

Dayton Aviation Services, LLC

OPERATIONS MANUAL



Volume 2 TRAINING

FOR INSTRUCTORS AND STUDENTS

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RECORD OF CHANGES

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RECORD OF CHANGES (cont.)

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LIST OF EFFECTIVE PAGES

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Chapter 1: General

- 1.1 Description
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1.1 Description: Purpose of this Volume. The Dayton Aviation Services, LLC (DAS) Operations Manual serves as the practical source guide of day-to-day operations. It encompasses the best practices and procedures in accordance with the DAS Standard Operating Procedures and FAA publications. This volume is the Operating Manual (OPSMAN) for the Flight Training division as related to safe and successful flight and ground instruction for instructors and students for certification and ratings in DAS aircraft. In accordance with §141.93 all DAS safety procedures and practices are described in the DAS School Policies contained in Paragraphs 2.0 and 3.0 of this Volume and in reference to the DAS Standard Operating Procedures (SOP). All students. Are required to read the School Policies prior to solo.

1.1.1 Audience. The primary audience for this Volume includes the Chief Instructor, Assistant Chief Instructor, certified instructors, and students of DAS.

1.1.2 References and Related Information. Appendix A contains a list of references and related information.

1.2 Location. The DAS Flight School and primary base of operations is:

Dayton Aviation Services, LLC
Moraine Airpark
3800 Clearview Rd
Moraine, OH 45439
VM (937) 372-2460
support@daytonaviation.com

1.3 Officers and Staff. The Training division is led by the Chief Instructor. The Chief Instructor will be assisted, and the division staffed, with instructors who are designated by the Executive Director, Chief Instructor (Director of Training), and Director of Operations.

1.3.1 Director of Training/Chief Instructor. *REF FAA-AC 141-1b 3.18* The chief instructor is required to meet the appropriate requirements prescribed under §141.35. The chief instructor may also serve as an assistant chief instructor of other DAS certified training courses.

- A. The chief instructor, under §141.85, bears the responsibility to certify each student's training record, graduation certificate, stage checks, end-of-course test reports, and recommendation for course completion.
- B. The chief instructor is responsible for ensuring each certificated flight instructor (CFI) or certificated ground instructor passes an initial proficiency check in each M/M of aircraft prior to that instructor being assigned instructing duties in the school's approved training course. Additionally, the chief instructor is responsible for ensuring each instructor passes a recurrent proficiency check every 12 calendar months after the month in which the initial test was accomplished.

- C. Section 141.85 states that the chief instructor is the responsible party to ensure “each student accomplishes the required stage checks and end-of-course tests in accordance with the school’s approved training course.” The chief instructor is also responsible for ensuring the training techniques and standards for the school are acceptable to the Administrator. The authority for these tasks may be delegated, but the responsibility is always maintained by the chief instructor.
- 1.3.2 **Assistant Chief Instructor.** The chief instructor may designate an assistant chief instructor. In addition, one or more assistant chief instructors for a course or courses of training may be designated at any base if justified by the number of students involved, the complexity of the course, or the number of hours a day during which training is conducted. The assistant chief instructor must meet the requirements of §141.36.
 - 1.3.3 **Stage Check Instructor.**

Chapter 2: School Policies

- 2.1 Cancellation Policy
 - 2.2 Class Cut Policy
 - 2.3 Credit for Previous Training
 - 2.4 Enrollment
 - 2.5 Grading Policy
 - 2.6 Conduct and Behavior
 - 2.7 Dress Code
 - 2.8 Dismissal Policy
 - 2.9 Refund Policy
 - 2.10 Policy for Making Payments
 - 2.11 Transfer of Credit Policy
 - 2.12 Ground School Training Locations
 - 2.13 Enrollment Requirements
 - 2.14 Required Books and Materials
- 2.1 **Cancellation Policy.** *REF DAS SOP Chapter 1.6.6 and 1.6.7* All flight instructor periods are by appointment and any excessive tardiness or failure to keep appointments will be sufficient cause for termination. Students must give 24 hours notice to cancel without being billed. If you cancel with less than 24 hour notice, for any reason other than illness, the instructor and flight school, reserves the right to bill you for one hour of ground instruction. If you NO SHOW a lesson. The instructor and the school reserves the right to bill you for the time frame in which the lesson was reserved.
- 2.2 **Class Cut Policy.** Each class cut shall be considered one unexcused absence.
- 2.3 **Credit for Previous Training.** Appropriate credit may be given per FAR 141 for previous flying after an evaluation ride given by a qualified flight instructor from our school. The amount of credit given will be determined by the Chief Flight Instructor as per 14 CFR 141.77.
- 2.4 **Enrollment.** A student may enroll on any day of the year that the school is in session and start his/her/their flight training on the same day if they meet all enrollment requirements.
- 2.5 **Grading Policy.** The instructor will rate the student's performance on each maneuver in a flight lesson according to the numerical scale below. Overall performance for the lesson will also be rated on the same scale. Ground lesson exam scores will be evaluated on the scale below.

Chart 1: Grading Criteria

	GROUND	FLIGHT	
Well Above Average	90-100	5	Proficient: Meets Certification Standards.
Above Average	80-89	4	Safe: Consistently perform the maneuver, but not to Standard
Average	70-79	3	Accomplished: Safe but with verbal Assistance.
Below Average	60-69	2	Attempted: Unable to perform maneuver solo. Requires assistance
Unsatisfactory	0-59	1	Demonstrated by CFI Only
		0	Deferred: Programmed but unable to demonstrate

2.5.1 Explanation of grading flight ratings

- **5 = Proficient.** The applicant meets the applicable FAA ACS for the individual maneuver/task without intervention or verbal assistance from the flight instructor.
- **4 = Safe.** While the applicant does not fully meet the ACS, they are able to consistently perform the maneuver/task safely, without flight instructor intervention or verbal assistance. The applicant is cleared to perform this maneuver/task solo.
- **3 = Accomplished.** The applicant is able to complete the maneuver/task safely but requires verbal assistance or warnings from the flight instructor and standards are not consistent. The applicant is cleared to perform this maneuver/task solo at the discretion of the Flight Instructor.
- **2 = Attempted.** Unsafe to perform this maneuver/task solo. The applicant is unable to perform the maneuver/task without demonstration, intervention, or verbal assistance from the flight instructor, or the applicant's relative experience makes it impossible to determine if they could perform the maneuver/task without assistance.
- **1 = Demonstrated Only.** The flight instructor demonstrated the maneuver/task; however, the student was not allowed to accomplish the maneuver/task.
(NOTE: If the instructor demonstrated the maneuver/task and then allowed the applicant to perform it, the grade shall reflect the applicant's performance.)
- **0 = Deferred.** The maneuver/task was programmed in the syllabus for this lesson but was unable to be Demonstrated in this sortie and is deferred to the next appropriate flight lesson.

2.5.2 Overall Lesson Grade Explanation

The following grades will be used to assess the student's overall performance for the flight. If an applicant receives a grade of below average or below acceptable standards, the chief flight instructor shall review the applicant's performance with their flight instructor prior to the applicant's next flight.

- **5 = Excellent.** The applicant's performance exceeded expectations, given their phase of training, experience, etc.
- **4 = Above Average.** The applicant's performance was above average, given their phase of training, experience, etc.
- **3 = Average.** The applicant's performance was average, given their phase of training, experience, etc.
- **2 = Below Average.** The applicant's performance was below average, given their phase of training, experience, etc.
- **1 = Below Acceptable Standards.** The applicant's performance was below average given their phase of training, experience, etc. NOTE: The FAA ACS does not fully cover all maneuvers/tasks; therefore, the chief flight instructor shall supplement the ACS in instances where the ACS performance level is not specific or adequate.

- 2.5.3 A student must obtain a Flight Grade of “3” (or better) for all maneuvers listed before that lesson is considered complete. Maneuvers during solo flights are to be graded as a “✓” upon successful completion of the solo flight.
- 2.6 **Conduct and Behavior.** *REF DAS SOP Chapter 1.11 and Chapter 3* Any student or instructor (pilot) who reports for a flight lesson while under the influence of alcohol, narcotics, or seemingly having indulged in same within a recent time, may be dismissed for unsatisfactory conduct. Any pilot violating any part of the Code of Federal Regulations (commonly referred to as the Federal Aviation Regulations or FARs) or DAS SOPs may be dismissed for unsatisfactory conduct. All pilots must conduct themselves as ladies and gentlemen while attending this flight school.
- 2.7 **Dress Code.** To maintain a professional educational environment, all staff and students are expected to adhere to a moderate code of dress.
- 2.7.1 Student Pilots should dress professionally with comfortable clothing that is appropriate for current and expected weather conditions. Open-toed shoes are not encouraged.
- 2.7.2 Instructors will wear an approved, clean, DAS uniform or alternative shirt with the “Flight Instructor” addition below the crest. Older uniform polo shirts are approved if they remain in good condition. Pants and shorts are both approved.
- 2.7.3 If your attire is deemed inappropriate or offensive your flight may be cancelled, and you will be charged a cancellation fee (IAW with paragraph 2.1 of this document).
- 2.8 **Dismissal Policy.** Any pilot may be dismissed for reasons listed under Conduct and Behavior.
- 2.8.1 Student pilots are the direct responsibility of their assigned instructor, office of the Chief Instructor, and Director of Training. Any violations of policies and procedures will be addressed under DAS SOP Paragraphs 1.10 and 1.11.
- 2.8.2 Instructors report to the office of the Chief Instructor, reference DAS SOP Chapter 6, and may be dismissed IAW DAS SOP Paragraph 6.10.
- 2.9 **Refund Policy.** Any student who has prepaid part or all costs of training will be refunded the full amount of the unused portion for training less a 3.5% processing fee.
- 2.10 **Policy for Making Payments.** *REF DAS SOP Paragraph 1.5* Students will pay after the conclusion of each flight by Check, Cash, Credit Card, online transfer service, or ACH Direct Deposit. No reservations may be scheduled, or flights commence, if a student carries a negative balance of more than \$250 on account. Lump sum cash or check payments for a positive balance on account are permitted.
- 2.11 **Transfer of Training Policy.** DAS will forward a transcript of hours to the student who is transferring if he/she/they so indicate. All student records will be maintained by DAS for at least two years after graduation or disenrollment.
- 2.12 **Ground School Training.**
Location:
a) Part 141 Training
Dayton Aviation Services, LLC
Moraine Airpark

3800 Clearview Rd
Moraine, OH 45439

- 2.13 **Enrollment Requirements.** All DAS students must be enrolled in Flight Circle before their first lesson.
- 2.13.1 A list of Aviation Medical Examiners (AME) or the FAA AME locator website (<https://designee.faa.gov/designeeLocator>) will be furnished to the student for the purpose of arranging a flight physical.
- 2.13.2 Before flight training may commence the student must meet with a representative of the operations division or a designated instructor to complete their Flight Circle (FC) training folder. This will include creating a FC and IACRA account, applying for a Student Pilot Certificate, and signing the TSA citizenship endorsement. To complete this process, He/She/They will be required to provide the following to be copied and uploaded to their FC Account:
- a) A valid government issued Photo ID
 - b) Unexpired US Passport or Raised Seal Birth Certificate
 - c) Any other acceptable form of identification in accordance with 49 CFR part 1552
 - d) Current Class 3 or greater FAA Medical Certificate
- 2.13.3 Foreign National students will be required to meet with a designated operations division representative to apply for flight training authorization through the Flight Training Security Program (FTSP) portal. The prospective student may be enrolled and begin ground training but may not commence flight training, beyond the Lesson 1 Discovery Flight, until authorization has been received from TSA. The list of authorized administrators is included in Appendix B.
- 2.13.4 **Required Books and Materials.** Each Student is required to have the following books and materials:
- a) Jeppesen Part 141 Guided Flight Discovery Kit
 - b) Headset
 - c) DAS Training Course Outline (TCO) for the appropriate course
 - d) DAS Operations Manual (OPSMAN) Vol. 2, Flight Training
 - e) DASTR HB-1 Student Pilot Handbook
 - f) DAS Aircraft Checklist
 - g) DAS In-Flight Guide

Chapter 3: Safety Procedures and Practices

- 3.1 Weather Restrictions
- 3.2 Starting Procedures
- 3.3 Taxi Procedures
- 3.4 Fire Precautions and Procedures
- 3.5 Re-Dispatch Procedures
- 3.6 Reporting Aircraft Discrepancies
- 3.7 Securing Aircraft
- 3.8 Fuel Reserve
- 3.9 Collision Avoidance
- 3.10 Diversions
- 3.11 Description of Practice Areas
- 3.12 Approved Cross Country Routes
- 3.13 Student Privileges and Restrictions

- 3.1 **Weather Restrictions.** All pilots will meet the weather requirements of 14 CFR 91 and DAS SOP Paragraphs 3.23, 4.4, and Attachment 2 as applicable depending on experience, certification, or endorsement. The Dayton Wright Brothers (KMGY) METAR or AWOS on frequency 118.35/phone (937) 885-2171 is the weather station of local record for all operations originating from I73.

- 3.1.1 Student Pilot weather restriction chart:

Chart 2: Student Solo Weather Minimums

	Ceiling (AGL)	Visibility (SM)
Closed Traffic	1500	3
Local Area	2500	6
Cross Country	3000	≥6

REF DAS SOP Paragraph 4.4 Minimum Ceiling and Visibility observed and forecast for all airports of intended use.

- 3.1.2 Wind restrictions:

Chart 3: Maximum Winds in Knots; Including Gusts

	Solo	Dual
Crosswind Component	10 (or as endorsed)	Max Demonstrated in POH
Surface Winds	20	30

REF DAS SOP Paragraph 4.5 Maximum actual or forecast winds for airports of intended use.

- 3.1.3 Minimum temperature for all flight operations is 20°F/-7°C

- 3.2 **Starting Procedures.** All pilots will follow the aircraft POH and checklist for starting.
- 3.2.1 A flight instructor will be in the airplane for all pre-solo starts.
- 3.2.2 Fire extinguishers are located in each plane and one at each fuel pit.
- 3.3 **Taxi Procedures.** Pilots will use extreme caution while taxiing. Use of electronic devices is prohibited while taxiing.
- 3.3.1 Taxiing on the ramp, between hangars, and near other aircraft will be extremely slow.
- 3.3.2 Taxiing on taxiways will be no faster than a fast walk.
- 3.3.3 Do not ride or steer with the foot brakes or with the parking brake engaged.
- 3.3.4 Do not try to maneuver through a tight area without a qualified marshal or wingtip observer.
- 3.3.5 Observe correct position of controls with respect to the wind.
- 3.4 **Fire Precautions and Procedures**
- 3.4.1 Extreme Care should be taken to avoid over-priming in cold weather. Prime early and for no more than three times.
- 3.4.2 Should a fire occur during start on the ground, continue cranking the engine with starter to get a start as detailed in the Pilot's Operating Handbook.
- 3.4.3 If the engine starts, set power to 1700 RPM for a few minutes then shut off the engine:
1. MixtureIDLE CUTOFF
 2. Master Switch.....OFF
 3. Evacuate Airplane
 4. Retrieve Fire Extinguisher
 5. Inspect Aircraft and Engine for Damage.
See Paragraph 2.2.2 for location of fire extinguishers.
- 3.4.4 If the engine fails to start:
1. Throttle.....FULL OPEN
 2. Mixture.....IDLE CUTOFF
 3. Starter.....CONTINUE CRANKING
 4. Alert ground crew to obtain fire extinguisher
- Secure Engine
5. Fuel SelectorOFF
 6. Ignition SwitchOFF
 7. Master Switch.....OFF
- 3.4.5 If not at Moraine Airpark, first contact your flight instructor. If no answer, call (leave a message if no reply) or text DAS Operations at (937) 372-2460 for further instructions.

- 3.5 **Re-Dispatch Procedures.** Solo flights, when properly dispatched from the originating airport, are considered to have approval for the entire flight (§ 141.79(b)). If unexpected weather or mechanical problems delay a student enroute or a student intends to remain overnight, the part 141 student pilot should either:
- 3.5.1 Contact your flight instructor or, if no answer, call or text DAS Operations at (937) 372-2460 for further instructions or
- 1) arrange for another instructor based at the point of delay to dispatch the flight, or
 - 2) have a part 141 pilot school instructor dispatch the flight electronically (via telephone, text, email, or fax).
- 3.5.2 If the student must Remain Over Night, they will secure the aircraft per checklist and POH.
- 3.6 **Reporting Aircraft Discrepancies.** Communication of aircraft squawks ensures all pilots are aware of non-grounding discrepancies and decreases the time before it is repaired.
- 3.6.1 Note any discrepancy during flight and enter it in the DASM 781A Form in the dispatch folder including the description, tach time, PIC name, and contact number. Notify your CFI or Text Operations of the discrepancy to (937) 372-2460.
- 3.6.2 It is the responsibility of all pilots to check for discrepancies when dispatching their flight and to determine the safety of flight in accordance with the aviation regulations. If there is a question regarding airworthiness contact your CFI, the Director of Maintenance, or Operations.
- 3.6.3 Pilots must check the Aircraft Status Sheet or Status Board for compliance of required inspections and airworthiness requirements. Compare tachometer (TACH) times on the status sheet with the actual TACH time in the aircraft.
REF DAS SOP Paragraph 5.3
- 3.7 **Securing Aircraft.** Safety and security of our aircraft begins with the pilots, and all are required to follow the DAS Post-Flight checklist after every flight.
- 3.7.1 Park airplanes at DAS designated tie down and secure by using tiedowns and install control gust locks.
- 3.7.2 Complete the Post-Flight Checklist on the back of the dispatch binder and lock all doors.
- 3.8 **Fuel Reserve.** The DAS fuel reserve policy is more conservative than 14 CFR §91.151
- 3.8.1 Pilots shall not begin a flight unless there is sufficient fuel to complete the flight to the point of intended landing, fly from that airport to an alternate (if an alternate is required), and then fly after that for at least one hour at normal cruise consumption.
- 3.8.2 No pilot will commence a flight unless the aircraft has sufficient fuel to complete its intended sortie within the appropriate weight and balance limitations for the aircraft and be returned to parking with a minimum of one hour fuel reserve based on normal fuel consumption.

- 3.8.3 All training cross-country flights (dual and solo) greater than 150 nautical miles will include at least one refueling for full tanks. Maintain the receipt for a fuel adjustment at check-in. This policy is for safety and training.
REF DAS SOP Paragraphs 1.6.10 and 3.31
- 3.9 **Collision Avoidance.** For VFR flight, head down and eyes inside the cockpit time should be minimal.
- 3.9.1 Pilots will always be responsible for Collision Avoidance IAW 14 CFR §91.111 and §91.113.
- 3.9.2 Pilots will precede every maneuver with a 180° change in heading to clear their space.
- 3.10 **Diversions.** There may be times a lesson must divert to another airport.
- 3.10.1 In the event a training flight is unable to return to Moraine Airpark, the pilot is to divert to the nearest and most suitable airport to which they can safely land.
- 3.10.2 The preferred alternative fields will be Dayton International, Dayton-Wright Brothers, Middletown-Hook Field, Greene County, and Lebanon-Warren County.
- 3.10.3 Solo Students should be familiar and endorsed for these fields before local area and cross-country flights.
- 3.10.4 Contact your CFI or DAS Operations per Paragraph 2.5
- 3.11 **Description of Practice Areas** There are two practice areas for local DAS training flights.
- 3.11.1 *Practice Area North*
The Northern Boundary is defined by the MIDWEST (MXQ) VOR DME R-315 (112.9) for 25nm from Moraine Airpark. The Western Boundary is a 25nm arc from the Northern Boundary terminus to the Center Boundary, which is a line extending from Moraine Airpark at 270° True for 25nm.
- 3.11.2 *Practice Area South*
Our Southern Practice area is a 25nm arc from the Center Boundary to the 20nm ring of the CVG Class B airspace which defines the Southern Boundary. The Eastern Boundary is I-75 from Moraine Airpark South to the CVG airspace.
- 3.11.3 *Local Practice Airports*
All public use airports listed in the Training Course Outline and DAS SOP, >2000 feet long, within 25 nm of I73 are available for training with an instructor with the following exceptions:
- 1) For the purposes of training, Richmond (KRID) and Miami University (KOXD) are considered within the 25nm radius.
 - 2) Dahio Trotwood (I44), Middletown-Hook Field (KMXO) Runway 8-26, and Red Stewart (40I) may be used with dual instruction only.
 - 3) Waynesville Red Stewart Airport (40I) is unauthorized for flight training
- 3.11.4 Student solo flights may only use runways ≥ 3000 feet long on airports they have been properly endorsed to use by an instructor.

3.11.4 Recovery

All flights, particularly those returning from the designated practice areas, should Return to Base (RTB) via the Miamisburg Mound Park as the Initial Recovery Point at 2500' MSL or above.

Announce position and intentions on the Moraine CTAF (122.7) from “the Mound, 3 miles south of Moraine Airpark”.

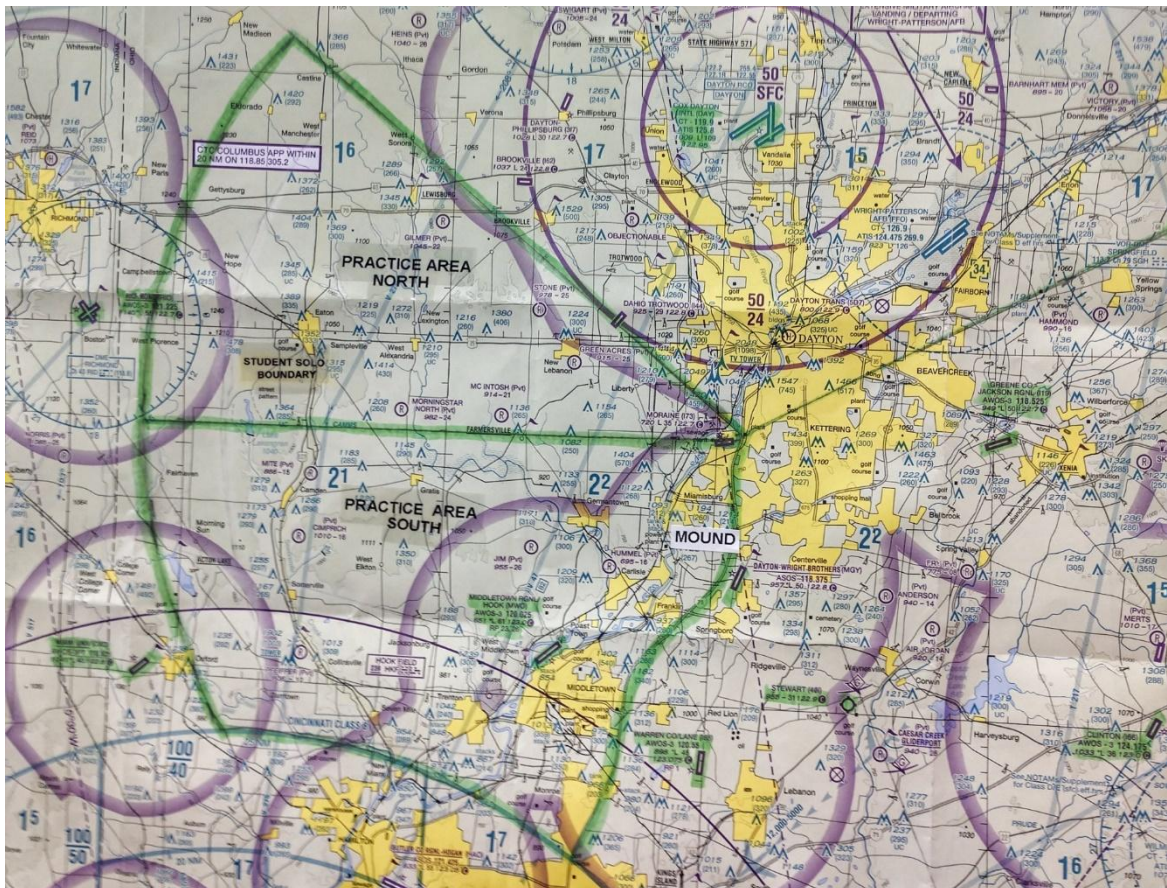


Figure 1 Reference Paragraph 2.11: DAS Practice Areas and Approved Training Airports with Mound Reporting Point for Recovery



Figure 1 Ref Paragraph 2.11.4: Mound Initial Point, Three Nautical Miles from I73

3.12 Student Privileges, Restrictions, and Expectations

- 3.12.1 Simulated forced landings will only be practiced when an instructor is on board. Simulated forced landings must be recovered before reaching 500' AGL and in no case will the simulation be recovered at an altitude lower than the Minimum Safe Altitudes described in 14 CFR 91.119. REF DAS SOP Paragraphs 3.28 and 3.29
- 3.12.2 Stalls will be practiced so that the lowest altitude in the maneuver is at least 2000' AGL, and not over a congested area, or on an airway. REF DAS SOP Paragraph 3.29
- 3.12.3 No student pilot may start a solo practice flight until the flight is approved by an instructor who is present at the airport in accordance with 14 CFR 141.79(b).
- 3.12.4 Pilots will use their checklist and pre-flight the aircraft for all flights. REF DAS SOP Paragraph 3.4
- 3.12.5 Remove snow, ice, and frost from the windscreen, wings, empennage, and flight control surfaces as in the FAA "Clean Aircraft Concept". REF DAS SOP Paragraph 3.32.3
- 3.12.6 Know all systems of the aircraft and their effects on safety of flight.
- 3.12.7 Know, comply, and use the FAA Air Traffic Control System and its rules.
- 3.12.8 Even if the weather is bad, coordinate with your instructor or Operations if you cannot meet your schedule.
- 3.12.9 The aircraft's checklist and operating handbook will be onboard for flight instruction and solo flight.
- 3.12.10 All aircraft and pilot documents must be aboard the aircraft and valid as per 14 CFR 91
- 3.12.11 Landings are permitted only at public use airports. Student Pilot solo landings must be on hard surface runways of at least 3000' in length. REF DAS SOP Paragraph 3.27
- 3.12.12 Aerobatics, buzzing, top hatting, formation flying, or other unsafe operations are not permitted. REF DAS SOP Paragraphs 3.21 and 3.22
- 3.12.13 Only designated DAS Flight Instructors are authorized to instruct in DAS aircraft.
- 3.12.14 Apart from another Student Pilot, passengers are not authorized on training flights except when approved by the Chief Flight Instructor.
- 3.12.15 Refer to DAS SOP Chapter 4 for the comprehensive list of privileges and restrictions for all student pilots.

Chapter 4: Moraine Airpark Diagram and Approved Cross Country Routes

4.1 Moraine Airpark (I73) Diagram.

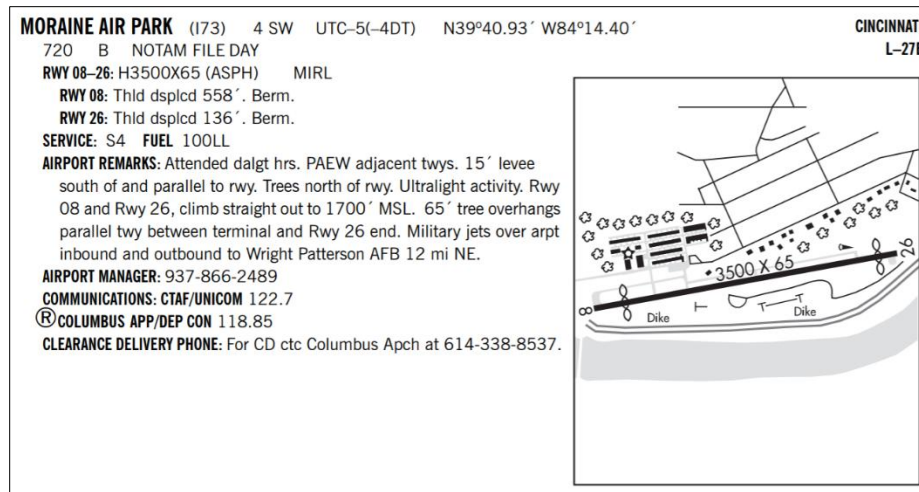


Figure 2: East Central Chart Supplement of Moraine Airpark

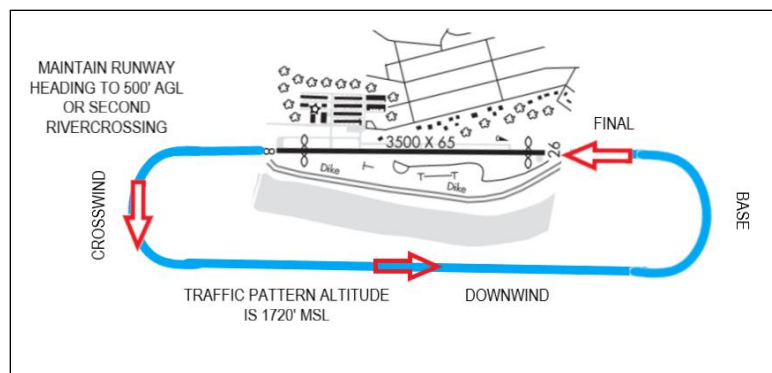


Figure 4: Standard Pattern for Runway 26. The pattern for Runway 8 is also left hand.³

2.1 Approved Cross Country Routes and Solo Training Airfields

REF DAS SOP 3.27

3.12.1 Day VFR

The initial cross country will first be flown dual with an instructor and then repeated by the student in the opposite direction for the long solo flight. For safety and training it is encouraged that the airplane be refueled at one stop and is required for training flights ≥ 150 NM. Routes other than those listed may be used with written approval of the Chief Instructor or Assistant Chief Instructor.

1. Moraine Airpark (I73) → Lancaster, Fairfield County (KLHQ) Full Stop → Marion (KMNN) Full Stop → Moraine Airpark (I73) [206nm]

2. Moraine Airpark (I73) → Lancaster, Fairfield County (KLHQ) Full Stop → Wilmington (KILN) Full Stop → Moraine Airpark (I73) [155nm]
3. Moraine Airpark (I73) → Shelbyville (KGEZ) Full Stop → Muncie (KMIE) Full Stop → Moraine Airpark (I73) [179nm]
4. Moraine Airpark (I73) → Bolton (KTZR) Full Stop → Pickaway County (KCYO) Full Stop → Moraine Airpark (I73) [136nm]
5. Moraine Airpark (I73) → Muncie (KMIE) Full Stop → Richmond (KRID) Full Stop → Moraine Airpark (I73) [130nm]

3.12.16 Night VFR (Dual Only)

1. Moraine Airpark (I73) → Muncie (KMIE) Full Stop → Dayton International (KDAY) Full Stop → KI73 [134nm]
2. Moraine Airpark (I73) → Pickaway County KCYO Full Stop → Lunken (KLUK) Full Stop → Moraine Airpark (I73) [166nm]

4.2 Authorized Local Student Solo Airports

REF DAS SOP 3.27.6

1. Moraine Airpark (I73)
720 MSL
3500' 8-26
CTAF 122.7
2. Dayton/Wright Brothers Regional Airport (MGY)
957 MSL
5000' 2-20
CTAF 122.8
3. Middletown Regional/Hook Field (MWO)
651 MSL
6100' 5-23 (RP)
CTAF 123.0
3. Greene County/Lewis A Jackson Regional (GDK)
949 MSL
5000' 7-25
CTAF 122.725
4. James M Cox/Dayton International Airport (DAY)
1009 MSL
10900' 6-24
ATIS 125.8
CT 119.9
5. Warren County/John Lane Field (I68)
898 MSL
4500' 1-17
CTAF 123.075

Appendix A

References and Related Information

A.1 Title 14 of the Code of Federal Regulations (14 CFR)

- Part 61
- Part 91
- Part 141

A.2 Aeronautical Information Manual

A.3 Dayton Aviation Services, LLC Standard Operating Procedures

A.4 Dayton Aviation Services, LLC Private Pilot Training Course Outline

Appendix B

Flight Training Security Program Administrators

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