



**UPPER LIMIT
AVIATION**

www.upperlimitaviation.edu

SCHOOL CATALOG

Spring / Summer 2017

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INTRODUCTION

ULA AT A GLANCE

Upper Limit Aviation (ULA) is a recognized leader in its field for aircraft pilot instructor training. ULA is a post-secondary (below college level) rotor-wing and fixed-wing educational flight training provider and Federal Aviation Administration (FAA) approved pilot instructor school. ULA offers professional, comprehensive pilot program courses and training serving the objective of helping post-secondary students achieve career goals, while meeting the standards set by the aviation industry.

OUR MISSION

ULA is dedicated to producing skilled, knowledgeable pilots equipped to support the needs of the aviation industry. Through our commitment to the integrity of standardized training, we cultivate an environment of involvement, camaraderie and dialogue. While providing consistent curricula, our instructors are taught to progress with advanced courses and techniques. We work within the aviation industry to determine the skill sets required for students to succeed in a highly competitive market. By providing a safe and dynamic learning environment, our students gain the understanding that their success is our success.

We achieve our mission through:

Quality: We set and achieve high standards in everything we do.

Integrity: We never compromise long-term goals for short-term gain.

Safety: Our number one priority is to provide a safe facility for all.

Fulfillment: We strive to develop our talents and enjoy our work.

Teamwork: A staff built on open communication and respect.

Fun: We love what we do.

ULA'S PHILOSOPHY

ULA is committed to delivering consistent curricula and standardized training to prepare each student for a rewarding, successful career in the highly competitive aviation industry. Our enthusiastic flight instructors cultivate an environment of involvement, camaraderie and dialogue, creating an atmosphere that is conducive to the application of knowledge and skills students acquire in their chosen programs, along with the successful completion of each course. From the theory of flight and one-on-one instruction, to piloting their own aircraft, ULA students receive the latest FAA certified training that is recognized throughout the aviation industry. Due to our high educational standards, ULA graduates are widely accepted throughout the aviation industry.

HISTORY

Upper Limit Aviation, located in Salt Lake City, UT, was founded in the spring of 2004 by Lois Reid and Sean Reid as a single-aircraft flight school operating under FAR Part 61 and FAR 91 commercial operations. In May of that year, ULA obtained its first Part 141 certification. Within two years the fleet grew and work began on the current main campus hangar/office facility in Salt Lake City.

In 2006, ULA was qualified to train from Private Pilot to Certified Flight Instructor under FAA Part 141. It also became the only helicopter flight school in Utah to be registered as a Post-Secondary School with the State of Utah, Department of Commerce, Division of Consumer Protection. It is also

Currently, with 21 FAR Part 141 certificates, ULA offers flight training under both FAR Part 141 and Part 61. Additionally, ULA is able to host international students and is eligible at certain locations to utilize VA benefits such as the GI Bill® for those who qualify.

Upper Limit Aviation, Inc. was first approved by the Department of Homeland Security's Student and Exchange Visitor Program (SEVP) to host international students on July 24, 2006. ULA has continuously maintained good status with SEVP since that date.

[Disclosure: The following information is submitted on the best knowledge of, and the most accurate information available to ULA at the time it was available. Every effort has been made by ULA to represent the correct facts and figures contained in this document.]

STATEMENT OF INSTITUTIONAL OWNERSHIP

Upper Limit Aviation was started by, and is solely owned and operated by Lois Reid and Sean Reid, a mother and son team.

EMPLOYMENT OUTLOOK

The U.S. Bureau of Labor Statistics shows a 2015 median pay for commercial fixed-wing pilots at \$102,520 per year. The number of jobs in 2015 for this field was 119,200. The job outlook for 2014 through 2024 shows a 5% growth rate (as fast as average).

According to PayScale.com, the salary range for helicopter pilots is \$50,601 to \$128,675 (Oct. 2013).

Possible career paths for professional pilot include:

- Airlines, charter, on-demand
- Passenger or cargo transportation
- News gathering
- Movies & Film
- Air ambulance
- Search & Rescue
- Law enforcement
- Tours & sightseeing
- Logging, power line, oil & gas industry
- USFS, BLM transportation
- Firefighting
- Game Control: capture & count
- Heli-skiing
- Flight Instructor

AVERAGE STUDENT BODY PROFILE

Statistics as of June 14, 2016

FAR Part 141: 15%

FAR Part 61: 74%

Veterans: 11%

Male: 91%

Female: 9%

Student to Instructor Ratio: 1.6 to 1

Student to Operational Aircraft Ratio: 4 to 1

Full-Time Traditional Student Definition - A Full-time Traditional Student is defined as a student who is flying 3 times per week and attending ground classes at least 2 times per week. This student is expected to finish the courses in the time frame allotted for a full-time student, which times are based on FAA minimums. All time frames in the catalog are based on full-time attendance.

Part-Time Non-Traditional Student Definition - A Part-time Non-Traditional Student is one that is flying half-time or less and attending ground courses half-time. ULA acknowledges that many aviation students are often part-time, non-traditional students. These students are transitioning from a previous occupation to an aviation career. They have generally been in the work force and sometimes have families that they are supporting. ULA welcomes the part-time student and will work with their schedule to help them achieve their goals. ULA calculates part-time attendance by adding 2.5 X the full-time student timeframe in the course listings.

REGISTRATIONS & EXEMPTIONS

- ❖ ULA is REGISTERED UNDER THE UTAH PROPRIETARY SCHOOL ACT (Title 13, Chapter 34, Utah Code).

Registration under the Utah Postsecondary Proprietary School Act does not imply that the State of Utah supervises, recommends, nor accredits the institution. It is the student's responsibility to determine whether credits, degrees, or certificates from the institution will transfer to other institutions or meet employers' training requirements. This may be done by calling the prospective school or employer.

Registration under the Utah Postsecondary Proprietary School Act requires that ULA maintains a surety in the form of a bond.

ULA's Articles of Incorporation have been registered and accepted by the Utah Department of Commerce, Division of Corporations and Commercial Code and maintains a local business license.

- ❖ ULA is Exempt under the California Education code (CEC) §94874(k).

The State of California does not supervise, recommend, nor accredit the institution or any of its courses. It is the student's responsibility to determine whether credits, degrees, or certificates from the institution will transfer to other institutions or meet employers' training requirements. This may be done by calling the prospective school or employer.

- ❖ ULA is not authorized to distribute federal financial aid programs.

- ❖ As ULA is an aviation educational institution, it regulated by various governmental agencies. Some of which include the VA, DHS, and the FAA. All Part 141 courses are regulated by the FAA.

- ❖ ULA is not accredited by a regional or national accrediting agency recognized by the United States Department of Education.

As a prospective student, you are encouraged to review this catalog prior to signing an enrollment agreement.

COPYRIGHT POLICY

Upper Limit Aviation has processes in place to effectively combat the unauthorized distribution of copyrighted material and syllabi and, to the extent practicable, offer alternatives to illegal downloading, or peer-to-peer distribution of intellectual property.

Copyright infringement constitutes a violation of institutional policy and may create potential liability for both civil and criminal actions. Action on the part of the institution as a matter of policy does not remedy a user against possible legal actions from the content owner or possibly criminal actions on the part of law enforcement. Illegal downloading or distribution of copyrighted material can result in you being prosecuted in criminal court and/or sued for the damages in the civil court. Criminal penalties for first time offenders can be as high as five years in prison and \$250,000 in fines. If sued in civil court, you may be responsible for monetary damages, attorneys' fees, and civil penalties up to \$150,000 per work distributed. Use of Upper Limit Aviation's resources for unauthorized distribution of copyrighted material is forbidden.

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted syllabi.

Under certain conditions specified in the law, libraries and archives are authorized to furnish a photocopy or other reproduction. One of these specified conditions is that the photocopy or reproduction is not to be "used for any purpose other than private study, scholarship, or research." Materials may be used for limited educational purposes (in class). If a user makes a request for, or used, a photocopy or reproduction for purposes in excess of "fair use" that user may be liable for copyright infringement.

WHY ULA STANDS OUT

FACILITIES & EQUIPMENT

ULA facilities at each of its locations consist of hangar space, either leased or owned, at airport locations where general aviation occurs. Administrative offices for each location are contained within hangar spaces. Hangar spaces include sufficient space for the storage and maintenance of both rotor wing and fixed wing aircraft and the required maintenance equipment and tools necessary to maintain all ULA aircraft. Some locations will also include flight simulators. ULA's facilities, equipment, and materials meet or exceed FAA minimum standards for the training and assistance necessary to prepare students for employment in the aviation industry.

LOCATIONS

MAIN CAMPUS – Salt Lake City

With a facility at the Salt Lake International Airport (SLC, 4227' DA), ULA operates in Class Bravo (B) airspace. This location offers students daily practice in communication with air traffic control in busy and highly regulated airspace.

The majority of flights are done at high- density altitudes (above 5,000 ft.), allowing for increased instruction in power management and aircraft operation in power and lift limited situations. The close proximity of the Wasatch and Oquirrh mountain ranges introduces students to flying in the unique wind and weather conditions associated with mountain terrain. It also allows for mountain and ridge-line training, confined area operations and high density altitude training (up to 8500').

Airports

Upper Limit Aviation is based at Salt Lake International (SLC). SLC has two parallel runways, two diagonal runways and separate general aviation ramp. The helipads adjacent to the ULA hanger are used for training flight and Life Flight landings and departures.

For training purposes there are five controlled and uncontrolled airports within twenty minutes flight time of SLC that meet the requirements of FAR 141.38 for day and night flight operations. With a total of 7 instrument approaches, two (PVU and OGD) are used for training under instrument flight rules (IFR).

Home airport:

Salt Lake International (SLC) Class B VFR/IFR, controlled

Training airports:

Bolinder Field Tooele Valley (TVY)
Class G VFR, uncontrolled

Bountiful Skypark (BTF)
Class G VFR, uncontrolled

South Valley Regional (U42)
Class G VFR, uncontrolled

Ogden Hinckley (OGD)
Class D VFR/IFR, controlled

Provo Municipal (PVU)
Class D VFR/IFR, controlled

BRANCH CAMPUS – Murrieta / Temecula, California – French Valley, (7ULS)

Upper Limit's Western United States location is based in Murrieta, one of the fastest growing cities in California. Murrieta is slightly larger than its neighbor to the south, Temecula. These two cities together form the southwestern anchor of the Inland Empire region. This location has the advantage of being located in class "G" airspace just to the south of much busier class "C" airspace, which is a perfect setting for a training environment to teach interactions with control tower, approach, and departure personnel.

Airports

Upper Limit Aviation's Murrieta location is based at French Valley Airport, which is a county-owned public-use airport in southwestern Riverside County, California. It is located on Highway 79 near the cities of Murrieta and Temecula. French Valley Airport covers an area of 261 acres with one asphalt-paved runway 6,000 feet long. Along with the approximately 170 general aviation aircraft based at the field. There is also a Wings and Rotors Air Museum with military displays and flyable helicopters. The class "G" airspace works very well for training purposes, as there are no delays to departure and arrival traffic. For training purposes ULA/Murrieta has 8 other airports within 20-minutes flight time. With multiple locations, approaches, uncontrolled and controlled airspace, ULA Murrieta is an ideal training location.

Home airport:

French Valley (F70) Class G Surface VFR/IFR, uncontrolled (1,350')

Training airports:

Riverside (KRAL)
Class D VFR/IFR, Controlled (819')

Corona (KAJO)
Class G VFR/IFR, Uncontrolled
(533')

Flabob (KRIR)
Class G VFR/IFR, Uncontrolled
(767')

Banning (KBNG)
Class G VFR, Uncontrolled (2,222')

Hemet-Ryan (KHMT)
Class G VFR/IFR, Uncontrolled
(1,512')

Fallbrook (L18)
Class G VFR/IFR, Uncontrolled
(708')

McClellan-Palomar (KCRQ)
Class D VFR/IFR, Controlled (331')

Oceanside (KOKB)
Class G VFR/IFR, Uncontrolled (28'

AIRCRAFT & FLIGHT SIMULATORS

In accordance with the standards of the aviation training industry, all aircraft are maintained and operated by ULA and meet the requirements of FAR 141.39 and are equipped with the avionics for day and night flight as specified in FAR 91.205.

Students also have the opportunity to train in an FAA approved FlyIt Simulator®. The simulator is used primarily as a supplement to the instrument-training course; however, it can be used for training in the private and commercial courses.

SAFETY & MAINTENANCE

Safety is a top priority at Upper Limit Aviation. ULA maintains its operations in compliance with all ordinances, laws, and codes relative to the safety and health of all persons upon its premises.

Upper Limit Aviation approaches safety from a perspective focused on continual improvement. Upper Limit Aviation utilizes a **Safety Management System (SMS)**. The SMS enables ULA to be proactive and predictive, seeking out problems before they become accident causal factors. ULA strives for continual improvement by constantly identifying and managing risk and measuring performance.

The principal purpose of our SMS is to identify risk and systematically manage it. This is advancement from the previous ideologies that merely comply with set safety requirements. Traditionally, safety and accident prevention methods have been reactionary, waiting for events or accidents to take place before initiating an investigation and determining the cause.

The majority of ULA aircraft are equipped with trackers so that an aircraft can be followed and flights can be reviewed to verify flight details.

ADMINISTRATION & FACULTY

All administrators and faculty at Upper Limit Aviation are required to have educational backgrounds and experience commensurate with their positions and responsibilities within the school's administration. Faculty must meet the requirements necessary to provide FAA certified instruction. Please see "Appendix – ULA" for a full list of administration and faculty.

COMPUTER ASSISTED TESTING CENTER (CATS)

Utah:

Upper Limit Aviation's main campus in Salt Lake City is a certified on-site Computer Assisted Testing Service (CATS) center. As a student progresses through their training, each certificate or rating requires at least one FAA written test. Through its CATS center in Salt Lake City, ULA has the ability of administering all FAA written exams. Other ULA campuses utilize different off-site providers for CATS testing. Your local campus can provide further information specific to the campus you attend.

California:

ULA will be able to provide this service to our students in the near future. In the meantime, please visit the following website to locate the nearest CATS testing center:

<http://candidate.catstest.com/sitesearch.php>

ADMISSIONS PROCEDURES

REQUIREMENTS FOR ENROLLMENT

A student must be:

- 17 years old at the start of training
- 18 at time of Private Pilot FAA written exam
- Be able to read, write and speak English

Additionally, students must have:

- High school diploma, GED certificate or equivalent
- Valid photo I.D.
- Passport or birth certificate
- Second-class medical certificate
- Evidence of funds for your training

CREDIT FOR PREVIOUS FLIGHT TRAINING

Upper Limit Aviation will accept all previous ratings granted by the FAA. All applicable pilot certificates or ratings that the student currently holds will be applied towards the courses in which they enroll. Credit for previous pilot experience and knowledge, which did not result in a certificate or rating, will be applied towards the curriculum requirements of a course in accordance with FAR 141.77 or FAR 61. All Veteran students must be evaluated for previous educational experience and granted appropriate credit towards their program and tuition based upon the results of the evaluation. Please see "Transfer of Credits" in the "Appendix - ULA Policies" section of this catalog.

STEPS FOR ADMISSION TO ULA – Domestic Students

1. Visit a ULA facility: A tour of a facility will give students a better understanding of the classroom area, training and utility aircraft, the class B (bravo) airspace and the high traffic runways adjacent ULA's hangar.

Take an introductory flight: Upper Limit Aviation believes that taking a flight in which a potential student learns the safety procedures and controls of the primary training aircraft is the best way to determine if flight training is the right career path.

2. Obtain a second-class medical: While not required by the FAA, Upper Limit's school policy is that all students must obtain a minimum of a second-class class medical before beginning training. Non-rated pilots must obtain a *FAA Medical Certificate Second Class and Student Pilot Certificate*.

3. Financial assistance: Funding is a necessary component to flight training. Upper Limit Aviation requires all students to provide proof of funding prior to beginning their training. While ULA does not provide loans to students, it can give potential students a list of sources for obtaining financial aid. It is the student's responsibility to procure their own financial aid. Financial assistance through all sources is eligible only for those who qualify.

4. Complete an online admissions application and enrollment forms: A member of ULA's staff will go over each stage of the enrollment paperwork with the enrollee, including that which is required by the Transportation Safety Administration. If a student feels, for any reason, they may not be able to pass the TSA General Aviation badge background check required of all aviation students, please contact ULA.

www.upperlimitaviation.edu

**To start the enrollment process: go
to the "Admissions" tab.**

- A 72-hour cooling off period is required between date of enrollment and date of training. All signed contracts can be rescinded within this period and all monies on account refunded, minus any fees for flight or ground training provided within the 72-hour cooling off period.

STEPS FOR ADMISSION TO ULA – International Students [outside the U.S.]

1. Visit the website below and follow the steps outlined:

<https://studyinthestates.dhs.gov/>

2. Call Upper Limit Aviation and ask for an I-20 form
3. Also ask for an International student manual.
 - a. Follow the steps outlined in the manual

STEPS FOR ADMISSION TO ULA – International Students [inside the U.S.]

1. Visit our website and fill out an application:

www.upperlimitaviation.edu

2. Call or email Upper Limit Aviation and ask for an instruction manual.
 - a. Follow the steps outlined in the manual

ENGLISH LANGUAGE PROFICIENCY

ULA reserves the right to require a TOEFL minimum score of 550 for the paper, and 75 for the TOEFL iBT. Please keep in mind that all aviation training is done in English, and that it is a perishable skill if not fully understood. Attainment of your educational goals, in a timely manner, depends upon your ability to learn aviation concepts and principles in the English language.

LANGUAGE TUTORS

ULA will arrange to get a tutor for an international student, if help is wanted/needed with any portion of aviation education at ULA. An additional cost will be added to the student's tuition. A student may ask the flight instructor or anyone at ULA for this added service.

INSTRUCTION

TRAINING

Instructors at ULA are trained to recognize hazardous attitudes in their students and supply them with coping strategies to deal with the stresses that could ultimately put the student and the instructor at risk. Upper Limit Aviation's instructors and administrative staff follow seven basic rules:

- Motivate Students
- Keep Students Informed
- Approach Students as Individuals
- Give Credit When Due
- Criticize Constructively
- Be Consistent
- Admit Errors

Flight training at ULA is one-on-one. Individual classrooms accommodate one instructor and a single student. When an instructor deems group ground instruction beneficial a larger classroom/conference area is available. Each room is equipped with teaching tools that allow the student to learn in an effective and efficient manner.

MEDICAL CERTIFICATE

While a third-class medical is all the FAA requires for student pilots, ULA suggests all students obtain a second-class medical.

With an approximate cost of \$85.00 students can obtain a medical from any FAA-authorized aviation medical examiner (AME). The FAA lists AME's by state, county and city at www.faa.gov/pilots/amelocator/.

1st class: First-class is designed for the airline transport pilot. For pilots under 40 years of age, first class medical certificates expire on the last day of the month they were issued, one year from the date of issue. For all others, they are valid until the last day of the month, six months after they were issued. The certificate holder may then only exercise the privileges of a third-class medical.

2nd class: Second-class is for the commercial pilot. Second class certificates are valid until the last day of the month, twelve months after they were issued. The certificate holder may then only exercise the privileges of a third class medical certificate.

3rd class: Third-class is designed for the student, recreational and private pilots. For pilots under 40 years of age, third class medical certificates expire on the last day of the month they were issued, five years from the date of issue. For all others, they expire on the last day of the month of issue, two years from the date of issue.

Special Issuance: Pilots who do not meet the requirements of a medical certificate may be issued one under a *Special Issuance*. A special issuance is a waiver for a disqualifying condition and is evaluated on a case-by-case basis depending on the class of certificate requested. Minor problems can be overcome by a special issuance from an Aviation Medical Examiner, while others require a special issuance from the FAA directly.

Restrictions: Restrictions may be placed upon a medical certificate to mitigate any concern for safety. For instance, color-blind pilots are typically issued restriction reading. In many cases these restrictions can be removed through a *Statement of Demonstrated Ability* (SODA), or a *Letter of Evidence* from the FAA.

GRADING

A student's performance will be evaluated after each flight and documented in the student's grade folder. Upper Limit Aviation does not acknowledge incompletes (I), course repetitions nor does it offer non-credit remedial courses.

The instructor will evaluate each maneuver practiced using the following grading system:

- 1 – Excellent 2 – Above Average 3 – Average 4 – Below Average 5 – Unsatisfactory

GROUND LESSONS

Ground lessons are grouped into stages that are taught together with the corresponding flight stage. A written exam will be administered at the end of each stage. If the written exam is not satisfactorily completed with a score of 80% or higher, the student is required to retake the exam within 15 days.

Failure to achieve a score of 80 percent twice in a row will result in the student being placed on probation. If, after another 15 days, the student is unable to obtain a score of 80 percent on the exam, they will be referred to the Chief Flight Instructor.

STAGE CHECKS

For each course in a student's chosen program, there are multiple stage checks. These are designed to monitor each student's progress and understanding of aviation concepts and principles, and to see if they are able to incorporate the knowledge they have gained from the ground lessons into the flight lessons. Students must achieve an average score of 3 on each Stage Check before progressing to the next stage of training. If a student fails to achieve an average score of 3, they will be required to retake the Stage Check within 15 days. Please see "Grading" on the prior page.

Failure to achieve an average score of 3 twice in a row will result in the student being placed on stage check probation, which is separate from the school's general academic probation. If, while on stage check probation, the student is unable to obtain an average score of 3 they will be withdrawn from the course.

FLIGHT SCHEDULING

It is recommended that a student check the online schedule prior to their flight in order to confirm the schedule and aircraft status.

The scheduling of aircraft is on a first-come-first-served basis. Students must schedule their flights through My Flight Train with the recommendation of scheduling several weeks of flights in advance. Upper Limit Aviation is not responsible for lost flight time due to another pilot's actions or down time due to aircraft maintenance. If a scheduling or maintenance problem arises, students will be notified of the aircraft's current status. Every effort will be made to return aircraft under maintenance to service as soon as possible. However, our number one consideration is safety.

SCHOOL HOURS

The school is open from 8:00 AM to 6:00 PM Monday through Friday. Students may also schedule flights outside of normal business hours through their instructor.

SCHOOL HOLIDAYS & STUDENT VACATIONS

Holidays: ULA observes the following

- New Year's Day
- 4th of July
- Thanksgiving
- Christmas

Vacations: All students are allowed 2 weeks of vacation per year.

STUDENT TO TEACHER RATIO

The maximum number of students per ground class taught by one ULA instructor is 20. The student to instructor ratio for flight labs is: 1:1.

AIRCRAFT & INSTRUCTOR RATES

Billing of flight time is done directly from the Hobbs meter of each helicopter flight. If the Hobbs meter is inoperative, for billing - the tachometer time will be multiplied by 1.2 for local flights and 1.1 for cross-country flights.

AIRCRAFT RATES (hourly - including fuel):

	<u>With Instructor</u>	<u>Without Instructor</u>
R22 Beta II	\$ 318.00	\$263.00
R44 Raven II	\$ 535.00	\$480.00
Cessna 152	\$180.00	\$125.00*
Cessna 172	\$ 220.00	\$165.00*
Tecnam P2006T	\$ 325.00	\$270.00*
Bell or Eurocopter	-	\$2,000.00

*Only these aircraft may be rented by the public

ROTORCRAFT HELICOPTER INSTRUCTOR RATES (hourly):

Flight/Ground Instruction R-22/R-44	\$ 55.00
Flight /Ground Instruction Turbine	\$ 55.00
Pre/Post Flight Safety Check	\$ 55.00

FIXED-WING AIRPLANE INSTRUCTOR RATES (hourly):

Flight/Ground instruction	\$55.00
Pre/Post Flight Safety Check	\$55.00
Flight/Ground instruction - Multi-engine or complex aircraft	\$55.00

Additional Miscellaneous Rates and Fees:

Headset rental	\$ 5.00
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NOTES:

- Hours shown reflect FAA minimums, actual costs may be higher.
- FAA regulations require 200 hours of helicopter flight time to instruct in a Robinson R-22. Students should budget for a minimum of 200 hours.
- Students should budget between \$500-\$800 USD per each FAA practical examination.
- Prices in this catalog are for both our Salt Lake City, UT and Temecula, CA locations.
- Prices are effective January 1, 2017 and **ALL PRICES ARE SUBJECT TO CHANGE.**
- Fuel prices are subject to change based on market conditions

ULA PROVIDES THE FOLLOWING TRAINING COURSES:

Private Pilot	<ul style="list-style-type: none"> • Rotorcraft Helicopter • Airplane Single Engine Land
Commercial Pilot	<ul style="list-style-type: none"> • Rotorcraft Helicopter • Airplane Single Engine Land • Airplane Multi-Engine Land
Instrument Rating	<ul style="list-style-type: none"> • Rotorcraft Helicopter • Airplane
Flight Instructor	<ul style="list-style-type: none"> • Rotorcraft Helicopter • Rotorcraft Helicopter Instrument • Airplane Single Engine Land • Airplane Multi Engine Land • Airplane Instrument
Additional Aircraft Ratings	<ul style="list-style-type: none"> • Rotorcraft Helicopter- Private Added Category • Rotorcraft Helicopter-Commercial Add-On • Rotorcraft Helicopter- Instrument • Airplane Single Engine Land Private Add-On • Airplane Multi-Engine Land Private Add-On • Airplane Multi-Engine Land Commercial Add-On • Airplane Instrument
Special Preparation Course	<ul style="list-style-type: none"> • Rotorcraft External- Load Operations
Special Curricula	<ul style="list-style-type: none"> • Mountain Flying • Turbine Transition • Robinson R-22 Transition • Robinson R-44 Transition • SFAR 73 Transition • Commercial Pilot and Instrument Rating

COURSES – TIME TO COMPLETE	WEEKS	HOURS
ROTORCRAFT		
Private Pilot RH Certification – Part 141	8 - 30	100.5
Private Pilot RH Certification – Part 61	8 - 30	99.5
Private Pilot RH Add-On Rating - Part 141	5 - 12	45.0
Private Pilot RH Add-On Rating - Part 61	5 - 12	60.0
Commercial Pilot RH Certification – Part 141	6 - 16	191.5
Commercial Pilot RH Certification – Part 61	6 - 16	150.0
Commercial Pilot RH Add-On Rating - Part 141	5 - 12	66.0
Instrument Rating – Part 141	6 - 12	77.5
Instrument Rating – Part 61	6 - 12	95.0
Instrument Add-On - Part 141	2 - 10	42.0
Certified Flight Instructor – Part 141	2 - 10	74.0
Certified Flight Instructor – Part 61	2 - 10	58.5
Certified Flight Instrument Instructor – Part 141	2 - 10	36.5
Certified Flight Instrument Instructor – Part 61	2 - 10	23.0
Special Operations Mountain Flying	2 - 3	25.0
Special Operations External Load Training	2 - 3	29.0
Special Operations Robinson R-44 Transition Course	.5	12
Special Operations Robinson R-22 Transition Course	1.5	17.0
Special Operations Turbine Transition Course	2 - 3	16.0
Special Operations SFAR 73 Transition Course	10 - 30	67.0
Special Commercial Pilot / Instrument Rating	12 - 16	205.5
AIRPLANE		
Private Pilot Airplane SEL Course – Part 141	8 - 20	94.5
Private Pilot Airplane SEL Course – Part 61	8 - 20	101.5
Private Pilot Airplane SEL Course Add-On – Part 141	6 - 12	40.0
Private Pilot Airplane MEL Course Add-On – Part 141	6 - 12	41.0
Private Pilot Airplane MEL Course Add-On – Part 61	8 - 20	78.5
Commercial Airplane SEL Course – Part 141	8 - 12	186.0
Commercial Airplane SEL Course – Part 61	8 - 20	226.5
Commercial Airplane MEL Course – Part 141	8 - 12	185.5
Commercial Airplane MEL Course – Part 61	8 - 20	269.5
Commercial Airplane MEL Add-On – Part 141	6 - 12	41.0
Instrument Airplane Course – Part 141	6 - 12	79.5
Instrument Airplane Course – Part 61	8 - 20	95.5
Instrument Airplane Add-On – Part 141	6 - 12	46.0
Certified Flight Instructor (CFI) Airplane SEL – Part 141	6 - 12	71.0
Certified Flight Instructor (CFI) Airplane SEL – Part 61	8 - 20	77.5
Certified Flight Instructor (CFI) Airplane MEL – Part 141	6 - 12	59.0
Certified Flight Instructor (CFI) Airplane MEL – Part 61	8 - 20	77.5
Certified Flight Instructor (CFII) Airplane – Instrument – Part 141	6 - 12	35.0
Certified Flight Instructor (CFII) Airplane – Instrument – Part 61	8 - 20	39.0

PROGRAMS: HOURS TO COMPLETE & FEES

FIXED-WING:

Private Pilot (Avocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
<ul style="list-style-type: none"> • Private Pilot Certificate ◦ MEL Add-on 	101.5 78.5	93.0 41.0	61.5/40 38.5/40	53/40 21/20	\$10,582.50 \$15,117.50	\$9,730.00 \$7,655.00

Certified Flight Instructor [CFI] (Vocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
◦ MEL Add-on	78.5	41.0	38.5/40	21/20	\$15,117.50	\$7,655.00
• Instrument Rating	95.5	79.5	45.5/50	44.5/35	\$11,502.50	\$8,747.50
• Commercial Pilot Certificate						
◦ SEL	269.5	186.0	109.5/160	66/120	\$37,722.5	\$21,630.00
◦ MEL	269.5	185.5	109.5/160	65.5/120	\$58,022.50	\$42,602.50
• Certified Flight Instructor Certificate						
◦ SEL	77.5	71.0	42.5/25	46/25	\$8,040.00	\$7,030.00
◦ MEL	77.5	59.0	42.5/25	34/25	\$11,012.50	\$9,995.00

Certified Flight Instructor Instrument [CFII] (Vocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
<ul style="list-style-type: none"> • Certified Flight Instructor Instrument Certificate ◦ SEL 	39.0	35.0	24/15	20/15	\$4,020.00	\$3,800.00
<u>Pre-Requisites:</u>	1. Private Pilot Certificate 2. Instrument Rating Certificate			3. Commercial Pilot Certificate 4. Certified Flight Instructor Certificate		

Pricing as of January 1, 2017

Methods of payment: credit cards, personal checks & funding directly from bank from which financial has been procured.

ALL PRICES ARE SUBJECT TO CHANGE.

Note: According to the FAA, the average Private Pilot certificate is now earned at 60-75 flight hours. To provide realistic expectations within a practical time frame, students should expect to need and include these additional flight hours into the private pilot training. These labs list only FAA minimum hours and the associated minimum pricing.

PROGRAMS: HOURS TO COMPLETE & FEES

ROTOR-WING:

Private Pilot (Avocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
• Private Pilot Certificate	99.5	100.5	59.5/40	61.5/39	\$15,442.50	\$15,509.50

Certified Flight Instructor [CFI] (Vocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
• Instrument Rating Certificate	95.0	77.5	45/50	42.5/35	\$29,225.00	\$21,062.50
• Commercial Pilot Certificate	150.0	191.5	50/100	76.5/115	\$34,000.00	\$40,777.50
• Certified Flight Instructor Certificate	58.5	74.0	38.5/20	49/25	\$8,447.50	\$10,645.00

Certified Flight Instructor Instrument [CFII] (Vocational):

Courses	Hours to Complete		Hours to Complete		Cost	
	Part 61	Part 141	Part 61 Grd/Flt	Part 141 Grd/Flt	Part 61	Part 141
• Certified Flight Instructor Instrument Certificate	23.0	36.5	13/10	21.5/15	\$6,065.00	\$9,207.50
<u>Pre-Requisites:</u>	1. Private Pilot Certificate 2. Instrument Rating Certificate		3. Commercial Pilot Certificate 4. Certified Flight Instructor Certificate			

Pricing as of January 1, 2017

Methods of payment: credit cards, personal checks & funding directly from bank from which financial aid has been procured.

ALL PRICES ARE SUBJECT TO CHANGE.

Note: According to the FAA, the average Private Pilot certificate is now earned at 60-75 flight hours. To provide realistic expectations within a practical time frame, students should expect to need and include these additional flight hours into the private pilot training. These labs list only FAA minimum hours and the associated minimum pricing.

BOOKS & SUPPLIES

<u>Stage One</u>	<u>Price</u>	<u>Private RW Kit List (optional)</u>	<u>Price</u>
FAA Rotorcraft or Airplane Flying Handbook	\$15.42	AFD	\$5.30
FAA Pilot's Handbook of Aeronautical Knowledge	\$28.93	Aircraft Systems	\$23.37
R22 POH	\$56.25	Backpack	\$197.96
FAR / AIM	\$16.45	E6B	\$17.37
Private Pilot Syllabus	\$15.00	FAA Aviation Weather Services	\$12.47
Pilot Log Book	\$11.95	FAR-AIM	\$16.45
Headset H-10-26RW	\$295.90	Flight suit	\$175.00
Rotating Plotter	\$16.38	Headset H10-26RW	\$315
E6-B Flight Computer	\$10.50	Helicopter Flying Handbook	\$8.47
Air Classics Metal Flight Computer	\$27.00	Knee board	\$33.05
		Oral Exam Guide (private)	\$6.47
		Pilot's handbook of aeronautical Knowledge	\$17.33
		Pilot Logbook	\$9.07
		Practical Test Standard (Private)	\$2.97
		Prepware (Private)	\$59.95
		R44 POH	\$62.50
		Temecula Sectional chart	\$9.75
		Ultimate Rotating Plotter	\$9.83
		Weight & Balance	\$4.97
		TAC Chart	\$9.75
		Syllabi	Free
<u>Stage Two</u>			
Private Pilot Written Test Prep Book or Prepware DVD	\$54.95		
CX-2 Flight Pathfinder Computer	\$79.95		
IFR Enroute Low Altitude US	\$5.25		
LV Dura Chart	\$9.75		
VFR Terminal Area Chart SLC	\$9.75		
VFR Terminal Area Chart LV	\$9.75		
Applicable Airport Facility Directory	\$7.00		
Kneeboard	\$35.95		
Navigation Logs	\$12.99		
<u>Stage Three</u>			
PTS Private	\$4.95		
OEG Private	\$12.95		
OEG Commercial	\$12.94		
<u>Additional Books for Private, Commercial, Instrument, and CFI</u>		<u>Commercial RW Kit List (optional)</u>	
PTS Instrument Rating	\$9.90	Everything Explained for the Pro Pilot	\$59.95
PTS Flight Instructor Instrument	\$4.95	OEG-Commercial	\$12.95
PTS Commercial Pilot	\$4.94	PTS (Comm / CFI)	\$5.95
OEG CFI	\$12.95	Prepware: Commercial Bundle	\$54.95
OEG Instrument	\$12.95	Principles of Helicopter Flight	\$24.95
OEG Flight Instructor Instrument	\$12.95	Syllabi	Free
Rotary Wing Flight	\$15.95		
Instrument Procedure Handbook	\$29.95		
Aviation Weather	\$51.44		
Principals of Helicopter Flight	\$24.95		
TPB Instrument	\$59.95		
TPB Commercial	\$54.95		
TPB Instructor	\$59.95		
Aviation Instructors Handbook	\$19.95		
Instrument Flying Handbook	\$24.96		
Aircraft Weight and Balance Handbook	\$7.66		
Pilots Manual Instrument	\$59.95		
Flight Instructor PTS	\$17.95		
Aircraft Systems for Pilots	\$31.28		
R44 II POH	\$62.50		
Microphone Protector	\$4.38		
Hats	\$16.50		
Lanyards	\$5.95		

*All prices are variable and can change at any time

**Students are expected to keep current charts, AFD, TERPS, POH / Flight Manuals. This is your responsibility not only for stage checks and check rides, but also as a responsible pilot.

COURSE DESCRIPTIONS

ROTORCRAFT PRIVATE PILOT CERTIFICATION

Objective:

Students will gain all of the knowledge and skills necessary to successfully complete the Private Pilot Practical Test administered by the Federal Aviation Administration (FAA). The Private Pilot Rotorcraft rating is a prerequisite enrollment into the Commercial Pilot Certificate Course.

Description:

The ground component of the training will allow the student to gain the basic aeronautical knowledge to safely operate the helicopter within FAA guidelines. Areas of study will include: basic and advanced aerodynamics, the National Airspace System, meteorology and weather information, cross-country flight planning, and performance and limitations of the helicopter. The flight component of the course will give the student the skills to perform basic maneuvers including: take-off to and landing from a hover, various approaches and take-offs, hovering maneuvers and more. Students gain the ability to operate the helicopter in both towered and uncontrolled flight environments. In addition, the student will learn to successfully respond to emergency situations by learning to perform auto rotations, low rotor RPM recovery, and settling with power recovery.

Note: According to the FAA, the average Private Pilot certificate is now earned at 60-75 flight hours. To provide realistic expectations within a practical time frame, students should expect to need and include these additional flight hours into the private pilot training. The following courses list only FAA minimum hours and the associated minimum pricing.

FAA PART 141 ROTORCRAFT PRIVATE PILOT CERTIFICATION

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

100.5 total Clock hours / 39 hours flight time

Minimum course cost: \$15,509.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 to 30 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a private pilot certificate, as specified in 14 CFR Appendix B to Part §141, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot certificate with a helicopter category, rotorcraft class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- FAA medical certificate
- Pass the FAA written knowledge test

- Pass the FAA practical test
- Log 35 hours of flight, including 5 hours solo

Course includes:

- 34 hours dual R-22 VFR flight training
- 5 hours R-22 solo flight training
- 35 hours ground instruction
- 26.5 hours pre/post flight

PART 61 ROTORCRAFT PRIVATE PILOT CERTIFICATION

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

99.5 total clock hours / 40 hours flight time

Minimum course cost: \$15,442.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 30 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a private pilot certificate, as specified in 14 CFR §61.109, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot certificate with a rotorcraft category, helicopter class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- FAA medical certificate Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 40 hours of flight including 10 hours solo

Course includes:

- 30 hours dual R-22 VFR flight training
- 10 hours R-22 supervised solo flight training
- 40 hours ground instruction
- 19.5 hours pre/post flight

FAA PART 141 ROTORCRAFT PRIVATE PILOT ADD – ON RATING

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

45 total clock hours / 20 flight hours

Minimum course cost: \$ 7,652.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 5-12 weeks

Objective:

This course is designed for a student who is already a rated pilot, but does not hold a helicopter/rotorcraft rating. The student will develop the aeronautical skills and experience to meet the requirements for a private pilot add-on certificate, as specified in 14 CFR Appendix I to Part §141, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot add-on certificate with a rotorcraft category, helicopter class. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA Requirements:

- Hold a previous Private Pilot rating (other than helicopter/rotorcraft)
- FAA Medical Certificate
- Pass the FAA Practical Test
- Log 20 hours flight time

Course includes:

- 18.5 hours dual VFR flight training
- 1.5 hours solo flight training
- 15 hours ground instruction
- 10 hours pre/post flight

PART 61 ROTORCRAFT PRIVATE PILOT ADD-ON RATING

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

60 clock hours / 30 flight hours

Minimum course cost: \$ 10,640.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 5 -12 weeks

Objective:

This course is designed for a student who is already a rated pilot, but does not hold a helicopter/rotorcraft rating. The student will develop the aeronautical skills and experience to meet the requirements for a private pilot add-on certificate, as specified in 14 CFR §61.109, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot add-on certificate with a rotorcraft category, helicopter class. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- Hold a Private Pilot rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass the FAA practical examination
- Log 40 hours of flight time including 10 hours solo

Course includes:

- 20 hours R-22 dual VFR flight training
- 10 hours R-22 solo flight training
- 15 hours ground instruction
- 15 hours pre/post flight

COMMERCIAL ROTORCRAFT PILOT CERTIFICATION

Objective:

This course is for the student who holds a Private Pilot Certificate in helicopter-rotorcraft. During this course the student will develop all of the skills and knowledge necessary to successfully complete the Commercial Pilot Practical Test administered by the Federal Aviation Administration (FAA). Upon obtaining this certificate, the individual will be certified to act as a commercial helicopter pilot. This course is a prerequisite for enrollment into the Certified Flight Instructor Course.

Description:

The ground component of training will aid the student in gaining the knowledge necessary to operate safely as a commercial pilot within FAA guidelines. Areas of study will include the considerations of operating as a

commercial pilot, including its privileges and limitations, and cockpit resource management. The student will also gain a more comprehensive understanding of the knowledge learned during Private Pilot training. The flight component of the course will give the student the skills to perform advance maneuvers such as running takeoffs, pinnacle and confined area operations, and will gain the skills necessary to operate the aircraft in off-airport environments. The student will also learn how to successfully respond to emergency situations by learning 180-degree auto-rotations and how to properly assess and respond to power-limited landing situations.

FAA PART 141 COMMERCIAL ROTORCRAFT PILOT CERTIFICATION

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

191.5 clock hours / 115 flight hours

Minimum course cost: \$ 40,777.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 16 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a commercial pilot certificate, as specified in 14 CFR Appendix D to Part §141, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with a helicopter category, rotorcraft class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 115 hours of flight, post Private Pilot

Course includes:

- 100 hours R-22 dual flight training
- 5 hours R-44 dual IFR flight training*
- 10 hours R-22 supervised solo flight training
- 33.5 hours ground instruction
- 43 hours pre/post flight

*These hours carry forward and are counted towards the total time required to achieve the Instrument Rating.

PART 61 COMMERCIAL ROTORCRAFT PILOT CERTIFICATION

Robinson R-22 or R-44 / Bell 206 or 407 / Eurocopter AS350

150 total clock hours / 100 hours total flight time

Minimum course cost: \$ 34,000.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6-16 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a commercial pilot certificate, as specified in 14 CFR §61.129, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with a rotorcraft category, helicopter class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- 150 hours of total flight time, 100 hours Pilot-In-Command flight time, including Private Pilot

Course includes:

- 85 Hours R-22 dual VFR flight training
- 10 hours R-22 solo flight training
- 5 hours R-44 dual IFR flight training
- 20 hours ground instruction
- 30 hours pre/ post

FAA PART 141 COMMERCIAL ROTORCRAFT ADD – ON RATING

Robinson R-22 - 25 hours flight time/ Robinson R-44- 5 hours flight time / Bell 206 or 407 / Eurocopter AS350

66 clock hours / 30 hours flight time

Minimum course cost: \$ 12,605.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 5 - 12 weeks

Objective:

This course is designed for a student who is already a rated commercial airplane pilot, but does not hold a helicopter/rotorcraft commercial rating. The student will develop the aeronautical skills and experience to meet the requirements for a commercial pilot add-on certificate, as specified in 14 CFR Appendix I to Part § 141, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot add-on certificate with a rotorcraft category, helicopter class. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA Requirements:

- Hold a previous Commercial Pilot certificate
- FAA medical certificate
- Pass the FAA practical exam
- Log 30 hours flight time

Course includes:

- 25 hours dual VFR flight training
- 5 hours dual IFR flight training
- 20 hours ground instruction
- 16 hours pre/post flight

ROTORCRAFT INSTRUMENT RATING

Objective:

This course is designed to teach a student how to competently operate and navigate the helicopter in less than VFR weather conditions and in accordance with IFR procedures.

During this course, the student will develop all of the skills and knowledge necessary to successfully complete the Instrument Rating Practical Test administered by the Federal Aviation Administration (FAA). This course is a prerequisite for enrollment into the Instrument Instructor Rating Course.

Description:

During ground lessons a student will gain the knowledge required to safely conduct an IFR flight including an understanding of IFR charts, cross-country planning, aircraft flight instruments and navigational equipment and IFR regulations. The flight component of the course will give students the skills necessary to operate the helicopter safely within the IFR environment including the ability to perform instrument approaches, holds and IFR navigation.

FAA PART 141 ROTORCRAFT INSTRUMENT RATING

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

77.5 clock hours / 21 hours flight time

14 hours simulator

Minimum course cost: \$ 21,062.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 -12 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a instrument pilot rating, as specified in 14 CFR Appendix C to Part §141, with a rotorcraft category, instrument rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an instrument rating with a rotorcraft category, helicopter class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA practical test
- Pass the FAA written knowledge test
- 35 hours R-44 dual instrument time
- 30 hours ground instruction

Course includes:

- 21 hours R-44*dual IFR flight training
 - 14 hours dual Instrument flight training device
 - 30 hours ground instruction
 - 12.5 hours pre/post flight
- * 5 of these hours carry forward and are counted towards the total time required to achieve the Commercial Pilot Certificate.

PART 61 ROTORCRAFT INSTRUMENT RATING

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

95 clock hours / 50 hours flight time

Minimum course cost: \$ 29,225.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for an instrument pilot rating, as specified in 14 CFR §61.65, with a rotorcraft category instrument rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an instrument rating with a rotorcraft category, helicopter class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA practical test
- Pass the FAA written knowledge test
- 40 hours dual instrument time
- 50 hours cross-country PIC

Course includes:

- 20 hours R-44 dual IFR flight training
- 30 hours R-44 IFR PIC cross-country
- 30 hours ground instruction
- 15 hours pre/post flight

FAA PART 141 INSTRUMENT ADD – ON RATING

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

42 clock hours / 9 hours flight time / 6 hours simulator

Minimum course cost: \$ 6,990.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2 -10 weeks

Objective:

This course is designed for a student who is already a rated instrument airplane pilot, but does not hold a helicopter / rotorcraft rating. The student will develop the aeronautical skills and experience to meet the requirements for an instrument pilot add-on rating, as specified in 14 CFR Appendix C to Part § 141, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot add-on certificate with a rotorcraft category, helicopter class. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA Requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- Hold a previous Instrument Rating
- FAA medical certificate
- Pass FAA Practical exam
- Log 15 hours dual IFR flight training (helicopter)

Course includes:

- 9 hours dual instrument IFR training
- 6 hours simulator training
- 20 hours ground instruction
- 7.0 hours pre/post flight
- FAA medical certificate

ROTORCRAFT CERTIFIED FLIGHT INSTRUCTOR (CFI)

Objective:

This course is designed for a student who already holds a Commercial Pilot Certificate. During this course, the student will develop all of the skills necessary to successfully complete the Certified Flight Instructor Practical Test

administered by the Federal Aviation Administration (FAA). Obtaining the Flight Instructor Certificate prepares the student for employment as a helicopter flight instructor.

Description:

During the ground component of this course, the student will gain an understanding of the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instructor's notebook including the development of lesson plans. Flight lessons will teach the student how to control the helicopter while flying from the instructor's seat with a high level of proficiency. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. Students will practice performing maneuvers required by the FAA Commercial Pilot Practical Test Standards and how to perform and teach simulated engine failures to the ground (touchdown auto-rotations).

FAA PART 141 ROTORCRAFT CERTIFIED FLIGHT INSTRUCTOR (CFI)

Robinson R-22 / Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

74 clock hours / 25 flight hours

Minimum course cost: \$ 10,645.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2- 10 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a Flight Instructor rotorcraft helicopter certificate, as specified in 14 CFR 141 Appendix F.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor rotorcraft helicopter certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass 2 FAA written knowledge tests
- Pass the FAA practical test
- 25 hours R-22 flight instruction (minimum)
- 40 hours ground instruction

Course includes:

- 20 hours R-22 dual flight training
- 5 hours R-22 full-down training
- 40 hours ground instruction
- 9 hours pre/post flight

PART 61 ROTORCRAFT CERTIFIED FLIGHT INSTRUCTOR

Robinson R-22 / Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

58.5 clock hours / 20 hours flight time

Minimum course cost: \$ 8,477.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2-10 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a Flight Instructor rotorcraft helicopter Certificate, as specified in 14 CFR §61.187.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor rotorcraft helicopter Certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass 2 FAA written knowledge tests
- Pass the FAA practical test

Course includes:

- 20 hours R-22 dual instrument flight training
- 30 hours ground instruction
- 8.5 hours pre/ post flight

ROTORCRAFT CERTIFIED FLIGHT INSTRUMENT INSTRUCTOR (CFII)

Objective:

This course is designed for a student who already holds an Instrument Rating and Flight Instructor Certificate in helicopter-rotorcraft. During this course, the student will develop all of the skills necessary to successfully complete the Instrument Instructor Practical Test administered by the FAA.

Description:

During the ground component of this course, the student will review the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instrument instructor's notebook including the development of lesson plans. The flight component of this course will teach the student to control the helicopter while flying from the instructor's seat while performing IFR procedures. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. The student will practice performing maneuvers required by the FAA Instrument Practical Test Standards.

FAA PART 141 CERTIFIED FLIGHT INSTRUMENT INSTRUCTOR

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

36.5 clock hours / 15 hours flight time

Minimum course cost: \$ 9,207.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2 -10 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for an Additional Aircraft Rating, as specified in 14 CFR §141 Appendix G, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor rotorcraft helicopter Certificate with instrument rating. The student must also have obtained the required

minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- FAA Medical Certificate
- Pass FAA Written Knowledge Test
- Pass the FAA Practical Test
- Dual instruction for proficiency, no minimum

Course includes:

- 15 hours dual instrument flight train
- 15 hours ground instruction
- 6.5 hours pre/post flight

PART 61 CERTIFIED FLIGHT INSTRUMENT INSTRUCTOR

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

23 clock hours / 5 hours flight time / 5 hours simulator

Minimum course cost: \$ 6,065.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2-10 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for an Additional Aircraft Rating, as specified in 14 CFR §61.187, with a rotorcraft category, helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor rotorcraft helicopter Certificate with instrument rating. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- FAA Medical Certificate
- Pass FAA Written Knowledge Test
- Pass the FAA Practical Test

Course includes:

- 5 Hours Dual Instrument Flight Training
- 5 Hours dual simulator flight instruction
- 10 hours ground instruction
- 3 hours pre/post flight

PART 61 AIRLINE TRANSPORT PILOT

Robinson R-44

73 clock hours / 25 hours flight time

Minimum course cost: \$ 16,015.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 4-12 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements outlined in 14 CFR §141 Appendix E.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an Airline Transport Pilot Certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold at least a helicopter/rotorcraft Commercial Pilot with Instrument rating

- FAA medical certificate
- Pass the FAA practical examination

Course includes:

- 25 Hours Dual ATP Flight Training
- 40 hours ground instruction
- 8 hours pre/post flight

ADVANCED COURSES / FAR PART 141

MOUNTAIN FLYING

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

25 clock hours / 10.5 hours flight time

Minimum course cost: \$ 6,415.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2-3 weeks

Objective:

This certificate course is designed to teach students the skills necessary to safely and skillfully operate helicopters in mountainous Class G airspace. The student will gain all the knowledge and skills necessary to successfully complete the Mountain Flying Certification Test as administered by the Federal Aviation Administration.

Description:

Ground lessons discuss mountain weather, helicopter performance in mountains, geographic and aerodynamic hazards, the psychological aspects of mountain flying and survival techniques. The flight portion will focus on low altitude maneuvering, approach and departure procedures, high altitude confined flying, snow flying techniques (as seasonably available), off airport landings and emergency procedures.

FAA requirements:

- Hold a Private Pilot rating helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

Course includes:

- 10.5 hours dual VFR flight training (R44)
- 10 hours ground instruction
- 4.5 hours pre/post flight

EXTERNAL LOAD TRAINING

Robinson R-44 / Bell 206 or 407 / Eurocopter AS350

29 clock hours / 15 hours flight time

Minimum course cost: \$ 8,795.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2-3 weeks

Objective:

This course is designed to teach the skills necessary to safely and effectively transport external loads in different scenarios. Students will gain the knowledge to successfully complete the External Load Test as administered by the Federal Aviation Administration.

Description:

The ground portion of the class will focus on the basics of controlling a load, load rigging, safety procedures and an introduction to the Rotorcraft Load Combination Flight Manual. Flight training concentrates on flying aircraft with vertical and side references with no load attached.

controlling helicopters with a 50' and 100' lines, and operating around pinnacles, ridgelines, and in confined areas.

FAA requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

Course includes:

- 15 hours dual VFR flight training (R44)
- 9 hours ground instruction
- 5 hours pre/post flight

ROBINSON R44 TRANSITION COURSE

Robinson R-44

12 clock hours / 5 hours flight time

Minimum course cost: \$ 3,060.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 5 days

Objective:

This course is designed to provide a helicopter/rotorcraft-rated pilot with a thorough transition to the Robinson R44 helicopter. Upon successful completion of this course, the student will have the knowledge and skill to competently operate the R44 as a pilot in command.

Description:

The student will learn to perform normal and emergency procedures with an emphasis on flight characteristics unique to the R44 and on the performance and limitations of the helicopter. Upon satisfactory completion of the required lessons, the student will receive a written endorsement (required by SFAR 73) to act as Pilot in Command of the Robinson R44 helicopter.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

Course includes:

- 5 hours dual VFR flight training
- 5 hours ground training
- 2 hours pre/post flight

ROBINSON R22 TRANSITION COURSE

Robinson R-22

17 clock hours / 10 hours flight time

Minimum course cost: \$ 3,565.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 10 days

Objective:

This course is designed to provide a helicopter/rotorcraft-rated pilot with a thorough transition to the Robinson R22 helicopter. Upon successful completion of this course, the student will have the knowledge and skill to competently operate the R22 as a pilot in command.

Description:

The student will learn to perform normal and emergency procedures with an emphasis on flight characteristics unique to the R22 and on the performance and limitations of the helicopter. Upon satisfactory completion of the required lessons, the student will receive a written endorsement (required by SFAR 73) to act as Pilot in Command of the Robinson R22 helicopter.

FAA Requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA Medical Certificate
- Pass the ULA Practical Examination

Course includes:

- 10 hours dual VFR flight training: R22
- 5 hours ground instruction
- 2 hours pre/post flight

TURBINE TRANSITION COURSE

Bell 206 series or Eurocopter

16 clock hours / 5 hours flight time

Minimum course cost: \$ 10,605.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 2-3 weeks

Objective:

The student will demonstrate, through written tests, flight test, and appropriate records that they meet the skill and aeronautical knowledge to safely transition into a turbine helicopter. The student must demonstrate their ability to the level of the pilot certificate held.

Description:

This course will allow the student to acquire the knowledge, skill, and aeronautical experience necessary for them to safely transition into a turbine engine helicopter. Students will be taught the procedures unique to the aircraft with introduction to and instruction on the controls and systems of the turbine engine helicopter. The procedures and skills include preflight preparation, normal procedures, emergency procedures, limitations and performance.

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

Course includes:

- 9 hours ground training
- 5 hours flight
- 2 hours pre/post

SFAR 73 TRANSITION TRAINING COURSE

Robinson R-22 / R-44

82.5 Clock hours / 50 hours flight time

Minimum course cost: \$ 15,707.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 10 - 30 weeks

Objective:

The student will gain the necessary knowledge and skills to receive an endorsement to act as pilot in command of a Robinson R-22 or R-44 helicopter according to Special Federal Aviation Regulation 73 of 14 CFR §61.

Description:

Students will be introduced to Robinson helicopter systems, flight manuals and emergency procedures. Special operational considerations and regulations will also be covered. In addition, the student will meet the hour requirements to instruct in a Robinson R-22 or R-44 helicopter in accordance with Special Federal Aviation Regulation 73 of 14 CFR §61.

FAA requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 14 hours dual flight training
- 36 hours dual or solo
- 10 hours ground instruction
- 22.5 hours pre/post flight

COMMERCIAL PILOT AND INSTRUMENT RATING

Robinson R-22 / R-44

205.5 Clock hours / 115 hours flight time

Minimum course cost: \$ 40,997.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 12 - 16 weeks

Objective:

The student must demonstrate through knowledge tests and records that he/she meets the knowledge necessary, in accordance with the current Commercial and Instrument FAA Practical Test Standards, to pass the commercial and instrument pilot written for a rotorcraft category and a helicopter class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain both a commercial pilot certificate with a rotorcraft category, helicopter class rating and an Instrument Rotorcraft Helicopter rating. The student will have accomplished all tasks in all Areas of Operation in both the most recent editions of the FAA Commercial Pilot Practical Test Standards (PTS) and the FAA Instrument Pilot Practical Test Standards (PTS).

FAA requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age
- Must read, speak, write, and understand the English language

Course includes:

- 105 hours dual training
- 10 hours solo
- 49 hours ground instruction
- 41.5 hours pre/post flight

AIRPLANE PRIVATE PILOT CERTIFICATION

Objective:

Students will gain all of the knowledge and skills necessary to successfully complete the Private Pilot Practical Test administered by the Federal Aviation Administration (FAA). The Private Pilot Airplane rating is a prerequisite enrollment into the Commercial Pilot Certificate Course.

Description:

The ground component of the training will allow the student to gain the basic aeronautical knowledge to safely operate the airplane within FAA guidelines. Areas of study will include: basic and advanced aerodynamics, the National Airspace System, meteorology and weather information, cross-country flight planning, and performance and limitations of the airplane. The flight component of the course will give the student the skills to perform basic maneuvers including: regular take-off and landings, short field take-offs and landings, along with cross country flight. Students gain the ability to operate the aircraft in both towered and uncontrolled flight environments. In addition, the student will learn to successfully respond to emergency situations by learning to perform power off landings, stall recovery and more.

Note: According to the FAA, the average Private Pilot certificate is now earned at 60-75 flight hours. To provide realistic expectations within a practical time frame, students should expect to need and include these additional flight hours into the private pilot training. The following courses list only FAA minimum hours and the associated minimum pricing.

FAA PART 141 PRIVATE PILOT CERTIFICATION AIRPLANE SEL

Cessna 152 & 172

93 clock hours / 40 hours flight time

Minimum course cost: \$9,730.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a private pilot certificate, as specified in 14 CFR Appendix B to Part §141, with an airplane category, airplane single engine land class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a recreational Pilot, sport pilot or student pilot certificate
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 35 hours Ground Training
- 33 hours Dual Flight Training
- 7 hours Solo Flight Training
- 18 hours pre/post

PART 61 PRIVATE PILOT CERTIFICATION AIRPLANE SEL

Cessna 152 & 172

101.5 total clock hours / 40 flight hours

Minimum course cost: \$ 10,582.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a private pilot certificate, as specified in 14 CFR §61.109, with an airplane category, airplane single engine land class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 40 hours of flight including 10 hours solo

Course includes:

- 30 hours dual 152 VFR flight training
- 10 hours 152 supervised solo flight training
- 35 hours ground instruction
- 26.5 hours pre/post flight

FAA PART 141 PRIVATE PILOT CERTIFICATION AIRPLANE SEL – ADDED CATEGORY

Cessna 152 & 172

40 clock hours / 20 hours flight time

Minimum course cost: \$ 4,700.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 4 - 8 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a private pilot certificate, as specified in 14 CFR Appendix B to Part § 141, with an airplane category, airplane single engine land class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a private pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private pilot certificate other than ASEL
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 15 hours Ground Training
- 20 hours Dual Flight Training
- 5 hours pre/post

FAA PART 141 PRIVATE PILOT CERTIFICATION AIRPLANE MEL – ADDED CATEGORY

Tecnam P2006T

41 clock hours / 20 hours flight time

Minimum course cost: \$7,655.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 -12 weeks

Objective:

This course is designed for a student who is already a rated pilot, but does not hold an airplane multi engine land certificate. The student will develop the aeronautical skills and experience to meet the requirements for a private pilot add-on certificate, as specified in 14 CFR Appendix I to Part § 141, with an airplane category, MEL class rating.

Description:

The student must demonstrate through flight checks, ground and show through appropriate records that he / she meets the skill and experience necessary to obtain an additional aircraft category and class certificate airplane MEL according to 14 CFR § 141 Appendix I, with an airplane category, multi-engine land class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- Hold a Private Pilot Airplane Single Engine Land certificate
- Student must declare either Single Engine or Multi Engine during enrollment
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 16 hours Ground Training
- 20 hours Dual Flight Training
- 5 hours pre/post

PART 61 PRIVATE PILOT CERTIFICATION AIRPLANE MEL – ADDED CATEGORY

Tecnam P2006T

78.5 total clock hours / 40 flight hours /

Minimum course cost: \$ 15,117.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

This course is designed for a student who is already a rated pilot, but does not hold an airplane multi engine land certificate. The student will develop the aeronautical skills and experience to meet the requirements for a private pilot add-on certificate, as specified in 14 CFR §61.109, with an airplane category, MEL class rating.

Description:

The student must demonstrate through flight checks, ground and show through appropriate records that he / she meets the skill and experience necessary to obtain an additional aircraft category and class certificate airplane MEL according to 14 CFR §61.109, with an airplane category, multi-engine land class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in the syllabus.

FAA requirements:

- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 40 hours of flight including 10 hours solo

Course includes:

- 30 hours dual Tecnam VFR flight training
- 10 hours Techam supervised solo flight training
- 16 hours ground instruction
- 22.5 hours pre/post flight

COMMERCIAL AIRPLANE PILOT CERTIFICATION

Objective:

This course is for the student who holds a Private Pilot Certificate in Airplane Single Engine Land or Multi Engine Land. During this course the student will develop all of the skills and knowledge necessary to successfully complete the Commercial Pilot Practical Test administered by the Federal Aviation Administration (FAA). Upon obtaining this certificate, the individual will be certified to act as a commercial airplane pilot. This course is a prerequisite for enrollment into the Certified Flight Instructor Course.

Description:

The ground component of training will aid the student in gaining the knowledge necessary to operate safely as a commercial pilot within FAA guidelines. Areas of study will include the considerations of operating as a commercial pilot, including its privileges and limitations, and cockpit resource management. The student will also gain a more comprehensive understanding of the knowledge learned during Private Pilot training. The flight component of the course will give the student the skills to perform advance maneuvers such as turns on a point, lazy eights, along with chandelles. The student will also learn how to successfully respond to emergency situations by learning 180-degree Power-Off accuracy approach and landings and how to perform emergency descents.

FAA PART 141 COMMERCIAL PILOT CERTIFICATION AIRPLANE SEL

Cessna 152 / 172

186 clock hours / 120 hours flight time

Minimum course cost: \$21,630.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time 8 - 12 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a commercial pilot certificate, as specified in 14 CFR §141 Appendix D, with an airplane category, airplane single engine land rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot rating in airplane single engine land certificate and instrument airplane instrument rating or be concurrently enrolled in the ULA Instrument Airplane Course
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 41 hours dual flight training
- 20 hours dual in complex aircraft
- 59 hours supervised solo flight training
- 37 hours ground instruction
- 29 hours pre/post flight safety briefing

PART 61 COMMERCIAL PILOT CERTIFICATION AIRPLANE SEL

Cessna 152 / 172

269.5 total clock hours / 160 flight hours

Minimum course cost: \$ 37,722.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a commercial pilot certificate, as specified in 14 CFR §61.129, with an airplane category, airplane single engine land rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a private pilot rating in Airplane Single Engine Land (SEL)
- FAA medical certificate
- Pass the FAA written knowledge test

- Pass the FAA practical test
- Log 250 hours of flight including 100 PIC flight time and 10-hours solo

Course includes:

- 75.5 hours dual 152 VFR flight training
- 20 hours dual Complex / Multi Engine - Tecnam
- 11.5 hours 152 dual IFR training
- 53 hours 152 supervised solo flight training
- 38 hours ground instruction
- 71.5 hours pre/post flight

FAA PART 141 COMMERCIAL PILOT CERTIFICATION AIRPLANE MEL

Tecnam P2006T

185.5 clock hours / 120 hours flight time

Minimum course cost: \$42,602.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 12 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a commercial pilot certificate, as specified in 14 CFR 141 Appendix D, with an airplane category, multiengine land rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with an airplane category, multi engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross flying and night time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot airplane certificate
- Hold an Instrument Airplane rating (OR) be concurrently enrolled in the ULA Instrument Airplane Course and pass the Instrument Airplane Practical Test prior to completing the Commercial Pilot Airplane Multiengine Land certification course.
- Be at least 18 years of age
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 120 hours dual flight training
- 37 hours ground instruction
- 28.5 hours pre/post flight safety briefing

PART 61 COMMERCIAL PILOT CERTIFICATION AIRPLANE MEL

Tecnam P2006T

269.5 total clock hours / 160 flight hours

Minimum course cost: \$ 58,022.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a commercial pilot

certificate, as specified in 14 CFR §61.129, with an airplane category, multiengine land rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with an airplane category, multi engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a private pilot rating in Airplane Multi Engine Land (MEL)
- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 250 hours of flight including 100 PIC flight time and 10 hours solo

Course includes:

- 95.5 hours dual Tecnam VFR flight training
- 11.5 hours dual IFR training Tecnam
- 53 hours Tecnam supervised solo flight training
- 38 hours ground instruction
- 71.5 hours pre/post flight

FAA PART 141 COMMERCIAL PILOT CERTIFICATION AIRPLANE MEL – ADDED CATEGORY

Tecnam P2006T

41 hours / 18.5 hours flight time

Minimum course cost: \$7,250.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for an additional aircraft class MEL rating, as specified in 14 CFR §141 Appendix I, with an airplane category, multiengine land rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a commercial pilot certificate with an airplane category, single engine class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot airplane certificate
- Hold an Instrument Airplane rating (OR) be concurrently enrolled in the ULA Instrument Airplane Course and pass the Instrument Airplane Practical Test prior to completing the Commercial Pilot Airplane Multiengine Land certification course.
- Be at least 18 years of age
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 18.5 hours dual flight training
- 15.5 hours ground instruction
- 7 hours pre/ post flight safety briefing

AIRPLANE INSTRUMENT RATING

Objective:

This course is designed to teach a student how to competently operate and navigate the airplane in less than VFR weather conditions and in accordance with IFR procedures. During this course, the student will develop all of the skills and knowledge necessary to successfully complete the Instrument Rating Practical Test administered by the Federal Aviation Administration (FAA). This course is a prerequisite for enrollment into the Instrument Instructor Rating Course.

Description:

During ground lessons a student will gain the knowledge required to safely conduct an IFR flight including an understanding of IFR charts, cross-country planning, aircraft flight instruments and navigational equipment and IFR regulations. The flight component of the course will give students the skills necessary operate the airplane safely within the IFR environment including the ability to perform instrument approaches, holds and IFR navigation.

FAA PART 141 INSTRUMENT RATING AIRPLANE COURSE

Cessna 152 & 172 / Baron / Tecnam P2006T

79.5 clock hours / 35 hours flight time

Minimum course cost: \$8,747.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for an instrument pilot rating, as specified in 14 CFR Appendix C to Part §141, with an airplane category, instrument rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an instrument rating with an airplane category, SEL or MEL class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a Private Pilot certificate with appropriate aircraft category and class rating
- Student must declare either Single Engine or Multi Engine during enrollment
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 30 hours Ground Training
- 35 hours Dual Flight Training
- 14.5 hours pre/post flight safety briefing

PART 61 AIRPLANE INSTRUMENT PILOT RATING

Cessna 152 & 172 / Baron

95.5 total clock hours / 50 flight hours

Minimum course cost: \$ 11,502.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 – 20 weeks

Objective:

The student will develop the aeronautical skills and experience to meet the requirements for a instrument pilot rating, as specified in 14 CFR §61.65, with an airplane category, instrument rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an instrument rating with an airplane category, SEL or MEL class rating. The student must also have obtained the required total, dual instruction, solo/PIC, cross country and night flight time specified in this syllabus.

FAA requirements:

- Hold a private pilot rating in either single or multi engine land
- FAA medical certificate
- Pass the FAA written knowledge test
- Pass the FAA practical test
- Log 50 hours of dual instrument time

Course includes:

- 50 hours dual 152 IFR flight training
- 30 hours ground instruction
- 15.5 hours pre/post flight

AIRPLANE CERTIFIED FLIGHT INSTRUCTOR (CFI)

Objective:

This course is designed for a student who already holds a Commercial Pilot Certificate. During this course, the student will develop all of the skills necessary to successfully complete the Certified Flight Instructor Practical Test administered by the Federal Aviation Administration (FAA). Obtaining the Flight Instructor Certificate prepares the student for employment as an airplane flight instructor.

Description:

During the ground component of this course, the student will gain an understanding of the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instructor's notebook including the development of lesson plans. Flight lessons will teach the student how to control the airplane while flying from the instructor's seat with a high level of proficiency. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. Students will practice performing maneuvers required by the FAA Commercial Pilot Practical Test Standards and how to perform and teach both power on and power off stalls to the student.

FAA PART 141 CERTIFIED FLIGHT INSTRUCTOR AIRPLANE SEL

Cessna 152 & 172

71 clock hours / 25 flight hours

Minimum course cost: \$7,030.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a Flight Instructor Airplane Single Engine Certificate, as specified in 14 CFR Appendix F to Part § 141

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor Airplane Single Engine Certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot Certificate or an Airline Transport Certificate, with an aircraft category and class rating appropriate to the flight instructor rating for which the course applies.
- Hold an instrument rating or privilege in an aircraft that is appropriate to the aircraft category and class rating for which the course applies.
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 25 hours dual flight training
- 40 hours ground instruction
- 6 hours pre/post flight safety briefing

PART 61 CFI PILOT CERTIFICATION AIRPLANE SEL

Cessna 152 & 172

77.5 total clock hours / 25 flight hours

Minimum course cost: \$ 8,040.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a Flight Instructor rotorcraft helicopter certificate, as specified in 14 CFR §61.187.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor rotorcraft helicopter certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot rating is Airplane Single Engine Land (SEL)
- FAA medical certificate
- Pass 2 FAA written knowledge test
- Pass the FAA practical test

Course includes:

- 20.5 hours dual 152 VFR flight training
- 4.5 hours dual complex
- 40 hours ground instruction
- 12.5 hours pre/post flight

FAA PART 141 CERTIFIED FLIGHT INSTRUCTOR AIRPLANE MEL

Tecnam P2006T

59 clock hours / 25 hours flight time

Minimum course cost: \$9,995.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 – 12 weeks

Objective:

Students who do not already possess a Flight Instructor Airplane Rating will attain the knowledge necessary to meet the requirements in 14 CFR §141, Appendix F, and receive an endorsement to take the knowledge test for Flight Instructor Airplane. Students who already possess a Flight Instructor Airplane rating will attain the knowledge necessary to meet the requirements in 14 CFR §141, Appendix F.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor Airplane Single Engine Certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot Certificate or an Airline Transport Certificate, with an aircraft category and class rating appropriate to the flight instructor rating for which the course applies.
- Hold an instrument rating or privilege in an aircraft that is appropriate to the aircraft category and class rating for which the course applies.
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 25 hours dual flight training
- 21.5 hours ground instruction
- 12.5 hours pre/post flight safety briefing

PART 61 CERTIFIED FLIGHT INSTRUCTOR AIRPLANE MEL

Tecnam P2006T

77.5 total clock hours / 25 flight hours

Minimum course cost: \$11,012.50

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for a Flight Instructor Airplane Multi Engine Certificate, as specified in 14 CFR §61.187.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain a Flight Instructor Airplane Multi Engine Certificate. The student must also have obtained the required minimum flight time specified in this syllabus.

FAA requirements:

- Hold a Commercial Pilot rating in Airplane Multi Engine Land (MEL)
- FAA medical certificate
- Pass 2 FAA written knowledge test
- Pass the FAA practical test

Course includes:

- 25 hours dual Tecnam VFR flight training
- 40 hours ground instruction
- 12.5 hours pre/post flight

AIRPLANE CERTIFIED FLIGHT INSTRUCTOR INSTRUMENT (CFII)

Objective:

This course is designed for a student who already holds an Instrument Rating and Flight Instructor Certificate in airplane SEL or MEL. During this course, the student will develop all of the skills necessary to successfully complete the Instrument Instructor Practical Test administered by the FAA.

Description:

During the ground component of this course, the student will review the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instrument instructor's notebook including the development of lesson plans. The flight component of this course will teach the student to control the airplane while flying from the instructor's seat while performing IFR procedures. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. The student will practice performing maneuvers required by the FAA Instrument Practical Test Standards.

FAA PART 141 AIRPLANE CERTIFIED FLIGHT INSTRUCTOR INSTRUMENT (CFII)

Cessna 152 & 172 / Tecnam P2006T

35 clock hours / 15 hours flight time

Minimum course cost: 3,800.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 6 - 12 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for an Additional Aircraft Rating, as specified in 14 CFR §141 Appendix G, with an airplane category, multi-engine land class rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an additional aircraft class rating for Commercial Airplane Multiengine Land. The student must also have obtained the required total, dual instruction, instrument, complex airplane, cross country, and night flight time specified in this syllabus.

FAA requirements:

- Hold a flight instructor rating
- Hold a commercial pilot airplane single engine land or multi engine land certificate
- FAA medical certificate
- Pass the FAA practical examination
- Must be at least 18 years of age

Course includes:

- 15 hours dual flight training
- 15 hours ground instruction
- 5 hours pre/post flight safety briefing

PART 61 AIRPLANE FLIGHT INSTRUCTOR INSTRUMENT (CFII)

Cessna 152 & 172 / Tecnam P2006T

39 total clock hours / 15 flight hours

Minimum course cost: \$ 4,020.00

Not including books, supplies, headsets, equipment, exam fees, travel expenses or additional training hours

Completion time: 8 - 20 weeks

Objective:

The student will develop the aeronautical knowledge, skill, and experience necessary to meet the requirements for an Additional Aircraft Certified Flight Instructor Rating, as specified in 14 CFR §61.187, with an airplane category, instrument rating.

Description:

The student will demonstrate, through oral and flight evaluations, that they meet the knowledge and skills necessary in accordance with the most recent edition of the FAA Practical Test Standards, to obtain an additional aircraft class rating for Certified Flight Instructor single engine or multi engine land. The student must also have obtained the required total, dual instruction, instrument, complex airplane, cross country, and night flight time specified in this syllabus.

FAA requirements:

- Hold a Certified Flight Instructor Airplane Single Engine Land (SEL) Certificate
- FAA medical certificate
- Pass 2 FAA written knowledge test
- Pass the FAA practical test

Course includes:

- 15 hours dual 152 VFR flight training
- 15 hours ground instruction
- 9 hours pre/post flight

APPENDIX - ULA POLICIES

Violation of ULA School Policies will result in Probation &/or Termination

ATTENDANCE

Aviation education presents a unique educational setting, in that it is formed on a student-by-student basis. Flight training is taught one-on-one and is scheduled as per each individual student's timetable and learning pace. Ground classes follow a similar pattern, but will, more than likely, include more than one student. It is the responsibility of each student to maintain their attendance so as to complete their training in a timely manner. Please see the "Satisfactory Progress" policy.

- o **Full-Time Students** must commit to at least 10 hours of flight and/or ground instruction per week in order to stay within the average FAA time frame of completion. However, it is recommended that 15 - 20 hours a week are dedicated in order to reduce a student's costs and to increase the quality of instruction.
- o **Part-Time Students** must commit to at least 10 hours of flight and/or ground instruction per month in order to complete their courses within the time frame for part-time status.
- o If a student is ½ hour late for a scheduled flight, or misses an entire lesson, they will be considered a "no-show" and will be charged a fee. Please see "No Show / Flight Cancellation Policy." The enforcement of this policy is at the discretion of the flight instructors.
- o Unless approved by their flight instructor, if a student leaves at least ½ hour before their lesson is completed, they will be charged a late fee consistent with that listed in the "No Show / Flight Cancellation Policy."
- o If a student needs to reschedule a lesson, it is the student's responsibility to call ULA &/or their instructor to make this change. Contact with ULA or the instructor must be made 24 hours before the previously scheduled lesson. If contact is made less than 24 hours before the previously scheduled lesson, the "No Show / Flight Cancellation" fee will be charged.
- o For an absence to be considered "excused," and therefore not be charged a late fee, the student must furnish a doctor's note (illness) or proof of a legitimate reason as to why a lesson was missed. Legitimate reasons include: death of a family member or close friend, unforeseen traffic delays or traffic accident, etc.
- o If a Full-time student misses 30 consecutive days, or a Part-time student misses 45 consecutive days, they must fill out a Leave of Absence form. (please see the Leave of Absence policy)
- o A student is considered "withdrawn" if they miss 60 consecutive days of instruction.
- o If a student's attendance is consistently poor (i.e. has incurred infractions of any of the above points, at least 3 times, &/or has missed 30 consecutive days of training), they will receive a call from their flight instructor.
- o Student attendance is tracked through flight records maintained in each student folder and is also tracked in ULA's flight scheduling software MyFlightTrain.

COMPLAINTS

Student concerns or complaints should first be brought to the attention of the student's primary flight instructor. Complaints that are not satisfactorily resolved at this level should be discussed with the Assistant Chief Flight Instructor. Any issues will be brought to the attention of the Chief Flight Instructor. If the student does not believe that he/she has received an adequate response, the student should then submit the complaint in writing to the owner. The owner will then have a written response within 5 days.

CONDUCT

Any student that violates school conduct policies such as willfully destroying or damaging school property, using or being under the influence of alcohol or illegal drugs while on school property, or attending school using alcohol in a manner that violates FAR 91.17, exhibiting violence or disrespect toward any school staff member or another student, or cheating on FAA or school exams will be subject to termination.

DOCUMENT RETENTION

ULA maintains student flight records indefinitely. Student files contain: enrollment documents, student records of flight and ground school attendance and substance, & international student documentation.

DRUGS, ALCOHOL AND FIREARMS

If a student exhibits any violation of FAR 91.17, or mentions the excessive use of drugs or alcohol and students or staff express concern, the student may be subject to drug and alcohol testing. Refusal to submit to testing may result in the denial of application for a certificate/rating or the suspension/revocation of any certificate/rating. Students must contact their instructor within 24 hours of receiving any arrest for a DUI. The Chief Flight Instructor and School Director will be informed, and the student will be placed on immediate probation and scheduled for a flight review. If it is found the student failed to inform their instructor upon receiving a DUI arrest, they will be immediately withdrawn from the course.

As per the Transportation Safety Administration (TSA), firearms are not allowed on airport property. All of the area beyond ULA's locked security door fall under the parameters set by TSA. Firearms, with proper permit, are allowed within the front office but must be removed before entering the hangar.

The Department of Transportation has stringent regulations surrounding the use of drugs and alcohol, due to serious public safety concerns. Recreational or medical marijuana use is not allowed under these federal regulations.

EMPLOYMENT PLACEMENT

ULA will offer assistance with job placement only to students who successfully complete either the CFI or CFII (fixed-wing or rotor-wing) programs. Notwithstanding this assistance, ULA cannot guarantee a job offer upon graduation. Students approaching completion of their program are to ask their instructors about job placement assistance. CFI or CFII licenses will introduce pilots to entry level jobs, some of which include: CFI & CFII jobs, power-line and pipeline patrol, photo & sightseeing tours, oil industry, marine & wildlife tracking.

ENROLLMENT CANCELLATION

Student Cancellation: Students have a right to cancel their ULA enrollment at any time and for any reason. Student cancellations are to be made to either to their flight instructor, or to a school administrator. After student has signed an enrollment agreement, they have a 72-hour "cooling off" period, in which they may rescind their intention of attending ULA. Any students that are a "no-show" will be categorized as cancelling due to the 72-hour rule.

School Cancellation: The school may cancel the enrollment agreement and withdraw a student's enrollment at any time upon determination that a student is in violation of the policies outlined in the "Probation / Termination" policy.

ULA will deem a student to be "unofficially withdrawn" if the student has made no contact with their flight instructor or a school administrator for 90 consecutive days. The flight instructors may or may not attempt to contact a student. It is the student's responsibility to pursue their aviation studies.

FAMILY EDUCATIONAL RIGHTS AND PRIVACY ACT (FERPA)

The Family Educational Rights and Privacy Act (FERPA), as amended, is a federal law designed to protect the privacy of a student's education records. The law applies to all schools that receive funds from the U.S. Department of Education.

Although ULA does not currently participate in any of the Federal student loan programs, we are committed to ensuring that the provisions of FERPA are followed. Students have the right to:

- Inspect and review their educational records;
- Seek to amend educational records; and
- To have some control over the disclosure of information from their student records.

If a student wishes to view their records, they must ask their primary flight instructor. If a student wishes to obtain a copy of their student records, a copying fee will be charged.

FLIGHT INSTRUCTOR CHANGES

Changes in assigned Flight Instructors must be directed to the Chief Flight Instructor. Students may not schedule lessons with another instructor until their request has been approved.

GIFT SHOP RETURNS

Upper Limit Aviation accepts returned items for up to 30 days after the date of purchase. The acceptance of any returns after 30 days will be at the discretion of Upper Limit Aviation management. A receipt must accompany all returns, and all items must be returned in new condition.

Items that will not be accepted for return include, but are not limited to: headsets, earplugs, ear covers or seals, mike muffs, dated materials (aeronautical charts, J-aid, manual services), expired items and specially-ordered items.

GRADING

A student's performance will be evaluated after each flight and documented in the student's grade folder. Upper Limit Aviation does not acknowledge incompletes (I), course repetitions nor does it offer non-credit remedial courses.

The instructor will evaluate each maneuver practiced using the following grading system:

1 – Excellent 2 – Above Average 3 – Average 4 – Below Average 5 – Unsatisfactory

GRADUATION REQUIREMENTS & AWARD

In order to be considered eligible for graduation a student must:

1. Complete the minimum flight and ground training hours as outlined in the course syllabus.
2. Complete all written tests administered during the course with a score of 80 percent or better.
3. Successfully complete the stage checks and FAA check ride for the given course.
4. Satisfy all financial obligations to the school.

Upon successful completion of each FAA rating, the student will be awarded an Upper Limit Aviation **Certificate of Completion** endorsed by the Chief Flight Instructor.

HARASSMENT

Any form of harassment will not be tolerated. If you feel that you have been the recipient of any form of harassment, or are witness to an incident, please report it to your flight instructor. If, after reporting to your flight instructor, you feel that it was not resolved satisfactorily, please speak with the Chief Flight Instructor.

HOUSING

Unfortunately, ULA does not have dormitory facilities.

ULA can provide housing referrals to students that relocate in order to attend ULA. This will be part of the enrollment process.

INSURANCE

Upper Limit Aviation carries insurance coverage as the owner/operator of the aircraft. While ULA or employees of ULA are operating the helicopter for training or 135 operations, coverage is a maximum amount of \$5 million each occurrence combined single bodily injury and property damage, including passenger legal liability, including \$10,000. each passenger Medical Expense Coverage.

Student pilots flying ULA aircraft are afforded third-party liability coverage of \$100,000 each person/ \$600,000 each occurrence for bodily injury, including passengers and \$100,000 each occurrence for property damage. In the event of an accident, in which the student is found at fault following an NTSB investigation, the student is responsible for the whole deductible amount.

INTERNATIONAL STUDENTS

As ULA is currently a vocational school, we enroll full-time international students with M-1 visas, and may enroll part-time students with F-1 visas. Please see the "Admission Procedures" section of this school catalog under "Steps for Admission: International Students" for questions regarding admission to ULA.

1. International students are to arrive in the U.S. not more than 30 days before the program start date.

2. Report to ULA's DSO immediately upon entering the U.S.

3. All full-time international students are to maintain their M-1 visa status while attending their courses with ULA, as per the website:

<https://studyinthestates.dhs.gov/maintaining-your-status>

4. M-1 students should speak with their DSO if they are planning to do any of the following:

- Take a break from school
- Travel outside the United States
- Move to a new address
- Request a program extension

5. Other reasons to speak with their DSO:

- If school is too difficult or you are having difficulties with English
- If you believe that you will be unable to complete your program by the end date listed on your Form I-20
- If you cannot study full-time, contact your DSO immediately. **Full-time is 22.5 hours per week.**
- Do not drop a class without first speaking with your DSO

Upon completion of the program. M-1 students have 30 days after completion of their program (the program end date on your Form I-20) to leave the United States. The latest date you may remain in the United States is the "admit until" date on your Form I-94, "Arrival/Departure Record," unless you filed for an extension with USCIS.

LEAVE OF ABSENCE (LOA)

Domestic Students:

A leave of absence is viewed as a temporary interruption to a student's attendance and must be non-academic in nature, which encompasses the 2 weeks of vacation that is allowed to every student. Barring unforeseen and uncontrollable circumstances, students must submit a LOA form. The student must fill out the "Reason" section of the form, must include an expected date of return, and the form must be signed and dated. In cases of emergency, a student may call their instructor to give notification.

If a student's total leave of absence, without notification, exceeds 90 days after date of expected return, they will be withdrawn from the course, unless arrangements are made with ULA staff. A refund of any monies on account will follow within 30 days. LOAs must not exceed 180 calendar days in a one-year period.

Full-Time Students: For any time period exceeding 30 consecutive calendar days, students must request a leave of absence.

Part-Time Students: For any time period exceeding 45 consecutive calendar days, students must request a leave of absence.

International Students:

For a 1-year course, international students may be granted up to 6 consecutive months for a LOA, for emergency reasons only. Vacation time of 4 weeks will be granted to international students who are in a program that takes the student 2 years to complete. All international students must speak with their flight instructor and their DSO before leaving the country. They must provide ULA with their return date. A new I-20 must be issued in order to re-enter the U.S. International students must pay for the postage of the new I-20 and allow time for the I-20 to be mailed to their foreign address. They must also re-pay the I-901 fee.

The ULA LOA policy is outlined in the enrollment agreement and each student will have read and initialed, attesting to understanding this policy.

NON-DISCRIMINATION

ULA does not discriminate against applicant or student on the basis of race, color, national origin, sex, religion, disability, age, or any other protected status.

NO SHOW / FLIGHT CANCELLATION

The web-based flight-scheduling system does not allow flight cancellations within less than 24 hours of a scheduled flight. Students must call the Upper Limit office for cancellations before this 24-hour window, otherwise they will be charged a fee, as per the fee schedule listed below. Additionally, if students do not arrive within the first thirty minutes of their scheduled time, a late fee will be charged. This fee schedule also applies to students who leave ½ hour or more before the end of their scheduled lesson. This policy is enforceable as per the student's flight instructor.

The no-show fee schedule is as follows:

First occurrence	\$100.00	Second occurrence	\$200.00	Third & additional	\$200.00
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PAYMENT ON ACCOUNT

Students are not required to pay for flight training in advance. ULA requires only that a student's account remain current. An account is considered overdue if it is not brought current on the Friday of the week flown or reaches a balance of \$1700.00 within any given week. Students will not be allowed to schedule flights if their account is overdue. In the event that a student is past due on any or all accounts, and after reasonable attempts have been made to satisfy any outstanding balance(s) due, Upper Limit Aviation reserves the right to ensure all funds are paid in full through a collections agency.

POSSIBLE CHANGES TO TUITION

FUEL COSTS

ULA reserves the right to adjust tuition and other charges at any time. Due to the volatility of fuel prices, prices are subject to change. ULA will give fourteen (14) days advance notice of any pending or actual rate changes. Should a student's enrollment be discontinued, all costs related to attending ULA are subject to change using the costs in place at the time a student may choose to reenroll. Updated charges will be provided prior to signing a new enrollment agreement.

PROFICIENCY

The tuition cost indicated for the program or course selected is partially based upon the required number of flight hours necessary to complete the training within the stated program or course length. Depending on the availability of aircraft, flight scheduling, student abilities, and other variables, a student could complete their training in a shorter number of weeks or exceed the number of weeks in their training to achieve the required flight hours. A change in the number of weeks a student needs to meet the requirements of their training will alter the total cost of the program.

ULA will give fourteen (14) days advance notice of any pending or actual rate changes.

PROBATION AND TERMINATION

A student is subject to probation or potential termination for any of the following reasons:

1. Failure to maintain "Satisfactory Progress" as determined by the assigned Flight Instructor and Chief Flight Instructor
2. Failure to comply with an aircraft rental agreement
3. Failure to comply with the attendance policy
4. Failure to comply with the Drugs, Alcohol, & Firearms policy
5. Failure to comply with the Safety Procedures
6. Failure to comply with the Student Conduct policy
7. Failure to meet all financial obligations to the school
8. Violation of any of the conditions as set forth and agreed to in the Enrollment Agreement

A student may be placed on probationary status for a period of 4 weeks. The student will be advised of the status in writing and be offered guidance in correcting the problem. If after 4 weeks, the student fails to fall into compliance with the noted condition, policy, or standard, he/she will be withdrawn from the course. Once the student returns to a compliant status, re-admittance can take place.

Re-admittance process: The student must submit a written request to the Chief Flight Instructor for reinstatement, once the student returns to compliant status. The Chief Flight Instructor will then review the request and within seven business days arrange a meeting between the student, the primary instructor, the School Director and the Chief Flight Instructor. The student will be re-enrolled if it is the consensus of the group that benefit will be gained from continued enrollment in the course. If the student is re-accepted, re-admittance will be on a 4-week probationary period.

PROGRAM CHANGES

The school agrees to present the program as outlined in the school catalog at the time of enrollment. The school reserves the right to make changes to the program for state, federal, or FAA purposes or for the purpose of updating technology or content according to current industry practices for the benefit of the student.

Changes in the program other than a change in length will not result in additional cost to the student except as noted in the POSSIBLE CHANGES TO TUITION section of this agreement or addenda associated with this agreement.

REFUNDS

1. Three-business-day-cooling-off Period: commencing on the day in which an enrollment agreement is signed, or an initial deposit or payment rendered toward tuition or course fees, until midnight of the third business day following, a student may rescind the agreement and receive all monies paid, minus any actual class/flight time accrued. This policy is effective upon a written statement of withdrawal.
2. Upper Limit Aviation follows a 100% Pro-Rata refund policy. Regardless of whether a student is terminated by ULA, or if a student withdraws voluntarily from their courses, refunds will be calculated based on the last date of official attendance.
3. Refund computations will be based on scheduled clock hours of class attendance through the last date of attendance. Leaves of absence, suspensions, and school holidays will not be counted as part of the scheduled class attendance.

4. ULA will make a refund according to the refund calculation within thirty (30) days from the date it determines a refund is due.
5. A full refund of all tuition and fees is due and refundable in each of the following cases:
 - a) A potential student is not accepted by the school and monies have been paid to ULA before ineligibility is determined;
 - b) A student is accepted, paid some monies, but never scheduled &/or never attended any classes;
 - c) If the course of instruction is discontinued by the school and this prevents the student from completing the program; or
 - d) If the student's enrollment was procured as a result of any misrepresentation in advertising, promotional materials of the school, or by representatives of the school.

RENTAL REQUIREMENTS -STUDENTS

Students must meet the following requirements before Upper Limit Aviation will release an aircraft into their possession for a solo flight as part of required course curriculum:

- Personal possession of pilot certificate and current medical
- Proof of current flight review as shown in files or log book
- Proof of day and night currency for carrying passengers
- Account status (flights are not allowed if an account is overdue)

RENTAL REQUIREMENTS – PUBLIC

All AIRPLANE rentals must be approved by a ULA flight instructor after:

- Present medical certificate, pilot's license, & logbook records showing last Flight Review
- Complete an open book questionnaire on the make/model of aircraft to be flown
- A proficiency flight with rental pilot & ULA staff if you have not flown within the prior 60 days
- Evidence of non-owned aircraft rental insurance coverage

ULA requires that minimum coverage must be:

Bodily Injury Liability, *including* passengers:

- Each Occurrence: \$500,000

Property Damage Liability:

- Each Occurrence: \$500,000

Physical Damage to Non-Owned Aircraft:

- Cessna 172 - \$30,000

Providers:

AOPA:

<http://insurance.aopa.org/Aviation/renters-insurance>

<http://insurance.aopa.org/-/media/Files/Insurance/nonowned/RentersSELApp31.pdf>

AVEMCO: <https://www.avemco.com/aircraft-renters-insurance/cost-quote-rates.aspx>

AIG: http://www.upperlimitaviation.edu/wp-content/uploads/2016/03/LAD_NonOwned-APP.pdf

Once the application has been completed, please email it to Yolonda Schofield or Jenny Manville at the following email address and call. They will answer any questions and can walk you through the application process.

- Yolonda: phone – 435-645-8100; email- Yolonda.schofield@integrogrou.com
- Jenny: phone – 303-771-0221; email- jenny.manville@integrogrou.com

SATISFACTORY PROGRESS

Each course listing in this catalog shows a range of weeks. This shortest time of each range is based on an FAA minimum number of weeks that is required to complete a course. Each student progresses through each course as quickly as the student is able to internalize and put into practice aviation concepts and principles. As each student's aptitude varies, each student's completion time will be different. Notwithstanding this broad characterization of "progress," ULA is committed to helping students to complete their aviation training in a timely manner. The following are specific guidelines to assist students in tracking their progress.

Attendance: Regardless of full-time or part-time status, students are expected to maintain a consistent educational schedule. Please see "Attendance" policy.

Course repetitions: If a student is unable to satisfactorily complete a course stage, a solo flight, or pass an FAA exam, they are to work with their instructors to learn what concepts they are lacking. If needed, a student can repeat a course, pending Chief Flight Instructor approval. Please see the "Instruction" section of this catalog for more details.

Flight Grading: Students must receive between a 1 to 3 on the grading scale for each maneuver in order to pass the FAA check rides at the end of each course. Please see "Grading" policy.

Ground Lessons: At the end of every stage, a student must pass an online FAA test with an 80% passing rate. Please see "Ground Lessons" under the "Instruction" section of this catalog.

Maximum Time Rule: A student is not to exceed 150% of the maximum weeks listed for each course. Ex. If the max. weeks is 12, then a student must finish in 18 weeks. This is applicable to transfer-in students and re-admitted students after probation.

If the student is not maintaining satisfactory progress, the student must work with the flight instructor to implement a plan to reach their educational goals within the maximum time allowed. If, for whatever reason, an instructor feels that a student is not making suitable progress, and the student is not meeting the terms of the plan, the student will be placed on probation. The student will receive a letter from ULA stating that they are being placed on probation. During this time a student may not attend ground courses or schedule any flight time. A probationary period will not exceed 90 days.

Appeals to being placed on probation must be made in writing, must include a student statement as to the reason(s) for failing to meet ULA progress standards, and must be submitted within the first 10 days of a student being placed on probation. This written appeal must be sent to Lois Reid (owner/CEO). The student will be provided with a written decision within 30 days. Please also see the "Probation & Termination Policy."

STUDENT TO TEACHER RATIO

The maximum number of students per ground class taught by one ULA instructor is 20. The student to instructor ratio for flight labs is: 1:1.

TRANSFERABILITY OF FLIGHT & GROUND TIME

Transfer-out Students: ULA does not award certificates for uncompleted courses. Decisions concerning the acceptance of completed coursework at ULA by any other institution are made at the sole discretion of the receiving institution. ULA does not represent that completed courses, before student acquires an FAA rating as a result of ULA training, will be accepted by another institution. Students must contact the registrar at an institution to which they intend to enroll for a determination of whether that institution will recognize any completed flight and ground hours completed with ULA.

Transfer-in Students: ULA will accept all flight and ground time completed at other institutions. As aviation knowledge and skills are perishable, the transferring coursework has to have been completed within a two-year time period immediately prior to enrolling with ULA. A ULA flight instructor will conduct an evaluation of a student's knowledge acquired from the prior institution, when training with ULA commences.

Prior flight time and ground course hours completed at another institution will be documented during the Admissions process. Students are asked to bring certificates obtained from other flight schools, and their logbooks containing prior flight documentation and instructor endorsements. Since aviation education is obtained on an hourly basis, any knowledge and skills transferred will decrease the overall cost of training pursued with ULA.

If a student feels that their prior training was not transferred to their satisfaction, appeals are to be addressed to the Chief Flight Instructor.

WITHDRAWAL / RE-ADMITTANCE

Students may voluntarily withdraw from a course, without penalty, at any time for non-progress reasons. Students may re-enroll in said course and will be given credit for training time previously completed based upon flight instructor evaluation.

ULA requires a written statement of withdrawal from a student outlining an explanation for the withdrawal.

ADMINISTRATION & QUALIFICATIONS

All administrators for Upper Limit Aviation are required to have educational backgrounds and experience commensurate with their positions and responsibilities within the school's administration.

MANAGEMENT	TITLE
Lois Reid	CEO, Owner
Sean Reid	President, Owner
Jacob Allred	Director of Safety
Tevita Silatolu	Director of Maintenance

FACULTY, QUALIFICATIONS, & LOCATIONS

All faculty of Upper Limit Aviation listed below are required to have educational backgrounds and job expertise appropriate for flight schools based on standards established by the Federal Aviation Administration (FAA) before being approved by the school to teach. Upon request by the student, resumes for all persons involved in the operation of ULA are on file and available for students.

Rotorcraft / Helicopter Instructors:

Allred, Jacob, SLC
Curtis, Bryce, SLC
Ludden, Brianna – Assistant Chief Flight Instructor
Rotor-Wing, CA
Nish, Cody, SLC
Rigney, Daniel, CA

Fixed-Wing / Airplane Instructors:

Cordova, Kasey, SLC / CA
Haws, Cary, SLC
Orawiec, Travis, SLC / CA
Picard, Aaron, SLC
Thursby, Todd – Ground Instructor, SLC
Torres, Juan Pablo (JP), SLC / CA
Villa, Belinda – Chief Flight Instructor Fixed-Wing, SLC
Wardlow, Amanda - Assistant Chief Flight Instructor, SLC

GENERAL DEFINITIONS AND ABBREVIATIONS

A & P — Airframe and power plant

AIM — Airman Information Manual

Auto-rotation — A flight condition in which the lifting rotor is driven entirely by the action of the air when the rotorcraft is in motion

Class B — Class Bravo, highly regulated and controlled airspace with heavy air traffic

Class C — Class Charlie, controlled with an air traffic control tower

Class D — Class Delta, controlled with part time air traffic control tower

Class G — Class Golf, uncontrolled airspace with no air traffic control tower

Controlled — The presence of a radio control tower and air traffic controllers

DA — Decision Altitude or Density Altitude

FAA — Federal Aviation Administration

FAR — Federal Aviation Regulations

I/A — Inspector Authorized

IFR — Instrument Flight Rules

ILS — Instrument Landing System

PIC — Pilot in Command

R-22 — Robinson R-22

R-44 — Robinson R-44

SFAR — Special Federal Aviation Regulation

ULA — Upper Limit Aviation

Uncontrolled — The absence of a radio control tower and air traffic controllers

VFR — Visual Flight Rules

Notes

Note

