

NOTAM

AIRCRAFT OWNERS AND PILOTS ASSOCIATION (AOPA) FLY-IN CHINO AIRPORT (CNO) – CHINO, CALIFORNIA

**EFFECTIVE 12:00 NOON LOCAL FRIDAY, SEPTEMBER 19, 2014
UNTIL 6:00 PM LOCAL SATURDAY, SEPTEMBER 20, 2014**

TEMPORARY VFR PROCEDURES

Specific procedures contained within this NOTAM may be revised or unavailable at the time of the event. Users are encouraged to check NOTAMs frequently to verify they possess the most current revisions. This NOTAM does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS.

In anticipation of a larger than normal number of aircraft operating to and from Chino Airport in conjunction with the AOPA Fly-In, the following procedures will be used to enhance safety and minimize delays.

IFR DELAYS

IFR delays may be incurred when arrival rates exceed airport capacity. Pilots should be prepared for the potential holding of IFR arrivals to Chino Airport. Please plan accordingly.

IMPORTANT INFORMATION

Pilots are urged to review all applicable NOTAMs and arrival/departure procedures prior to conducting flight to Chino Airport. IFR flight plans should be filed at least 6 hours prior to proposed departure time.

LOCAL TRAINING AND PRACTICE APPROACHES

Local traffic pattern, closed traffic training, and practice instrument approaches will not be available at Chino Airport during the AOPA Fly-In. Practice approaches at Brackett Field Airport (POC) and Riverside Municipal Airport (RAL), Ontario International Airport (ONT), and Corona Airport (AJO) will not be available during the event.

CAUTIONS

Los Angeles International Airport Class B Airspace

Ontario International Airport Class C Airspace

March ARB Airport Class C Airspace

John Wayne-Orange County Airport Class C Airspace

Burbank/Bob Hope Airport Class C Airspace

Chino Airport Class D Airspace

Riverside Airport Class D Airspace

San Bernardino International Airport Class D Airspace

Brackett Field Airport Class D Airspace

El Monte Airport Class D Airspace

Fullerton Airport Class D Airspace

Rising terrain north, east, and south of airport

Intensive flight training and parachute activity throughout the Greater Los Angeles Area. See Los Angeles Terminal Area Chart for specific areas.

Use caution for extensive flight training in the vicinity of Lake Mathews. Skylark Airport (Private) has numerous jump aircraft as well as gliders and ultra-lights in the vicinity of Lake Elsinore. There is a second jump zone southwest of March Air Reserve Base at Perris Valley, CA. Aircraft transitioning aircraft to Chino Airport (CNO) are encouraged to remain just east of Interstate 15 to avoid the Perris Valley jump zone. March Air Reserve Base is home to various military aircraft so use extreme caution when transitioning northwest using the Temecula VFR Arrival route.

CHINO AIRPORT GENERAL INFORMATION

Parking areas: When operating in the parking areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engine(s) running, and vehicle/pedestrian traffic. Ground support personnel will be assisting aircraft to and from parking areas and run-up areas. For safety reasons, high RPM engine running is prohibited outside of designated run-up areas. Please review the parking map prior to landing and departure. This will brief you on the correct taxi routes.

Vehicular Traffic: Vehicles are not allowed on ramps except those belonging to airport operators and tenants, and exhibitors participating in the AOPA Chino Airport Fly-In.

Pre-flight planning: Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start. High traffic density is expected Saturday morning and afternoon. Consider arriving during off-peak hours.

***ENROUTE VFR TRAFFIC ADVISORY SERVICES**

APPROACH/ARRIVAL ROUTE	FREQUENCY
SOCAL APPROACH/CAJON PASS	127.25
SOCAL APPROACH/BANNING PASS	134.0
SOCAL APPROACH/PALM SPRINGS	126.7
SOCAL APPROACH/TEMECULA	134.0
SOCAL APPROACH/SOUTH COAST	WEST OF SNA 125.35 NORTH OF SNA 121.3 SOUTH & EAST OF SNA 124.1
SOCAL APPROACH/DEPARTING FULLERTON AIRPORT (FUL)	121.3
SOCAL APPROACH/SANTA ANITA	125.5

*See frequency graphic for correct facility to contact depending on position

CHINO AIRPORT FREQUENCIES

ATIS	125.85 (909-393-5823)
TOWER NORTH-RUNWAY 26R	118.5
TOWER SOUTH-RUNWAY 26L	132.55
GROUND	121.6
UNICOM	122.95
DEPARTURE	135.4

VFR ARRIVAL PROCEDURES

Five (5) VFR arrival routes have been established to accommodate aircraft flying to the event. The following procedures will be used to enhance safety and minimize air traffic delays during the AOPA Fly-In at Chino Airport (CNO).

All aircraft should remain outside of the Los Angeles Class Bravo Airspace. Use caution west of Ontario International Airport (ONT) for departures off ONT during a west runway configuration.

In the event of Santa Ana Winds or an east flow operation, aircraft should follow the same routes and plan for sequencing to runways 8L/8R accordingly.

No Practice Approaches or practice instrument procedures will be available at surrounding airports during the AOPA Fly-In at Chino Airport (CNO).

CAUTION: Watch for converging traffic when joining any published arrival route.

NOTE: CNO Tower will use two (2) local control frequencies

Local North: RWY 26R - 118.5

Local South: RWY 26L - 132.55

CAJON PASS VFR ARRIVAL PROCEDURE
(See arrival graphic)

Monitor Chino ATIS on 125.85 as soon as practical.

This arrival procedure begins over the Cajon Pass at or above 5,500 feet MSL. The Cajon Pass is approximately 22 nautical miles northeast of Chino Airport (CNO). If not already in communication with ATC, contact SoCal Approach on 127.25 prior to arriving over the Cajon Pass.

Proceed south along Interstate 15 and continue east of Interstate 215 to overfly San Bernardino Airport (SBD) at or above 3,500 feet MSL and continue S/SW along I-215 to pass north of Riverside Municipal Airport (RAL). This arrival route coincides with arrivals into Ontario International Airport (ONT) and aircraft should plan to cross in the vicinity of San Bernardino Airport (SBD) between 3,500 feet MSL and 5,500 feet MSL due to arrival traffic into Ontario International Airport (ONT.) Aircraft utilizing this route should plan to remain clear of Ontario International Airport (ONT) Class C airspace until on a straight-in final north of Riverside Airport (RAL).

(Expect to land on runway 26R; Chino Tower North 118.5)

Alternate route for runway 26L: During times of congestion, ATC may direct pilots to fly west and north of Ontario International Airport (ONT) and Cable Airport (CCB) to join traffic arriving from the west on the Santa Anita VFR Arrival route. Expect left downwind for runway 26L at Chino Airport (CNO). Chino Tower South 132.55.

BANNING PASS VFR ARRIVAL PROCEDURE
(See arrival graphic)

Monitor Chino ATIS on 125.85 as soon as practical.

This arrival procedure begins over the Banning Pass at or above 6,500 feet MSL. The Banning Pass is approximately 33 nautical miles east of Chino Airport (CNO). If not already in communication with ATC, contact SoCal Approach on 134.0 over the Banning Pass. **Aircraft are encouraged to contact SoCal Approach further east in the Palm Springs area on 126.7, if able, to allow ample time for sequencing and to reduce congestion on 134.0.**

Proceed west along Highway 60 to pass just north of March Air Reserve Base (RIV) and north of Riverside Municipal Airport (RAL) for sequencing for runway 26R. **Caution: Traffic converging from the north on the Cajon Pass VFR Arrival route and from the south on the Temecula VFR Arrival route.**

(Expect to land on runway 26R; Chino Tower North 118.5)

TEMECULA VFR ARRIVAL PROCEDURE
(See arrival graphic)

Monitor Chino ATIS on 125.85 as soon as practical.

This arrival procedure begins over the city of Temecula, CA at or above 6,500 feet MSL. Temecula is approximately 37 nautical miles southeast of Chino Airport (CNO). If not already in communication with ATC, contact SoCal Approach on 134.0 prior to arriving over Temecula.

Proceed along Interstate 15 northwest toward Lake Matthews. **Caution: Intensive flight training over Lake Matthews and intensive parachute activity in the vicinity of Lake Elsinore. Plan to stay east of Interstate 15 when passing Lake Elsinore.** Overfly Lake Matthews at 3,000 feet MSL and cross Riverside Municipal Airport (RAL) on an extended left base for runway 26R. **Caution: Traffic converging from the north on the Cajon Pass VFR Arrival route and from the east on the Banning Pass VFR Arrival route.**

(Expect to land on runway 26R; Chino Tower North 118.5)

SOUTH COAST VFR ARRIVAL PROCEDURE
(See arrival graphic)

Monitor Chino ATIS on 125.85 as soon as practical.

This procedure is for aircraft originating at coastal area airports in the vicinity of Orange County, CA. Expect routing via Santa Ana Canyon, Prado Dam, Yorba Linda, and Corona. Plan to remain at or above 3,500 feet MSL to stay above arrivals into John Wayne Airport-Orange County (SNA).

Aircraft originating west of SNA should contact SoCal approach on 125.35. Aircraft originating north of SNA should contact SoCal approach on 121.3. Aircraft originating south and east of SNA should contact SoCal Approach on 124.1. **Aircraft departing Fullerton Municipal Airport only should contact SoCal Approach on 121.3.**

Expect to be sequenced over Prado Dam, west of Corona Airport (AJO) for an extended left downwind for runway 26L. **Caution: Traffic converging from the south on the Temecula VFR Arrival route and from the north on the Santa Anita VFR Arrival route.**

(Expect to land on runway 26L; Chino Tower South 132.55)

SANTA ANITA VFR ARRIVAL PROCEDURE
(See arrival graphic)

Monitor Chino ATIS on 125.85 as soon as practical.

This arrival procedure begins just north of the Santa Anita Race Track (VPLRT) at or above 3,500 feet MSL. The Santa Anita Race Track is approximately 23 nautical miles northwest of Chino Airport (CNO). If not already in communication with ATC, contact SoCal Approach on 125.5 prior to arriving north of the Santa Anita Race Track.

Proceed east along Interstate 210 north of El Monte Airport (EMT) and then turn southeast toward Mt San Antonio College to pass west/southwest of Brackett Field Airport (POC) at or above 3,000 feet MSL. Continue southeast toward Chino Hills State Park staying west of Highway 71. Descend to 2,500 feet MSL and expect sequencing for a left downwind for runway 26L. **Caution: Traffic converging from the southwest on the South Coast VFR Arrival route and the south on the Temecula VFR Arrival route.**

(Expect to land on runway 26L; Chino Tower South 132.55)

SPECIFIC LATITUDE/LONGITUDE COORDINATES

CHINO AIRPORT (CNO)	N33°58'29.10"/W117°38'11.96"
CAJON PASS	N34°18'33.18"/W117°28'20.62"
BANNING PASS	N33°56'2.08"/ W116°59'49.09"
TEMECULA, CA	N33°29'37.38"/ W117° 8'57.27"
LAKE MATTHEWS	N33°50'25.79"/ W117°26'17.64"
LAKE ELSINORE	N33°41'54.25"/ W117°20'2.14"
SANTA ANITA RACE TRACK (VPLRT)	N34° 8'25.70"/ W118° 2'41.36"
PRADO DAM (VPLPD)	N33°53'24.72"/ W117°38'26.88"
SANTA ANA CANYON (VPLSA)	N33°51'57.91"/ W117°42'52.23"
CORONA, CA	N33°52'30.14"/ W117°34'6.50"
YORBA LINDA, CA	N33°53'19.02"/ W117°48'47.20"
CORONA AIRPORT (AJO)	N33°53'49.65"/ W117°36'8.54"
MT SAN ANTONIO COLLGE	N34° 2'54.84"/ W117°50'31.54"
CHINO HILLS STATE PARK	N33°56'33.59"/ W117°43'22.70"

CHINO AIRPORT AFTER LANDING PROCEDURES

Exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to the parking spaces.

CHINO AIRPORT DEPARTURE PROCEDURES

All **IFR** departures will follow normal procedures and obtain their clearance through clearance delivery. Normally, CNO Clearance Delivery is on 132.55; however, if CNO is using that frequency for Local Control South, use 121.6. In either case, the proper Clearance Delivery frequency will be broadcast on CNO's ATIS 125.85.

VFR DEPARTURES

VFR Traffic Advisories -- Aircraft requesting advisories on departure must request flight following with Chino Clearance Delivery **PRIOR** to departure. If aircraft do not request flight following prior to departure and do not receive a transponder code they **WILL NOT** be given advisories after departing.

Prior to start-up -- Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start. Check ATIS on 125.85.

Run-up -- After start-up, contact ground when you are ready to taxi and provide N number, direction of flight, destination, request for flight following if desired, and ATIS code. Follow taxi instructions and proceed to the nearest designated run-up area

Taxi – When run-up is complete, follow taxi instructions from ground. **MONITOR** the tower frequency on 118.5 (or as assigned.) Contact tower when number one for departure.

Departure – Follow instructions from tower.

