

D-ATIS DEP 135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
NCINNATI TOWER
ys 18C/36C, 9/27)
0.85 (Rwy 18L/36R)
325 (Rwy 18R/36L)
NCINNATI DEP CON
254.25 (001°-180°)
254.25 (181°-360°)

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

LOCALIZER 109.9
I-CVG 
Chan 36

LOCALIZER 110.15
I-CIZ $\begin{smallmatrix} \cdot\cdot \\ \cdot\cdot \\ \cdot\cdot \end{smallmatrix} \begin{smallmatrix} \cdot\cdot \\ \cdot\cdot \\ \cdot\cdot \end{smallmatrix}$
Chan 38(Y)

LOCALIZER 110.75
I-VAC 
Chan 44(Y)

CINCINNATI
117.3 CVG 
Chan 120

BRICKYARD
116.3 VHP
Chan 110

NORTHBROOK
113.0 OBK 
Chan 77

BOILER
115.1 BVT 
Chan 98

BRADFORD
114.7 BDF 
Chan 94

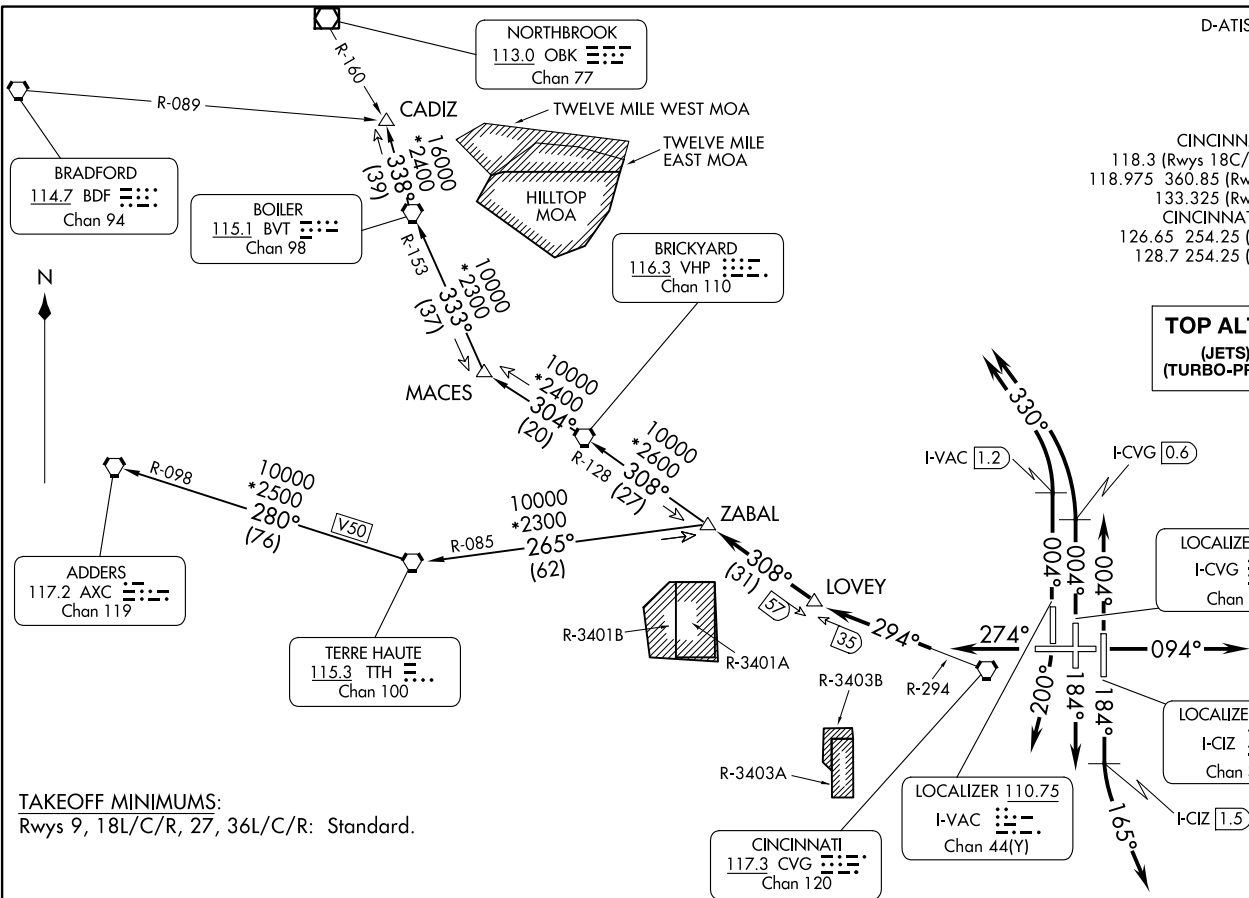
ADDERS
117.2 AXC 
Chen 119

TERRE HAUTE
115.3 TTH ...
Chan 100

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 within 10 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.