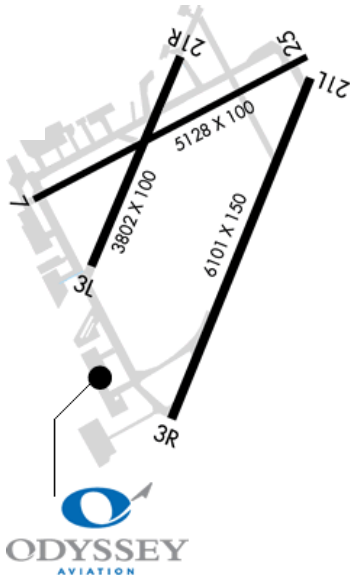


FBO Information

Odyssey Aviation
ARINC: 129.57
Cincinnati Municipal Airport – Lunken Field
4700 Airport Rd
Cincinnati, OH 45226

(513) 871-2020

<http://www.odysseyfsp.com/cincinnati.html>



PLEASE :

- 1 Clean up after yourself and replace cowl plugs and pitot tube covers, if applicable.
- 2 Be sure the aircraft is chocked and/or securely tied down after your flight. You may ask line service to assist you, but they may not be immediately available.
- 3 Obey noise abatement procedures. Review the information on this web page: <http://www.cincinnati-oh.gov/transeng/pages/-7264-/>
- 4 Have the customer service personnel fax completed flight detail sheets as soon as possible. Remain with them long enough to receive fax confirmation.
- 5 Telephone AirShares Elite to report any serious or airworthiness related squawks. 800-482-5411

Dispatch Procedures

Out

The binder and keys will be held for you at the counter at Odyssey. The aircraft will be parked in a place left of the door as you exit to the ramp.

Fuel orders should be called in several hours in advance of your flight, though we recommend not calling the night before in case unexpected circumstances force your cancellation. (The aircraft would then be left topped off for another Owner who may have weight and balance issues to contend with.)

Charts and supplies are available at *The Flight Depot* in the old terminal building. Call 513.321.6777 to be sure they are open.

In

Return the aircraft keys and flight binder to the front desk. Please ensure that the Flight Detail Sheet has been properly filled out and then promptly faxed by the customer service rep.

Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411.

Aerial view looking south:



Local ATC Procedures

VFR

We strongly recommend that you obtain a Cincinnati Terminal Area Chart (TAC) and study it. Cincinnati Lunken is located under the veil of the Cincinnati - Northern Kentucky International (CVG) Class B airspace. Ground control will gladly provide a discreet squawk code prior to your departure.

IFR

Ground Control does double duty and functions as Clearance Delivery at Lunken. A charted departure procedure (DP) assignment is extremely rare for the light aircraft pilot. You can expect radar vectors once you are airborne and established with Cincinnati departure control. When departing to the east, expect a heading to intercept victor 128 to avoid the MOA to the east.

If a northerly wind is forecast at your arrival time, review the procedure for flying a back-course localizer approach, as the LOC BC Rwy 03R is the only northbound approach published for this airport.

Noise Abatement

The airport authority has asked departures to climb on runway heading to 2,000 feet MSL before turning on course. Additional recommended noise abatement procedures are attached to this document and apply to all aircraft at night (2300 – 0700 local).

Runway Incursions

Please review the airport diagram before taxing and familiarize yourself with the airport's many crossing runways and taxiways. Use the MFD chart display (CMax) for guidance. Runway overrun and displaced areas are part of the runway. Ask if uncertain. Remember, you are cleared to cross all runways and taxiways enroute to your runway, and then HOLD SHORT of your assigned runway. Runway 25 and runway 21L approach ends are closely aligned. Verify correct runway and compass heading prior to departure.

More information can be found on the airport website:

<http://www.cincinnati-oh.gov/transeng/pages/-7256/>

Hazards

Wake Turbulence

The aircraft operating out of LUK on any given day range from Piper Cubs to B-737s and everything in between. The Cirrus pilot must be vigilant about wake turbulence hazards from GA traffic, business jets, and helicopters.

Weather and Visibility

LUK is located northwest of the confluence of the Little Miami and Ohio rivers. The airports close proximity to this moisture and its low altitude relative to the surrounding terrain is conducive to fog formation. Anticipate delays due to fog and mist for early morning arrivals and departures.

Terrain

Immediately south of LUK are the beautiful hills of Kentucky. The ground level hovers 300 feet above LUK causing a high MDA when landing to the north on 3R.

Limited Off-airport Landing Sites

Study the TAC and, if possible, a Google Earth layout of the area immediately surrounding Cincinnati Lunken.

Local AirShares Elite Office

AirShares Elite Ohio

7174 Fox Lake Drive

Blacklick, Ohio 43004

Phone: 614.937.6266

Fax: 866.292.6475

Mike Baehr, Regional Director

Jim Betounes, Regional Chief Pilot

RECOMMENDED NOISE ABATEMENT PROCEDURES

TURBINE POWERED AIRCRAFT
NIGHT OPERATIONS-ALL AIRCRAFT
(2300-0700 LT)

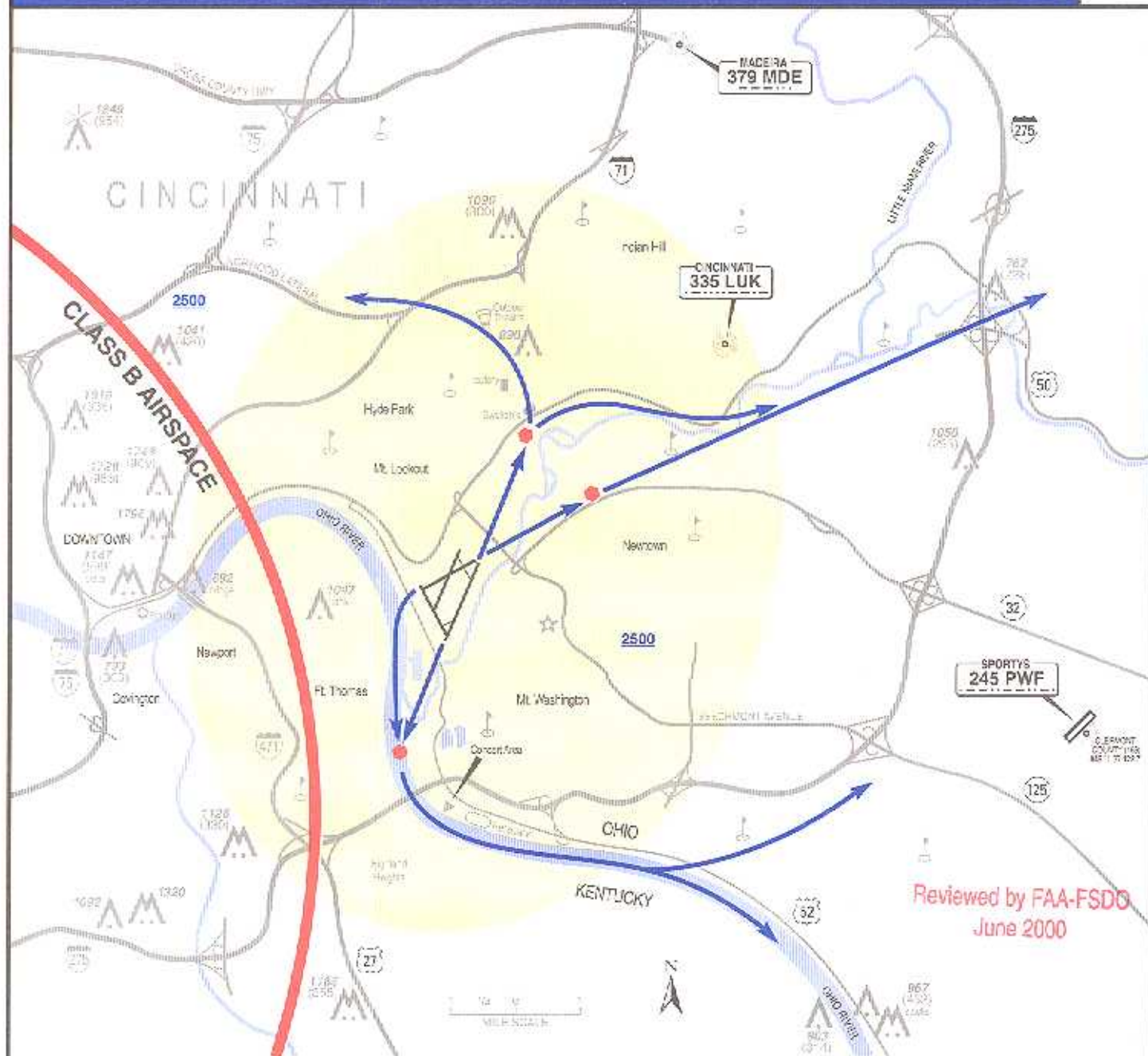
DEPARTURES:

RUNWAYS 3R-3L-7:
Fly runway heading to 2000 MSL; Avoid depicted sensitive areas

RUNWAYS 21L-21R-25:
Follow river southeast bound to 2000 MSL before turning on course.

NOTE: Avoid overflying concert area 2.5 miles southeast during performances (Check ATIS)

DEPARTURE CINCINNATI-LUNKEN (LUK)



LEGEND

	OBSTRUCTION		2 MILE-FIX
	GROUP OBSTRUCTION		DEPARTURES
	FLASHING BEACON		2500 AT/OR ABOVE
	NON DIRECTIONAL RADIO BEACON		GOLF COURSE
	NOISE SENSITIVE AREA		

Reviewed by FAA-FSDO
June 2000

Pilots are not prohibited from flying other than recommended altitudes and/or headings if operational requirements dictate. These procedures do not relieve the pilot of the responsibility to maintain appropriate terrain and obstruction clearance.

ARRIVALS CINCINNATI-LUNKEN (LUK)

RECOMMENDED NOISE ABATEMENT PROCEDURES

TURBINE POWERED AIRCRAFT
NIGHT OPERATIONS-ALL AIRCRAFT
(2300-0700 LT)

ARRIVALS:

FROM NORTHEAST

LANDING SOUTH Follow Little Miami River to 21L/21R or 25. Landing Aircraft maintain 1500 MSL or above until 2 mile final.

LANDING NORTH Follow interstate beltway and river to runways; Maintain 1500 or above MSL to 2 mile final or maintain 2500 MSL while overflying sensitive areas.

FROM SOUTH and EAST:

LANDING SOUTH Maintain 2500 MSL or above while overflying sensitive areas; Maintain 1500 MSL or above until 2 mile final.

LANDING NORTH Follow Ohio River northwest bound; Maintain 1500 MSL or above until 2 mile final.

FROM SOUTHWEST:

LANDING SOUTH Maintain 2500 MSL or above while overflying sensitive areas; Maintain 1500 MSL or above until on 2 mile final.

LANDING NORTH Follow Interstate 275 northwest bound; Maintain 1500 MSL or above until 2 mile final.

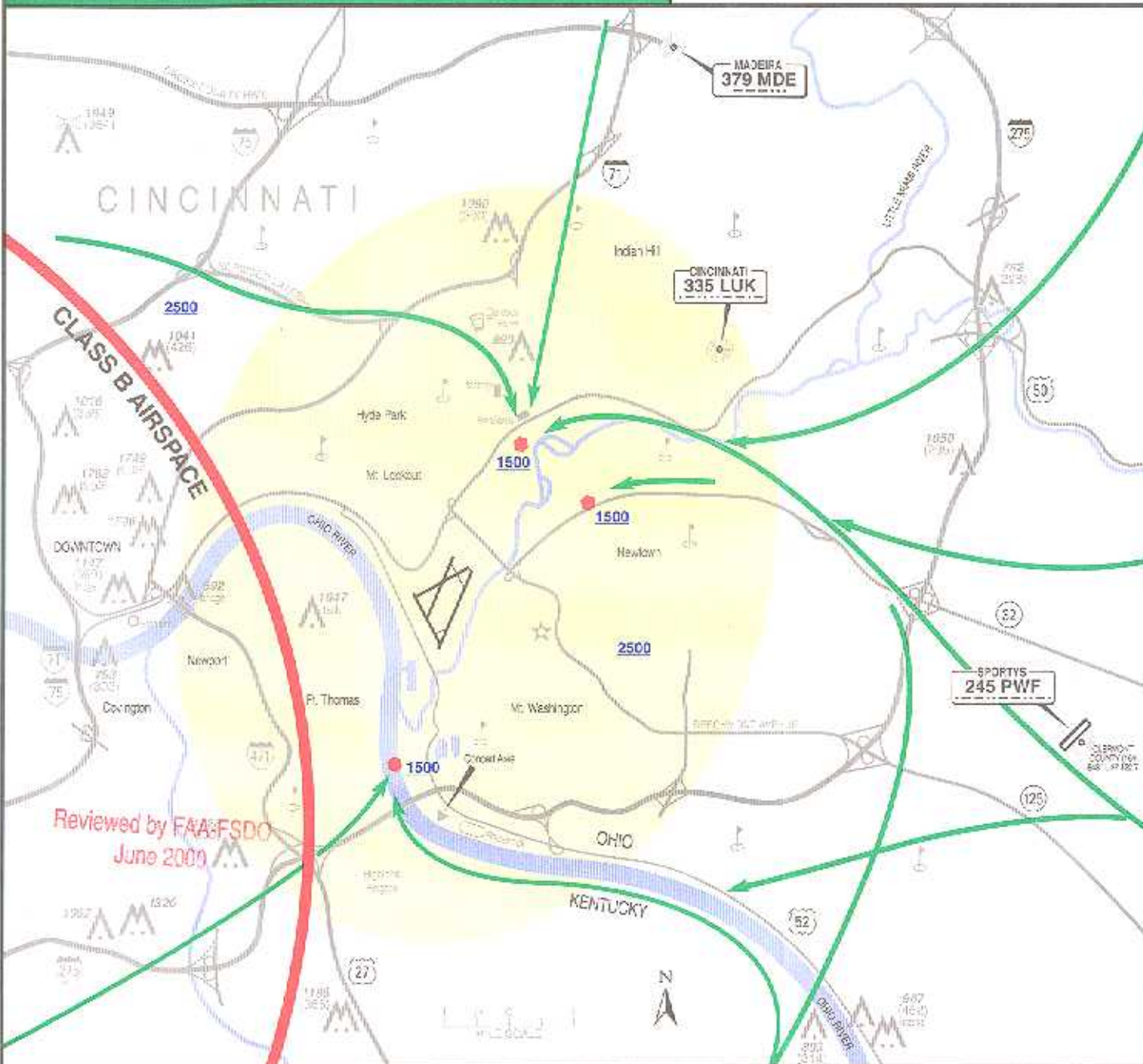
FROM NORTHWEST

ALL RUNWAYS Maintain 2500 MSL or above while overflying sensitive areas; Maintain 1500 MSL or above until on 2 mile final.

NOTE: Avoid overflying airport area 2.5 miles southeast during performances Check ATIS

LEGEND

	OBSTRUCTION		2 MILE-FIX
	OBSTRUCTION		ARRIVALS
	FLASHING BEACON	1500	AT/OR ABOVE
	NON DIRECTIONAL RADIO BEACON	2500	AT/OR ABOVE
	GOLF COURSE		
	NOISE SENSITIVE AREA		



Reviewed by FAA-FSDO
June 2009

Pilots are not prohibited from flying other than recommended altitudes and/or headings if operational requirements dictate. These procedures do not relieve the pilot of the responsibility to maintain appropriate terrain and obstruction clearance.

June 2000

CINCINNATI-LUNKEN AIRPORT RECOMMENDED PROCEDURES

VFR ARRIVALS/DEPARTURES TURBINE POWERED AIRCRAFT NIGHT OPERATIONS - ALL AIRCRAFT (2300-0700 LT)

CINCINNATI-LUNKEN (LUK)

ARRIVALS:

FROM NORTH-EAST:

LANDING SOUTH....Follow Little Miami River to 21L/21R or 25L. Landing aircraft maintain 1500MSL or above until 2 mile final.

LANDING NORTH....Follow interstate below and river to runways; Maintain 1500MSL to 2 mile final OR Maintain 2500MSL while overflying sensitive areas.

FROM SOUTH and EAST:

LANDING SOUTH....Maintain 2500MSL or above while overflying sensitive areas; Maintain 1500MSL or above until on 2 mile final.

LANDING NORTH....Follow Ohio River northwest bound; Maintain 1500MSL or above until 2 mile final.

FROM SOUTH-WEST:

LANDING SOUTH....Maintain 2500MSL or above while overflying sensitive areas; Maintain 1500MSL or above until on 2 mile final.

LANDING NORTH....Follow Ohio River northwest bound; Maintain 1500MSL or above until 2 mile final.

FROM NORTH-WEST:

ALL RUNWAYS....Maintain 2500MSL or above while overflying sensitive areas; Maintain 1500MSL or above until on 2 mile final.

NOTE: Avoid overflying concert areas 2.5 miles southeast during performances...Check ATIS

DEPARTURES:

Runways 3R-3L-7

Fly runway heading to 2000MSL; Avoid depicted sensitive areas.

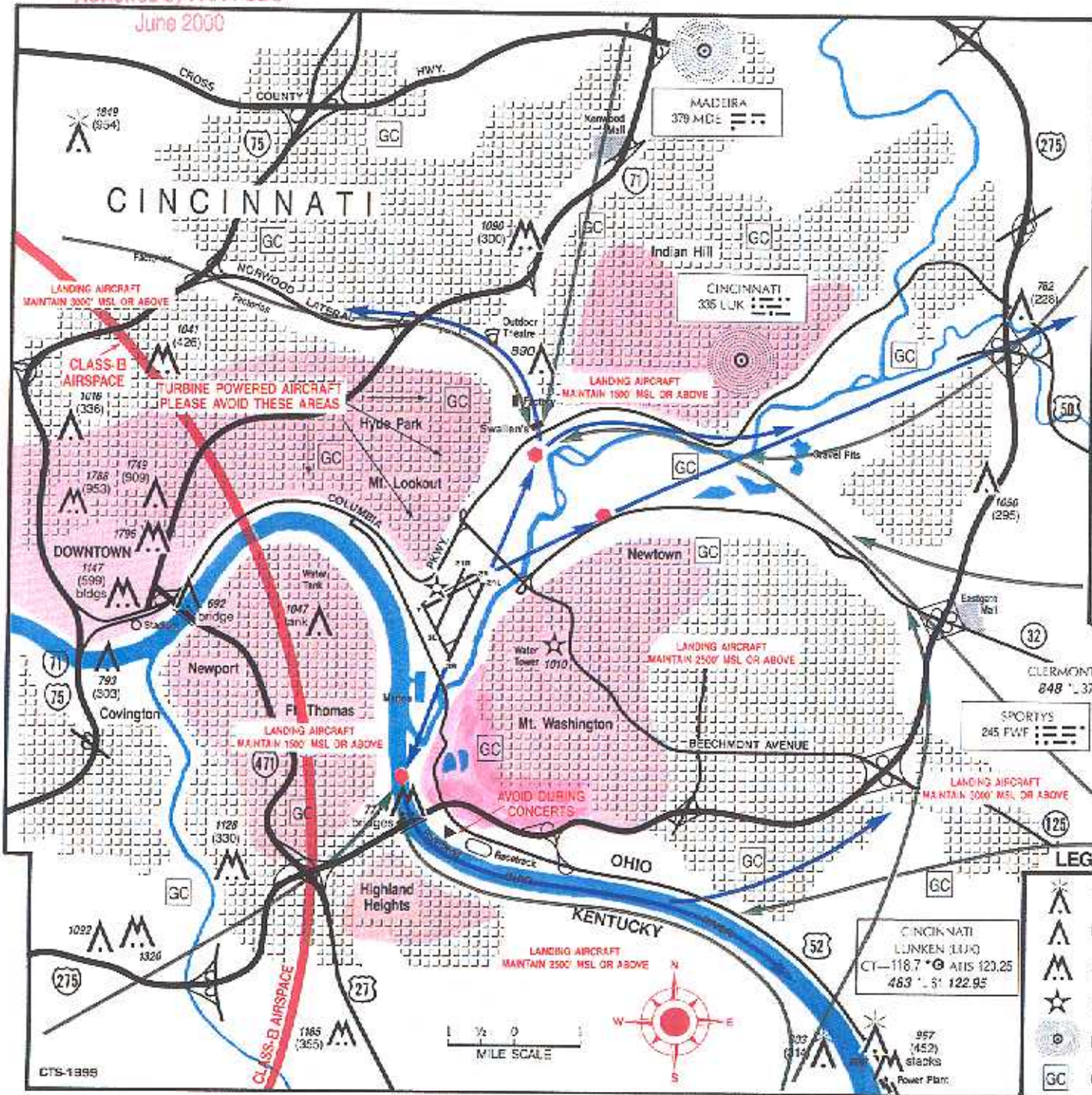
Runways 21L-21R-25

Follow river southeast bound to 2000MSL before turning on course.

Pilots are not prohibited from flying other than recommended altitudes and/or headings if operational requirements dictate.

These procedures do not relieve the pilot of the responsibility to maintain appropriate terrain and obstruction clearance.

Rev 8/99



CLERMONT CO (1669)
848 °L 37 122.7

SPORTYS
245 FWF

LANDING AIRCRAFT MAINTAIN 2000' MSL OR ABOVE

LANDING AIRCRAFT MAINTAIN 3000' MSL OR ABOVE

LANDING AIRCRAFT MAINTAIN 2500' MSL OR ABOVE

LEGEND

	H.I. LIGHTS		2 MILE-FIX
	BELOW 1000 FT AGL		ARRIVALS
	GROUP OBSTRUCTION		DEPARTURES
	FLASHING BEACON		RESIDENTIAL AREAS
	NON DIRECTIONAL RADIO BEACON		SENSITIVE AREAS
	GOLF COURSE		LAKE, POND, RIVER