CINCINNATI
LEGEND

SOUTH | NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected | Unverified | Abandoned - paved having landmark value, 3000 ft. or greater | Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns.

Runways with Right Traffic Patterns (public use)

RP * Special conditions exist - see Supplement.

FSS | NO SVFR | NAME (NAM) (PNAM) | CT - 118.3 ★ Ⓒ ATIS 123.8 | 285 L 72 122.95 | RP 23, 34 | VFR Advsy 125.0 | AOE

FAR 91 | Location Identifier | ICAO Location Indicator shown outside contiguous U.S. | UNICOM | Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- CLASS G
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL - Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
- Class E Airspace low altitude Federal Airways are indicated by center line.
- Intersection - Arrows are directed towards facilities which establish intersection.
- 132° V 69 169 — Total mileage between NAVAIDs on direct Airways
- Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
- T 319 / TK 313 (Helicopter Only) — RNAV Waypoint
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA - Military Operations Area
- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 OAKDALE 362 ★ 112.8 OAK — 122.1R CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Supplement.

R - Receive only

122.1R MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for details.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) | VORTAC | VOR-DME | DME | Other facilities, i.e., FSS Outlet, RCO, etc. | Non-Directional Radio Beacon (NDB) | NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL | Below 1000 ft AGL | Wind Turbine | Wind Turbine Farm | 2894' UC

Group Obstruction | Obstruction with high-intensity lights; may operate part-time

Elevation of the top above mean sea level 2049 | Height above ground (1149) | Under construction or reported; position and elevation unverified UC

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

Space Launch Activity Area (See Supplement.)

VPXYZ — VFR Waypoints (See chart tabulation for latitude/longitude.)

NAME (VPXYZ)

Marine Light

—1°E— Isogonic Line (2015 VALUE)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

SOUTH | NORTH

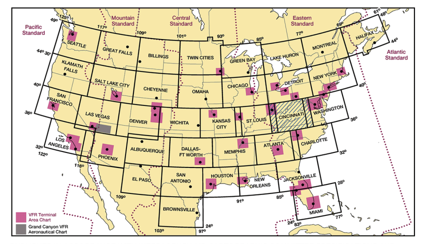
CINCINNATI SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

96TH EDITION EFFECTIVE 0901Z 23 JUN 2016
TO 0901Z 8 DEC 2016

Includes airspace amendments effective 26 MAY 2016
and all other aeronautical data received by 28 APR 2016

Information on this chart will change, consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SCIN
NSN 7641014100161
NGA REF. NO. SECXXCINCINNATI
EFF. DATE 16175

CONTROL TOWER FREQUENCIES ON CINCINNATI SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BLUE GRASS	CONTINUOUS	119.1 257.8	121.9	126.3	
BOLTON	0730-1930	128.1	121.8		
CHARLOTTESVILLE-ALBEMARLE	0600-2300	124.5 338.275	121.9 338.275	118.425	
CINCINNATI LUNKEN	0700-2300	118.7 257.8	121.9	120.25	
CINCINNATI/NORTHERN KENTUCKY INTL	CONTINUOUS	118.3 (RWYS 18C/36C & 09/27) 133.325 (RWY 18R/36L) 118.975 360.85 (RWY 18L/36R)	121.7	134.375 (ARR) 135.3 (DEP)	
COX DAYTON INTL	CONTINUOUS	119.9 257.7	121.9	125.8	
EASTERN WV RGNL/SHEPHERD	0700-2300 MON-FRI 0800-1600 SAT-SUN O/T BY NOTAM	124.3 233.7	121.8 257.65		
GREENBRIER VALLEY	0900-1900	118.9	121.9		
LYNCHBURG RGNL/GLENN	0630-2230	127.65 257.8	121.9	119.8	
MID-OHIO VALLEY RGNL	0700-2300	123.7 257.8	121.7	124.35	
MORGANTOWN-HART	0700-2300	125.1 257.8	121.7		
NORTH CENTRAL WEST VIRGINIA	0600-2300 MON-FRI 0700-2300 SAT-SUN	126.7 257.925	121.9	127.825	
OHIO STATE UNIV	0700-2300	118.8 258.3	121.7	121.35	
PERKINSON BLACKSTONE AAF	0800-1630 MON-FRI EXC FED HOL O/T BY NOTAM	126.2 241.0			
PIEDMONT TRIAD INTL	CONTINUOUS	119.1 290.325	121.9 348.6	128.55	
PORT COLUMBUS INTL	CONTINUOUS	132.7 257.8	121.9 348.6	124.6	
RICKENBACKER INTL	CONTINUOUS	120.05 348.4	125.275 275.8		
ROANOKE RGNL/WOODRUM	CONTINUOUS	118.3 257.8	121.9 257.8	132.375	
SMITH REYNOLDS	0645-2130	123.75 257.8	128.25	121.3	
TRI-CITIES RGNL TN/VA	0600-2400	119.5 257.8	121.7 348.6	118.25	
TRI-STATE/FERGUSON	CONTINUOUS	118.5 270.1	121.9	125.2	ASR
WHEELING OHIO CO	0700-2200 MON-FRI 1000-2000 SAT-SUN	118.1 257.8	121.75		
WILMINGTON	0800-1700 MON-FRI	119.475	121.6	124.925	
WRIGHT-PATTERSON AFB	CONTINUOUS	126.9 281.45	121.8 335.8	124.475 269.9	
YEAGER	CONTINUOUS	125.7 257.8	121.8 348.6	127.6	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CINCINNATI CLASS B	119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CONTINUOUS
CHARLESTON CLASS C	124.1 269.125 (N) 119.2 269.125 (S)	CONTINUOUS
COLUMBUS CLASS C	125.95 317.775 (280°-099°) 119.15 279.6 (100°-279°)	CONTINUOUS
DAYTON CLASS C	118.425 323.15 (181°-090°) 118.85 305.2 (091°-180°)	CONTINUOUS
GREENSBORO CLASS C	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	CONTINUOUS
LEXINGTON CLASS C	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CONTINUOUS
ROANOKE CLASS C	118.15 339.8 (RWY 16/34: 360°-150°) (RWY 06 235°-074°) 126.9 339.8 (RWY 16/34 151°-359°) (RWY 06 075°-234°)	CONTINUOUS
BRISTOL TRSA	134.425 349.0 (047°-227°) 125.5 317.5 (228°-046°) O/T 127.85 371.85 ATLANTA CNTR	0600-2400
HUNTINGTON TRSA	119.75 270.1 (S) 128.4 270.1 (N)	CONTINUOUS
PERKINSON BLACKSTONE AAF	118.75 377.1	CONTINUOUS

SPECIAL USE AIRSPACE ON CINCINNATI SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-5801	TO 4000	0800-1600 MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-5803	TO 4000	0800-1600 MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-6602 A	TO BUT NOT INCL 4000	CONTINUOUS 1 MAY-15 SEP 124 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1
R-6602 B	4000 TO BUT NOT INCL 11,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1
R-6602 C	11,000 TO BUT NOT INCL 18,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BRUSH CREEK	100 AGL TO BUT NOT INCL 5000	0800-2200 MON-SAT	INDIANAPOLIS CNTR	134.0 135.57
BUCKEYE	5000	0800-2200 MON-FRI 0800-1600 SAT-SUN	INDIANAPOLIS CNTR	134.0 135.57
EVERS	1000 AGL	SR-SS BY NOTAM	WASHINGTON CNTR	
FARMVILLE	300 AGL TO 5000	0800-1700 MON-FRI	WASHINGTON CNTR	118.75 377.1
PICKETT 1	500 AGL TO 6000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1
PICKETT 2	500 AGL TO 10,000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1
PICKETT 3	4000 TO 10,000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Special Awareness Training for the Washington DC Metropolitan Area
14 CFR Part 91, Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of DCA VOR-DME to complete the "Washington DC Special Flight Rules Area (SFRA) training." This training has been developed and provided by the FAA on its www.FAASafety.gov website. See NOTAMs.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. Be advised that noncompliance may result in the use of force.

CINCINNATI TERMINAL AREA
Pilots are encouraged to use the Cincinnati VFR Terminal Area Chart for flights at or below 10,000'

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

NORTH SIDE | Sheet of paper | POINT A | MARK A | MATCH LINE | Overlap area | LINE B
Figure 1

same latitude | LINE B (transferred) | MARK A | Overlap area | MATCH LINE | MARK C | SOUTH SIDE | POINT B
Figure 2

NORTH SIDE | POINT A | MATCH LINE | LINE B | MARK C (transferred) | Overlap area
Figure 3

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 6285 feet located at 36°06'N - 82°07'W
Spot elevation .... • 4254
Approximate elevation .... x 3200

6285 | 5000 | 3000 | 2000 | 1000 | Sea level

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

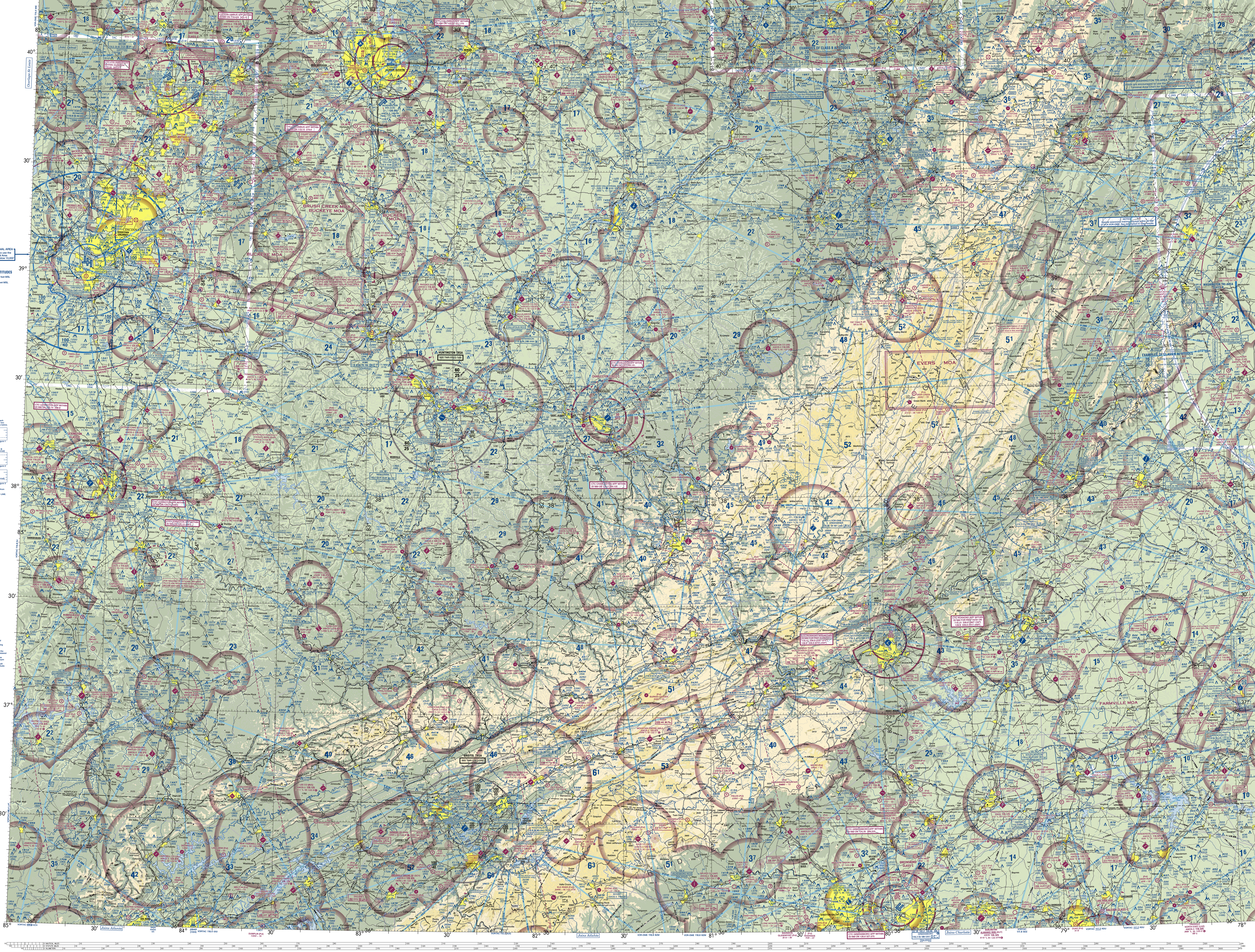
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airborne by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://faacharts.faa.gov.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.