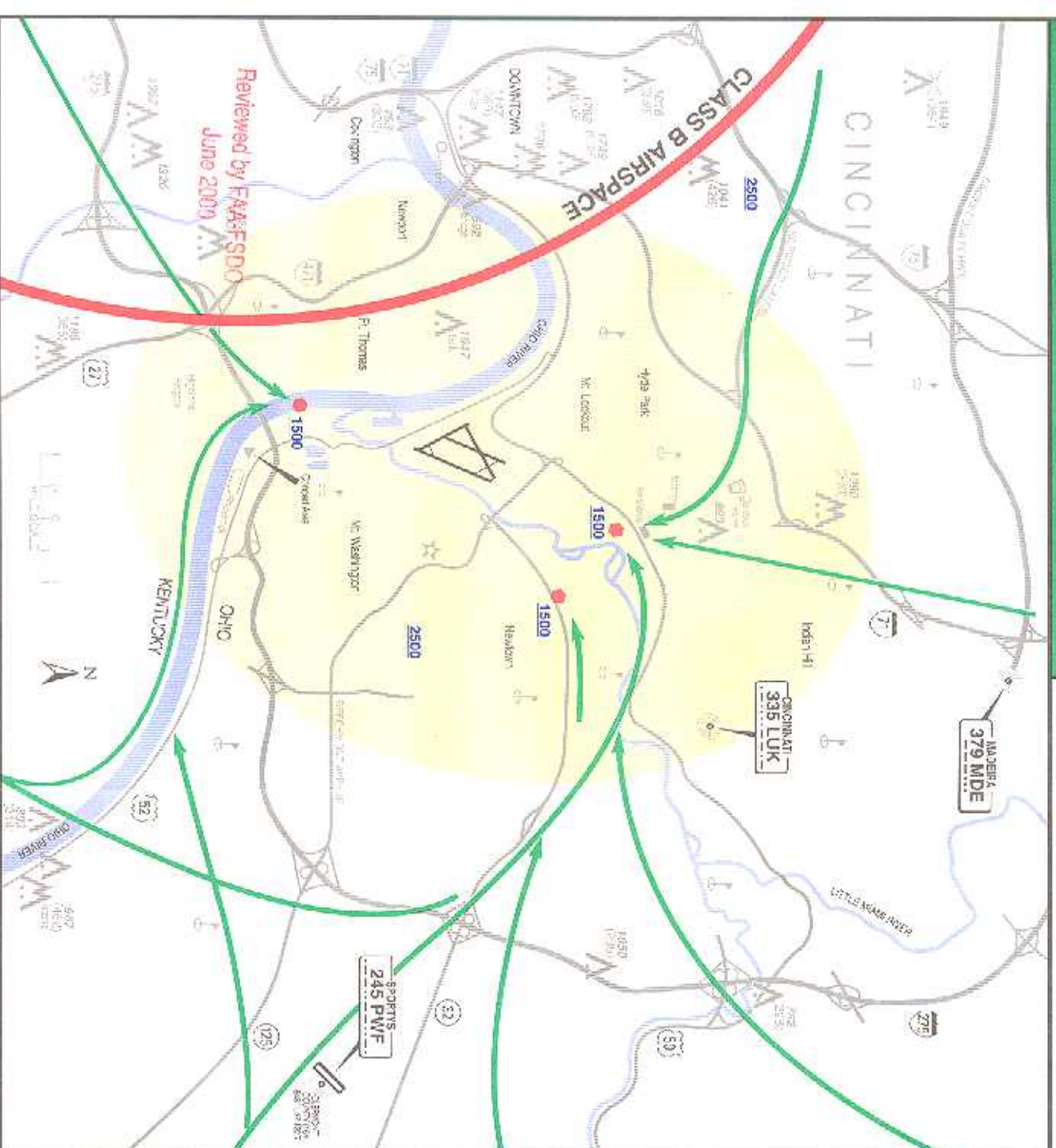


ARRIVALS CINCINNATI-LUNKEN (LUK)



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.

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 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 2 mile final.

NOTE: Avoid noise thru 3 corridor area 2.5 miles southeast during peak hours. Check ATIS.

LEGEND

- OBSTRUCTION
- OBSTRUCTION
- FLASHING BEACON
- NO DIRECTIONAL
- ARRIVALS
- 1500' AT OR ABOVE
- 2500' AT OR ABOVE
- GOLF COURSE
- 2 MILE FUEL

NOISE SENSITIVE AREA