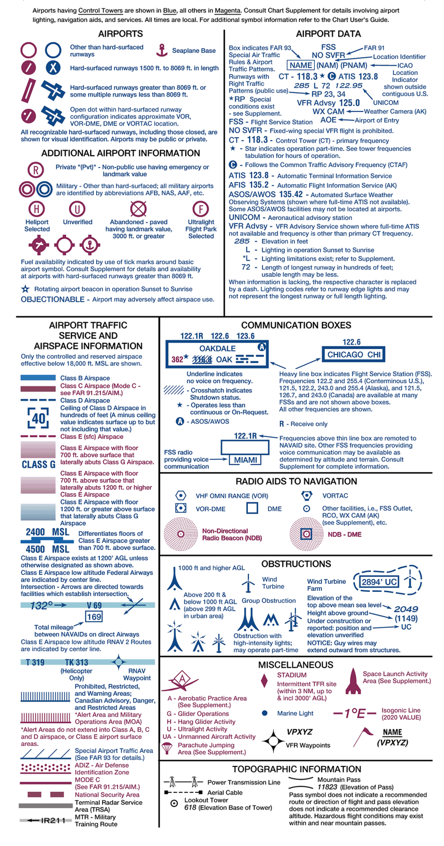
CINCINNATI
LEGEND

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.



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 the 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 5-6-13 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 Cincinnati VFR Terminal Area Chart for flights at or below 10,000'

CINCINNATI SECTIONAL
SOUTH | NORTH

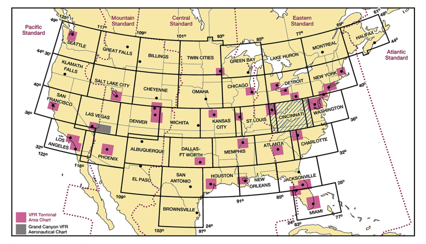
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



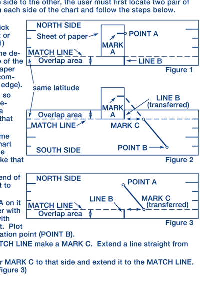
Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration

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

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 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 to the left or right of where your plot line crosses). (Figure 1)
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 an 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)



FAA Product ID: SCIN

NSN 7641014100161 EFF. DATE 21056

NGA REF. NO. SECXXCINCINNATI

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

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 tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are 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	TOWER	GND CON	ATIS	ASR/PAR
BLUE GRASS	CONTINUOUS	119.1 257.8	121.9	126.3	
BOLTON FLD	0730-1930	128.1	121.8		
CHARLOTTESVILLE-ALBEMARLE	0600-2300	124.5 338.275	121.9 338.275	118.425	
CINCINNATI MUNI/LUNKEN FLD	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	121.4	
JOHN GLENN COLUMBUS INTL	CONTINUOUS	132.7 257.8	121.9 348.6	124.6	
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	0700-2300	126.7 257.925	121.9	127.825	
OHIO STATE UNIV	0700-2300	118.8 254.325	121.7	121.35	
PERKINSON BLACKSTONE AAF	0800-2000 MON-FRI 0800-1600 FIRST FULL WKND EACH MONTH 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	
RICKENBACKER INTL	CONTINUOUS	120.05 348.4	125.275 275.8	132.75	
ROANOKE BLACKSBURG RGNL /WOODRUM FLD	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	0600-2400	119.5 257.8	121.7 348.6	118.25	
TRI-STATE/MILTON J FERGUSON FLD	CONTINUOUS	118.5 270.1	121.9	125.2	ASR
WHEELING OHIO COUNTY	0700-2200 MON-FRI 1000-2000 SAT-SUN	118.1 257.8	121.75		
WILMINGTON	0700-2300 MON-FRI 0800-1700 SAT-SUN	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	121.0 254.25 (001°-180°) 128.7 234.25 (181°-360°)	CONTINUOUS
CHARLESTON CLASS C	124.1 269.125 (N) 119.2 269.125 (S)	CONTINUOUS
COLUMBUS CLASS C	125.95 317.775 (280°-099°) 134.0 279.6 (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 127.85 269.3 ATLANTA CNTR	0600-2400
HUNTINGTON TRSA	119.75 270.1 (S) 128.4 270.1 (N)	CONTINUOUS
PERKINSON BLACKSTONE AAF	118.75 269.3	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	500 AGL 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.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) 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, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. 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 airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four 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 Agency Areas

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

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

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

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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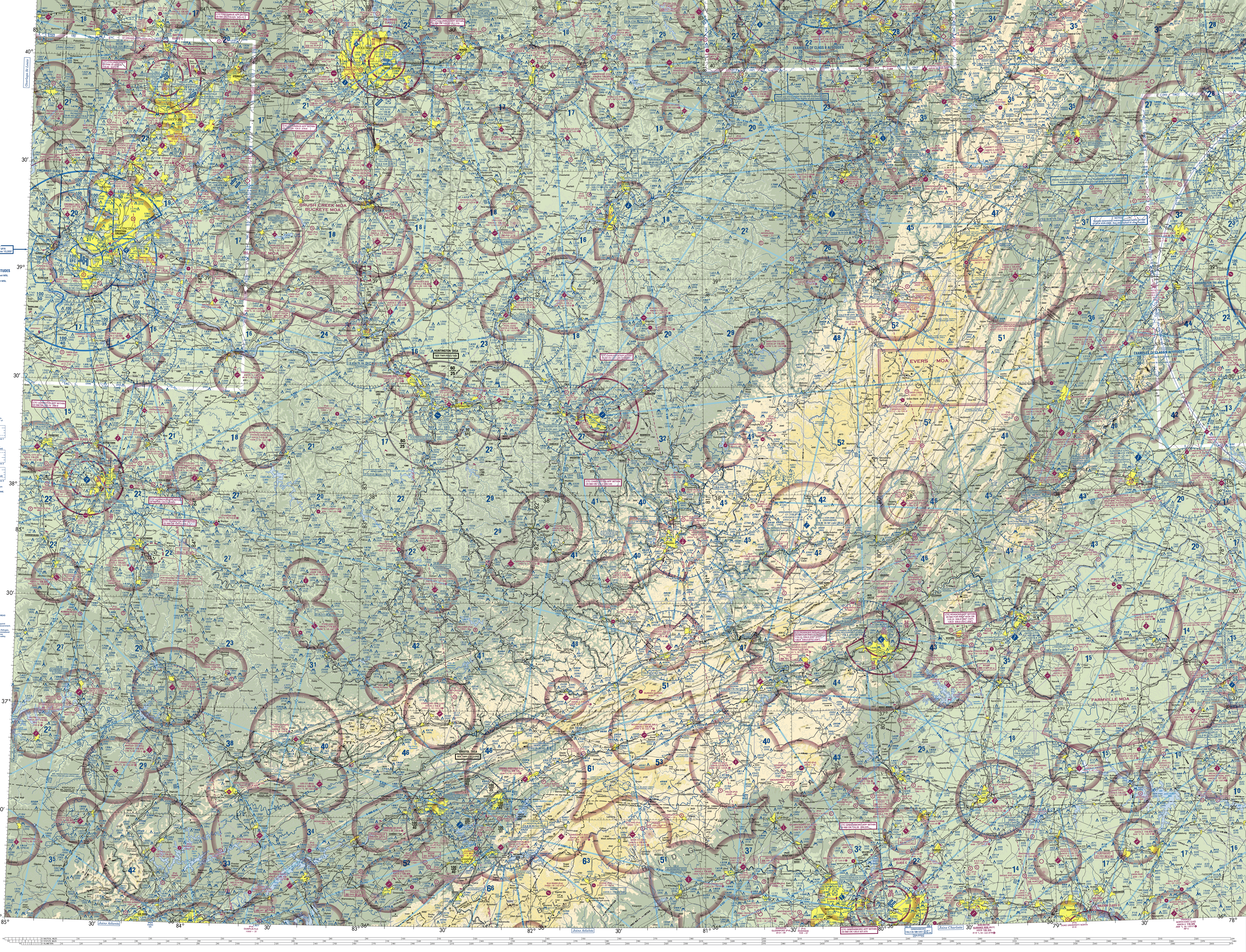
Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.