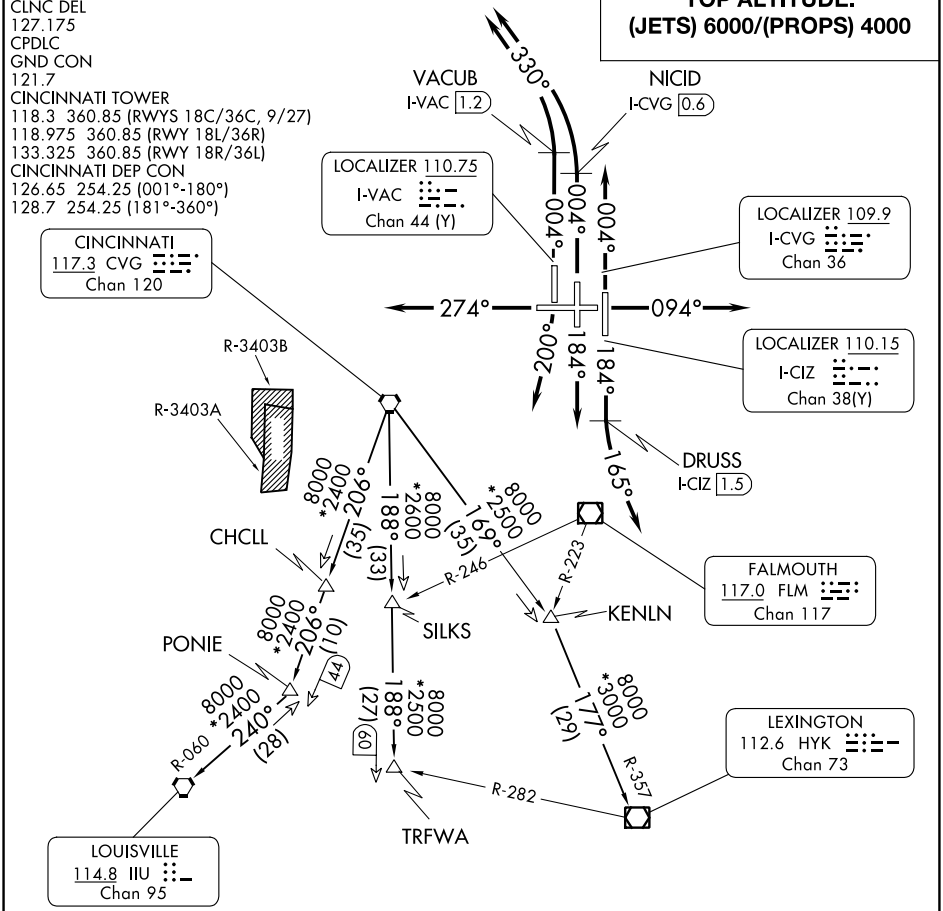
D-ATIS DEP 135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TOP ALTITUDE:
(JETS) 6000/(PROPS) 4000



TAKEOFF MINIMUMS
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: DME required Rwy 18L/36L/36C.
NOTE: DME required for Louisville transition.
NOTE: RADAR required.
NOTE: TURBOJETS accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

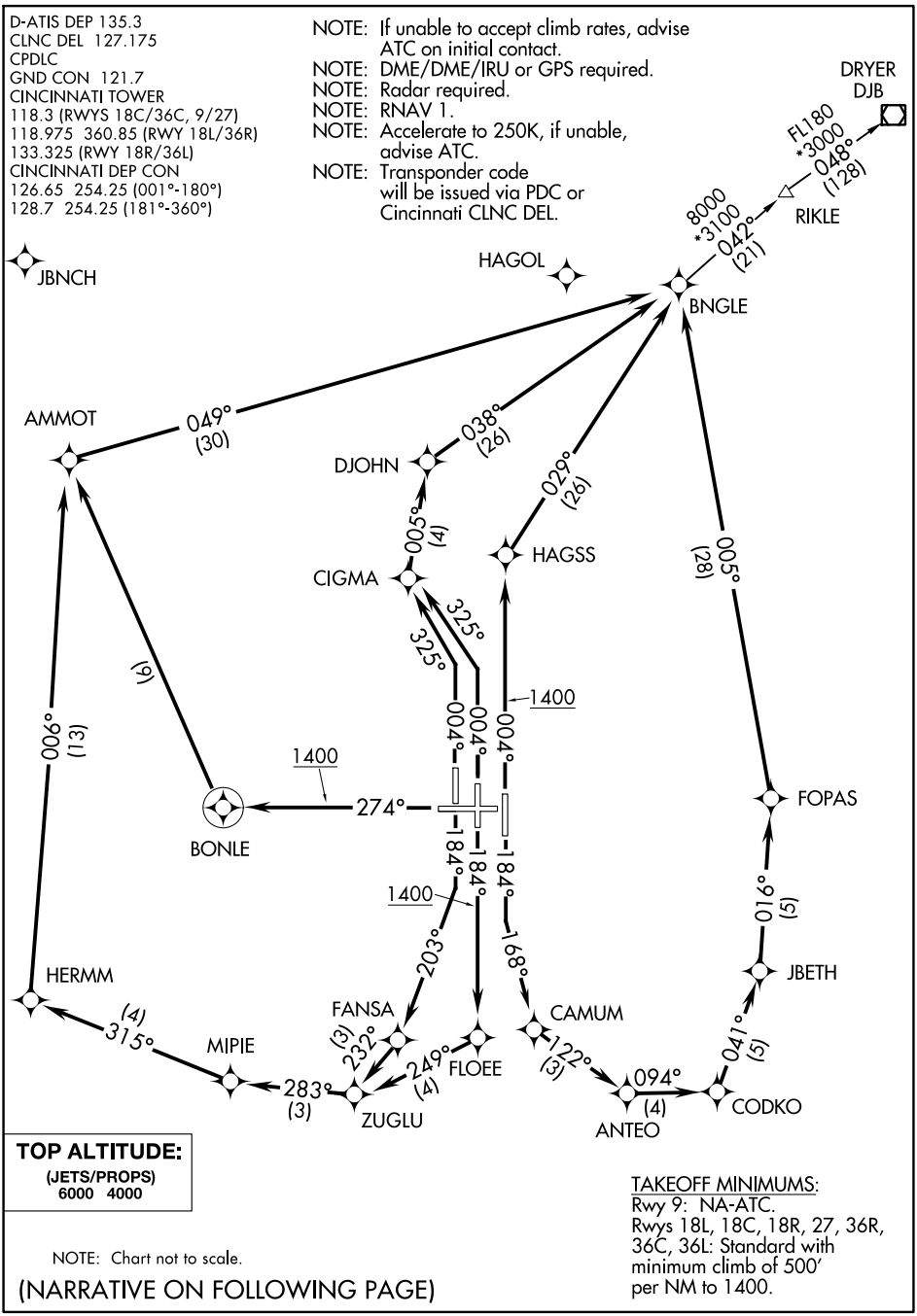
TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence . . .
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence . . .
TAKEOFF RUNWAY 18R: Turn right heading 200°, thence . . .
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence . . .
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence . . .
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence . . .

. . . on RADAR vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

LEXINGTON TRANSITION (BLGRS4.HYK): From over CVG VORTAC on CVG R-169 and HYK R-357 to HYK VOR/DME.
LOUISVILLE TRANSITION (BLGRS4.IIU): From over CVG VORTAC on CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS4.TRFWA): From over CVG VORTAC on CVG R-188 to TRFWA.

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024



SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

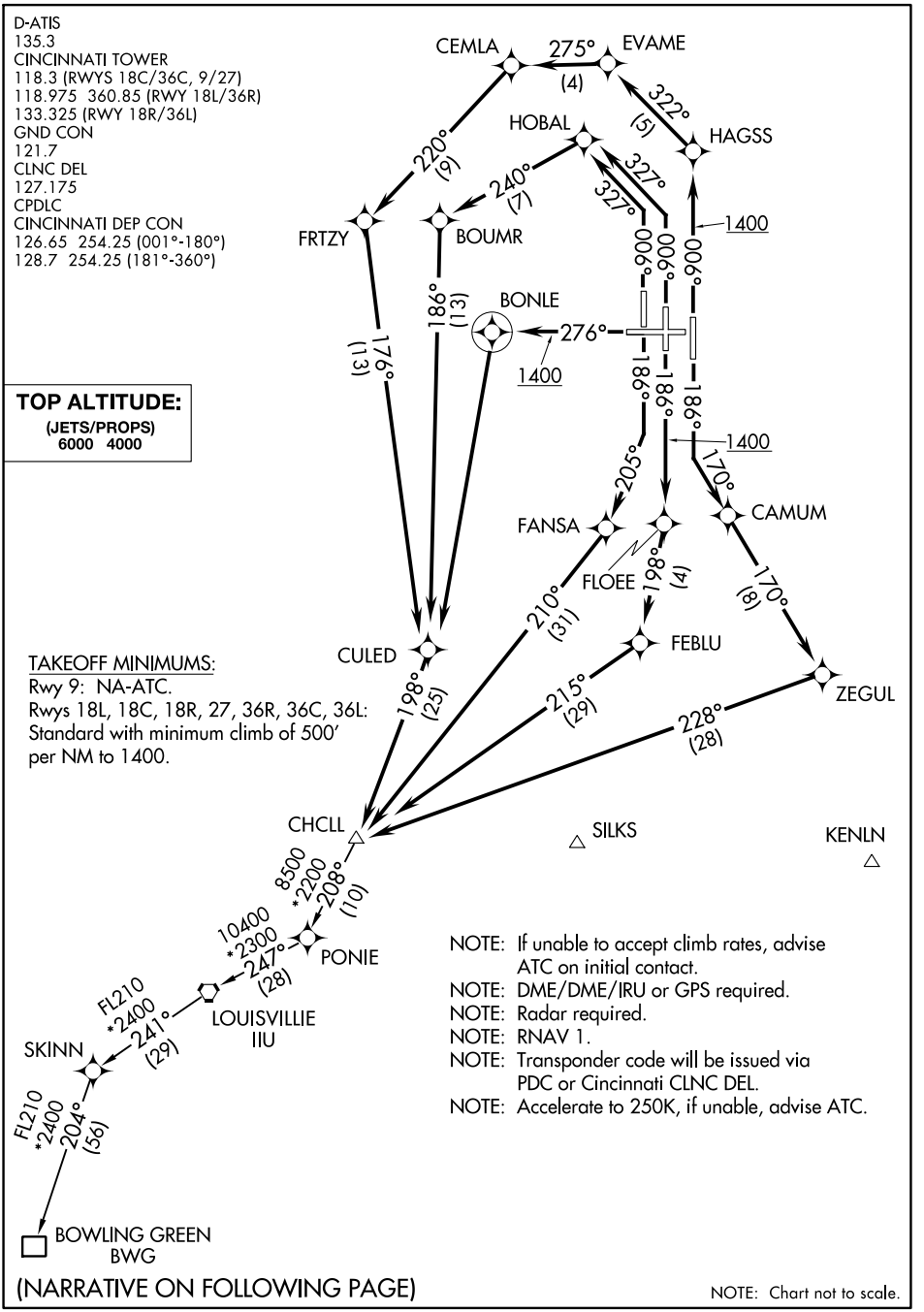
DRYER TRANSITION (BNGLE4.DJB):

RIKLE TRANSITION (BNGLE4.RIKLE):

SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

CHCLL FIVE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

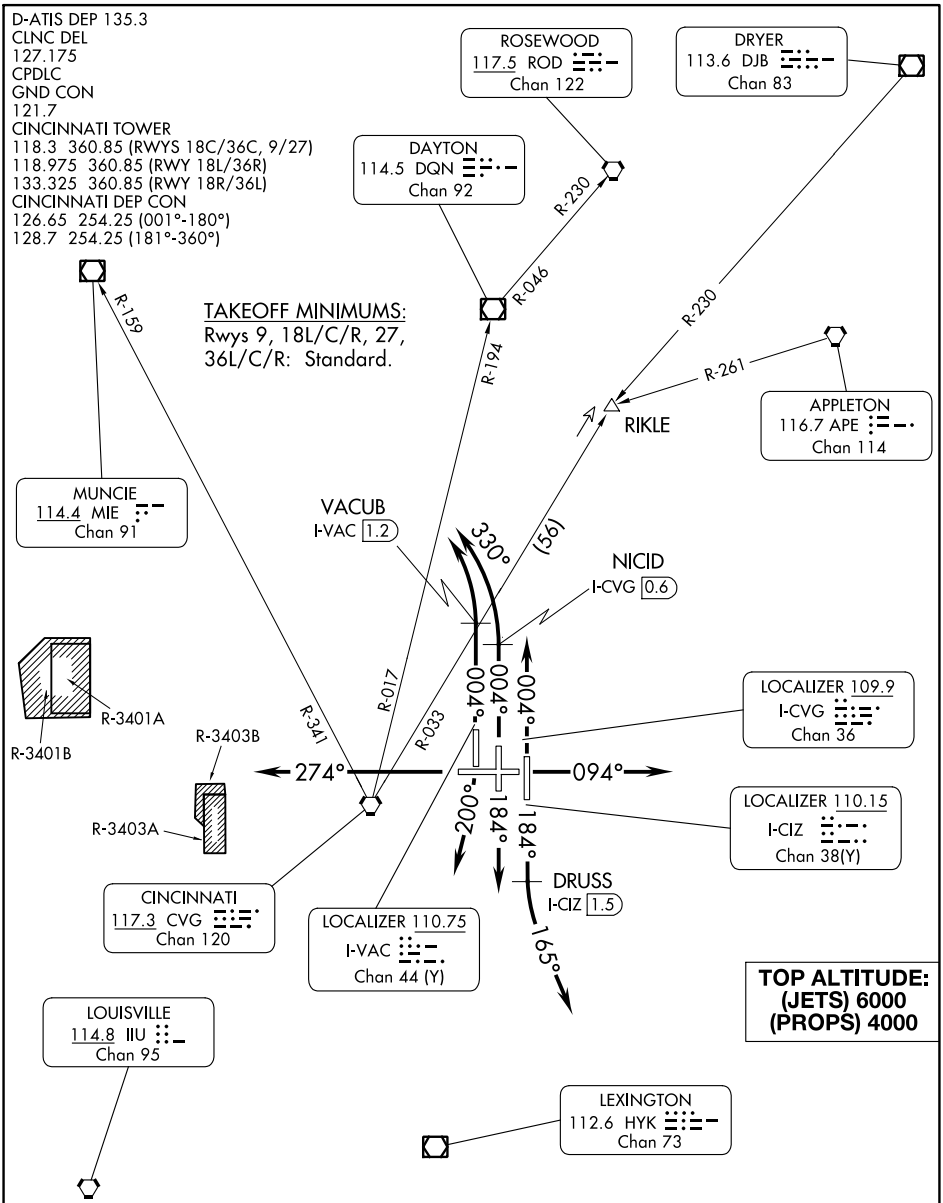
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 170° to CAMUM, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36C, 36L: Climb on heading 006° to intercept course 327° to HOBAL, then on depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL5.BWG):
LOUISVILLE TRANSITION (CHCLL5.IIU):

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

CINCINNATI FIVE DEPARTURE



NOTE: DME required Rwys 18L/36L/36C.
NOTE: RADAR required.
NOTE: TURBOJETS: Accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RWY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RWY 18R: Turn right heading 200°, thence....
TAKEOFF RWY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RWY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RWY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RWY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RWY 36R: Climb heading 004° or as assigned, thence....

....on radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

SE-1, 22 FEB 2024 to 21 MAR 2024

GIPLE SIX DEPARTURE (RNAV)

(GIPLE6.GIPLE) 29MAR18

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

(GIPLE6.GIPLE) 22027

GIPLE SIX DEPARTURE (RNAV)

AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

TOP ALTITUDE: (JETS/PROPS) 6000 4000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: York Transition limited to aircraft filed at or below FL220.
NOTE: Accelerate to 250K, if unable, advise ATC.

HAGSS (9) 092° HOMIX
CIGMA 085° (12)
325° 325° 004° 004° 004° 1400
BONLE 274° 1400
184° 184° 184° 203° 168°
CAMUM
FANSA 158° (5) FLOEE 111° (5) 122° (3) ANTEO 094° (4) CODKO 103° (21)
135° (26)
CULED 094° (10) HIPAS 094° (29)
10600 *2400 109° (15) GIPLE
17000 *2400 109° (11) HOBNO
(24) FL230 094° RHOMM
MISSN FL230 094° (5) JODUB
110° FL180 *3300 (27) YORK YRK
FL230 119° (58) CHARLESTON HVQ
FL230 129° (102) BECKLEY BKW

N

TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn on track 094° to HIPAS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE6.BKW):

CHARLESTON TRANSITION (GIPLE6.HVQ):

JODUB TRANSITION (GIPLE6.JODUB):

YORK TRANSITION (GIPLE6.YRK):

SE-1, 22 FEB 2024 to 21 MAR 2024

HAGOL FOUR DEPARTURE (RNAV)

D-ATIS DEP 135.3
CLNC DEL
127.175
CPDLC
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500' per NM until 1400.

TOP ALTITUDE:
(JETS/PROPS)
6000 4000

ROSEWOOD ROD
FL180
*2600
049°
(23)
DAYTON DQN
17900
*2600
023°
(28)
JBNCH
HAGOL
BNGLE
034°
(26)
AMMOT
018°
(23)
010°
(25)
348°
(30)
DJOHN
HAGSS
005°
(4)
CIGMA
325°
004°
325°
004°
004°
1400
FOPAS
(9)
006°
(13)
BONLE
1400
274°
184°
184°
184°
168°
016°
(5)
JBETH
1400
HERMM
203°
FANSA
CAMUM
041°
(5)
(4)
315°
MIPIE
(3)
232°
249°
(4) FLOEE
122°
(3)
094°
(4)
CODKO
283°
(3)
ZUGLU
ANTEO

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

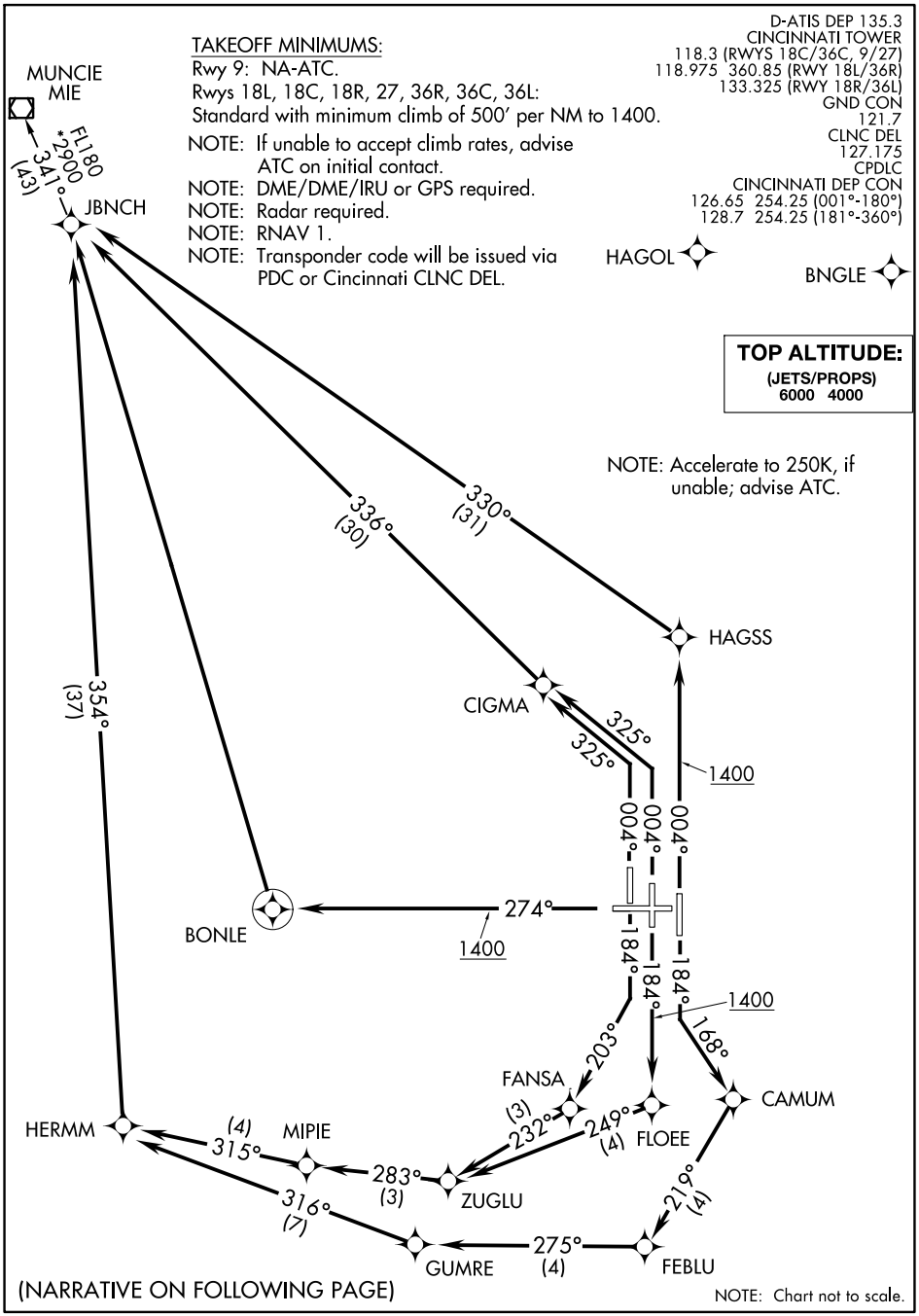
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten (10) minutes after departure.

DAYTON TRANSITION (HAGOL4.DQN):
ROSEWOOD TRANSITION (HAGOL4.ROD):

SE-1, 22 FEB 2024 to 21 MAR 2024



SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

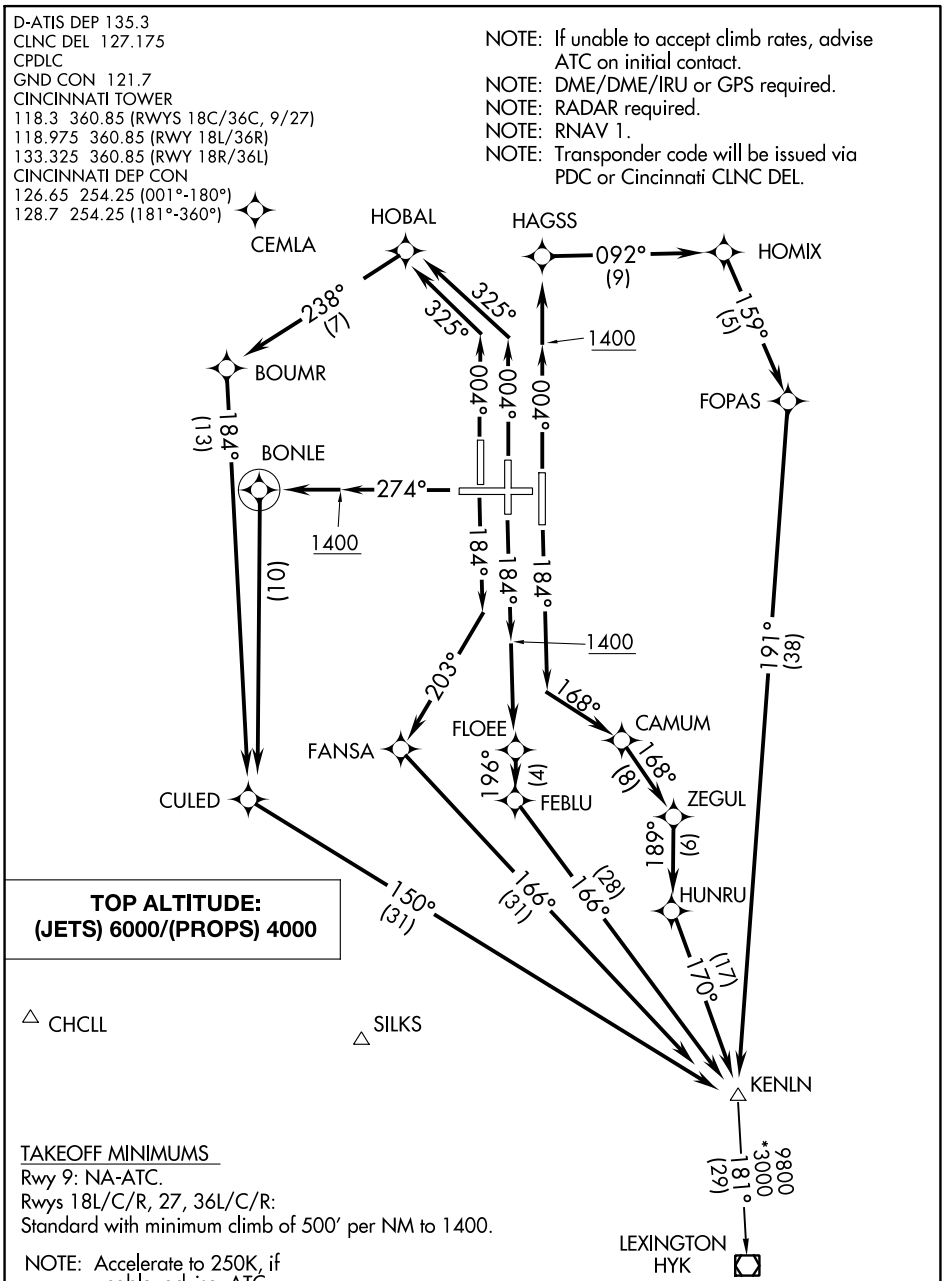
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH5.MIE):

SE-1, 22 FEB 2024 to 21 MAR 2024



SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

. . . . turbo jet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN5.HYK)

LOVEY SIX DEPARTURE (RNAV)

(LOVEY6.LOVEY) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

LOVEY SIX DEPARTURE (RNAV)

(LOVEY6.LOVEY) 22027

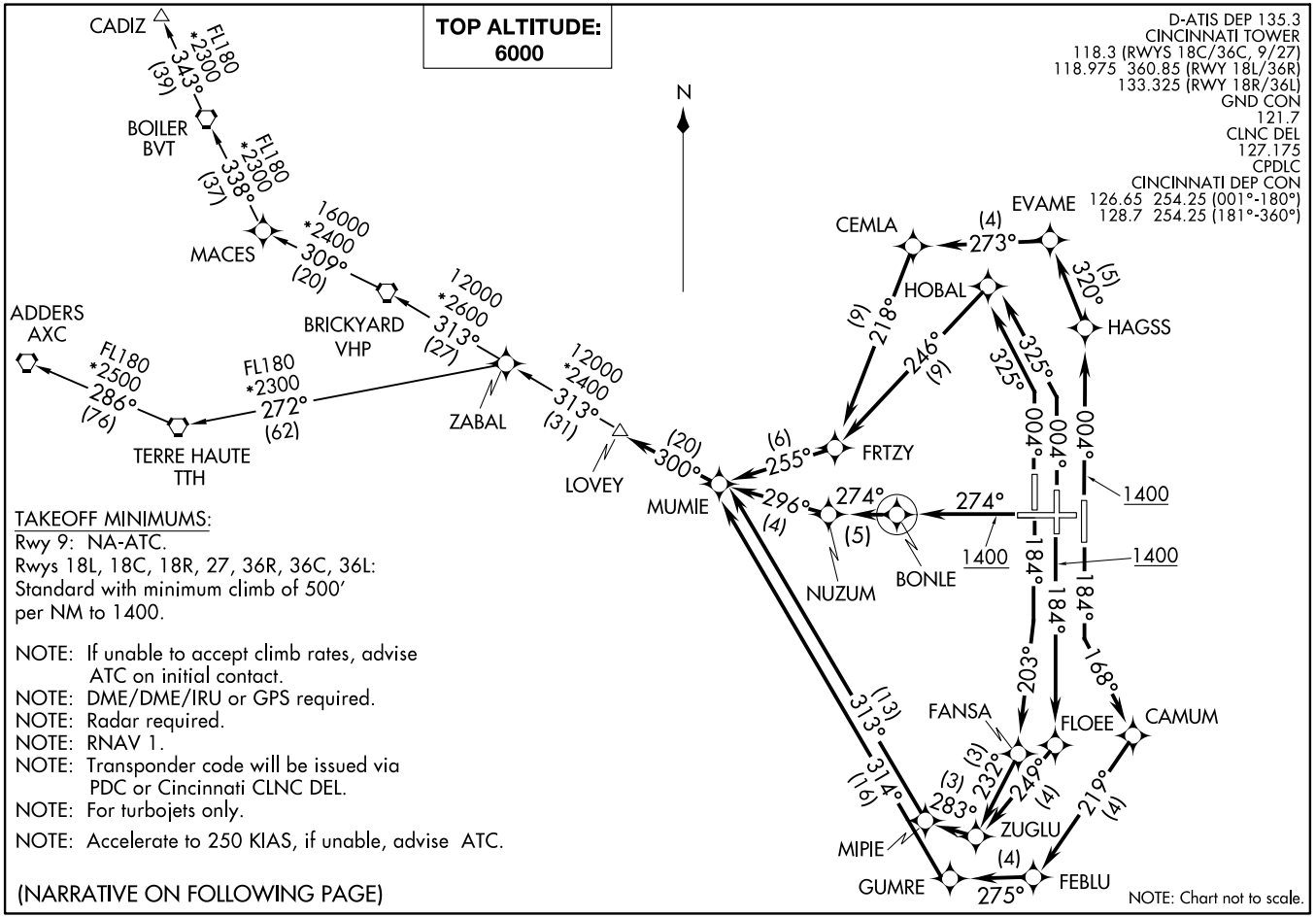
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

AL-655 (FAA)

TOP ALTITUDE: 6000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For turbojets only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY6.AXC):

CADIZ TRANSITION (LOVEY6.CADIZ):

SE-1, 22 FEB 2024 to 21 MAR 2024

ROCKT ONE DEPARTURE (RNAV)

(ROCKT1.ROCKT) 15AUG19

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

(ROCKT1.ROCKT) 22027

ROCKT ONE DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON 121.7
CLNC DEL 127.175
CPDLC
CINCINNATI DEP CON
126.65 (001°-180°)
128.7 (181°-360°)
254.25

TOP ALTITUDE:
(JETS) 6000/(PROPS) 4000

CUNKI
HAGSS
CIGMA
HOMIX
(9) 094°
116° (10)
CERPO
(15) 076°
WADAL
(19) 070°
FARUM
(23) 070°
CIVLO
(15) 070°
FL180 040° (15)
ARRAY
ROCKT
FL180 090° (68) CADRE
FL180 082° (49) AHTIY
(8) 056°
MOIER
BUCKEYE MOA
N
327°
327°
006°
006°
006°
1400
276°
BONLE
1400
186°
186°
186°
1400
205°
171°
FANSA
CAMUM
(3) 124°
FLOEE
113° (5)
ANTEO
(4) 096°
CODKO
(16) 071°
067° (16)
SLUBY
056° (6)
TAPIE
158° (5)
HIPAS
(4) 096°
JABDU
067° (4)

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Departure procedure limited to aircraft with the following destination airports and departure times as indicated:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights.
LGA between 1000-1800 UTC.
NOTE: ARRAY TRANSITION (ROCKT1.ARRAY) limited to aircraft landing: BKL, CAK, CLE, CGF, LNN, LPR.
NOTE: Accelerate to 250K, if unable advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

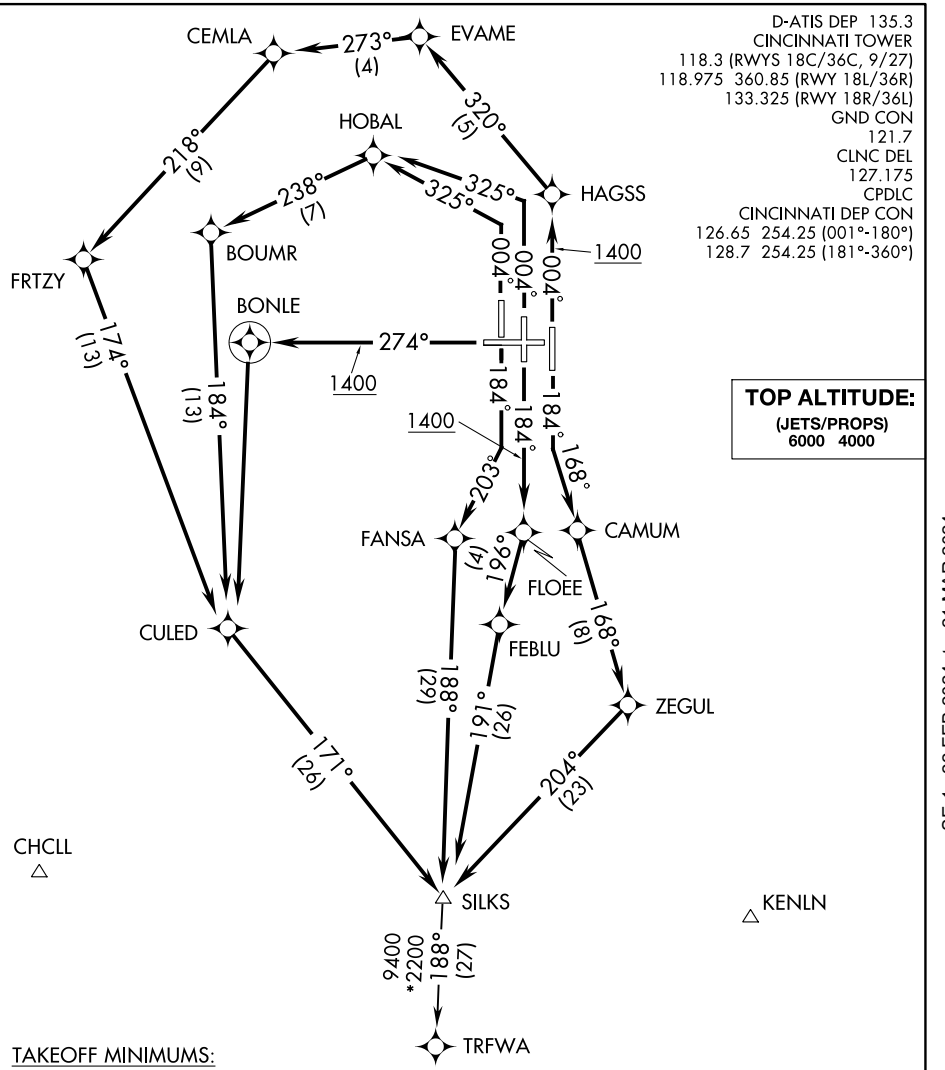
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 186° to intercept course 171° to CAMUM, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 186° to 1400, then direct FLOEE, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 186° to intercept course 205° to FANSA, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 276° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 006° to 1400, then direct HAGSS, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 36L/C: Climb heading 006° to intercept course 327° to CIGMA, then right turn direct HOMIX, then on depicted route to WADAL, thence. . . .

. . . . on depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT1.AHTIY)
ARRAY TRANSITION (ROCKT1.ARRAY)

SE-1, 22 FEB 2024 to 21 MAR 2024



TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 22 FEB 2024 to 21 MAR 2024
SE-1, 22 FEB 2024 to 21 MAR 2024

SE-1, 22 FEB 2024 to 21 MAR 2024

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS4.TRFWA):

WHITEWATER ONE DEPARTURE

(WHWTR1.ZABAL) 17JUN21

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

(WHWTR1.ZABAL) 24025

WHITEWATER ONE DEPARTURE

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 (Rwys 18C/36C, 9/27)
118.975 360.85 (Rwy 18L/36R)
133.325 (Rwy 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TOP ALTITUDE:
(JETS) 6000/
(TURBO-PROPS) 4000

NORTHBROOK
113.0 OBK
Chan 77

BRADFORD
114.7 BDF
Chan 94

BOILER
115.1 BVT
Chan 98

BRICKYARD
116.3 VHP
Chan 110

ADDERS
117.2 AXC
Chan 119

TERRE HAUTE
115.3 TTH
Chan 100

CINCINNATI
117.3 CVG
Chan 120

LOCALIZER 109.9
I-CVG
Chan 36

LOCALIZER 110.15
I-CIZ
Chan 38(Y)

LOCALIZER 110.75
I-VAC
Chan 44(Y)

CADIZ
TWELVE MILE WEST MOA
TWELVE MILE EAST MOA
HILLTOP MOA
MACES
ZABAL
LOVEY
R-3401A
R-3401B
R-3403A
R-3403B
I-VAC 1.2
I-CVG 0.6
I-CIZ 1.5

R-160
R-089
338° (39) 16000 *2400
R-153
333° (37) 10000 *2300
304° (20) 10000 *2400
R-128
308° (27) 10000 *2600
308° (31)
294°
274°
330°
004°
094°
184°
200°
165°
R-294
R-098
280° (76) 10000 *2500
V50
R-085
265° (62) 10000 *2300
57
35

N

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 094° or as assigned by ATC, thence....
TAKEOFF RUNWAY 18L: Climb on heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RUNWAY 18C: Climb on heading 184° or as assigned by ATC, thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence....
TAKEOFF RUNWAY 27: Climb on heading 274° or as assigned by ATC, thence....
TAKEOFF RUNWAY 36L: Climb on heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36C: Climb on heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36R: Climb on heading 004° or as assigned by ATC, thence....

....expect RADAR vectors to CVG R-294, then on CVG R-294 to LOVEY/CVG 35 DME. Then on VHP R-128 to ZABAL/VHP 26.7 DME. Then on transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within10 minutes after departure.

ADDERS TRANSITION (WHWTR1.AXC): From over ZABAL on TTH R-085 to TTH VORTAC, then on TTH R-280 and AXC R-098 to AXC VORTAC.
CADIZ TRANSITION (WHWTR1.CADIZ): From over ZABAL on VHP R-128 to VHP VORTAC, then on VHP R-304 to MACES, then on BVT R-153 to BVT VORTAC, then on BVT R-338 to CADIZ.

SE-1, 22 FEB 2024 to 21 MAR 2024