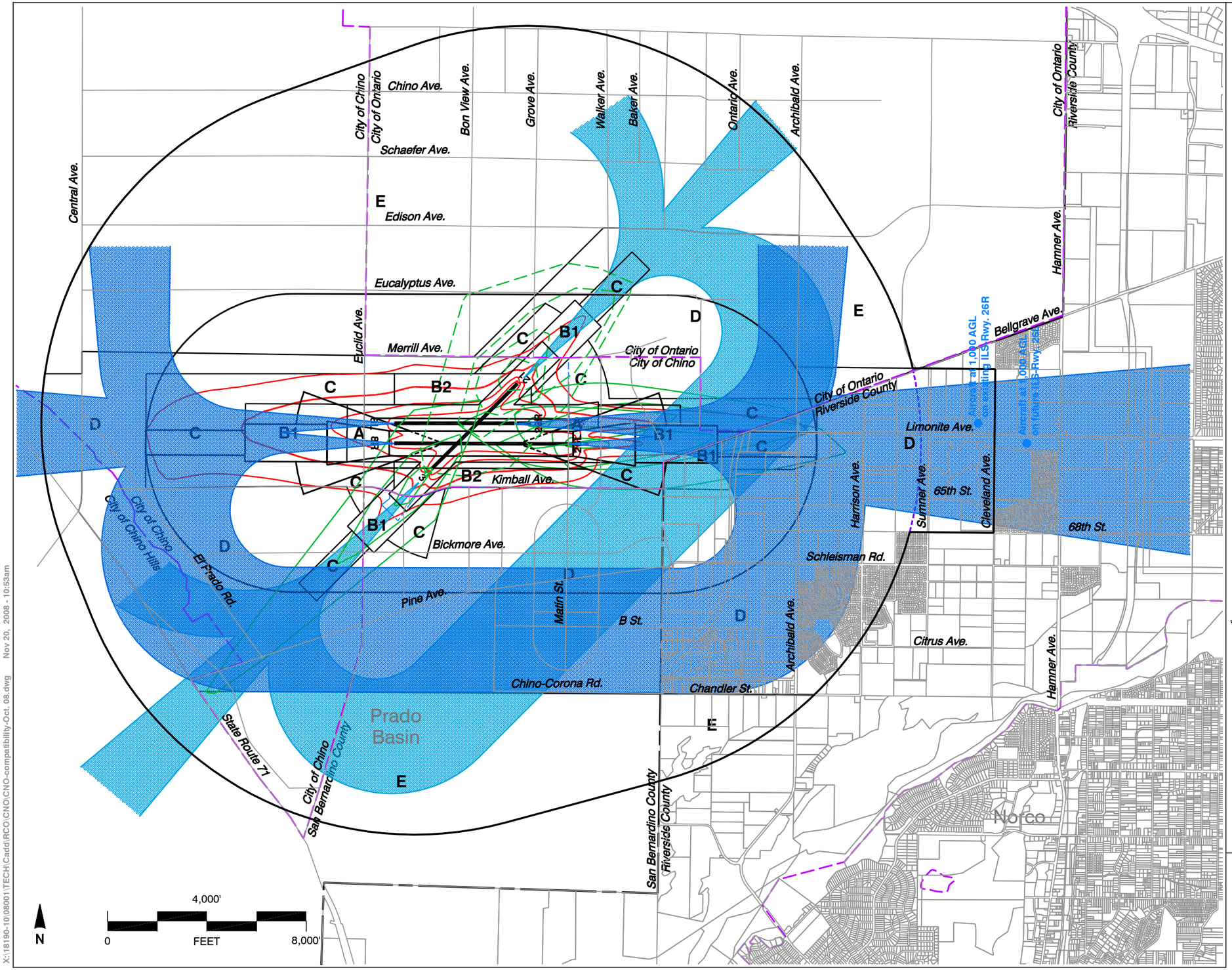

X:\18190-10\08001\TECH\Cadd\RCO\CNO\CNO-compatibility-Oct. 08.dwg Nov 20, 2008 - 10:53am

Source: Mead & Hunt (June 2008)

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

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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

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

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

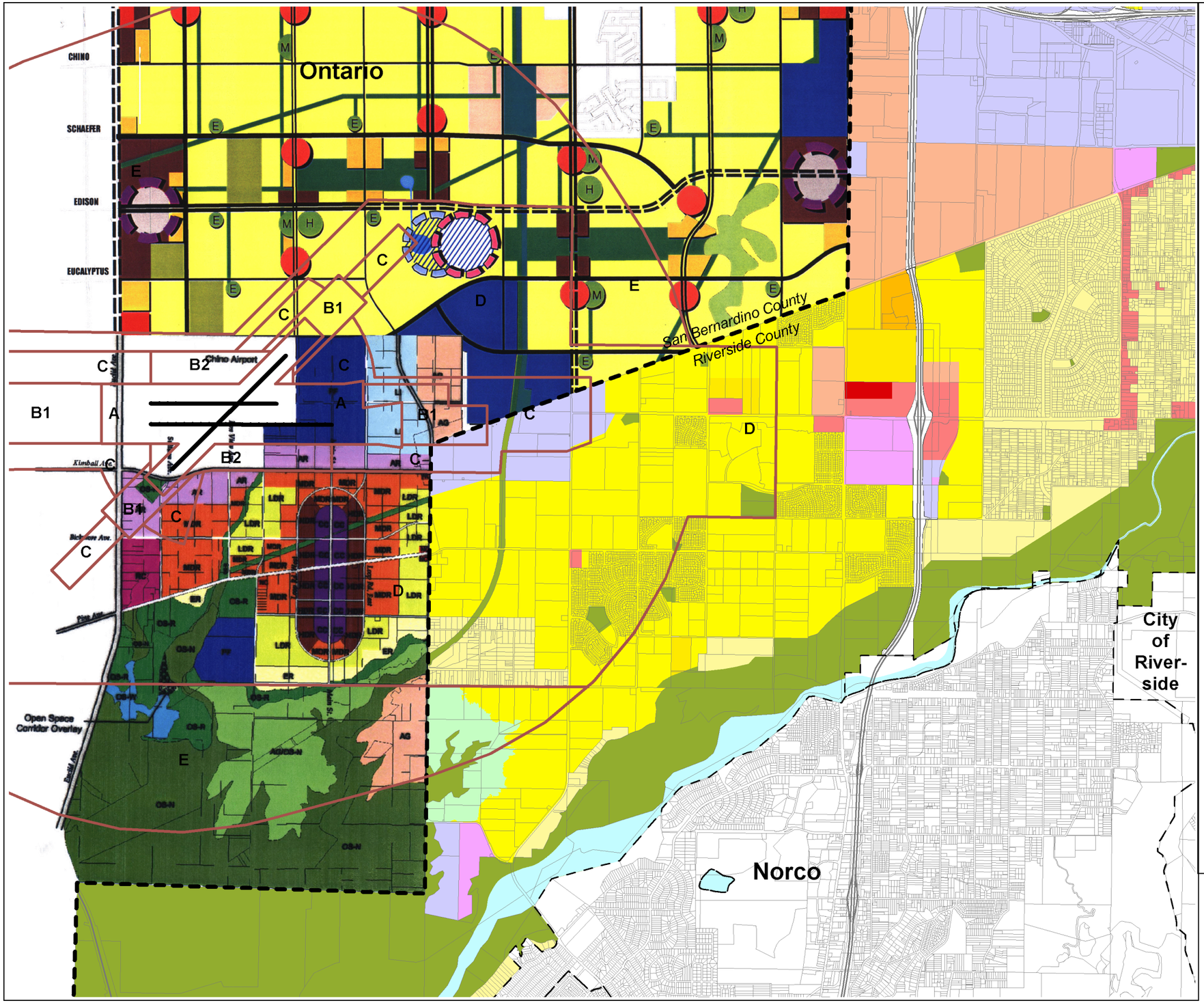
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *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.

4000 0 4000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty 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