



Elmendorf Aero Club

ADVANCED FLIGHT TRAINING INFORMATION CATALOG

AIRPORT Elmendorf AFB (PAED)

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

TELEPHONE Day and Night (907) 753-4167
Fax (907) 753-8274
Web Site www.jberaeroclub.com

SERVICES Flight Training, Aircraft Rental, and Resale of
Pilot Supplies and Charts

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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Supersedes Elmendorf Aero Club Information Catalog dated 25 February 2011
Current Until Superseded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
673d Force Support Squadron Commander

C. Administrative Officials

Mr. Paul Credit, Aero Club Manager, VA Certifying Official
Ms. Shannon Youmans, Operations Clerk, VA Certifying Official
Mr. Robert Hansen, Chief Flight Instructor, VA Certifying Official
Ms. Danielle Liebsack, Operations, VA Certifying Official

D. Instructors

Mr. Robert “Wally” Hansen, Chief Flight Instructor
Mr. Ronald Preston, Assistant Chief Instructor
Mr. Gary Satterfield, Assistant Chief Instructor
Mr. John Brown, Flight Instructor
Mr. Anton Antonovich, Flight Instructor
Mr. Paul Deits, Flight Instructor
Mr Michael Lucas, Flight Instructor
Mr. Martin Krebs, Flight Instructor
Mr. Ken Joyce, Flight Instructor
Mr. Scott Williams, Flight Instructor
Mr. Andrew Brabson, Flight Instructor

EDUCATIONAL PHILOSOPHY AND OBJECTIVES

The Elmendorf Aero Club is established as a training and recreational activity to promote aviation and boost morale among all 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 technique.

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

The objective of the school is to maintain the standards set forth in the Federal Aviation Regulation Part 141. The students will attain the knowledge, skills, and aeronautical experience necessary to meet the requirement of the particular course of instruction he/she is enrolled in.

INSTRUCTIONAL FACILITIES

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

The Elmendorf Air Force Base airfield is the operations base for training in all VA-approved 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, Kenai Automated Flight Service Station and Base Operations. 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' training 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. This room houses a Precision Flight Controls, Inc approved Basic Aviation Training Device (BATD).

The training 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 procedure information, an Internet terminal and a DUATS weather terminal, appropriate wall charts, and a safety bulletin board.

Additional facilities consist of three individual instructor briefing rooms measuring 8' x 10', an aircraft repair and maintenance facility, and an administrative, sales and 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 that students will not be distracted by other activities or by flight and maintenance operations in the hangar area or flight area.

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

Chief Flight Instructor requirements are the same as FAR Part 141.35. The Chief Flight Instructor's qualifications exceed all the requirements for FAR Part 141.

Commercial and/or ATP pilots conduct all flight training with airplane category, single-engine-land class, and instrument ratings. In addition they must hold a flight instructor certificate with airplane category and single-engine class. Each flight instructor must hold at least a current Third Class medical and meet the pertinent requirements of FAR Part 61 and 141.81.

Instructors teaching multi-engine land courses, multi-engine flight instructor courses, and Airline Transport Pilot courses must hold a commercial pilot multi-engine land class rating, as well as a multi-engine flight instructor rating.

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	N949AF	C-172R	180
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
* Simulator - Precision Flight Controls (PFC)			BATD

BATD – Basic Aviation Training Device

* For VA purposes, simulator training is considered flight training.

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	
BATD	X						

INSTRUCTIONAL SCHEDULE

Flight training is offered Monday through Sunday, excepting the following holidays:

Thanksgiving, Christmas, and New Year's Day.

Ground Training is offered seven days a week during normal hours of operation excepting holidays as noted above.

Flight training is conducted as scheduled with assigned instructor.

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

Students may enroll on any day school is in session. Veterans, servicepersons, reservists, or authorized dependents may be enrolled in only one flight course at a time. Students must possess the appropriate ratings and/or certificates and must meet the medical requirements for Commercial pilot certification (Class I for ATP) at the time training begins. A Veteran, serviceperson, 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, a 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 and shorten the veterans, servicepersons, reservists, or authorized dependents 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 an enrollment certification, and the student shall be notified.

COURSE COMPLETION POLICY

The Student must demonstrate, through passing written stage tests and flight stage tests, 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, servicepersons, 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 or other unavoidable circumstances and must be documented in the student file to be considered acceptable.

B. Veterans, servicepersons, 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:

Excellent	1	95-100%
Above Average	2	85-94%
Average	3	75-84%
Below Average	4	70-74%
Unsatisfactory	5	69% and below

B. The grade average required for completion of a course is a minimum average passing grade of 3 for ground training and 3 for flight training. When the grade average of a VA beneficiary is unsatisfactory for a calendar month, he/she 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 VA so notified.

C. Reenrollment may be approved by the Chief Flight Instructor only after evidence is shown that 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

The student 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.

The student shall at all times when on the school premises conduct him/herself in an orderly and considerate manner, and he/she 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 FAA approved training syllabus as required under Federal Aviation Regulation 141.55. Contact the Chief Flight Instructor or Manager immediately if the training syllabus is not available.

SOLO FLIGHT TIME AND CARRYING PASSENGERS

Students may **not** carry passengers during any phase of solo training flights. "Solo" flight time shall be the pilot alone in the aircraft. "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 the course, or withdraws or is discontinued there from 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 this enrollment agreement up to the first day of instruction. If a student wishes to cancel his/her 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:

Paul Credit, Manager
Shannon Youmans, Operations
Robert Hansen, Chief Flight Instructor
Ms. Danielle Liebsack, 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 servicepersons, veterans, reservists, or authorized dependents. Persons eligible to benefits under the Dependents Educational Assistance program (DEA, or Chapter 35) are not eligible to 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 to 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 benefit 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). For flight training which began between October 1, 2011, and July 31, 2012, there is an academic yearly cap of \$10,000 under Chapter 33. For flight training beginning during the 2013 academic year (August 1, 2012, through July 31, 2013), the cap is \$10,330 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. For the 2013 AY one month of entitlement would be charged for every \$860.83 paid ($\$10,330 \div 12 \text{ months} = \860.83). 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 licensed 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 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 85 hours of solo flight training in the 360 horsepower Piper Seminole at \$170.00 per hour. However, a student will typically train utilizing a far less expensive aircraft such as the Cessna 152 or Piper Warrior. **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 October 2012

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. Students are required to maintain a current card on file, if any charges can not be processed for lack of funds you have 30 days to pay for the training. After the 31st day you will be sent to collections if you have not made prior agreements with the aero club.

Students using Post 9/11 GI BILL benefits (Chpt. 33) will have flight charges **only** 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 Chpt. 33 beneficiaries will still be charged to an active credit card on file.

SIMULATOR TRAINING

For VA reporting purposes, the hours of training in flight simulators and flight training devices are dual instruction.

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 license. 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**

**INSTRUMENT RATING COURSE
AIRPLANE**

Entrance Requirements: A student enrolling in the instrument rating course must have a private pilot certificate, an airplane single-engine land rating. Students must hold at least a class II medical certificate on the day the student begins flight training to receive VA reimbursement. Students must be concurrently enrolled in the commercial 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 61. **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	Simulator
	C-172	C-172RG	C-182	PA-34-200T	*BATD
Dual	\$172	\$177	\$182	\$292	\$25

35	Hours Dual Time	@	\$292.00	=	\$10,220.00
30	Hours Ground Training	@	\$42.00	=	\$1260.00
8.75	Hours Pre/Post Briefing	@	\$42.00	=	\$367.50
Total:					\$11,847.50

BATD – Basic Aviation Training Device

** For VA purposes, simulator training is considered flight training.*

10 hours of dual simulator is authorized per Jeppesen Instrument/Commercial Syllabus page ix.

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, 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 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:

	180 HP	180 HP	230 HP
	C-172	C-172RG	C-182
Dual	\$172	\$177	\$182
Solo	\$130	\$135	\$140

65	Hours Solo Time	@	\$140.00	=	\$9100.00
55	Hours Dual Time	@	\$182.00	=	\$10,010.00
35	Hours Ground Training	@	\$42.00	=	\$1470.00
30	Hours Pre/Post Briefing	@	\$42.00	=	\$1260.00
Total:					\$21,840.00

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.

**SEAPLANE CERTIFICATION COURSE
AIRPLANE SINGLE ENGINE SEA (SES)**

Entrance requirements: A student enrolling in the seaplane certification course must have at least a private pilot certificate and an airplane single-engine land rating. Students must hold at least a class II medical certificate on the day the student begins 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
	C-172
Dual	\$187

10.5	Hours Dual Time	@	\$187.00	=	\$1963.50
11	Hours Ground Training	@	\$42.00	=	\$462.00
2.63	Hours Pre/Post Briefing	@	\$42.00	=	\$110.46
Total:					\$2535.96

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.

**SEAPLANE CERTIFICATION COURSE
AIRPLANE SINGLE ENGINE SEA (SES)**

Entrance requirements: A student enrolling in the seaplane certification course must have at least a private pilot certificate and an airplane single-engine land rating. Students must hold at least a class II medical certificate on the day the student begins 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:

	300 HP
	C-185
Dual	\$232

10.5	Hours Dual Time	@	\$237.00	=	\$2488.50
11	Hours Ground Training	@	\$42.00	=	\$462.00
2.63	Hours Pre/Post Briefing	@	\$42.00	=	\$110.46
Total:					\$3060.96

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, single-engine land and instrument-airplane ratings. Students must hold at least 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:

	200 HP
	PA-34-200T
Dual	\$292

15	Hours Dual Time	@	\$292.00	=	\$4380.00
15	Hours Ground Training	@	\$42.00	=	\$630.00
3.75	Hours Pre/Post Briefing	@	\$42.00	=	\$157.50
Total:					\$5167.50

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 airplane category rating, multi-engine class rating, and instrument rating. In addition, the student must meet the experience requirements FAR Part 61 for the issuance of an airline transport pilot certificate. Students must hold a class I 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:

	200 HP
	PA-34-200T
Dual	\$292

27	Hours Dual Time	@	\$292.00	=	\$7884.00
40	Hours Ground Training	@	\$42.00	=	\$1680.00
6.75	Hours Pre/Post Briefing	@	\$42.00	=	\$283.50
Total:					\$9847.50

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, an instrument-airplane rating or privilege. Students must hold at least 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	\$172	\$177	\$182

30	Hours Dual Time	@	\$182.00	=	\$5460.00
40	Hours Ground Training	@	\$42.00	=	\$1680.00
6.75	Hours Pre/Post Briefing	@	\$42.00	=	\$283.50
Total: \$7423.50					

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	\$172	\$177	\$182

18	Hours Dual Time	@	\$182.00	=	\$3276.00
15	Hours Ground Training	@	\$42.00	=	\$630.00
4.5	Hours Pre/Post Briefing	@	\$42.00	=	\$189.00
Total:					\$4095.00

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.

**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 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:

	200 HP
	PA-34-200T
Dual	\$292

30	Hours Dual Time	@	\$292.00	=	\$8760.00
20	Hours Ground Training	@	\$42.00	=	\$840.00
7.5	Hours Pre/Post Briefing	@	\$42.00	=	\$315.00
Total:					\$9915.00

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.

**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 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 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	\$292

65	Hours Solo Time	@	\$250.00	=	\$16,250.00
55	Hours Dual Time	@	\$292.00	=	\$16,060.00
35	Hours Ground Training	@	\$42.00	=	\$1470.00
30	Hours Pre/Post Briefing	@	\$42.00	=	\$1260.00
Total:					\$35,040.00

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.

ACKNOWLEDGEMENT FORM

I have received a copy of the Veterans Information Bulletin (VIB 09-2), dated 8 July 2014, 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.

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