# UNIVERSITY OF ALASKA ANCHORAGE AVIATION TECHNOLOGY DIVISION PROFESSIONAL PILOTING PROGRAM VETERANS INFORMATION BULLETIN (VIB)

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**Services:** Flight Training, Associates and Bachelor’s Degrees

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Approved by the Federal Aviation Administration under FAR part 141.

Approved to train veterans, service members and reservists under provisions of Title 38, U. S.

Code.

I attest that all materials contained in this bulletin are true and correct in content and policy at

the time of writing.

Denise Runge, Ph.D.

Provost and Vice Chancellor for Academic Affairs

Raymond Weber, Ph.D.

Interim Dean, Community and Technical College

# SCHOOL GOVERNING BODY, ADMINISTRATORS, AND FACULTY

1. Owner

University of Alaska, Anchorage. Board of Regents

1. Administrators

Dr. Ishmael Cremer, Interim Director Aviation Technology Division Dr. Raymond Weber, Interim Dean, Community Technical College

1. Administrative Officials

Peter Clemens, VA Certifying Official

1. Instructors

NOTE: All instructors meet 141 requirements for teaching the courses that they are assigned. There is significant turnover of flight instructors currently in industry. This list will be updated on the directory website to address changes.

Greg Stoddard, Chief Flight Instructor

Paul Deits, Assistant Chief Flight Instructor

Ishmael Cremer, Interim Director

Dylan Johnson Dane Leary

Colby Meyers Cody Davidson Joseph Pease

Cassie Martin

Mark Fitch

Theodore Carlson

Annika Hansen

Caleb Harms

Ryan Nelson

Bryan Watkin

Catheline Leoni

Nicole Wollgast

Wilson Stinecipher

# INSTRUCTIONAL FACILITIES

1. The department houses state of the art Air Traffic Control simulators for both enroute radar and tower operations, flight simulators, aircraft maintenance labs (maintenance/small prototyping capable) and hangar. The ATD facilities are located at Anchorage’s Merrill Field airport. The 80,000 sq. ft. facility houses classrooms, instructional laboratories, flight operations, and flight/air traffic simulation center.
2. Formal ground school is conducted at this facility only.
3. Aircraft Inventory used for flight training:

|  |  |  |  |
| --- | --- | --- | --- |
| Make | Model | Horsepower | Owned |
| Cessna | 172 | 180 | 5 |
| Cessna | 172RG | 180 | 2 |
| Diamond | DA-20 | 125 | 3 |
| Piper | Twin Comanche | 180 | 2 |
| Redbird | Simulator | N/A | 2 |

Aircraft Tail numbers (all owned by UAA)



***NOTE:*** Except for minor substitutions a veteran, service member 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 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. Aircraft required are listed in the TCO that is provided to students.

1. Leasing

Only aircraft owned or leased by the flight school may be used for flight training courses provided by the school. No veteran, service member or reservist or group (all or part of whom are veterans, service members or reservists) owning an airplane may lease it to this flight school

# 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. Students are assigned blocks of time 3 times a week with the ability to schedule more flights per week based on their personal and their assigned instructor’s availability.

# ENROLLMENT POLICY

UAA Flight Training uses an Open Entry/Open Exit enrollment process for all flight courses. This is designed to allow continuity between flight courses and students to maintain proficiency. Provided there is availability of instructor and aircraft, students are able to register for the next flight course in the middle of the semester. However, this counts as the start of term for the course and will have 7 days to start the course. Students will have 12 calendar months to complete the course after enrollment date.

The only time a VA beneficiary may receive benefits for a concurrent enrollment in vocational flight training is when the student is pursing the commercial pilot certification (airplane single-engine, airplane multi-engine, or powered lift) and instrument rating courses. 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, service member or reservist must be in pursuit of a vocational objective in aviation.

***NOTE: VA shall not pay benefits for ancillary, avocational or recreational objectives.***

# 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, service members or reservists flight course proportionately. Even when an FM regulation indicates that it is not required, an analysis of prior credit must be performed for the purpose of VA payment. Evaluation of prior credit may be based upon a review of training records and other transcripts, oral and/or written examination, flight check or a combination thereof. Any credit granted shall be indicated on the Enrollment Certification (VA Form 22-1999), the course shortened proportionately, and the student shall be notified.

**GRADING, SATISFACTORY PROGRESS, AND INCOMPLETES**

 The 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:

| Description | Grade | Score |
| --- | --- | --- |
| Excellent | A | 90-100 |
| Above Average | B | 80-89 |
| Average | C | 70-79 |
| Below Average | D | 60-69 |
| Fail | F | <60 |

A student is considered failing when any one or a combination of the following conditions exist (as outlined in UAA’s Flight Training Manual):

* + Fails to complete a university flight course in two consecutive academic semesters.
	+ Fails a stage check after the second attempt.
	+ Fails twice in succession to complete a flight due to airsickness.
	+ Fails to maintain a passing grade average.
	+ Displays erratic performance or otherwise gives indications of poor piloting ability or judgment to the extent his/her instructor is compelled to report such occurrences to the Chief or Assistant Chief Flight Instructor.

***DESCRIPTIVE STANDARD***

* + **Satisfactory** -- The student accomplishes the required task within the tolerances specified by the TCO. Successful outcome of the task is never seriously in doubt.
	+ **Incomplete** -- The student needs additional instruction or practice to bring the maneuver/s to the required standard/s.
	+ **Unsatisfactory** – (This grade is only used for Stage Checks) The student demonstrates poor judgment in decision making or consistently exceeds standards and fails to take prompt corrective action. The outcome of the task is seriously in doubt.
1. The grade average required for completion of a course is a minimum average passing grade of 70% (Private Pilot ground requires a 80% (B) to progress to Private Pilot Flying) for ground training and C for flight training. When the grade average of a VA student is unsatisfactory, he/she will be placed on academic probation. If, during the next semester, the grade average is still unsatisfactory, the student will be terminated for the purpose of VA payment and the VA so notified.
2. 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.

# PROGRESS RECORDS

Progress records will be kept in written form in the TCO record folder appropriate to the training course. The records will be kept in a secured cabinet in the dispatch area while the student is active and in another secured cabinet in the Chief Flight Instructor's office for a period of three years after completion of the training by the student. A copy of the progress records will be provided to the student upon request.

# CONDUCT POLICY

1. The student will always 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 termination for the purpose of VA payment.
2. The student shall, always 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 termination for the purpose of VA payment.
3. The Briefing Room and all empty (non-utilized) classrooms are designated quiet areas. They may be used as a place for students to prepare for a flight lesson or to receive ground instruction. Professional conduct is mandatory at all times.
4. Student conduct requirements are described in both the Flight Operations Manual, provided in Appendix A and the Code of Student conduct located at this link:

<https://www.uaa.alaska.edu/students/conduct/>

TRAINING SYLLABUS

A student at the time of enrollment must receive a copy of the FSDO approved Training Course Outline (TCO) as required under FAR 141.55 (b). Contact the chief flight instructor immediately if the TCO is not provided for you.

# 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.

# 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 there from at any time prior to completion. All refunds will be returned within 40 days from the time of written request for refund.

# MAXIMUM REIMBURSABLE COST

1. All flight course costs are established at course enrollment and are paid to the school by the VA during course certification. Any flight training fees incurred by the student in excess of the TCO for each course are the responsibility of the student.
2. 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.

# SIMULATOR TRAINING

For VA purposes, simulator training is flight training.

# MEDICAL CERTIFICATION

Veterans, service members and reservists 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 to receive benefits for flight training, a student MUST hold a Class II medical certificate upon enrollment.

# CERTIFICATE OF COMPLETION

Upon successful completion of the end of course phase check or final test exam and, prior to the check ride with the FAA or a designated flight examiner, the Chief Flight Instructor will issue a certificate of completion to the student. A 141-course completion certificate will be issued following successful completion of any flight or ground training course.

# FLIGHT TRAINING COSTS:

1. **UAA Part 141 PRIVATE PILOT CERTIFICATION COURSE - AIRPLANE (ATP A101)**

**Entrance requirements:** Hold at least a Class II medical certificate, and a student pilot license. Demonstrated ability to read, write and understand the English language.

**PRIVATE PILOT CERTIFICATION COURSE - AIRPLANE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| DA20 or C172 | $185/hr | $55/hr |

50 Hours Flight time @ $185/hr = $9,250

40 Hours Instructor Dual Time @ $55/hr = $2,200

18 Hours pre/post briefing\* @ $55/hr = $990

**Total Cost $12,440**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

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

Books $250

Supplies $100

Designated Examiner Fee $800

# Personal Equipment

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. Hourly rate shown is 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.

# UAA PART 141 INSTRUMENT RATING AIRPLANE SINGLE-ENGINE – (ATP A126)

**Entrance requirements:** Hold at least a Class II medical certificate, and a private pilot license. Demonstrated ability to read, write and understand the English language.

# Authorized Aircraft and Hourly Rates:

**INSTRUMENT RATING AIRPLANE SINGLE-ENGINE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 | $185/hr | $55/hr |

50 Hours Flight time @ $185/hr = $9,250

50 Hours Instructor Dual Time @ $55/hr = $2,750

20 Hours pre/post briefing\* @ $55/hr = $1,100

**Total Cost $13,100**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

Advanced Training Devices (ATD’s) - These devices are Redbird FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The student has the ***option*** of completing ***some*** of the required flight time in an ATD. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF AATD**

|  |  |  |
| --- | --- | --- |
| ***STAGES*** | ***LESSONS*** | ***TOTAL TIME*** |
| I | 1 Through 9 | 5.0 Hours |
| II | 10 through 19 | 5.0 Hours |
| III | 20 through 24 | 4.0 Hours |

**Note: The maximum AATD time that can be used under FAR Part 141 for the Instrument rating Course is 14.0 hours. These hours may be applied in stages I, II, and III of this TCO. See Redbird LOA posted in AATD for limitations.**

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

Books $250

Supplies $100

Designated Examiner Fee $800

# Personal Equipment

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. Hourly rate shown is 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.

# UAA PART 141 ADDITIONAL INSTRUMENT RATING CERTIFICATION COURSE AIRPLANE SINGLE ENGINE (ATP A126)

***Note: This course is for students entering the program already holding a rotorcraft rating.***

**Entrance requirements:** Hold at least a Class II medical certificate. Demonstrated ability to read, write and understand the English language. Hold a Commercial Pilot Certificate, Rotorcraft Category with instrument rating, and an Airplane Single Engine Class Rating.

**ADDITIONAL INSTRUMENT RATING AIRPLANE SINGLE ENGINE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 | $185/hr | $55/hr |

16 Hours Flight time @ $185/hr = $2,960

16 Hours Instructor Dual Time @ $55/hr = $880

6.7 Hours pre/post @ $55/hr = $368

15 Ground Hours @ $55/hr = $825

**Total Cost $5,033**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

**LESSONS APPROPRIATE FOR USE OF FLIGHT TRAINING DEVICE**

|  |  |
| --- | --- |
| ***LESSONS*** | ***TOTAL TIME*** |
| 1 | 1.0 Hours |
| 2 | 1.0 Hours |
| 3 | 1.0 Hours |
| 4 | 1.0 Hours |
| 5 | 1.0 Hours |
| 10 | 1.0 Hours |

**Note: The maximum Flight Training Device time that can be used under FAR Part 141 for the additional Instrument Certification Course – Airplane is 6.0 hours. This course allows 6.0 hours in an AATD.**

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

Books $250

Supplies $100

Designated Examiner Fee $800

# Personal Equipment

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. Hourly rate shown is 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.

# UAA PART 141 COMMERCIAL PILOT CERTIFICATION COURSE – AIRPLANE, COMMERICIAL FLYING I - STAGE I (ATP A218)

**Entrance Requirements:** Hold at least a Class II medical certificate, a private pilot license with Instrument rating. Demonstrated ability to read, speak, and understand the English language.

**COMMERCIAL PILOT CERTIFICATION COURSE AIRPLANE SINGLE ENGINE LAND STAGE I**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 or DA 20 or C172RG | $185/hr | $55/hr |

21.5 Hours Flight time @ $185/hr = $3,977.50

14.7 Hours Instructor Dual Time @ $55/hr = $808.50

5.3 Hours pre/post briefing\* @ $55/hr = $291.50

**Total Cost $5,077.50**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

Advanced Training Devices (ATD’s) - These devices are Redbird FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The student has the ***option*** of completing ***some*** of the required flight time in an ATD. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF TRAINING DEVICES**

|  |  |  |  |
| --- | --- | --- | --- |
| ***STAGES*** | ***LESSONS*** | ***TOTAL TIME*** | ***NOTES*** |
| I | 11 | 2.0 Hours |  |
| II | 14 | 1.0 Hours | (1.0 by CFII) |
| II | 23 | 2.0 Hours | (2.0 by CFII) |
| III | 28 | 2.0 Hours | (2.0 by CFII) |
| III | 29 | 2.0 Hours |  |
| III | 31 | 6.0 Hours |  |
| III | 32 | 3.0 Hours |  |

**Note: The Total Flight Training Device time that can be used for this Commercial Course is 18.0 hours. These hours may be applied between stages I, II, and III as shown in the table above. Device time CANNOT be used for solo lessons.**

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $250

# Personal Equipment:

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. Hourly rate shown is 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.

# UAA PART 141 COMMERCIAL PILOT CERTIFICATION COURSE – AIRPLANE, COMMERCIAL FLYING II - STAGE II (ATP A219)

**Entrance Requirements:** Hold at least a Class II medical certificate, a private pilot license with Instrument rating. Demonstrated ability to read, speak, and understand the English language.

**COMMERCIAL PILOT CERTIFICATION COURSE AIRPLANE SINGLE ENGINE LAND STAGE II**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 or DA 20 or C172RG | $185/hr | $55/hr |

33 Hours Flight time @ $185/hr = $6,105

23 Hours Instructor Dual Time @ $55/hr = $1,265

4.6 Hours pre/post briefing\* @ $55/hr = $253

**Total Cost $7,623**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

Advanced Training Devices (ATD’s) - These devices are Redbird FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The student has the ***option*** of completing ***some*** of the required flight time in an ATD. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF TRAINING DEVICES**

|  |  |  |  |
| --- | --- | --- | --- |
| ***STAGES*** | ***LESSONS*** | ***TOTAL TIME*** | ***NOTES*** |
| I | 11 | 2.0 Hours |  |
| II | 14 | 1.0 Hours | (1.0 by CFII) |
| II | 23 | 2.0 Hours | (2.0 by CFII) |
| III | 28 | 2.0 Hours | (2.0 by CFII) |
| III | 29 | 2.0 Hours |  |
| III | 31 | 6.0 Hours |  |
| III | 32 | 3.0 Hours |  |

**Note: The Total Flight Training Device time that can be used for this Commercial Course is 18.0 hours. These hours may be applied between stages I, II, and III as shown in the table above. Device time CANNOT be used for solo lessons.**

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $250

# Personal Equipment:

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. Hourly rate shown is 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.

# UAA PART 141 COMMERCIAL PILOT CERTIFICATION COURSE – AIRPLANE, COMMERCIAL FLYING III - STAGE III (ATP A220)

**Entrance Requirements:** Hold at least a Class II medical certificate, a private pilot license with Instrument rating. Demonstrated ability to read, speak, and understand the English language.

**COMMERCIAL PILOT CERTIFICATION COURSE AIRPLANE SINGLE ENGINE LAND STAGE III**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 or DA 20 or C172RG | $185/hr | $55/hr |

35.5 Hours Flight time @ $185/hr = $6,567

21 Hours Instructor Dual Time @ $55/hr = $1,155

4.5 Hours pre/post briefing\* @ $55/hr = $248

**Total Cost $7,970**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

Advanced Training Devices (ATD’s) - These devices are Redbird FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The student has the ***option*** of completing ***some*** of the required flight time in an ATD. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF TRAINING DEVICES**

|  |  |  |  |
| --- | --- | --- | --- |
| ***STAGES*** | ***LESSONS*** | ***TOTAL TIME*** | ***NOTES*** |
| I | 11 | 2.0 Hours |  |
| II | 14 | 1.0 Hours | (1.0 by CFII) |
| II | 23 | 2.0 Hours | (2.0 by CFII) |
| III | 28 | 2.0 Hours | (2.0 by CFII) |
| III | 29 | 2.0 Hours |  |
| III | 31 | 6.0 Hours |  |
| III | 32 | 3.0 Hours |  |

**Note: The Total Flight Training Device time that can be used for this Commercial Course is 18.0 hours. These hours may be applied between stages I, II, and III as shown in the table above. Device time CANNOT be used for solo lessons.**

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $250

# Personal Equipment:

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. Hourly rate shown is 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.

# UAA PART 141 - ADDITIONAL AIRCRAFT CATEGORY AND CLASS COMMERCIAL PILOT AIRPLANE SINGLE ENGINE LAND (ATP A218-219-220 sections x33/x34)

***Note: This course is for students entering the program already holding a rotorcraft rating.***

**Entrance Requirements:** Hold at least a Class II medical certificate, a private pilot license with Instrument rating. Demonstrated ability to read, speak, and understand the English language. Hold a Commercial Pilot Certificate with Rotorcraft Category and Instrument rating.

**ADDITIONAL CATEGORY AND CLASS COMMERCIAL SINGLE ENGINE LAND STAGE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 or DA 20 or C172RG | $185/hr | $55/hr |

55 Hours Flight time @ $185/hr = $10,175

55 Hours Instructor Dual Time @ $55/hr = $3,025

20 Ground Hours @ $55/hr = $1,100

10.3 Hours pre/post @ $55/hr = $566

**Total Cost $14,866**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA.

Advanced Training Devices (ATD’s) - These devices are Redbird FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The student has the ***option*** of completing ***some*** of the required flight time in an ATD. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF FLIGHT TRAINING DEVICE**

|  |  |
| --- | --- |
| ***LESSONS*** | ***TIME*** |
| 1 | 1.0 Hour |
| 2 | 1.0 Hour |
| 3 | 0.5 Hours |
| 5 | 0.5 Hours |
| 17 | 2.0 Hours |
| 18 | 2.0 Hours |
| 19 | 2.0 Hours |
| 21 | 1.0 Hour-(C-208Sim) |

**Note: The maximum Flight Training Device time that can be used for this Additional Commercial Pilot Certification Course is 10.0 hrs. (6.0 Hours of Instrument Training Time has to be done in the actual airplane).**

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $250

# Personal Equipment:

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. Hourly rate shown is 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.

# UAA PART 141 - COMMERCIAL PILOT AIRPLANE ADDITIONAL MULTIENGINE LAND CLASS RATING (ATP A305)

**Entrance Requirements:** Hold at least a Class II medical certificate and Hold, at a minimum, a valid Commercial Pilot Certificate with an airplane category, single- engine Land class and Instrument Rating – Airplane. 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 Additional Aircraft Rating - Multiengine course were allowed to be taken without first obtaining a Commercial pilot certificate, 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.

**MULTI ENGINE LAND ADD ON CLASS RATING – AIRPLANE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| PA30 or PA 39 | $350/hr | $55/hr |

15 Hours Flight time @ $350/hr = $5,250

15 Hours Instructor Dual Time @ $55/hr = $825

18 Ground Hours @ $55/hr = $990

7 Hours pre/post\* @ $55/hr = $385

**Total Cost $7,450**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA.

Advanced Aviation Training Device (AATD)

These devices are Redbird SD and FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Parts 61.4(c) and 141.41(b). The student has the option of completing some of the flight training time in an approved AATD. The following table lists the flight lessons in which part of the training time could be appropriately completed using the device.

**LESSONS APPROPRIATE FOR USE OF AN AATD**

|  |  |
| --- | --- |
| ***LESSONS*** | ***TIME/HOURS*** |
| 1 | 0.5 |
| 2 | 0.5 |
| 4 | 0.5 |
| 5 | 0.5 |
| 8 | 1.0 |

**Note: 3.0 Hours of the total Training Time in this TCO can be accomplished in an AATD listed herein. Actual multi-engine airplanes listed herein must be used for at least 10 of the 15 total Flight Training Hours. All requirements listed in part 141 Appendix D 4 (d)(2) must be accomplished using the actual airplane.**

# Additional costs *NOT* reimbursable by VA includes:

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $250

# Personal Equipment:

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. Hourly rate shown is 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.

# UAA PART 141 - FLIGHT INSTRUCTOR CERTIFICATION COURSE – AIRPLANE (ATP A301)

**Entrance Requirements:** Hold at least a Class II medical certificate and hold a commercial or airline transport pilot certificate. Hold an Instrument Rating or privilege in an aircraft category and a class rating for which the course applies. Demonstrated ability to read, write and understand the English language.

**FLIGHT INSTRUCTOR CERTIFICATION COURSE - AIRPLANE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 or DA 20 | $185/hr | $55/hr |

25 Hours Flight time @ $185/hr = $4,625

25 Hours Instructor Dual Time @ $55/hr = $1,375

10 Hours pre/post\* @ $55/hr = $550

**Total Cost $6,550**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course.

FTD’s These devices are Redbird AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Part 141.41(b). The level B FFS C-208 Simulator ID# is 852. The student has the option of completing some of the required flight time in these devices. The following table lists the dual flight lessons in which all or part of the time could be appropriately completed using these devices.

**LESSONS APPROPRIATE FOR USE OF FLIGHT TRAINING DEVICE**

|  |  |
| --- | --- |
| ***LESSON*** | ***TIME*** |
| 2 | 0.5 Hours |
| 3 | 0.5 Hours |

**Note: The maximum Flight Training Device time that can be used under FAR Part 141 for the Flight Instructor Certification Course – Airplane is 1.0 hour.**

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $1500

# Personal Equipment:

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. Hourly rate shown is 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.

# ADDITIONAL FLIGHT INSTRUCTOR RATING COURSE · INSTRUMENT AIRPLANE

**Entrance Requirements:** Hold at least a Class II medical certificate and hold a commercial or airline transport pilot certificate. Hold an Instrument Rating or privilege in an aircraft category and class rating for which the course applies. Demonstrated ability to read, write and understand the English language.

**ADDITIONAL FLIGHT INSTRUCTOR CERTIFICATION COURSE - INSTRUMENT**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| C172 | $185/hr | $55/hr |

15 Hours Flight time @ $185/hr = $2,775

15 Hours Instructor Dual Time @ $55/hr = $825

15 Ground Hours @ $55/hr = $825

5 Hours pre/post\* @ $55/hr = $275

**Total Cost $4,700**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Not to be confused with ground school which is formal class training to prepare students to take the FAA written exam for that course

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $1200

# Personal Equipment:

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. Hourly rate shown is 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.

# ADDITIONAL FLIGHT INSTRUCTOR RATING COURSE AIRPLANE MULTI-ENGINE (ATP A405)

**Entrance Requirements:** Hold at least a Class II medical certificate and hold, at a minimum, a valid commercial pilot certificate with an aircraft category and class rating appropriate to the flight instructor rating for which the course applies. Hold a valid Flight Instructor Certificate with an airplane single-engine class rating. Demonstrated ability to read, write and understand the English language.

**MULTI ENGINE LAND ADD on CLASS RATING - AIRPLANE**

|  |  |  |
| --- | --- | --- |
| Authorized Aircraft | Rate | Instructor Rate |
| PA30 or PA 39 | $350/hr | $55/hr |

25 Hours Flight time @ $350/hr = $8,750

25 Hours Instructor Dual Time @ $55/hr = $1,375

20 Ground Hours @ $55/hr = $1,100

8.6 Hours pre/post\* @ $55/hr = $473

**Total Cost $11,698**

\* Preflight briefings and postflight critiques (pre/post) – must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA.

AATD - These devices are Redbird SD and FMX AATD’s (serial# 00009 and 0075) which meet the requirements of FAR Parts 61.4(c) and 141.41(b).

**USE OF AATD**

|  |  |
| --- | --- |
| ***LESSONS*** | ***TIME/HOURS*** |
| As Desired | 1.25 Total |

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

Books $250

Supplies $100

Equipment $75

Designated Examiner Fee $1200

# Personal Equipment:

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. Hourly rate shown is 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.

*Note: The costs listed above for all the flight courses are based on the minimum flight and ground lesson hours built into the syllabus for each course.  Every student learns at a different pace, and many factors can affect the rate at which students attain proficiency.  If a student needs additional training hours (more than what is listed in the syllabus), costs will exceed the projections above.***UAA Flight Operations recommends budgeting for at least 15% over minimum course costs listed here.**

# PROOF OF ISSUE

I have received a copy of the Veterans Information Bulletin (VIB 2002-1), dated February 2022, containing the rules, regulations and costs for flight courses and a copy of the FM approved Training Course Outline for the specific course in which I have enrolled.

Name:

Signature:

# SECTION VII: CONDITIONS FOR INSTITUTION APPROVAL

I certify that all information and documents submitted with this application are true and correct. I certify that the certification of all students receiving veteran's education benefits under Title 38, United States Code will be completed in an accurate and timely manner. I certify that the following required approval criteria will be complied with:

l. Adequate records will be maintained to show the progress (grades) of the student toward their educational/vocational objective. If the student's enrollment is terminated prior to completing a course or objective, the last day of attendance will be recorded in their student file and reported to the Department of Veterans Affairs (VA).

1. The institution will maintain a written record of the evaluation of all previous education and training which clearly indicates that appropriate credit has been awarded for previous education and training, with the training period shortened proportionately, and the veteran or eligible person and the VA so notified.
2. The institution's policies of academic progress and conduct will be enforced (these policies must describe the conditions under which the student will be terminated due to lack of progress toward their educational objective or engaging in unacceptable conduct).
3. Attendance records will be maintained for students enrolled in ALL courses, and policies for attendance will be enforced. The institution's policy for attendance describes circumstances under which a student will be terminated due to lack of attendance.
4. Required reports will be submitted to the VA advising them of the student's beginning and ending dates, last day of attendance if there is a termination or withdrawal, educational or vocational objective rate of pursuit, credit allowed for previous education and training, or other student status requested by the VA.
5. The institution is aware that the Code of Federal Regulations (CFR) 21.4201 requires compliance with the 85-15 enrollment restriction. The total active veteran student population may not exceed 85.
6. A copy of the school catalog, which describes all required, policies, procedures, and information, as identified in Section I of this application, will be furnished to the veteran or eligible person upon enrollment.
7. The institution will report any changes in school name/ownership, licensure, accreditation, programs, facilities, address / location, policies, catalogs, schedules, tuition and fees, faculty, and staff, etc., as soon as they become effective.
8. Representatives from the VA and the State Approving Agency will be permitted to visit the school for the purpose of reviewing records, interviewing students, inspecting facilities, and evaluating the instructional processes.
9. All institutional advertisement (ads, catalogs, published documents, website, etc.) does not and will not contain or use erroneous, deceptive, or misleading practices.
10. The institution will not use any type of 'aggressive' or 'misleading' recruiting practices for anyone eligible for veteran's education benefits.

 Denise Runge, Ph.D.

Provost and Vice Chancellor for Academic Affairs, University of Alaska Anchorage

Date: March 10, 2022

Raymond Weber, Ph.D.

Interim Dean of Community Technical College, University of Alaska Anchorage

Date: March 10, 2022

Appendix A: Policy and Safety Procedures