



Fly Corps Aviation
100 Eddie Jungemann Drive
Savannah, GA 31408

Veterans Information Bulletin
August 2020



Veterans Information Bulletin

for

Fly Corps Aviation

- Airport:** Savannah International Airport (KSAV)
- Address:** 100 Eddie Jungemann Dr
Savannah, GA 31408
- Telephone:** Day and Night: (912) 226-2500
Flight School POC for Emergencies: (717) 226-1053
Emergency Services: 911
- Services:** Flight Training, Aircraft Sales, Rental, Lease, and Management.

Approved by the Federal Aviation Administration under FAR Part 141.
FAA Air Agency Certificate #5YCS248L

Approved by the Georgia State Approving Agency (SAA) to train veterans, servicemembers and reservists under provisions of Title 38, U. S. Code.

Effective date: January 01, 2019

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

BULLETIN VOLUME # 00003, issued June 2020, effective August 01, 2020.

Signature of School Official: Barry J. Shughart
Barry J. Shughart
Chief Operating Officer



SCHOOL GOVERNING BODY, ADMINISTRATORS, AND FACULTY

A. Owners

Chip E. Griewahn
Catrina Griewahn

B. Directors

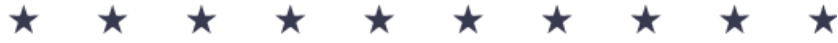
Barry J. Shughart, Chief Executive Officer, VA Certifying Official
Chip Griewahn, Chief Aviation Operations

C. Administrative Officials

Lynda Williams, Office Manager, Veterans Records Clerk
Catrina Griewahn, Accounts Receivable, VA Certifying Official
Angel Morse, Registrar

D. Instructors:

Chip E. Griewahn, Chief Flight Instructor
Cassie Rindal, Flight Instructor
Derek Bradley, Flight Instructor
Shawn McCrealy, Flight Instructor
Tim Grande, Flight Instructor
Periklis Pagaratis, Flight Instructor



I. INSTRUCTIONAL FACILITIES

Fly Corps meets the facilities requirements pertinent to 14 CFR, Part 141.43 and 14 CFR, Part 141.45 for both the Pilot Briefing Areas and the Ground Training Facilities. The facilities are located in an administrative office building attached to a hanger facility located at Sheltair FBO at the Savannah Airport.

The Flight Training Center contains a reception area, one (1) administrative office, two (2) classrooms, one (1) weather briefing and flight preparation room, two (2) simulator rooms and one (1) conference room.

Details of the reception and flight briefing areas are as follows:

- Reception area of 535 square feet, with one (1) desk, four (4) chairs, (1) one computer, one (1) locking storage cabinet and individual lockers.
- Weather briefing and flight preparation room: 176 square feet, FAA information material, long distance telephone (to reach the FSS), three (3) computers, two (2) flight preparation desks, three (3) chairs, and a printer.

Details of the training rooms are as follows:

- Classroom #1: 139 square feet, with one (1) desk, two (2) chairs, one (1) sofa, one (1) television and one (1) whiteboard. This room can accommodate three (3) students at a time.
- Classroom #2: 72 square feet, with one (1) desk, two (2) chairs, and one (1) whiteboard. This room can accommodate (1) student at one time.
- Conference Room: 310 square feet, with one (1) conference table, twelve (12) chairs and a television. This room can accommodate twelve (12) students at a time.
- Simulator Room #1: 165 square feet, with one (1) simulator, two (2) chairs and one (1) desk.
- Simulator Room #2: 165 square feet, with one (1) simulator, two (2) chairs and one (1) desk.
- Administrative Office: 108 square feet, with one (1) desk, three (3) chairs, one (1) computer and one (1) bookshelf.

All ground training facilities are well lit, and the temperature is thermostatically controlled. Each room is well ventilated and conforms to local building, sanitation, and health codes. The rooms are so designed and located that students will not be distracted by flight and maintenance operations of the airport.



II. FAR Part 141 Approved Training Courses

- Private Pilot Course
- Instrument Airplane Rating
- Commercial Pilot Course
- Additional Category Class: Airplane Multi-Engine Land
- Certified Flight Instructor
- Flight Instructor Instrument
- Airplane Multi-Engine Land Instructor

III. Graduation Certificate

Upon completion of the required course work and successful stage checks the student will be issued a graduation certificate from Fly Corps Aviation IAW FAA part 141 requirements.

IV. Formal ground school is conducted at this facility only.

V. Aircraft Inventory

<u>Make</u>	<u>Model</u>	<u>Horsepower</u>	<u>Leased</u>	<u>Owned</u>	<u>Hourly Rates</u>	
					<u>Solo</u>	<u>Dual</u>
Cessna	C-172I Skyhawk	180	1		\$145	\$220
Cessna	C-172N Skyhawk	180	2		\$145	\$220
Cessna	C-172RG Cutlass	180	1		\$185	\$260
Piper	PA28 Cherokee	180	1		\$145	\$220
Piper	PA28 Cherokee	180	1		\$145	\$220
Piper	PA28 Cherokee	140	1		\$145	\$220
Piper	PA32 Cherokee 6	300	1		\$250	\$325
Diamond	DA40	180	1		\$190	\$265
Diamond	DA42	140 x2	1		\$400	\$475
Diamond	DA42NG	170 x2	1		\$450	\$525
Simulator	SEL/MEL	N/A	2		\$85	\$150

(for VA purposes, simulator training is considered flight training)

NOTE: Except for minor substitutions a veteran, servicemember or reservist enrolled in a flight course may train only in the aircraft (a/c) approved for that course. If a particular a/c is not available for some compelling reason, the student may be permitted to train in an a/c different from that approved for the course, provided the a/c substituted will adequately meet the training requirements for this particular phase of the course. If the charge for the substituted a/c is different from the charge approved for the inventoried a/c, the reimbursement will be based on the lesser charge. When substitution becomes the practice rather than the exception, VA will suspend payments.



VI. Leasing

A veteran, servicemember, reservist, or group (all or part of whom are veterans, servicemembers or reservists) owning an airplane may lease it to this flight school and have exclusive use of the aircraft for flight training. The aircraft must meet the following: any requirements prescribed for all aircraft to be used in the course, aircraft must be listed in the approved aircraft inventory, a signed marketing agreement must be in place between the flight school and the veteran owned aircraft, and the leasing arrangement should not result in charges for flight instruction for those owning the aircraft greater than charges made to others not leasing an aircraft to the school.

VII. Instructional Schedule

Flight and Ground training is conducted Monday through Sunday except Christmas and New Year's Day from 7:00 a.m. to 12:00 midnight.

VIII. Student to Instructor Ratio

Flight Training: one instructor/one student
Ground School: 1 instructor/20 students

IX. Enrollment Policy

Students may enroll on any day school is in session. Veterans, servicemembers or reservists may be enrolled in only one flight training 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, servicemember or reservist must be in pursuit of a vocational objective in aviation (*benefits for ancillary, avocational or recreational objectives are not payable*).

NOTE: *VA education benefits cannot be paid if a student does not possess a valid second-class medical certificate at the start of each course (first class medical for Airline Transport Pilot).*

X. Prior 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, servicemembers or reservists 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.



XI. Attendance Policy

- Students receiving educational assistance benefits under Title 38 or Title 10, US Code, are required, by the state approving agency, to attend a minimum of 18 hours of actual flight instruction per quarter (defined as every 90 days following the initiation of training) weather and personal health permitting.
- A student failing to meet the minimum 18-hour flight instruction per quarter requirement will be placed on probation for the following 90-day period. If the student, during the probationary period, again fails to fly the minimum 18 hours, his training will be interrupted, and the Department of Veterans Affairs will be notified promptly. A student may be reenrolled only after evidence is shown that the conditions relating to unsatisfactory attendance have been rectified.

XII. Progress Policy

- Flight Training: A VA student who fails a Stage Check will be placed on probation. If the student fails the next Stage Check, that person's training will be terminated, and the VA promptly notified.
- Ground School: A VA student who fails to pass the FAA written examination appropriate to the aircraft certificate or rating sought will be placed on probation. If the student again fails the written exam, that person's training will be terminated, and the VA promptly notified.
- Grading System:

Excellent	93-100
Above Average	85-92
Average	78-84
Below Average	70-77
Unsatisfactory	69 or below
- Grade Average requirement for certifying completion of course is a minimum average passing grade of 70.
- 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 have their enrollment interrupted and the Department of Veterans Affairs will be promptly notified.
- The student may be reenrolled for VA benefits only after evidence is shown that conditions which caused the unsatisfactory progress to have been rectified and the



facility determines there is a reasonable likelihood that the student will progress satisfactorily.

XIII. Conduct Policy

- The student will at all times comply with Federal Aviation Regulations and applicable airport course rules. A course rules brief will be provided to the student by competent authority prior to actual flight training and as needed thereafter. Violation of FAA rules and regulations is cause for dismissal.
- The student shall, at all times when on the airfield, conduct themselves in a responsible and orderly manner, and shall appear for training in a sober and receptive condition. Violation of these conditions is cause for dismissal.
- Students dismissed for conduct will not be readmitted

XIV. Student Training Syllabus

- A student at the time of enrollment must receive a copy of the FSDO approved Student's Training Syllabus as required under FAR 141.93(a)(2). Contact the chief flight instructor immediately if the Syllabus is not provided for you.

XV. Solo Flight Time and Carrying Passengers

- Passengers shall not be carried on any solo flights as specified in the Training Course Outline during any phase of training. "Solo" flight is defined as the pilot alone in the aircraft. "Pilot in Command" may be applied to the solo requirement provided only persons authorized by the school are on board the aircraft.

XVI. Refund Policy

- 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 therefrom 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.



XVII. Reimbursement to Veterans, Servicemembers, & Reservists

- The U. S. Department of Veterans Affairs will reimburse an eligible veteran, servicemember or reservist for dual and solo flight training, preflight briefings, postflight critiques, and ground school at the rate of 60%. The allowance is paid monthly by VA to the student based upon actual training certified by the flight school as indicated on VA Form 22-6553c, “Monthly Certification of Flight Training”. Entitlement is charged based on the rate of one month for a benefit amount equal to the full-time institutional rate (plus dependents where applicable).

Example: Reporting Period 8/1/98 -- 8/31/98. Total cost of training to student this reporting period = \$1500.

$\$1500 \times 60\% = \900 reimbursed to the student this reporting period.

- No reimbursement is made for *books, examination fees, 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.
- Advanced pay is not authorized for flight training courses.

For more information or for resolution of specific payment problems the veteran, servicemember or reservist should call the VA nationwide toll-free number:

1-888-442-4551

XVIII. Maximum Reimbursable Cost

- Maximum reimbursable costs are based on the most expensive aircraft approved for a particular course. For example, the Commercial pilot course is approved for 10 hours of solo flight training in 180 horsepower Diamond Star at \$190.00 per hour. However, a student will typically train utilizing a far less expensive aircraft such as the Cessna 172 or Piper Cherokee. 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.
- 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 veterans benefits.



XIX. Simulator Training

- For VA purposes, simulator training is flight training.

XX. Medical Certification

- Veterans, service members, and reservists may receive educational benefits for flight training provided that they hold a Class II medical certificate which is still valid for second class privileges upon enrollment. **There is no waiver of this requirement.**
- A student pursuing an **Airline Transport Pilot course must have a Class I medical certificate which is still valid for first class privileges upon enrollment.**
- **No benefits can be paid for any part of a course even if a valid medical certificate is obtained during the course.** Students who dis-enroll from a course, obtain a valid medical certificate, then re-enroll may be paid VA educational benefits only for the remainder of the course after re-enrollment.

XXI. Liberty University Flight Training Affiliate

- Fly Corps Aviation is a Liberty University Flight Training Affiliate (FTA) who provides contracted, FAA Part 141, flight training provider for Liberty University School of Aeronautics (LUSOA).
- Fly Corps Aviation will provide flight training for the following Liberty University courses:

Private Pilot Flight I (AVIA220) – 3 credits

Private Pilot Flight II (AVIA225) – 3 credits

Instrument Flight (AVIA320) – 3 credits

Commercial Flight (AVIA325) – 3 credits

Commercial Flight (AVIA326) – 3 credits

Commercial Flight (AVIA327) – 3 credits

Commercial Single Engine Add-On (AVIA331) – 1 credit

Flight Instructor Certification Course (Airplane Single Engine AVIA420) – 3 credits

Flight Instructor Instrument Certification Course (Airplane AVIA422) – 1 credit

Multi Engine Flight (AVIA440) – 1 credit

Flight Instructor Certification Course (Airplane Multi Engine AVIA441) – 1 credit

Rotary Transition (AVIA334) – 3 credits



Instrument Airplane (Initial Rating)

- I. Entrance requirements:** Hold at least a Class II medical certificate, a private pilot certificate and be concurrently enrolled in the Commercial pilot course. Demonstrated ability to read, write and understand the English language.

NOTE: By statute (38 U.S.C. 3452), an individual receiving VA educational assistance must be pursuing a vocational, educational, or professional objective. If the instrument rating course were allowed to be taken first, there would be no assurance that it was taken for purposes of reaching a vocational, educational, or professional objective. Instead, it could be taken merely to add a rating to a private pilot certificate, which is not considered evidence of such an objective. By requiring that both courses be taken simultaneously, VA is helping to ensure that a student has made a commitment and is using his or her benefits to achieve a vocational objective.

This is the only instance where this procedure will be followed. This will allow payment of VA education benefits while complying with FAA requirements.

II. Authorized Aircraft and Hourly Rates:

	<u>C-172</u>	<u>PA-28</u>	<u>DA40</u>	<u>Simulator</u>
Dual:	\$220	\$240	\$265	\$150.00

35 hours dual flight time @ \$265.00 = \$9,275
 30 hours ground training @ \$75.00 = \$2,250
 8.0 hours pre/post flight briefing @\$75.00 = \$600

TOTAL CHARGES: = \$12,125

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
Designated Examiner Fee	\$600
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



Instrument Airplane Add-on

I. Entrance requirements: Hold at least a Class II medical certificate, a commercial pilot certificate and an instrument helicopter rating. Demonstrated ability to read, write and understand the English language.

II. Authorized Aircraft and Hourly Rates:

	<u>C-172</u>	<u>PA-28</u>	<u>DA40</u>	<u>Simulator</u>
Dual:	\$220	\$240	\$265	\$150.00

15 hours dual flight time @\$265.00 = \$3,975
 20 hours ground training @\$75.00 = \$1,500
 3.5 hours pre/post flight briefing @\$75.00 = \$262.5

TOTAL CHARGES: = \$5,737.5

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
Designated Examiner Fee	\$600
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



COMMERCIAL PILOT COURSE – Phase I

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a private pilot license, and demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>DA-42</u>	<u>Simulator</u>
Dual:	\$260	\$255	\$475	\$150.00
Solo:	\$185	\$190	\$0.00	\$85.00

III. Course Layout:

This course is split into three phases. Upon the completion of this phase the student will be eligible to complete the FAA Commercial Pilot Written Exam.

Phase I:

33 hours solo cross country @\$190 = \$6,270

2 hours dual @\$265 = \$530

35 hours Ground Training @\$75 = \$2625

8 hours pre/post flight briefing @\$75 = \$600

TOTAL CHARGES: \$10,025

IV. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
FAA Written Exam Fee	\$150
Facility Fee	\$250

V. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



COMMERCIAL PILOT COURSE – Phase II

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a private pilot license, and demonstrated ability to read, speak, and understand the English language and have successfully completed Commercial Pilot Course - Phase I.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>DA-42</u>	<u>Simulator</u>
Dual:	\$260	\$255	\$475	\$150.00
Solo:	\$185	\$190	\$0.00	\$85.00

III. Course Layout:

This course is split into three phases. Upon the completion of this phase the student will be eligible to complete enroll in and complete phase III.

Phase II:

55 hours dual flight training @ \$265 = \$14,575

13 hours pre/post briefing @ \$75 = \$975

TOTAL CHARGES: \$15,550

IV. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
Facility Fee	\$250

V. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



COMMERCIAL PILOT COURSE – Phase III

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a private pilot license, and demonstrated ability to read, speak, and understand the English language and have successfully completed Commercial Pilot Course - Phase II.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>DA-42</u>	<u>Simulator</u>
Dual:	\$260	\$255	\$475	\$150.00
Solo:	\$185	\$190	\$0.00	\$85.00

III. Course Layout:

This course is split into three phases. Upon the completion of this phase the student will be eligible to complete enroll in and complete the FAA Commercial Pilot Practical Exam.

Phase III:

20 hours dual MEL flight training @\$475 = \$9,500
 10 hours ASEL solo cross country @190=1,900
 7 hours pre/post briefing @\$75=\$525

TOTAL CHARGES: \$11,925

IV. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

V. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



Multi-Engine Airplane Commercial Add-on

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a commercial ASEL license with instrument privileges. Demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>DA-42</u>	<u>Simulator</u>
Dual:	\$475	\$150.00

15 hours dual flight time @\$475 = \$7,125

20 hours ground training @\$75 = \$1,500

3.0 hours pre/post briefing @\$75 = \$225

TOTAL CHARGES: \$8,850

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



Single Engine Airplane Commercial Add-on

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, an Airplane Multi-Engine Commercial pilots license and demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>Simulator</u>
Dual:	\$260	\$265	\$150.00
Solo:	\$185	\$190	\$85.00

15 hours dual flight time @\$265 = \$3,975
20 hours ground training @\$75 = \$1,500
3.0 hours pre/post briefing @\$75 = \$225

TOTAL CHARGES: \$5,700

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



ROTOR TRANSITION PROGRAM

I. **Entrance Requirements:**

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a commercial helicopter pilot license with instrument privileges. Demonstrated ability to read, speak, and understand the English language.

II. **Course Overview:**

This course is designed to combine the requirements of the Single Engine Airplane Commercial Add on and an instrument add on courses into one course.

III. **Authorized Aircraft and hourly rates:**

	<u>C-172RG</u>	<u>DA-40</u>	<u>Simulator</u>
Dual:	\$260	\$265	\$150.00
Solo:	\$185	\$190	\$85.00

60 hours dual flight time @\$265 = \$15,900

02 hours solo flight training @\$190 = \$380

40 hours ground training @\$75 = \$3,000

15 hours pre/post briefing @\$75 = \$1138

TOTAL CHARGES: \$20,418

IV. **Additional costs NOT reimbursable by VA includes:**

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

V. **Personal Equipment:**

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



INITIAL AIRPLANE FLIGHT INSTRUCTOR

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a commercial ASEL license with an instrument airplane rating. Demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>Simulator</u>
Dual:	\$220	\$265	\$150.00

25 hours dual flight time @\$265 = \$6,625

40 hours ground training @\$75 = \$3,000

06 hours pre/post briefing @\$75 = \$450

TOTAL CHARGES: \$10,075

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$1,100
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



INSTRUMENT FLIGHT INSTRUCTOR

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a commercial ASEL license with an instrument airplane rating, and a Certified Flight Instructor Certificate. Demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>C-172RG</u>	<u>DA-40</u>	<u>Simulator</u>
Dual:	\$220	\$265	\$150.00

15 hours dual flight time @\$265 = \$3,975

15 hours ground training @\$75 = \$1,125

3.75 hours pre/post briefing @\$75 = \$282

TOTAL CHARGES: \$5,381.25

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



MULTI-ENGINE FLIGHT INSTRUCTOR

I. Entrance Requirements:

Students must be at least 18 years of age at time of FAA check flight, hold at least a Class II medical certificate, a commercial AMEL license with an instrument airplane rating and a ASEL Certified Flight Instructor certificate. Demonstrated ability to read, speak, and understand the English language.

II. Authorized Aircraft and hourly rates:

	<u>DA-42</u>	<u>Simulator</u>
Dual:	\$475	\$150.00

25 hours dual flight time @\$475 = \$11,875

20 hours ground training @\$75 = \$1,500

06 hours pre/post briefing @\$75 = \$450

TOTAL CHARGES: \$13,825

III. Additional costs NOT reimbursable by VA includes:

Books	\$220
Supplies	\$100
Equipment	\$60
DPE Exam Fee	\$650
Facility Fee	\$250

IV. Personal Equipment:

Textbooks, course manuals, computers, plotters and charts are considered personal equipment and are not included in the above.

Cost of these items will vary depending on the type selected. Hours and rates shown above 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.



PROOF OF ISSUE

I have received a copy of the Veterans Information Bulletin (VIB 98-2), dated August 4, 1998, 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.

NAME: _____

Social Security Number: _xxx-xx-_____

Course: _____

Date: _____ Enrolled by: _____

Student Signature: (must be signed by student and a copy retained on file)

COMPLAINTS AGAINST THE SCHOOL

Complaints against this school will be handled by the GA State Approving. This office will reply directly to the person making the complaint, if appropriate. Please contact (404) 656-2306, or write to:

Georgia State Approving Agency
Floyd Veterans Memorial Building, Suite E-970
Atlanta, GA 30334