

VFR FLYWAY VFR TERMINAL AREA CHART CINCINNATI CINCINNATI

Airports having **Control Towers** are shown in **Blue** at all times. **AGIS** (Aeronautical Ground Support Information) for towers involving airport lighting, navigation aids, and enroute aids are local. For additional airport information refer to the Chart Data Section.

AIRPORT

1 **Other than hard-surfaced runways**
2 **Hard-surfaced runways 100 ft. or greater**
3 **Open water with hard-surfaced runway**
4 **Water with hard-surfaced runway**
5 **Water, VOR-DME, ADF, or VORTAC location**
6 **Obstruction**
7 **Obstruction with light**
8 **Obstruction with light, shown in white identification, airports may be public or private.**

ADDITIONAL AIRPORT INFORMATION

9 **Private "TYP" - Non-public use having landmark value**
10 **Military - Other than hard-surfaced military airports - as indicated by lettering: DME, ADF, VOR, VORTAC**
11 **Unidentified**
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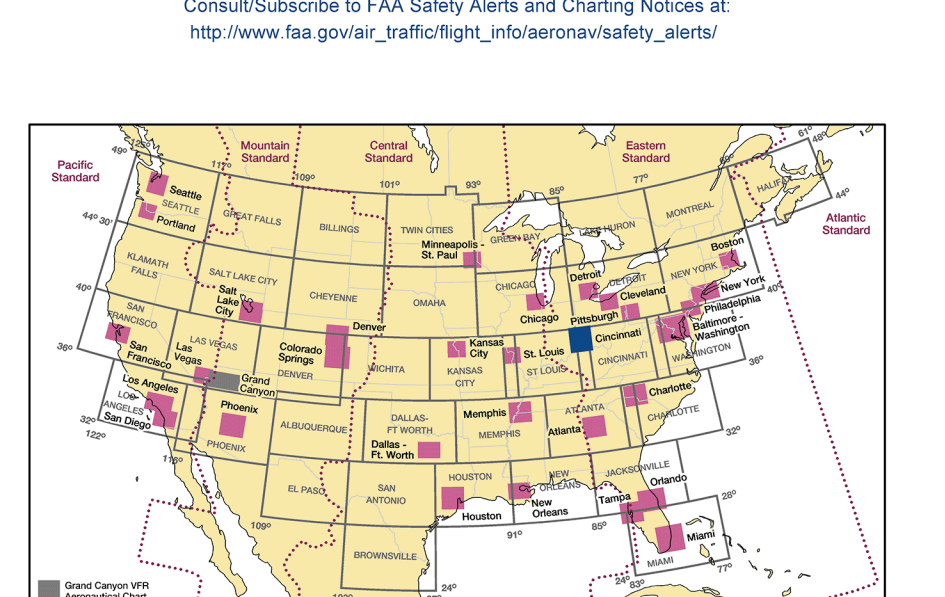
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ADDITIONAL AIR

[illegible]

EFFECTIVE 0901Z **17 APR 2025**
TO 0901Z **12 JUN 2025**

Consult NOTAMs for latest information



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



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 NGDA REF. NO. VFRACINCINNATI


 EFF. DATE 25107

CONTROL TOWER FREQUENCIES ON CINCINNATI TERMINAL AREA CHART

Information for each tower is listed on the face of the chart by the letters C¹ followed by the primary VHF frequency (in MHz). The primary UHF frequency is listed in the table below. The primary VHF and UHF tower and ground control frequencies are listed below.

CINCINNATI INFORMATION SERVICE (AIS) Frequencies shown on the face of the chart are called VHF-AIS Frequencies. All AIS frequencies are on Channel 16. AIS operational hours may differ from tower operational hours.

AIS and/or PM-AIS related Information Approach worksheet available.

*MAGN 010 indicates Magnetic Allowance through Friday.

CY indicates local conditions.

CONTROL TOWER	OPERATES	TOWER	OWN CON	ATIS	ASBP/PA
CINCINNATI MUNICIPAL	0700-2300	118.7 257.6	121.9	123.6	
CINCINNATI/CHATTANOOGA	CONTINUOUS	118.3 (PMWS) 180.25C (257.6) 123.35 (PMWS) 180.550 (257.6)	121.7	123.6 (SARH) 123.3 (SARH)	
INDUSTRIAL CITY		118.7 257.6 180.550 (257.6)			
WAGES & COX DOWNEY FIELD	CONTINUOUS	119.9 257.7	121.9	123.8	
MEMPHIS AIR PARK	CONTINUOUS	119.4 275.7	121.6	124.9 (S)	
WESTPORT/ATLANTIC AIR	CONTINUOUS	121.8 271.43	121.8 355.8	124.475 269.9	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES		
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CINCINNATI CLASS B	121.0 254.25 (001°-180°) 128.7 254.25 (181°-360°)	CONTINUOUS
DAYTON CLASS C	134.45 323.15 (181°-090°) 118.85 305.2 (391°-180°)	CONTINUOUS

SPECIAL USE AIRSPACE ON CINCINNATI TERMINAL AREA CHART

Unless otherwise noted altitudes are
MSL and in feet. Time is local.
*TCP on altitude means "To and including."
R = Right hand
NO A/G = No air to ground communications.
Contact Flight Service for information.

† Other frequencies 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-PROBIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MA-MILITARY OPERATIONS AREA				
NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
3-3430 A	30, 40, 100	0530-2400	INDANAPOLIS CNTR	124.7
3-3430 B	1000 AGL TO FLY 180	0800-2200	INDANAPOLIS CNTR	124.7
MA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BUCKEYE	0000	0800-2200 MCH-181 0000-0000 MCH-182	INDANAPOLIS CNTR	130.4 135.57
PG A	500 AGL TO NOT INCL	0800-2300	INDANAPOLIS CNTR	
PG C	0000	0800-2300	INDANAPOLIS CNTR	
PG D	1000 AGL TO NOT INCL	0800-2300	INDANAPOLIS CNTR	

*Altitude indicates feet MSL. All MCA areas start but do not include 181 unless otherwise indicated in tabulation or on chart. Those by S&D NCTRAM.


— 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.).

12⁵
 Example: 12,600 feet

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.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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.

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

Class G Airspace within the United States extends up to 14,000 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.

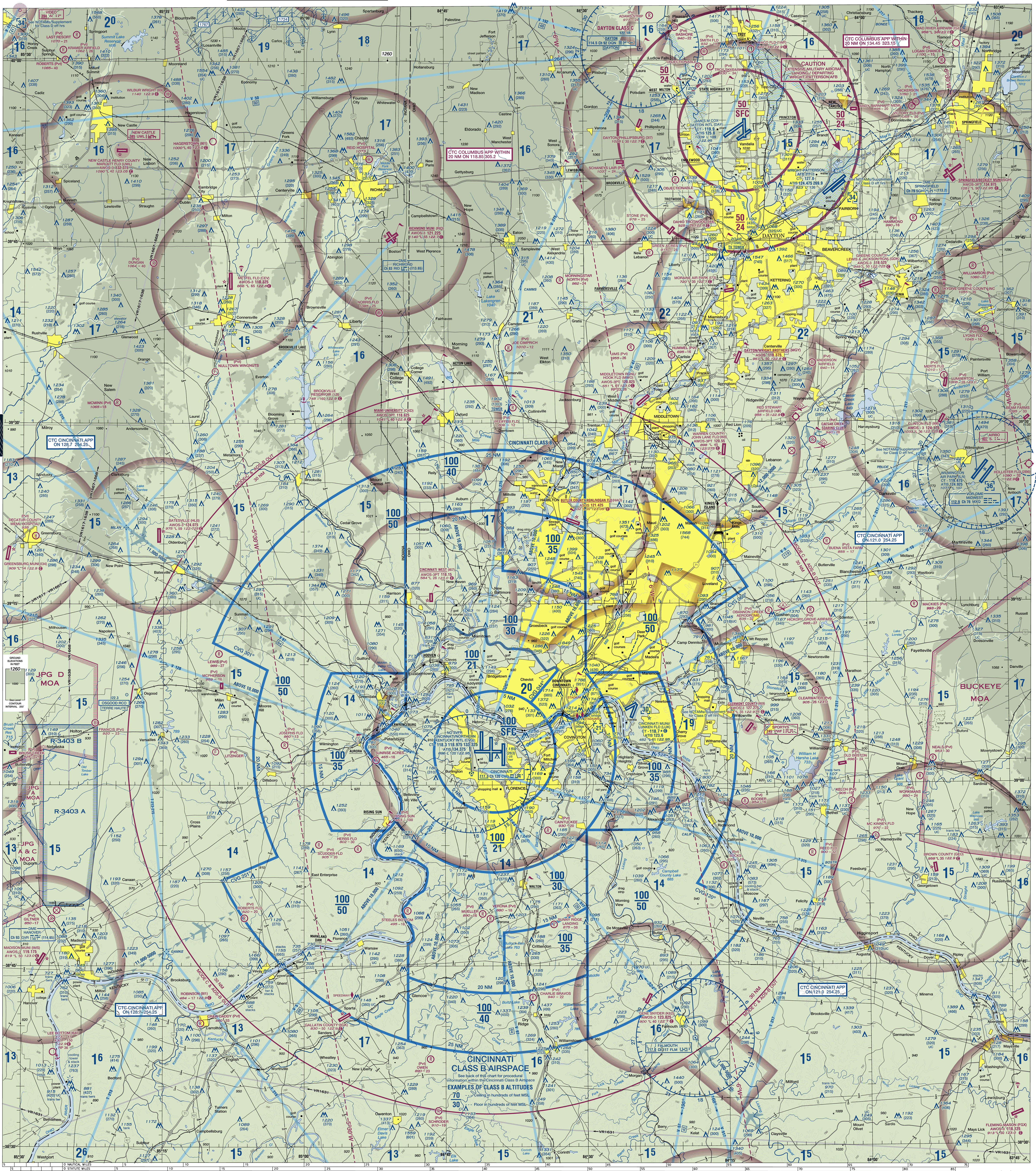
Entire area of this chart is within the Eastern Standard Time Zone +5(+4 DT)-UTC

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.

Entire area of this chart is within the Eastern Standard Time Zone +5(+4 DT)=UTC

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						



5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135
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VFR FLYWAY PLANNING CHART

CINCINNATI

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS

Paved Runways

NAME (NAM)

NAME (NAM)

Unpaved Runways

NAME (NAM)

RADIO AIDS TO NAVIGATION

VOR

DLG 138.8

VORTAC

PPS 121.8

VOR-DME

KIP 110.7

NDB

DCW 262

NDB-DME

RMW 320

DME

PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215(AIM))

Class B/C Surface Area

Prohibited, Restricted, and Warning Areas

Alert Area and Military Operations Area (MOA)

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

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 (etc) Airspace

Suggested VFR Flyway and Altitude

2600

6700

IFR Departure Routes

IFR Arrival Routes

IFR Arrival/Departure Routes

OBSTRUCTIONS

Selected

Navigation Reference Point

2049

MISCELLANEOUS

Navigation Reference Point

K39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION

Mountain Top or Peak and Spot Elevation

12256

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE CINCINNATI AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE CINCINNATI AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS B AIRSPACE.

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://fas.gov/vfr> prior to contacting us via toll free number at 1-800-838-8972 or visit https://www.faa.gov/vfr_trafficflight_info/aeronav/digital_products/ or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3201.

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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 5-4.13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flames are dispersed in the area of that aircraft, aviators will pay direct attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptive visual (ICV) signals. Be advised that non-compliance may result in the use of force.

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

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route number, 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 AP15 Military Training Routes North and South America for current routes.

CINCINNATI CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Isolated among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 91.101(b), or holds a Sport Pilot certificate and has met the requirements of FAR 91.205, or
 - The aircraft is operated by a student pilot who has met the requirements of FAR 91.84 or FAR 91.85 as applicable.
- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Cincinnati Class B Airspace must be operated in accordance with ATC clearance and instructions.

VFR FLIGHTS

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic lines shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taking of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give the information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.