CAPITAL IMPROVEMENT PLAN

In total, the capital improvement program for Chino Airport is estimated to cost approximately $146.9 million over the 20-year planning period. Approximately $132.1 million is eligible for FAA grant funding. The remaining $14.8 million would be the responsibility of the airport through airport revenues, state grants, or private development.

TIMEFRAME	PROJECT COSTS	FAA ELIGIBLE	LOCAL SHARE[1]
Short Term (Yrs. 1-5)	$16,287,000	$14,541,000	$1,746,000
Intermediate Term (Yrs. 6-10)	$74,164,000	$66,747,000	$7,417,000
Long Term (Yrs. 11-20)	$56,428,000	$50,785,000	$5,643,000
Total (Rounded)	$146,879,000	$132,073,000	$14,806,000

[1]All non-federal funding sources including potential state funding.

The primary issues and objectives upon which the ALP Update is based will remain valid for several years; however, flexibility is built into the plan to allow airport management to respond to changing needs or compliance requirements. Each year, the airport is required to submit an updated list of priority projects to the FAA. The list of projects in the ALP Update can and should be shifted to accommodate changing priorities and/or the realities of funding availability.

SOURCES

Federal Funding Sources: Funding for capital improvement projects at the airport is available through the Airport Improvement Program (AIP) administered by the FAA. The FAA Reauthorization Act of 2024 made significant changes to the AIP. Airports like Chino Airport are eligible for an annual non-primary entitlement (NPE) of between $150,000 and $1.3 million for development projects. These funds can be carried over for a total of four years to fund a more expensive project, as needed. Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which the FAA provides up to 90 percent and the local airport sponsor is responsible for a 10 percent match. The new bill reduces the local match to five percent for fiscal years 2025 and 2026. Additional discretionary funds are available, based on the priority ranking of the project compared to projects at other airports in the FAA Western Pacific Region.

State Funding Sources: The California Department of Transportation – Division of Aeronautics (Caltrans) funds various airport development projects to support the statewide system of airports. The Caltrans programs offered are Annual Credit Grants, AIP Matching Grants, Acquisition & Development Grants, and the Local Airport Loan Program.

Airport Revenues: Airports can be operated as businesses because they have available resources, such as developable land and hangars. By leasing these and other facilities, airports can generate revenue to fund airport operations and capital improvements.

Private Development: Airports can permit facility construction by private developers through long-term lease arrangements. This is most common when an aircraft owner desires to construct a hangar and leases land for that purpose. Typically, the improvements to the land (e.g., the hangar) will ultimately revert to airport ownership at the end of the lease.

Other Local Resources: Local economic development agencies or the airport sponsors themselves often see the significant benefits airports provide and will invest funds to assist in the completion of airport projects.

For more information, please contact:

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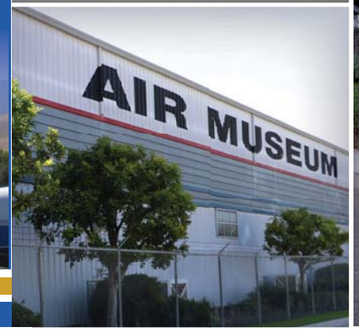
CHINO AIRPORT

SAN BERNARDINO COUNTY



AIRPORT LAYOUT PLAN AND NARRATIVE REPORT

EXECUTIVE SUMMARY

STUDY PURPOSE

The owner of an airport will periodically undertake planning studies to update the long-term vision for the airport, based on new aviation demand forecasts. Through a planning document, deficiencies are identified, triggers for improvements are identified, and a list of potential capital projects is presented. Most airports will develop either a Master Plan or a more narrowly focused Airport Layout Plan & Narrative Report (ALP Update) to accomplish this goal. For Chino Airport, San Bernardino County elected to undertake an enhanced ALP Update that includes many Master Plan elements.

The purpose of the ALP Update is to provide San Bernardino County with a short- and long-term vision for the development of Chino Airport over the next 20 years. This vision is presented in a capital improvement program (CIP), which is a list of potential development projects that may be necessary. Projects included in the CIP and depicted on the airport layout plan (ALP)—a set of technical drawings approved by the FAA—are eligible for FAA grant funding. Not all potential projects will be justified or funded by the FAA.

AIRPORT HISTORY

Construction of present-day Chino Airport began prior to the United States entering World War II. The airport site, known as Cal Aero Field, originally consisted of 375 acres and was purchased by the United States Government from the University of California. The airport served primarily as a training facility. Cal Aero Academy operated from 1940 until the airport was closed in 1944. During this period, Cal Aero Academy trained over 12,000 pilots. At the time of its closure, the airport site had more than doubled in size since its inception and comprised 860 acres. After the war, the airport was no longer needed as a military installation. In 1948, the War Assets Administration transferred ownership of the entire airport site and existing facilities to the County of San Bernardino, and the airport has remained with the county since that time. Between 1950 and 1960, the county leased the airport to a private company, Pacific Aeromotive Corporation, which specialized in rebuilding airplane and helicopter projects. The County of San Bernardino resumed operation of the airfield in 1960 and the airport was officially opened for public use under the name “Chino Airport” in July 1960. Since then, numerous improvements have been made to the airport, including additional runway pavement, taxiways, and building development. Today, Chino Airport is home to over 600 based aircraft and experiences over 200,000 annual aircraft operations. Several aviation-related businesses are located on the field and provide an array of general aviation services.

AIRPORT FACILITIES

Chino Airport has two parallel runways and one crossing runway. Runway 8R-26L is 7,000 feet long and 150 feet wide. Taxiway C is a full-length parallel taxiway to this runway. Runway 8L-26R is 4,858 feet long and 150 feet wide. While this runway is the shorter of the two parallel runways, it is the only runway at Chino Airport that supports instrument approach procedures, the most sophisticated of which is an instrument landing system (ILS) approach to Runway 26R. This instrument approach allows for visibility minimums down to ¾-mile. Crossing Runway 3-21 is 4,919 feet long and 150 feet wide. This runway is primarily used when wind patterns dictate.

Multiple fixed base operators at the airport provide a wide range of general aviation services. Chino Airport has an airport traffic control tower to enhance operational safety.

	2022	2027	2032	2042	CAGR (2022-2042)
General Aviation Operations	201,312	210,549	220,375	241,245	0.91%
Air Taxi Operations	502	688	801	1,026	3.24%
Military Operations	2,691	2,697	2,697	2,697	0.63%
Total Operations	204,582	214,005	223,943	245,038	0.91%
Based Aircraft	698	727	758	823	0.83%

AVIATION DEMAND FORECASTS

Chino Airport is a busy airport that has averaged more than 190,000 annual operations over the last 10 years. There are approximately 698 based aircraft at the airport, including 43 jets. In 2019, the airport experienced more than 217,000 operations—the most since 1990. Following a short-lived decrease in operations in 2020 due to the economic impacts of the COVID-19 pandemic, total operations reached nearly 205,000 in 2022. Local operations represent approximately 63 percent of total operations at Chino Airport. The 20-year forecast shows based aircraft increasing from 698 in 2022 to 823 in 2042, and operations are forecast to increase from 204,582 in 2022 to 245,038 in 2039.

The current critical aircraft for the airport was also determined in the forecast element of the ALP Update. The current critical aircraft for Chino Airport is the family of business jets that fall in category C-II-2A. A common aircraft in this category is a Gulfstream 300 business jet. In the future, the airport is expected to transition to a D-III-2B critical aircraft, such as a Gulfstream 550. The applicable design standards for the runways and taxiways are a function of the critical aircraft.

STUDY RECOMMENDATIONS

Chino Airport’s role as a reliever general aviation facility is not anticipated to change in the next 20 years; however, the fleet mix using the airport is currently changing to more frequent activity by larger business jets. The ALP Update addresses the implication of this change. As larger aircraft use the airport more frequently, infrastructure improvements will be needed; therefore, planned future development is centered around accommodating the trend toward larger aircraft basing at and using the airport, while meeting applicable FAA airfield design standards. The CIP identifies both airside (runways, taxiways, airspace, etc.) and landside (hangars, aprons, etc.) facility needs.

Chino Airport has a history of runway incursions. A runway incursion is when an aircraft, person, or vehicle enters the runway environment without control tower clearance. During the ALP Update study, the FAA requested that a very detailed airfield geometry study be undertaken and that the conclusions and recommendations from that study be incorporated into the ALP Update.

The primary result of the airfield geometry study was a collaborative effort to develop a plan that would make the taxiway geometry easier to understand and recognize for all airport users. As a result, several important capital projects related to redesigning the taxiway system are included in the ALP Update. The 20-year CIP includes more than 50 potential projects and a total investment of $147 million, of which $132 million is eligible for FAA grants.

The major airside projects include:

- Construction of a partial taxiway between the parallel runways
- Construction of various connecting taxiways
- Closure of certain existing taxiway segments to reduce the potential for runway incursions
- A 642-foot extension of Runway 8L-26R to better accommodate the larger aircraft currently operating at the airport
- Various runway pavement preservation projects
- Various taxilane and apron pavement preservation projects
- Construction of several new aircraft apron areas to facilitate the need for additional hangar space

The major landside projects include:

- Perimeter fence improvements
- Construction of a paved perimeter service road
- A Master Plan update
- Construction of numerous privately funded hangars, following the Master Plan layout

Development Concept