



Elmendorf Aero Club

ADVANCED FLIGHT TRAINING INFORMATION CATALOG

AIRPORT Elmendorf AFB

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

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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

Approved for the training of Veterans, National Guard, Reservists and other eligible
persons under provisions of Title 38, U.S. Code

Issue date: December 6, 2009

Supersedes Elmendorf Aero Club Information Catalog dated August 25, 2008
Current Until Superseded

All material contained in this Bulletin is current, 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

3rd Mission Support Group Commander
3rd Force Support Squadron Commander

C. Administrative Officials

Mr. David H. Mitson, Aero Club Manager, VA Certifying Official
Mr. John Frederick, Chief Flight Instructor, VA Certifying Official
Mr. George Kulhanek, Asst Operations Clerk, VA Certifying Official
Ms. Alexandra Perdomo, Operations Clerk

D. Instructors

Mr. John Frederick, Chief Flight Instructor
Mr. Robert "Wally" Hansen, Assistant Chief Flight Instructor
Mr. Ronald Preston, Check Instructor
Mr. Keith Asbury, Flight Instructor
Mr. John Brown, Flight Instructor
Mr. Robert Davis, Flight Instructor
Mr. Todd Erickson, Flight Instructor
Mr. Adam Hauer, Flight Instructor
Mr. William Holm, Flight Instructor
Mr. Brian Thibodeaux, Flight Instructor
Mr. John Nealon, Flight Instructor
Mrs. Lynnette Mote, 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 Hanger 7, Bldg. 10-286, Elmendorf AFB, 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	160
Cessna	N447AF	C-172R	160
Cessna	N453SP	C-172SP	180
Cessna	N73813	C-172N	180
Cessna	N6494D	C-172N	180
Cessna	N9390B	C-172RG	180
Cessna	N98637	C-172P	180
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		
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.

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. Student ground and flight training schedules may be changed only for inclement weather, an emergency or military necessity. This change must be accomplished only through the chief flight instructor or the instructor to whom the student is assigned.

All students must be briefed on enrollment requirements and must sign an enrollment contract prior to starting training. It is highly recommended students obtain this briefing prior to applying for educational assistance such as Alaska State or Veterans Administration benefits.

To be eligible to enroll in a particular course under the Veterans Administration Program, a person must be eligible for aero club membership, have their private pilot certificate, and hold a class I or II medical certificate, as appropriate. Additionally, each student must meet the prerequisites outlined in the approved course syllabus.

To be eligible to enroll in a particular course under the Alaska Student Loan Program, a person must be eligible for aero club membership, have their private pilot certificate, and show proof of Alaska residency for one year preceding enrollment. Additionally, each student must meet the prerequisites outlined in the approved course syllabus.

A description of each course, including specific objectives, content, and length of course, and enrollment prerequisites are contained in the school's FAA-approved course syllabi under FAR Part 141.

CREDIT EVALUATION POLICY

Any credit for previous ground or flight training must be approved by the chief flight instructor and will be applied as outlined in FAR Part 141 guidelines.

The Elmendorf Aero Club cannot guarantee that course credits are transferable from one school to another. Transfer of credits is always at the discretion of the receiving school and depends on the compatibility of curriculum.

Students will be required to furnish records of flight or ground school training. Students with previous flight or ground training will be tested upon enrollment and given appropriate

credit. Evaluation will be based on a written exam, flight check, or both. Credit will be recorded on an enrollment record, and reported to the VA if applicable.

PROGRESS POLICY

Students receiving federal educational assistance benefits under Title 38, U.S. Code, are required by the State Approving Agency to fly at the rate of twenty-five hours of actual instruction per quarter (defined as every 90-day period following the date training began), weather, personal health, and aircraft availability permitting.

A student failing to meet the minimum 25-hour per quarter requirement will be placed on probation for the following 90-day period. If the student, during the probationary period, fails to fly the minimum 25 hours, his training will be interrupted, and the VA will be promptly notified. A student may be re-enrolled only after evidence is shown that the conditions causing the unsatisfactory attendance have been rectified. A student may be re-enrolled in a course only once. Any course of instruction that does not require 25 hours must be completed within a three-month period beginning from the date of enrollment.

Students receiving State of Alaska educational assistance are required by the state approving agency to log a minimum of 17 hours per month or 51 hours for a three-month period (weather, aircraft, and personal health permitting).

A state loan student must establish full-time attendance during the first three months either by logging at least 17 hours per month or 51 hours for the three months. If full-time status is not established during the first three-month period of time, the student will not be eligible for future funding even if full time status is established at a later date. An approved leave of absence will not be counted in the calculation of the first three months.

Any student who requires a leave of absence should make the request in writing. Leave of absence may be granted for military leave, TDY, or medical reasons (DNIF). Only the Chief Flight Instructor or an Aero Club VA certifying official may approve requests.

GRADING POLICY

The school's grading system for flight and ground training:

	Ground Training Grading	Flight Time Grading
Excellent	93 - 100	1
Above Average	85 - 92	2
Average	78 - 84	3
Below Average	70 - 77	4
Unsatisfactory	69 or below	5

Average required for certifying completion of course is a minimum average passing grade of 80.

If there is provided only a place to grade the complete lesson instead of each maneuver individually, it will be graded "S" for satisfactory or "I" for incomplete.

Each stage check must be completed with a satisfactory grade before proceeding to the succeeding stage of training. Each ground stage will be completed and a written test completed with a minimum grade of 80 percent before progressing to the next stage of training.

When the grade average of a student is unsatisfactory for a calendar month, he or she will be placed on probation. If, during the next month, the grade average is still unsatisfactory, he or she will be interrupted, and VA or State will be promptly notified.

Re-enrollment or re-entrance will be approved only after evidence is shown that the conditions causing the interruption for unsatisfactory progress have been rectified.

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 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 has a policy for the refund of the unused portion of tuition fees and other charges. The unused portion may be refunded if the student fails to enter the course, withdraws, or is discontinued prior to completion and the amount charged does not exceed the pro rata portion of the total charges. However, no more than \$10.00 may be retained for 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:

David H. Mitson, Manager
VA Certifying Official

John Frederick, Chief Pilot
VA Certifying Official

George Kulhanek, Asst Ops Clerk
VA Certifying Official

REIMBURSEMENT TO VETERANS, NATIONAL GUARD, RESERVISTS AND OTHER ELIGIBLE PERSONS

The U.S. Department of Veterans Affairs (VA) reimburses a duly enrolled veteran and eligible person for flight and ground training at the rate of 60 percent. The VA pays the student monthly based upon actual training received and certified to VA. No reimbursement is made for computers, plotters and charts as they are considered personal equipment. For information or for resolution of specific payment problems, the veteran should call the VA Regional Office at 1-888-442-4551.

The State of Alaska offers loans up to \$6500 per year for Instrument flight training and above.

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

PAYMENT OPTIONS/ COMPLETION OR WITHDRAWAL OF TRAINING

The Aero Club establishes an individual prepaid account for members with Alaska State Student loan. All charges will be deducted for the account for all training and resale items, however when the funds are depleted the credit card on account, for that individual, will be charged.

Students without a prepaid account 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.

All students that have withdrawn or completed their training and have prepaid monies on account will be due a refund. All refunds are reimbursed to the lending facilities upon withdrawal or completion.

FLIGHT COURSE REQUIREMENTS AND MAXIMUM FEES

Actual course charges are in relation to the specific horsepower and sophistication of aircraft flown by the student. Total course charges cannot exceed the maximum total cost shown for the course. The maximum total cost may represent a higher dollar value than the actual costs due to utilizing the highest horsepower aircraft for computation figures.

Maximum total cost pricing is a means of providing flexibility to the Elmendorf Aero Club and students for assigning an instructional program within the limitations of the FARs and the FAA-approved curriculum to meet the needs of the individual student. "Maximum Total Cost" pricing is based on the most expensive aircraft permitted and authorized for the course.

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	230 HP	200 HP	Simulator
	C-172	C-172RG	C-182	PA-34-200T	* BATD
Dual	\$190	\$205	\$230	\$310	\$70

35	hours dual flight time	@	\$310.00	=	\$10,850.00
30	hours ground training	@	\$50.00	=	\$1,500.00
8.75	hours pre/post briefing	@	\$50.00	=	\$437.50
TOTAL COST:					\$12,787.50

MAXIMUM VA REIMBURSEMENT COST (60%) = \$7,672.50

BATD – Basic Aviation Training Device

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

10 hours of dual simulator is authorized per 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	\$190	\$205	\$230
Solo	\$140	\$155	\$180

65	hours solo flight time	@	\$180.00	=	\$11,700.00
55	hours dual flight time	@	\$230.00	=	\$12,650.00
35	hours ground training	@	\$50.00	=	\$1,750.00
30	hours pre/post briefing	@	\$50.00	=	\$1,500.00
TOTAL COST:					\$27,600.00

MAXIMUM VA REIMBURSEMENT COST (60%) = \$16,560.00

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	\$ 190

10.5	hours dual flight time	@	\$190.00	=	\$1,995.00
11	hours ground training	@	\$50.00	=	\$550.00
5.5	hours pre/post briefing	@	\$50.00	=	\$275.00
TOTAL COST:					\$2,820.00

MAXIMUM VA REIMBURSEMENT COST (60%) = \$1,692.00

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.

**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	\$310

15	hours dual flight time	@	\$310.00	=	\$4,650.00
15	hours ground training	@	\$50.00	=	\$750.00
3.75	hours pre/post briefing	@	\$50.00	=	\$187.50
TOTAL COST:					\$5,587.50

MAXIMUM VA REIMBURSEMENT COST (60%) = \$3,352.50

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	\$310

27	hours dual flight time	@	\$310.00	=	\$8,370.00
40	hours ground training	@	\$50.00	=	\$2,000.00
6.75	hours pre/post briefing	@	\$50.00	=	\$337.50
TOTAL COST:					\$10,707.50

MAXIMUM VA REIMBURSEMENT COST (60%) = \$6,425.50

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	\$190	\$205	\$230

30	hours dual flight time	@	\$230.00	=	\$6,900.00
40	hours ground training	@	\$50.00	=	\$2,000.00
6.75	hours pre/post briefing	@	\$50.00	=	\$337.50
TOTAL COST:					\$9,237.50

MAXIMUM VA REIMBURSEMENT COST (60%) = \$5,542.50

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	\$190	\$205	\$230

18	hours dual flight time	@	\$230.00	=	\$4,140.00
15	hours ground training	@	\$50.00	=	\$750.00
4.5	hours pre/post briefing	@	\$50.00	=	\$225.00
TOTAL COST:					\$5,115.00

MAXIMUM VA REIMBURSEMENT COST (60%) = \$3,069.00

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	\$310

30	hours dual flight time	@	\$310.00	=	\$9,300.00
20	hours ground training	@	\$50.00	=	\$1,000.00
7.5	hours pre/post briefing	@	\$50.00	=	\$375.00
TOTAL COST:					\$10,675.00

MAXIMUM VA REIMBURSEMENT COST (60%) = \$6,405.00

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	\$310
Solo	\$260

65	hours solo flight time	@	\$260.00	=	\$16,900.00
55	hours dual flight time	@	\$310.00	=	\$17,050.00
35	hours ground training	@	\$50.00	=	\$1,750.00
30	hours pre/post briefing	@	\$50.00	=	\$1,500.00
TOTAL COST:					\$37,200.00

MAXIMUM VA REIMBURSEMENT COST (60%) = \$22,320.00

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 09-1), dated December 6, 2009, 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