



# Elmendorf Aero Club

## ADVANCED FLIGHT TRAINING INFORMATION CATALOG

AIRPORT Elmendorf Air Force Base (JBER) (PAED)

ADDRESS Bldg. 10-286 Taxiway P (Hangar 7)  
PO Box 6292  
JBER, AK 99506-6292

CONTACT Phone (907) 552-5435  
Web Site [www.jberaeroclub.com](http://www.jberaeroclub.com)

SERVICES Flight Training, Aircraft Rental

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Approved by the Federal Aviation Administration under FAR Part 141

Exempted by the Alaska Commission on Postsecondary Education

Programs approved by the United States Department of Veterans Affairs (VA)  
to train veterans, servicepersons, reservists, and authorized dependents  
under provisions of Title 38, U. S. Code.

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Issue date: 1 September 2023

Revision Date: ORIGINAL

Supersedes Elmendorf Aero Club Information Catalog dated 28 July 2022  
Current Until Superseded

All materials contained in this bulletin are true and correct in content and policy.

SIGNATURE OF SCHOOL OFFICIAL: \_\_\_\_\_

## **SCHOOL GOVERNING BODY, ADMINISTRATORS, AND FACULTY**

### **A. Owner**

U.S. Air Force, Non-Appropriated Fund Instrumentality

### **B. Officials**

673d Mission Support Group Commander  
773d Force Support Squadron Commander

### **C. Administrative Officials**

Mr. Marcus Brown, Aero Club Manager, VA Certifying Official  
Mr. Robert Hansen, Chief Flight Instructor, VA Certifying Official  
Mrs. Gagiani Jones, Operations, VA Certifying Official  
Mr. Michael Inman, Operations, VA Certifying Official

## **EDUCATIONAL PHILOSOPHY AND OBJECTIVES**

The Elmendorf Aero Club is established as a training and recreational activity to promote aviation and boost morale among all of our military and dependent members. The club provides safe, low-cost, light aircraft operation. It helps develop aeronautical skills and knowledge and gives a person an appreciation of aviation requirements and techniques.

The club continuously strives to maintain the highest standards of professionalism and integrity within its instructor staff and course syllabi.

The objective of the school is to maintain the standards set forth in Federal Aviation Regulation Part 141. Students will attain the knowledge, skills, and aeronautical experience necessary to meet the requirements of the particular course of instruction they are enrolled in.

## **INSTRUCTIONAL FACILITIES**

This school is located in Hanger 7, Bldg. 10-286, JBER, AK 99506.

The Elmendorf Air Force Base (JBER) airfield is the base of operations for training for all VA-approved flight training courses. All flights will originate from and terminate at this airfield. This airfield has fuel and maintenance facilities, and otherwise meets all the requirements of FAR Part 141.37 for day and night flight operations.

The Pilot Briefing Area is located in Building 10-286, Hangar 7, on the flight line. The briefing area has phone service to the Base Weather Station, Base Operations, and Kenai Automated Flight Service Station. Elmendorf Aero Club members have exclusive use of the facility. The briefing area has a current file of applicable FARs and a current AIM. The local

practice areas are shown and described on a detailed chart posted near the planning table. Maximum capacity is 10 persons.

The ground instruction facilities are located in Building 10-286, Hangar 7. The facilities consist of a 12' x 24' formal class room, a 12' x 39' flight planning area, three individual instructor's briefing rooms measuring 8' x 10' and a 12' x 12' Simulator room.

The formal class room is equipped with six tables, a dry-erase marker board, television, DVD and video-cassette player and overhead projector. Maximum capacity is 14 persons.

The flight planning area includes a flight planning table, aircraft and local procedures information, an Internet terminal, a DUATS weather terminal, appropriate wall charts, and a safety bulletin board.

Additional facilities consist of an aircraft repair and maintenance facility, and an administrative lounge area.

The Aero Club is well lighted and the temperature is thermostatically controlled. The rooms are well ventilated and conform to local building, sanitation, and health codes. The rooms are designed and located so that students will not be distracted by other activities or by flight and maintenance operations in the hangar area or flightline area.

Lavatory facilities are located at the southwest corner of the hangar. They conform to Air Force standards for lavatory facilities.

## **FLIGHT INSTRUCTOR QUALIFICATIONS**

Chief Flight Instructor requirements are defined in FAR Part 141.35. The Chief Flight Instructor's qualifications must meet or exceed all defined requirements.

Flight Instructors must hold a current flight instructor certificate for each category and class of instruction they are providing (CFI, CFII, MEI). They must also hold at least a current Third Class medical or current Basic Med certificate and meet the pertinent requirements of FAR Part 61 and 141.81.

**AIRCRAFT**

All aircraft used in this course will meet the requirements of FAR Part 141.39 and will be equipped as appropriate for day and night VFR as specified in FAR Part 91.205(b) and 91.205(c). When used under Instrument Flight Rules the aircraft will be equipped as required by the applicable FAR's. All aircraft will be equipped with two-way radio communication and VOR navigation equipment, as needed. Aircraft used in this course are listed below.

Make	N-Number	Model	Horsepower
Cessna	N35408	C-172R	180
Cessna	N453SP	C-172SP	180
Cessna	N9390B	C-172RG	180
Cessna	N98637	C-172P	180
Cessna	N185TW	C-185	300
Cessna	N9209H	C-182R	230
Piper	N39522	PA-34-200T	200

**APPROVED COURSE USE**

	INSTRUMENT	COMMERCIAL	CERTIFIED FLIGHT INSTRUCTOR	CERTIFIED FLIGHT INSTRUCTOR- INSTRUMENT	AIRLINE TRANSPORT PILOT	MULTI- ENGINE LAND	AIRPLANE SINGLE ENGINE SEA
C-172	X	X	X	X	X		X
C-172RG	X	X	X	X	X		
C-182	X	X	X	X	X		
C-185							X
PA-34	X	X	X		X	X	

## **INSTRUCTIONAL SCHEDULE**

Flight training is offered seven days a week, except for the following holidays: Thanksgiving, Christmas, and New Year's Day. Flight training is conducted, as scheduled, with an assigned instructor.

Ground Training is also offered seven days a week during normal hours of operation except for the holidays noted above.

Formal Ground Schools are offered on an as needed basis and are scheduled as frequently as demand dictates. A schedule is posted for the current year to meet the demands of the students.

## **ENROLLMENT POLICY**

Veterans, service members, reservists, or authorized dependents may be enrolled in only one flight course at a time. Students must possess the appropriate ratings and/or student/pilot certificates, and must meet the medical requirements for Commercial pilot certification (Class I for ATP) at the time training begins. A Veteran, service member, reservist, or authorized dependent must be in pursuit of a vocational objective in aviation in order to qualify for VA education benefits (benefits for ancillary, vocational or recreational objectives are not payable).

## **CREDIT EVALUATION POLICY**

A written record of any previous training will be maintained in the student's file. The Chief Flight Instructor will grant credit as appropriate for all previous training to shorten the veteran's, service member's, reservist's, or authorized dependent's flight course proportionately. Even when an FAA regulation indicates that it is not required, an analysis of prior credit must be performed for the purpose of VA payment. Evaluation of prior credit may be based upon a review of training records and other transcripts, oral and/or written examination, flight check or a combination thereof. Any credit granted shall be indicated on the enrollment certification, and the student shall be notified.

## **COURSE COMPLETION POLICY**

The Student must demonstrate, through passing all required written stage tests and flight stage checks, the knowledge and skill requirements necessary for successful course completion. A Graduation Certificate is issued upon successful completion of the course of training.

## **ATTENDANCE POLICY**

- A. Veterans, service members, reservists, or authorized dependents receiving federal educational assistance benefits under Title 38, U.S. code, are required by VA to complete a minimum of 15 hours of instruction per quarter (defined as every 90-day

period following the date training began). Exceptions may be granted due to weather, illness, deployment, or other unavoidable circumstances and must be documented in the student file to be considered acceptable.

- B. Veterans, service members, reservists, or authorized dependents failing to meet these quarterly minimums will be placed on probation for the following 90-day period. If the student, during the probationary period, again fails to meet these minimums they will be terminated for the purpose of VA payment effective the last day of that quarter. A student may be reenrolled only after evidence is shown that the conditions relating to unsatisfactory attendance have been rectified.

**PROGRESS POLICY**

- A. VA requires that a school has, and enforces, standards of progress for VA beneficiaries. The school grading system for flight and ground training is as follows:

a. Excellent	1	95-100%
b. Above Average	2	85-94%
c. Average	3	75-84%
d. Below Average	4	70-74%
e. Unsatisfactory	5	69% and below

- B. The grade average required for completion of a course is a minimum average passing grade of 3 for both ground training and flight training. When the grade average of a VA beneficiary is unsatisfactory for a calendar month, they will be counseled and placed on academic probation until the end of the next calendar month. If the grade average is still unsatisfactory at the end of the next calendar month, the student will be terminated for the purpose of VA payment and the VA will be so notified.
- C. Reenrollment may be approved by the Chief Flight Instructor only after evidence is shown that the conditions which caused the interruption for unsatisfactory progress have been rectified.
- D. A Statement of Progress record is maintained by the facility and provided to the student upon request.

**CONDUCT POLICY**

Students shall comply with the Federal Aviation Regulations, U.S. Air Force Regulations, and Elmendorf Aero Club Standard Operating Procedures. Instruction will be given in these regulations and rules prior to solo flying, and appropriately from time to time thereafter. Constant or flagrant violations of such rules or regulations will be grounds for dismissal.

Students shall, at all times when on the school premises, conduct themselves in an orderly and considerate manner. They shall appear for flight training or ground training in a sober and receptive condition. Violation is just cause for dismissal.

Student grievances will be handled by the Chief Flight Instructor if the matter is an instructional problem, or by the manager if the grievance is administrative in nature. Students may refer grievances unresolved by the aero club to the Alaska Commission on Postsecondary Education or the Veterans Administration, as appropriate.

## **TRAINING SYLLABUS**

At the time of enrollment, each student must have a copy of the appropriate FAA approved training syllabus as required under Federal Aviation Regulation 141.55. Contact the Chief Flight Instructor or Manager immediately if the appropriate training syllabus is not available.

## **SOLO FLIGHT TIME AND CARRYING PASSENGERS**

Students may **not** carry passengers during any phase of solo training flights. A "Solo" flight is defined as any flight when the student is the sole occupant in the aircraft. This applies to all solo flights required by the appropriate training syllabus. Logging of "Pilot in Command" time shall be as strictly defined in Federal Aviation Regulations.

## **REFUND POLICY & STUDENT'S RIGHT TO CANCEL**

This school maintains a policy of refunding the unused portion of tuition, fees, and other charges in the event the eligible person fails to enter, withdraws from, or is discontinued from the course at any time prior to completion. The amount charged to the eligible person for tuition, fees, and other charges for a portion of the course may not exceed the approximate pro rata portion of the total charges for tuition, fees, and other charges. The length of the completed portion of the course should bear to its total length. However, no more than \$10.00 may be retained as a registration fee.

Students have the right to cancel their enrollment agreement up to the first day of instruction. If a student wishes to cancel their enrollment, the Elmendorf Aero Club must be notified by hand delivery, or mail of this request. The following individuals are the only persons authorized to cancel an enrollment agreement:

Marcus Brown, Manager  
Robert Hansen, Chief Flight Instructor  
Gagiani Jones, Operations  
Michael Inman, Operations

## VA EDUCATION BENEFITS FOR ELIGIBLE STUDENTS

Although the term “Veteran” is generally used to describe recipients of VA education benefits, students who qualify to receive education benefits for flight programs could be eligible service members, veterans, reservists, or authorized dependents. Persons eligible to receive benefits under the Dependents Educational Assistance program (DEA, or Chapter 35) are not eligible for education benefits for any vocational flight program. However, certain dependents eligible under the Transfer of Entitlement (TOE) provision of Chapter 33 could potentially receive benefits for an approved flight program. Benefits for vocational flight training under Part 141 cannot be paid to persons eligible for benefits under the Veterans Retraining Assistance Program (VRAP).

An eligible student may receive education benefits from the U.S. Department of Veterans Affairs (VA) for approved flight training; however, the amount of benefits payable is based on the type of education benefit program the student is qualified to receive. There are several benefit types currently paid by VA:

- Post-9/11 GI Bill (Chapter 33)
- Montgomery GI Bill (MGIB, or Chapter 30)
- Montgomery GI Bill-Selected Reserve (MGIB-SR, or Chapter 1606)
- Reserve Educational Assistance Program (REAP, or Chapter 1607)

Detailed descriptions & eligibility requirements for each benefit program administered by VA are online at <http://www.gibill.va.gov/>

VA pays 60% of all authorized charges for approved flight training programs for students eligible under Chapters 30 & 1606. Benefits under Chapter 1607 are paid at the rate of 24%, 36%, and 48% of all authorized charges for approved flight programs for eligible students. The percentage VA pays for this benefit is contingent upon the length of active duty service the student completed. Also, VA could potentially pay up to 100% of authorized charges for approved flight programs for certain students eligible under the Post-9/11 GI Bill (Chapter 33). Students should consult with their VA representative to determine current flight training caps under Chapter 33. Education benefits paid under the Post-9/11 GI Bill (Chapter 33) for any approved flight training completed by the student are paid directly to the flight school, and not to the student; however, this is only accurate for Chapter 33.

For all benefits, the allowance is paid monthly by VA to the student (or to the school in the case of Chapter 33) based upon actual training certified by the flight school as indicated on VA Form 22-6553c, “Monthly Certification of Flight Training”. For Chapters 30, 1606, and 1607 entitlement is charged based on the rate of one month for a benefit amount equal to the full-time institutional rate. For payments issued for flight training paid under Chapter 33, entitlement is charged relative to the academic yearly cap. The Chapter 33 academic year cap that was in effect when a student began a flight program will remain in effect until that student begins a new flight program in a subsequent academic year.



Advanced pay is not authorized for flight training courses. No reimbursement is made for books, examination fees, housing, or other charges. Additional hours for FAA check rides may not be reimbursed for a flight course unless the FAA requires that a certificated pilot be present during the flight test. It may be possible to receive reimbursement from the VA for required FAA tests. The Licensing and Certification (LAC) benefit allows VA to pay for certain tests required for a license or certification. Not all tests are eligible for reimbursement through the LAC benefit. This is a benefit separate from benefits for any approved flight training and you must submit an Application for Reimbursement of Licensing or Certification Test Fees (VA Form 22-0803). Visit [www.gibill.va.gov](http://www.gibill.va.gov) for more information and to confirm if your test is eligible.

NOTE: Additional policy statement and information may be included by school personnel.

### **MAXIMUM REIMBURSABLE COST**

**A. Maximum reimbursable costs are based on the most expensive aircraft approved for a particular course.** For example, the Commercial pilot course is approved for 65 hours of solo flight training and 55 hours dual flight training in the Piper Seminole at \$250.00 per hour. However, a student will typically train utilizing a far less expensive aircraft such as the Cessna 172. **Specific aircraft rates are available in the course descriptions contained in this bulletin and prices may vary (but cannot exceed VA approved limits) according to current fuel prices and aircraft availability.**

B. Maximum reimbursable cost pricing is a means of providing more flexibility to flight school operators and students for designing an instructional program within the limitations of an FAA approved TCO and the law regarding payment of veteran's benefits.

C. Aero Club aircraft rates listed in this catalog are current and effective as of 1 August 2022.

### **PAYMENT OPTIONS/ COMPLETION OR WITHDRAWAL OF TRAINING**

Students are required to maintain a current credit card number on file. The credit card (MasterCard or Visa) will be charged for completion of each flight, ground lesson or when supplies are purchased. Initial and monthly dues are deducted from the credit card on file. If any charges cannot be processed for lack of funds, the student has 30 days to pay for the training. After the 31<sup>st</sup> day the student will be sent to collections if they have not made prior agreements with the aero club.

Students using Post 9/11 GI BILL benefits (Chapter 33) will have **only** flight charges applied to an account, which will be paid by the VA upon receipt of flight invoices to the Aero Club. Any outstanding balances not paid by the VA will be the responsibility of the student. Initial and monthly membership dues for Chapter 33 beneficiaries will still be charged to an active credit card on file.

## **MEDICAL CERTIFICATION**

Veterans, servicepersons, reservists, and authorized dependents may receive educational benefits for flight training provided that the individual also meets the medical requirements of a commercial pilot's certificate. VA regulations require that in order to receive benefits for flight training, a student **MUST** hold a Class II medical certificate upon enrollment. A student pursuing an Airline Transport Pilot course must have a Class I medical certificate at the beginning of the enrollment.

## **TO CONTACT VA**

For more information or for resolution of specific payment problems the veteran, serviceperson, reservist, or authorized dependent should call the VA's Education nationwide toll free number at **1-888-GI-Bill-1 (1-888-442-4551)**, or visit their website at **[www.gibill.va.gov](http://www.gibill.va.gov)**

## INSTRUMENT RATING COURSE AIRPLANE

**Entrance Requirements:** A student enrolling in the instrument rating course must have a private pilot certificate with an airplane single-engine land rating. Students must hold at least a class II medical certificate on the day they begin flight training to receive VA reimbursement. Students must either hold a commercial pilot certificate or be concurrently enrolled in the commercial pilot course to qualify for VA benefits. Additionally, the student must have such experience and flight training that, upon completion of the course, the student meets the instrument rating experience requirements of Part 141. **Books are not reimbursable by VA. Designated Examiner Fee and FAA Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	180 HP	180 HP	230HP	200HP
	C-172	C-172RG	C-182	PA-34-200T
Dual	\$210	\$220	\$235	\$390

35	Hours Dual Time	@	\$390.00	=	\$13,650.00
30	Hours Ground Training	@	\$55.00	=	\$1,650.00
8.75	Hours Pre/Post Briefing	@	\$55.00	=	\$481.25
<b>Total: \$15,781.25</b>					

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

### PERSONAL EQUIPMENT:

Computers, plotters and charts are considered personal equipment and are not reimbursable.

## COMMERCIAL PILOT CERTIFICATION COURSE AIRPLANE

**Entrance Requirements:** A student enrolling in the commercial pilot certification course must have at least a private pilot certificate with an instrument-airplane rating (or concurrent enrollment). Students must hold at least a class II medical certificate on the day flight training begins to receive VA reimbursement. Additionally, the student must have such experience and flight training that, upon completion of the course, the student meets the commercial pilot experience requirements of Part 141. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	180 HP	180 HP	230 HP
	C-172	C-172RG	C-182
Dual	\$210	\$220	\$235
Solo	\$155	\$165	\$180

65	Hours Solo Time	@	\$180.00	=	\$10,725.00
55	Hours Dual Time	@	\$235.00	=	\$12,100.00
35	Hours Ground Training	@	\$55.00	=	\$1,925.00
30	Hours Pre/Post Briefing	@	\$55.00	=	\$1,650.00
Total:					\$24,960.00

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

**AIRPLANE SINGLE ENGINE SEA (SES)**

**Entrance requirements:** A student enrolling in the seaplane certification course must have at least a private pilot certificate with an airplane single-engine land rating. Students must hold at least a class II medical certificate on the day they begin training to receive VA reimbursement. **Books are not reimbursable by VA. Designated Examiner fees and FAA Knowledge Test fees are reimbursable by using VA Form 22-0803.**

Authorized Aircraft and Hourly Rates:

	180 HP	300 HP
	C-172	C-185
Dual	\$210	\$300

10	Hours Dual Time	@	\$300.00	=	\$3,000.00
11	Hours Ground Training	@	\$55.00	=	\$605.00
3.3	Hours Pre/Post Briefing	@	\$55.00	=	\$181.50
					<b>Total: \$3,786.50</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

**ADDITIONAL AIRCRAFT RATING COURSE  
AIRPLANE MULTI-ENGINE LAND**

**Entrance Requirements:** A student enrolling in the commercial pilot multi-engine rating course must have at least a commercial pilot certificate with single-engine land and instrument-airplane ratings. Students must hold at least a class II medical certificate on the day they begin flight training to receive VA reimbursement. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	200 HP
	PA-34-200T
Dual	\$390

15	Hours Dual Time	@	\$390.00	=	\$5,850.00
15	Hours Ground Training	@	\$55.00	=	\$825.00
5	Hours Pre/Post Briefing	@	\$55.00	=	\$275.00
<b>Total:</b>					<b>\$6,950.00</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

**AIRLINE TRANSPORT PILOT TEST COURSE (ATP)  
AIRPLANE MULTI-ENGINE LAND**

**Entrance Requirements:** A student enrolling in the airline transport pilot test course must hold a commercial pilot certificate with an airplane category rating, multi-engine class rating, and instrument rating. In addition, the student must meet the experience requirements of FAR Part 61 for the issuance of an airline transport pilot certificate, have completed the FAA specified ground training requirements, and passed the FAA ATP written test. Students must hold a class I medical certificate on the day they begin flight training to receive VA reimbursement.

**Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	200 HP
	PA-34-200T
Dual	\$390

27	Hours Dual Time	@	\$390.00	=	\$10,530.00
40	Hours Ground Training	@	\$55.00	=	\$2,200.00
6.75	Hours Pre/Post Briefing	@	\$55.00	=	\$371.25
<b>Total:</b>					<b>\$13,101.25</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

## FLIGHT INSTRUCTOR CERTIFICATION COURSE AIRPLANE SINGLE-ENGINE

**Entrance Requirements:** A student enrolling in the flight instructor certification course must have a commercial pilot certificate or an airline transport pilot certificate, an airplane single-engine land rating, and an instrument-airplane rating or privilege. Students must hold at least a class II medical certificate on the day they begin flight training to receive VA reimbursement. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	180 HP	180 HP	230 HP
	C-172	C-172RG	C-182
Dual	\$210	\$220	\$235

30	Hours Dual Time	@	\$235.00	=	\$7,050.00
40	Hours Ground Training	@	\$55.00	=	\$2,200.00
10	Hours Pre/Post Briefing	@	\$55.00	=	\$550.00
<b>Total:</b>					<b>\$9,800.00</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.



**FLIGHT INSTRUCTOR INSTRUMENT CERTIFICATION COURSE  
AIRPLANE SINGLE ENGINE**

**Entrance Requirements:** A student enrolling in the flight instructor instrument certification course must have a commercial pilot certificate or airline transport pilot certificate, an airplane single-engine land rating, an instrument-airplane rating or privilege, and current flight instructor certificate. Students must hold a class II medical certificate on the day the student begins flight training to receive VA reimbursement. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	180 HP	180 HP	230 HP
	C-172	C-172RG	C-182
Dual	\$210	\$220	\$235

18	Hours Dual Time	@	\$235.00	=	\$4,230.00
15	Hours Ground Training	@	\$55.00	=	\$825.00
6	Hours Pre/Post Briefing	@	\$55.00	=	\$330.00
					<b>Total: \$5,385.00</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

**FLIGHT INSTRUCTOR CERTIFICATION COURSE  
AIRPLANE MULTI-ENGINE**

**Entrance Requirements:** A student enrolling in the multi-engine flight instructor certification course must have a commercial pilot certificate or an airline transport pilot certificate, an airplane multi-engine land rating, an instrument-airplane rating or privilege, and a current flight instructor certificate. Students must hold at least a class II medical certificate on the day they begin flight training to receive VA reimbursement. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	200 HP
	PA-34-200T
Dual	\$390

30	Hours Dual Time	@	\$390.00	=	\$11,700.00
20	Hours Ground Training	@	\$55.00	=	\$1,100.00
10	Hours Pre/Post Briefing	@	\$55.00	=	\$550.00
					<b>Total: \$13,350.00</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

**COMMERCIAL PILOT CERTIFICATION COURSE  
AIRPLANE MULTI-ENGINE LAND**

**Entrance Requirements:** A student enrolling in the commercial pilot certification course must have at least a private pilot certificate and an instrument-airplane rating (or concurrent enrollment). Students must hold at least a class II medical certificate on the day they begin flight training to VA reimbursement. Additionally, the student must have such experience and flight training that, upon completion of the course, the student meets the commercial pilot experience requirements of Part 61. **Books are not reimbursable by VA. Designated Examiner Fee and Knowledge Test fees are reimbursed by using VA form 22-0803.**

Authorized Aircraft and Hourly Rates:

	200 HP
	PA-34-200T
Dual	\$390

65	Hours Solo Time	@	\$335.00	=	\$21,775.00
55	Hours Dual Time	@	\$390.00	=	\$21,450.00
35	Hours Ground Training	@	\$55.00	=	\$1,925.00
30	Hours Pre/Post Briefing	@	\$55.00	=	\$1,650.00
<b>Total:</b>					<b>\$46,800.00</b>

Hourly rates shown are the maximum rate for the most costly aircraft in the horsepower category. Other less expensive aircraft may be used and charges will be at the rate applicable for the specific aircraft used.

**PERSONAL EQUIPMENT:**

Computers, plotters and charts are considered personal equipment and are not reimbursable.

## ACKNOWLEDGEMENT FORM

I have received a copy of the Veterans Information Bulletin (VIB 09-2), dated 28 July 2022, containing the rules, regulations and costs for flight courses and a copy of the FAA approved Training Course Outline for the specific course in which I have enrolled.

**I certify I have a current medical certificate (at least Second Class) appropriate for the level of training for which I am enrolling, and have provided the school with a copy. I will provide the school with a copy of each renewed medical certificate as long as I remain in training.**

**I acknowledge I am responsible to consult directly with the VA to understand my benefits and that I am liable to pay for any portion of my flight training not covered by the VA.**

NAME: \_\_\_\_\_  
(Print)

Social Security Number or VA Claim Number: \_\_\_\_\_

Course: \_\_\_\_\_

Date: \_\_\_\_\_ Enrolled by: \_\_\_\_\_

Student Signature: \_\_\_\_\_  
(Retain a copy for students VA file)

## **COMPLAINTS AGAINST THE SCHOOL**

Complaints against this school will be handled by the Muskogee VA regional office, which has jurisdiction over this school. The Muskogee office will reply directly to the person making the complaint, if appropriate. Please utilize the toll free VA phone number at 1-888-442-4551, or write to:

School Complaint  
Department of Veterans Affairs Regional Office  
PO Box 8888  
Muskogee, OK 74402-8888