



G&B FLIGHT ACADEMY – 1887 So. 1800 W., WOODS CROSS, UT – 801 397 2324
G&B FLIGHT ACADEMY – 475 Don Lee Dr., Ste 205, St. George, Utah – 435-673-5214

COURSE CATALOG, VOLUME 0410



G&B IS ACCREDITED BY THE ACCREDITING COUNCIL FOR CONTINUING EDUCATION AND TRAINING.
 ACCET is listed by the U.S. Department of Education as a nationally recognized accrediting agency.

G&B Flight Academy is registered to operate as a postsecondary college, providing real-world experience and training for career-oriented students. Our instructors are certified by the FAA to provide initial and advanced training for private and commercial pilots with ratings for instrument flight, multi-engine flight and flight instruction.

***** F E A T U R I N G *****

ECONOMICAL PRICING

SKYPARK AIRPORT IS DEDICATED TO PILOT TRAINING, WHICH ALLOWS G&B FLIGHT ACADEMY TO OFFER REDUCED RATES.

CONVENIENT SCHEDULING & CHECKOUT

G&B AIRCRAFT MANAGEMENT'S DIVERSE FLEET OF CLEAN, SAFE, MODERN AIRPLANES IS AVAILABLE TO G&B FLIGHT ACADEMY, AND CAN BE SCHEDULED NIGHT OR DAY ON G&B AIRCRAFT MANAGEMENT'S WEBSITE.

INSURANCE COVERAGE

G&B AIRCRAFT MANAGEMENT PROVIDES INSURANCE COVERAGE FOR AIRPLANE OPERATION, WHICH COVERS STUDENTS, APPROVED PILOTS, INSTRUCTORS, AND PASSENGERS.

RENTAL RATES AND CHARGES

RESPONSIBLE STUDENTS, CUSTOMERS, AND STAFF MEMBERS, CAN OPERATE AND FLY AIRPLANES PROVIDED BY G&B AIRCRAFT MANAGEMENT AT RENTAL RATES, WHICH ARE LOWER THAN MOST COMPETITORS.

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Revised April 2010



G&B FLIGHT ACADEMY

Skypark Terminal, 1887 South 1800 West, Woods Cross, Utah 84087 – telephone 801-397-2324, fax 801-397-2324
St. George Airport, 475 Don Lee Dr., Ste 205, St. George, Utah – telephone 435-673-5214

FLIGHT TRAINING CATALOG, APRIL 2010

A BRIEF HISTORY

G&B Flight Academy began operations at the Salt Lake City International Airport in June of 2002 as a subsidiary of G&B Aircraft Management, a Utah corporation established in 1990. The academy was later moved to Skypark Airport in Woods Cross, Utah and converted to a limited liability company. The Academy was registered with Utah State as a proprietary school for pilot training in 2005, and in 2010 achieved accreditation by the Accrediting Council for Continuing Education and Training (ACCET).

LEGAL NAME AND OWNERSHIP

G&B Flight Academy LLC is a Utah Limited Liability Company owned by Gene Curtis, Barbara Biesinger, and Jerry Paetsch. The company does business as G&B FLIGHT ACADEMY (also referred to as “The Academy”).

ACCREDITATION AND REGISTRATION

G&B Flight Academy, LLC is accredited by the Accrediting Council for Continuing Education and Training (ACCET), listed by the U.S. Department of Education as a nationally recognized accrediting agency. The Academy is also registered as an exempt institution under The Utah Postsecondary Proprietary School Act (Title 13, Chapter 34, Utah Code), due to its accredited status through national accrediting agency. It is the student’s responsibility to determine whether credits or certificates from G&B Flight Academy will transfer to other institutions or meet employers’ training requirements; calling the prospective school or employer may do this.

FAA REGULATORY AUTHORITY

G&B Flight Academy (also referred to as “The Academy”) trains pilot candidates under the regulatory provisions of Title 14 of the Code of Federal Regulations, Part 61, published by the Federal Aviation Agency (FAA). The training courses are conducted with the aid of the Jeppesen Flight Discovery program, which is an FAA approved training course for pilot certification.

MISSION STATEMENT

The Academy’s mission is to provide real-world flight experience and flight instruction for students who seek pilot training in preparation for FAA pilot certification and ratings, including Private, Instrument, Commercial, Multi-Engine, and Flight Instructor.

TRAINING FACILITIES AND EQUIPMENT

The Academy occupies offices and classrooms at the terminal building of Skypark Airport (BTF), in Woods Cross, Utah where facilities include instruction labs, audio/visual workstations, a reference library, study areas, a pilot lounge, restrooms, and The Academy’s administrative offices. Parking is provided in a 100-car parking area and airplanes are stored on-site, available for training. The types and numbers of airplanes and instructors available for student training at The Academy facilities are based on students’ scheduled hours at the approximate rate of twenty hours per week per airplane and thirty hours per week per instructor.

Additional Training Facility

An auxiliary classroom and training area is located at the St. George Airport, 475 Don Lee Dr., Ste 205, St. George, Utah. The facility includes an instruction lab, audio/visual workstations, study areas, a pilot lounge, restroom, and reception office. Adjacent parking is provided for 50 cars and airplanes are stored on-site, available for training. Phone 435-673-5214.

THE ACADEMY’S GOVERNING STAFF

The Academy operates under the direction of its Chief Executive Officer, with day-to-day business affairs conducted by the Academy Director, Controller, and the Operations Supervisor. The Academy is not a subsidiary, nor holding company of any other business. The names and positions of The Academy’s administration follow below:

Administration

Gene Curtis, Academy Director	Johanne Bercher, Financial Aid Director
Barbara Biesinger, Controller	Julie Campbell, Director of Career Development
Jerry Paetsch, Operations Supervisor	Jamison Wilkins, Executive Instructor
Peggy Rosebush, Auxiliary Facility Manager	

Faculty

Robert Lillyquist – CFI, CFII, MEI	Luke Francom – CFI, CFII, MEI	Tori White – CFI, CFII, MEI
Matt Ferguson – CFI, CFII, MEI	Steve Mills – CFI, CFII, MEI	Eric Hill – CFI, CFII
Taylor Roberts – CFI, CFII, MEI	Mehrdad Namin – CFI, CFII, MEI	
Jamison Wilkins – CFI, CFII, MEI	Rod Teide – CFI, CFII, MEI	

Part Time Instructors and Interns

Curtis Turner – CFI, CFII, MEI	Josh Van Wagoner – CFI	Scott Allen - CFI
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CAREER COURSE DESCRIPTIONS

Charter Pilot (CPC) – This course is a compilation of the Private Pilot, Instrument Pilot, Commercial Pilot and Multi-Engine Pilot courses. Students prepare to operate single and multi-engine airplanes using visual and flight instrument references to provide pilot services for hire in commercial charter service. Students receive the required endorsements to take the FAA exams including the private and commercial pilot licenses, and ratings for instrument flight and multi-engine operation.

The Training – Course completion is scheduled for 458 clock hours of attendance, which includes 149 hours of classroom instruction, 231 hours of flight instruction, and 260.0 hours of logged flight time. A Completion Certificate is issued for completion.

Pilot Intern (NTRN) – This course is a combination of the Flight Instructor and an internship program designed to build flight experience for the Charter Pilot graduate. CPC graduates may apply for internship to build experience and log flight hours while earning pay for instruction of undergraduate students enrolled in pilot courses at The Academy. Interns are interviewed by the Academy Director and are accepted based on FAA certification and course completion records, including progress and attendance records.

The Training – Completion is scheduled for 741 clock hours, which includes 141 hours of advanced instruction from an Executive Flight Instructor, 65 hours of logged flight instruction, and 600 hours of internship, which is completed by providing instruction to pilot trainees. Interns are assigned to undergraduate students and paid for giving instruction relative to the instructor's FAA certification, while working toward the CFI, CFII, and MEI ratings issued by the FAA. A Completion Certificate is issued for completion.

INDIVIDUAL COURSE DESCRIPTIONS

Private Pilot – Students prepare to operate single engine airplanes using visual flight reference for private use. Students receive the required endorsements to take the FAA exams for a private pilot license.

The Training – Course completion is scheduled for 108 clock hours, which includes 44 hours of classroom instruction, 48.0 hours of flight instruction, and 50 hours of logged flight time. A Completion Certificate is issued for completion.

Instrument Pilot – Students prepare to operate a single engine airplane using flight instrument references for private use. Students receive the required endorsements to take the FAA exam for an instrument rating. Students must hold a private pilot license to enroll.

The Training – Course completion is scheduled for 107 clock hours, which includes 46 hours of classroom instruction, 61.0 hours of flight instruction, and 49.0 hours of logged flight time. A Completion Certificate is issued for completion.

Commercial Pilot – Students prepare to operate single engine airplanes for commercial use and to provide pilot services for hire. Students receive the required endorsements to take the FAA exam for a commercial pilot license. Students must hold a private pilot license with an instrument rating to enroll.

The Training – Course completion is scheduled for 205 clock hours, which includes 43 hours of classroom instruction, 99 hours of flight instruction, and 144 hours of logged flight time. A Completion Certificate is issued for completion.

Multi-engine Pilot – Students prepare to operate multi engine airplanes using flight instrument reference for private and commercial use. Students receive the required endorsements to take the FAA exams for a multi engine rating. Students must hold a commercial pilot license with an instrument rating to enroll.

The Training – Course completion is scheduled for 35 clock hours, which includes 17 hours of classroom instruction, 23 hours of flight instruction, and 17.0 hours of logged flight time. A Completion Certificate is issued for completion.

Flight Instructor – Students prepare to provide flight instruction services for hire. Students receive the required endorsements to take the exam for an FAA Certified Flight Instructor (CFI). Students must hold a commercial pilot license with an instrument rating to enroll.

The Training – Course completion is scheduled for 72 clock hours, which includes 39 hours of ground instruction, 33 hours of flight instruction, and 25 hours of logged flight time. A Completion Certificate is issued for completion.

Note: Approximate completion times are calculated at the time of enrollment, based on students' scheduled weekly attendance. However, G&B is unable to state an exact end date due to adverse weather conditions, which affect flight training.

INSTRUCTION SCHEDULES – TIME AND ATTENDANCE

The academy provides an open enrollment calendar. Training areas are open and instruction and aircraft are available from 8am to 7pm, Monday through Friday and 8am to 5pm on Saturday. The Academy is closed on Sunday and selected holidays, including New Years Day, Memorial Day, Independence Day, Pioneer Day, Labor Day, Thanksgiving, and Christmas Day.

Individual training schedules are established prior to enrollment; aircraft and instructors are scheduled and reserved based on the weekly hours scheduled by individual students for course completion. Instruction time is based on clock hours and logged flight time is based on the hour meter of the respective aircraft. Course completion requires students to complete a series of training assignments. Students may request extra flight hours, at additional cost, and Students may incur extra charges when absent without leave.

ADMISSIONS AND ENROLLMENT

Applicants for admission must be 18 years of age, with a high school diploma or general education Development (GED) certificate to enroll. The Academy may deny admission to anyone, but will not discriminate on the basis of race, age, sex, nationality, or physical handicap. During a personal enrollment interview with an Academy's enrollment officer, an applicant for admission must: 1) Show s/he has satisfied compulsory education requirements, 2) Demonstrate s/he can speak and understand English, 3) Provide evidence of citizenship or the appropriate FAA approval, 4) Complete The Academy's pilot training agreement, 5) Pay the appropriate course completion costs, 6) Complete a pre-enrollment evaluation, and 7) Commit to an approved training schedule.

For special needs students, The Academy includes the above and defers to regulations for pilot training, Part 61, and aircraft operation, Part 91, of the Federal Aviation Regulations (FARs).

Course completion costs are estimated at the time of the enrollment interview, and prior to acceptance, applicants must verify that adequate funding is available to pay the cost for completion. In lieu of a financing arrangement by a third party lender, which includes education loans and other approved student finance plans, students must deposit with The Academy an amount equal to the cost for four months of scheduled training, not to exceed the estimated cost for course completion, which includes:

- **Tuition** – Includes instruction, use of facilities and student services, use of audio/visual aids, and use of training aircraft;
- **Other Course Costs** – Includes workbooks, pilot logs, selected pilot equipment, and FAA examination fees;
- **Extra Costs** – Includes insurance, personal supplies, and other costs, which are additional to the course cost estimate.

The Academy will consider awarding credit for previous education and training as it relates to the course for which the student is enrolled. A student must notify the admissions department prior to beginning the course if such credit is requested, and must provide a transfer of credit request along with official transcripts and a catalog with course descriptions from the awarding institutions. Only grades of 'C' (2.0) and above, awarded within the past 5 years, will be considered. The Academy Director will review the course content, descriptions and transcripts provided by the student to make a final determination of credit to be awarded. Credit awards will result in adjustments to the program length and pro-rated reductions in tuition. Credit award are limited to 75% of the course for which a student is enrolled.

COURSE FUNDING AND FINANCING

Student loans represent considerable risk, and are difficult to obtain without serious negotiations. In lieu of cash payment for the required deposit, The Academy requires that funding be arranged with The Academy's Student Aid Director prior to a student's start date. Help in obtaining student financial aid is provided for those who qualify, using the following education funding programs:

Pay as You Go

This funding arrangement can be used for PRIV, INST, COMM, MULT, and CFI courses, not for CPC or INTERN courses. An initial completion deposit of \$2,000.00 is required along with minimum monthly payments of \$600.00 until the total estimated course costs have been paid. A credit card must be available to settle weekly training costs and/or an amount that will make up the minimum monthly payment. Completion deposits offset charges in the latter part of the course.

TFC Credit Corp. for Initial Funding

Financial Aid can be arranged for The Academy's students through TFC for funding of PRIV, INST, COMM, MULT, and CFI courses up to \$10,000.00 with a minimum of \$1,000.00 down and payments of \$350.00 per month; interest is 9% APR. Loan approval and APR is based on the student's credit score and his/her ability and willingness to repay.

MACU Finance with Interest Only Installments

Mountain America Credit Union provides an Education Line of Credit for The Academy's students up to \$25,000.00 with interest only installments for 12 months, or drop out, or failure to meet a 2.0 (50%) grade point, during a 4-month training period. After deferment, the loan is converted to a 120-month Education Repayment Loan, which may be used to consolidate other education debt into one payment. Loan approval normally requires a 680 credit score or a co-signer, and will be based on the student's ability and willingness to repay.

TFC Credit Corp in Tandem with SLM and MACU

TFC can be used as supplemental funding for CPC and INTERN courses up to \$35,000.00 with \$1,000.00 down with monthly payments of up to \$695.00 per month, bearing interest of 6%. The initial down payment can be paid from the proceeds of an SLM or MACU loan, and TFC payments may be deferred up to 6 months from beginning training. TFC loan approval and terms will be based on the initial disbursement of an SLM or MACU loan.

TUITION OBLIGATIONS AND REFUNDS

Training may begin after a cooling-off period, commencing the date a student enters into an enrollment agreement and/or makes an initial payment toward tuition, ending midnight of the third business day following such date or the third day after the student first visits The Academy, whichever is later. Students are liable for all unpaid tuition, course costs, and extra costs, which are incurred relative to their training. If a student's account is deficient due to inadequate payments and extra costs, the student must cure the deficiency upon demand. Collection costs will be assessed for delinquent accounts and payments.

Before training begins, including the above described cooling off period, all money paid will be refunded, 100%, with the return of all course material in like-new condition. After training begins, during the first week of training, students are obligated to pay 10% of the course costs incurred up to a maximum of \$500.00; after the first week of training and until 50% of the course is complete, students are obligated to pay the course costs and extra cost incurred plus a withdrawal/termination assessment equal to 10% of the unearned course cost; after 50% of the course is complete, students are obligated to pay the course costs and extra cost incurred plus a withdrawal/termination assessment equal to the unearned course cost, not to exceed the average weekly cost for 9 weeks of scheduled training. For example: 96 hour course, costs \$9,984.00, to be complete in 16 weeks at 6-hours per week:

Cost of \$9,984.00 divided 16-weeks = \$624 average weekly cost incurred, scheduled training

Term 1st week = \$500 course obligation (maximum assessment in lieu of \$624)

Term 4th week = \$3,244.80 course obligation (4 weeks plus 10% of unearned)

Term 9th week = \$9,984.00 course obligation (9 weeks plus unearned course cost)

Prepaid tuition in excess of the student's payment obligation and withdrawal/termination assessment will be refunded within 30 days of termination, withdrawal, or the failure to return from a leave of absence.

STUDENT CREDITS AND PROGRESS

The Academy's courses are clock hour programs, measured in CEUs; each CEU is equivalent to 10 clock hours of contact course work. The academy does not have a transfer of credit agreement with any other institution; it is the student's responsibility to determine whether credits from G&B Flight Academy will transfer to other institutions. For previous training credit and credit transfer assistance, see Admissions and Enrollment.

The Academy measures satisfactory academic progress qualitatively by review of each student's cumulative grade point average (CGPA), the minimum CGPA is 70%, and quantitatively by the length of time it takes to complete the program. The maximum timeframe for completion is 150% of the program length measured in months, and students in all programs must attend a minimum of 90% of the program hours in order to graduate.

At the scheduled midpoint of the course, each student is evaluated for satisfactory progress. For example:

Progress: Complete assignments scheduled for 50 hours in 50 hours (50/50) – 100% progress grade

Complete assignments scheduled for 50 hours in 65 hours (50/65) – 77% progress grade

Grade Point Equivalents: A=90% to 100%; B=80% to 89%; C = 70% to 79%; D = 66% to 69%; F = 65% or less

Students who fail to achieve satisfactory progress are automatically placed on progress probation for the next 60-day period. Students who bring their CGPA to 70% progress in the probation period may continue; those who do not may be notified in writing that probation has failed and termination may occur. Students may appeal impending termination and/or termination by consulting with the Academy Director in person or in writing; the merits of the appeal will determine the outcome (see Termination Appeals and Readmission). Students may schedule extra time with the Academy's instructors and extra time in instruction labs, outside of scheduled assignments, in order to increase their grades.

ABSENCE AND LEAVES

A student is considered absent when unavailable for a scheduled training session 15 minutes after the scheduled time. For extended absence (more than 10 days), students may request a leave of absence (leave), which must be written, signed, dated, and must state the reason for leave and the number of days expected for the leave. A leave may not exceed 180 days or half of the program length whichever is less. Attendance is suspended during leave, and students return at the same course position achieved prior to leave. Termination may occur if a student doesn't return from leave or is absent more than 60 days without leave.

TRAINING RECORDS AND FLIGHT LOGS

Flight records and assignment completion verifications are retained at The Academy's accounting office. Each student's flight time and flight maneuvers are recorded in the student's logbook, which is signed by an Academy Flight Instructor and retained by the student. Students have the right to access their records, and with the student's permission, the academy will allow access to family members and others in accordance with the Family Education Rights and Privacy Act (FERPA).

STUDENT CONDUCT

Students whose actions constitute misconduct will be advised to cease such activity; students who persist will be terminated. Misconduct is defined as: actions which interfere with another's undisturbed enjoyment of the facilities and training; becoming a disruptive nuisance; the willful waste of materials; the malicious damage of property and equipment; unauthorized removal of The Academy's property from company premises; cheating and dishonesty; violation of The Academy's Drugs and Alcohol Abuse policy; violation of current rules and regulations; and actions that bring the name or reputation of The Academy into disrepute.

The possession, use, distribution, or solicitation for distribution of illegal drugs and alcohol by students and/or G&B employees is prohibited. Those who engage in such activities will be terminated. Offending students will not be readmitted without proof of successful completion of an appropriate rehabilitation program; employees will not be rehired. The Academy will firmly enforce this policy, and those who violate it will be reported to the police, subject to current Federal, State, and local sanctions.

STUDENT COMPLAINTS

Complaints about equipment malfunctions should be entered on the respective flight or ground tickets, which are delivered to the Operations Supervisor to review and schedule for appropriate repairs or maintenance. Other complaints should be written, signed, and submitted to the Academy Director or Flight Instructor, complete with a description of the incident leading to the complaint. The Academy Director will review all complaints and direct the appropriate action; the complaining student will be notified of any actions to be taken. Students are also directed to file unresolved complaints with the Utah State Division of Consumer Protection located at 160 East 300 South, Salt Lake City, Utah. Additional complaint procedures are provided at G&B's business offices, which includes notification to ACCET addressed to: Chair, Complaint Review Committee, 1722 N Street NW, Washington DC 20036.

TERMINATION APPEALS AND READMISSION

An appeal of termination may be filed, in writing, within thirty days of termination. An appeal must provide remedies that will prevent reoccurrence of the terminating circumstances. The Academy, at its option, may reinstate the student, and upon reinstatement, the student must pay for any losses suffered by The Academy due to the student's actions. Subsequent terminations will be without appeal rights.

Students may apply for readmission, and The Academy, at its option, may readmit the student on a thirty-day probationary status. The satisfactory progress determination for readmitted students is the same as the point of withdrawal or termination. During the probation period readmitted students must maintain satisfactory progress and attendance. Readmitted students will be charged at the tuition and fees rates current at the time of readmission and training will resume at the beginning of the last training assignment wherein the student can verify proficiency.

GRADUATE PLACEMENT AND JOB OUTLOOK

The academy will provide placement assistance upon request, which will encompass resume development, referrals to known employers, beneficial grades transcripts, and a faculty recommendation describing The Academy's performance based, one-on-one instruction, and the real world flying experience gained by the graduate.

U.S. Government publications and aviation industry practices indicate a growing demand for skilled pilots nationally, and the airlines, corporate aviation, and government agencies are hiring pilots at a greater rate than ever. According to the FAA, "The industry will more than double within the next 15 years." Now is the best time for students to position themselves for a rewarding career in aviation. If a student is considering a career position as a professional pilot, he/she should interview with representatives of the industry to determine his/her opportunity for employment. A recent survey of career pilots who received training from G&B instructors revealed over 90% employment success. The Academy does NOT guarantee nor suggest that any student's individual success, including the passing of any FAA exam, will be related to the success of previous students, and no employment is offered or implied through enrollment.

THE DREAM JOB – AIRLINE PILOT

Flying an airplane is fun. Getting paid for flying is better. Pilots are the stars of air transportation; they are men and women from all environments. Are you are eligible for a pilot's license?

Starting an Airline Career at The Academy

It requires about 1150 hours, including all the flight experience you'll need to be hired by an airline. You pay for the first 300 hours; your internship can pay the rest. And, we can help you fund your training with approved credit. It's an investment of time and money that greatly enhances potential earnings and pays dividends for many years.

Airline Pay

The Bureau for Labor Statistics shows average annual earnings in 2008 for airline pilots as \$129,250.00 per year. First officers (copilots) are paid over \$30,000.00 for the first year, working only 20-25 hours per week. After a year, you are eligible for a captain's rating with earnings over \$50,000.00, still only working 20-25 hours per week; all that is coupled with great benefits – life and health insurance, retirements plans, per diem, and travel perks.

Utah's Comparison

Utah's average annual wage is about \$32,000.00. The lifetime earnings of a Utah wage earner are about \$1 million. Airline pilot's average annual wage is over \$129,000.00. The lifetime earnings of an airline pilot are about \$3 million. So, you invest about \$60,000.00 and get an extra \$2 million.

A Great Lifestyle

Achieve a life style unavailable with other career choices; the opportunity is available to anyone with normal abilities who will commit the time and make the investment. Compared to other professional careers, an airline career is less expensive, creates higher earnings, and begins much sooner.

A Sense of Urgency

In aviation, everything is based on seniority and flight time. The sooner you join an airline the sooner you advance. With seniority, you get the best routes, the best airplanes, and better pay and benefits. Within the next 18 months, airlines will begin a frantic recruiting effort to quell a looming shortage of pilots. You can be there, if you ENROLL NOW!

CURRENT TUITION RATES

Course	Tuition	Clock Hrs	Course	Tuition	CrsHours
Charter Pilot	\$18,500	458	Commercial Pilot	\$ 9,600	198
Intern	\$ 6,900	741	Multi-engine Pilot	\$ 1,900	40
Private Pilot	\$ 4,500	108	Instructor CFI	\$ 3,100	72
Instrument Pilot	\$ 4,200	107	Instructor Cfi/Mei	\$ 4,200	72

Note: Airplane use and rental are calculated and added as tuition costs; rates are fixed for the earlier of course completion or one year.

Training Aircraft type	Hourly Rate	Training Aircraft type	Hourly Rate
Cessna 172, Model E to P	\$112	Piper Arrow II 200, Retractable	\$120
Cessna 172, Model R to T	\$140	Piper Seminole 180, Twin Engine	\$182
Cessna 172, Model G1000	\$140	Katana DA 20, two seat	\$84

EXAMPLE COURSE COST ESTIMATES

Course costs and calendar completion times may vary due to training requirements and weather considerations (see Student Credits and Progress). While course tuition rates are fixed at the time of enrollment and allocated to instruction, facilities, services, and audio visual aids, the cost for use of airplanes conducive to flight training in each of the courses may vary. The minimum number of flight hours required is fixed by the course description, but the type of airplane to be used and the cost for the airplane may vary greatly. In addition a student may experience extra costs when more flight time is needed to develop the skills necessary for the instructor’s endorsement, which is needed for course completion. Normally, a student will complete the training in the time outlined in the training description for the courses (see Career Course Descriptions, Individual Course Descriptions.) The following are examples of course costs, not including FAA examination fees and personal pilot supplies.

Charter Pilot	Minimum	Average	Excessive	Pilot Intern	Minimum	Average	Excessive
Instruction	\$18,500	\$18,500	\$18,500	Instruction	\$ 6,900	\$ 6,900	\$ 6,900
Airplane cost	29,600	31,280	35,200	Airplane cost	7,694	9,150	9,850
Insurance fee	215	500	500	Insurance fee	Previous	Previous	Previous
TOTALS	\$48,315	\$50,280	\$54,200	TOTALS	\$14,594	\$16,050	\$16,750

Private Pilot	Minimum	Average	Excessive	Instrument Pilot	Minimum	Average	Excessive
Instruction	\$ 4,500	\$ 4,500	\$ 4,500	Instruction	\$ 4,200	\$ 4,200	\$ 4,200
Airplane cost	4,200	5,600	8,400	Airplane cost	5,488	6,300	9,450
Insurance fee	500	500	500	Insurance fee	500	500	500
TOTALS	\$ 9,200	\$10,600	\$13,400	TOTALS	\$10,188	\$11,000	\$14,150

Commercial Pilot	Minimum	Average	Excessive	Multi Engine Pilot	Minimum	Average	Excessive
Instruction	\$ 9,600	\$ 9,600	\$ 9,600	Instruction	\$ 1,900	\$ 1,900	\$ 1,900
Airplane cost	16,208	17,288	20,160	Airplane cost	3,094	3,094	4,550
Insurance fee	215	500	500	Insurance fee	285	500	500
TOTALS	\$26,023	\$27,388	\$30,260	TOTALS	\$ 5,279	\$ 5,494	\$ 6,950

Instructor CFI	Minimum	Average	Excessive	Instructor CFII/MEI	Minimum	Average	Excessive
Instruction	\$ 3,200	\$ 3,200	\$ 3,200	Instruction	\$ 4,200	\$ 4,200	\$ 4,200
Airplane cost	2,800	3,000	4,500	Airplane cost	4,894	6,150	9,225
Insurance fee	500	500	500	Insurance fee	500	500	500
TOTALS	\$ 6,500	\$ 6,700	\$ 8,200	TOTALS	\$ 9,594	\$10,850	\$13,925

Minimum course costs can be achieved using minimum equipped airplanes, deleting some personal pilot supplies as nice but unnecessary, and pre-paying a renter’s insurance policy. Excessive course costs are those that include inadequate progress due to lacking attendance, exam failures, and over-runs on aircraft use due to inadequate skill development. Pilot equipment such as advanced earphones and luxury flight bags can add considerably to the cost of flying. The average cost shown is estimated for most students and most have completed within the amount shown as “Average.”

