

Vocational Flight Programs



June 2022

COURSE OVERVIEW & SCHEDULE

Course Overview

Today's lesson will provide an overview of vocational flight programs, their approval and compliance survey requirements, and some helpful resources.

Schedule

- Introduction & Icebreaker
- Lesson Content
- Break
- Icebreaker
- Lesson Content
- Summary



INSTRUCTOR INTRODUCTION

Instructor's Name

Heather Cates

Instructor's Background

I have a bachelor's degree in Political Science and a Juris Doctor in Law from the University of Oklahoma. I have worked for the Department of Veteran's Affairs since 2009, holding positions as:

- Veteran's Claims Examiner
- Sr. Veteran's Claims Examiner
- Education Compliance Survey Specialist
- Education Liaison Representative (Idaho & Alaska)
- National Flight Work Group

I am currently a Training Specialist on the National Training Team Schools.

Icebreaker

Would you rather fly or drive long distances?

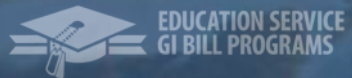
LESSON OBJECTIVES

After today's lesson, you will be able to:

1. Discuss an overview of Vocational Flight Programs;
2. Understand the requirements for approval of Vocational Flight Programs;
3. Describe the Compliance Survey requirements for Vocational Flight Programs; and
4. Identify helpful resources relating to Vocational Flight Programs



Overview



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VA EDUCATION BENEFITS: ELIGIBILITY



Eligibility Requirements for Vocational Flight Training

- Qualify for the Post 9/11 GI[®] Bill or Montgomery GI Bill; and
- Possess a Private Pilot's License; and
- Have a Second-Class Medical Certificate valid for second-class privileges (or a First-Class Medical Certificate if pursuing an Airline Transport Pilot (ATP) Certificate

All requirements must be met prior to beginning training.

Note: Veterans or other eligible individuals can't qualify for flight training benefits through Survivors' and Dependents' Education Assistance (DEA, Chapter 35)

GI Bill Benefits can be use for Flight Training such as:

- Rotary wing qualification
- B747-400 Qualification
- Dual Qualification
- Flight Engineer

VA EDUCATION BENEFITS: PAYMENTS



- VA will pay 60% of the approved fees the flight school charges, not to exceed the approved maximum cost of the course
- Benefits paid directly to student



- VA will pay the net cost of training up to a yearly limit (depending on level of eligibility and entitlement)
- VA will not pay a housing allowance or books and supplies stipend

Visit [Flight Training | Veterans Affairs \(va.gov\)](https://www.va.gov/flight-training) for up-to-date information on VA Education Benefits for flight training programs.

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration						
MEDICAL CERTIFICATE _____ CLASS						
This certifies that (Full name and address):						
Date of Birth	Ht.	Wt.	Eye	Sex		
has met the medical standards described in Part 67, Federal Aviation Regulations, for this class of Medical Certificate.						
Examiner	Signature					
	Typed Name					
AIRMAN'S SIGNATURE						

MEDICAL CERTIFICATES

Students must possess a minimum of a Second-Class Medical Certificate prior to the beginning of training for each vocational flight training course except Airline Transport Pilot (ATP), which requires a First-Class Medical Certificate.

- VA education benefits will not be paid for any training if the medical certificate was issued after the student started the course.
- The medical certificate may revert to the next lower certificate or expire before the end of a course without penalty. However, in order to enroll in another flight training course, the student must obtain the appropriate medical certificate required for that course.

NOTE: FAA medical certification requirements differ from VA medical certification requirements. Under FAA rules, a student pilot must possess a Third-Class Medical Certification prior to beginning training.

FLIGHT SCHOOL DEFINITION, 38 CFR 21.4263(b)

A flight school is a school (other than an institution of higher learning) or an entity such as an aero club. It must be located in a State and meet one of the following:

- 1. The Federal Aviation Administration (FAA) has issued the school or entity either a pilot school certificate or a provisional pilot school certificate specifying each course the school is approved to offer under 14 CFR Part 141**
- 2. The entity is either a flight training center or an air carrier that does not have a pilot school certificate or provisional pilot school certificate issued by the Federal Aviation Administration (FAA) under 14 CFR Part 141, but pursuant to a grant of exemption letter issued by the FAA under 14 CFR Part 61, is permitted to offer pilot training by a flight simulator instead of an actual aircraft.**
- 3. The FAA has issued the school or entity a training center certificate under 14 CFR Part 142**

14 CFR PART 61 (FAR PART 61)

With minor exception and exemption.....

Courses at a Vocational Flight School should never be SAA approved for VA training under Part 61.

Part 61 of the FARs specifies the requirements for various pilot licenses and ratings. Part 61 training cannot be approved for VA vocational flight benefits because it relates to one-on-one training without regard to a standard curriculum or school training (training to proficiency).



14 CFR PART 63 (FAR PART 63)

Part 63 of the FARs specifies the requirements for schools and courses to train flight engineers. Part 63 programs may be approved for enrollment of Veterans and other eligible beneficiaries because it requires a school curriculum and standard course outline that must be followed.



14 CFR PART 141 (FAR PART 141)

Part 141 of the FARs specifies requirements for schools to train students for pilot certificates and ratings. Training under Part 141 may be approved for the enrollment of Veterans and other eligible individuals for VA education benefits because it specifically relates to school training and standard course outlines that must be followed.



14 CFR PART 142 (FAR PART 142)

Part 142 of the FARs states the requirements to train students to fly using simulators. Simulator training devices can be used in most flight programs. Part 142 programs may be approved for enrollment of Veterans and other eligible individuals to receive VA education benefits.



VOCATIONAL FLIGHT TRAINING COURSES

Flight training courses are formal courses leading to FAA certifications or ratings to operate aircraft.

Commercial Pilot: The course of instruction leading to licensing as a commercial pilot, authorized to operate aircraft for hire. Specific details are contained in [14 CFR Part 141, Appendix D](#).

Instrument Rating: A course of instruction leading to certification to operate an aircraft in instrument meteorological conditions (IMC) during periods of low visibility. Specific details are contained in [14 CFR Part 141, Appendix C](#).

Airline Transport Pilot (ATP): Course of instruction qualifying the commercial pilot to perform duties and responsibilities as an airline pilot. Specific details are contained in [14 CFR Part 141, Appendix E](#).

Ground School Instructor Certification: Course of instruction qualifying a person to provide instruction in the ground training aspects of flight training. Specific details are contained in [14 CFR Part 141, Appendix H](#).

VOCATIONAL FLIGHT TRAINING COURSES, cont.

Certified Flight Instructor (CFI): Course of instruction leading to a certification as a flight instructor, authorized to conduct ground or flight training in accordance with the privileges and limitations listed on the holder's flight instructor certificate. Specific details are contained in [14 CFR Part 141, Appendix F](#).

Additional Flight Instructor Qualifications:

Certified Flight Instructor-Instrument (CFI-I): Course of instruction qualifying the CFI to provide ground and flight instruction in all phases of flight planning, flight, and air traffic control procedures when operating in instrument meteorological conditions. Specific details are contained in [14 CFR Part 141, Appendix G](#).

Certified Flight Instructor Single Engine Land (CFI-ASEL) and Certified Flight Instructor-Multi Engine Land (CFI-AMEL): Course of instruction qualifying the CFI to provide ground and flight instruction in single-engine aircraft (ASEL) or multi-engine aircraft (AMEL). Specific details are contained in [14 CFR Part 141, Appendix F](#).

Under no circumstances may a



PRIVATE PILOT

course be approved for VA education benefits at a Vocational Flight School.

GROUND SCHOOL

Ground School may not be offered online.

38 CFR 21.4263(h)(2)(ii)

Ground school must be face-to-face training with an instructor, either in a group classroom setting or one-on-one and may consist of units using audiovisual equipment, personal computers, quizzes, and exams.

- SCOs may not certify ground school training hours for VA payment if they were completed by independent study, distance learning, or online training.
- Students must be held to the approved standards of progress
- Ground school is NOT the same as Pre/Post



PRE-FLIGHT BRIEFINGS & POST-FLIGHT CRITIQUES



Contrasted with Ground School, Pre/Post is exactly what it appears to be:

- Pre-flight briefings: instructor reviews the knowledge to be learned and the maneuvers to be performed during the immediately upcoming training flight
- Post-flight critiques: instructor goes over with the student how s/he performed during the immediately preceding flight and gives the student an evaluation.

Pre/Post must always be associated with a flight and cannot be interchanged with ground school.

AREAS OF RESPONSIBILITY

The SAA or VA only approve flight training courses that have been approved by the FAA under the Federal Aviation Regulations (FAR) Part 141, 142, or Flight Engineer Courses under Part 63.

FAA Approval

A Principal Operations Inspector (POI) at the Flight Standards District Office (FSDO) issues the Air Agency Certificate and Letter of Authorization.

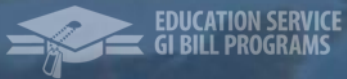
SAA Approval

SAs have the authority to approve courses at private profit and non-profit flight schools and public flight schools that are not aero clubs. The SAA conducts the initial inspection visits and determines if the pilot school and its flight training courses meet the criteria for approval.

VA Approval

VA has sole authority to approve courses at aero clubs located on military bases (38 CFR 21.4263) and acts as the SAA for all such schools. VA may also act as the SAA if the state elects not to designate an SAA or decides not to accept the VA Cooperative Agreement.

Approval Requirements



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DEEMED APPROVED

38 USC 3672(b)(2)(A)(ii)

A flight training course approved by the Federal Aviation Administration that is offered by a certified pilot school that possesses a valid Federal Aviation Administration pilot school certificate is “deemed to be approved”.

Flight schools with courses considered deemed approved must be evaluated by the SAA every 24 months to ensure the school maintains compliance under Public Law 111-377 and to ensure the programs continue to meet the criteria to remain in the deemed approved status.

AUTHORITY

Requirements for the pursuit of vocational flight training:

- 38 CFR [21.4254](#)
- 38 CFR [21.4263](#)

In this approval section we will discuss some of the special requirements included in these two references.

Please note, all other criteria applicable to schools under 38 CFR 21.4254 are applicable to flight schools.

CATALOG/VETERANS' INFORMATION BULLETIN (VIB)



Catalog (submission is a requirement to obtain and maintain approval and must include required information such as standards and policies and must be certified true and correct in content and policy)

Sample VIB templates

Many flight schools do not have a catalog or bulletin that is acceptable for SAA approval purposes. Many SAAs provide a template or sample addenda schools may use. Many of these templates are called Veterans' Information Bulletins (VIBs). They list, among other items, the school's policies, staff, and courses. The target audience for the VIB is the VA student.

Check with your SAA for any sample VIB template they may have.

VIB must be updated when there are:

- Changes to courses
- Changes to policies
- Changes to rates
- Changes to aircraft
- Changes to AAC
- Changes to LoA

In all cases of changes, a new VIB, catalog, and/or bulletin must be submitted to the SAA (or VA is no SAA) for approval

GUIDED FLIGHT DISCOVERY

INSTRUMENT COMMERCIAL SYLLABUS

Contains:
Instrument Rating Course
Commercial Pilot Certification Course
Multi-Engine Rating Course



TRAINING COURSE OUTLINE & SYLLABUS

For a flight school to have its courses approved for VA education benefits, the school must submit a Training Course Outline (TCO) and a syllabus that has been approved by the FAA/FSDO for each course.

The ground, pre/post, and flight hours approved by the FAA in the TCO/syllabus, are the only hours that may be approved for that course at that school.

Each syllabus is usually stamped as approved by the FSDO on the first page or title page, especially if it is a standard commercial-grade syllabus published by Jeppesen, etc.

Each TCO is stamped as approved by the FSDO, usually at the front in the section that specifies which pages are being changed or approved, often referred to as the “list of effective pages.”

TCOs sent after the initial approval must include the List of Effective Pages (LOEP aka List of Revisions) that is officially signed or stamped by the FSDO for that flight school.

AIR AGENCY CERTIFICATE & LETTER OF AUTHORIZATION

The flight school must regularly submit current Air Agency Certificates (AAC) and Letters of Authorization (LoA) and promptly notify the SAA of changes that affect the school or any of the approved courses. Only courses listed on the AAC and LoA may be *considered* for approval.

An AAC is issued by the FAA to flight schools authorizing them to offer courses of instruction leading to pilot licenses and ratings. AACs list the specific flight programs approved by the FAA for the school to which the certificate is issued. Certificate validity dates vary but are always indicated on the certificates. VA will not process payments to schools without a current Certificate

A LoA is issued to the school with the AAC. It provides a listing of the specific programs that have been authorized for the school to offer. It expires the same time as the AAC.

The AAC must be prominently displayed in a flight school's reception area or at its dispatch desk.

TRAINING HOURS



Maximum Training Hours

14 CFR Part 141 establishes the minimum hours of instruction required for each flight training course.

VA determines the maximum hours for purposes of education benefits under VA policy and regulations.

For vocational flight training courses, only the hours considered **necessary to meet the course objective** can be approved for VA education benefits.

Hours approved by the FAA in the course TCO and syllabus are the maximum hours for which VA education benefits may be paid.

Additional Training Hours

Students who require additional training hours beyond the approved hours in order to complete the course, must do so at their own expense. Those additional hours must not be certified to VA.

The approved hours can be found on the initial letter of approval (issued by the SAA) or on VA Form 22-1998, which is issued by VA after acceptance of SAA approval. These hours must match what the FAA approved in your course TCO and syllabus.

If the hours do not match, contact your ELR or SAA for further guidance.

PREVIOUS TRAINING

The school's catalog/VIB must include a policy regarding granting credit for previous education and training. The policy must:

- State the institution maintains a written record of previous education and training of the eligible person
- Clearly indicate appropriate credit is given by the institution for previous education
- Specify training is shortened proportionately

It is recognized that flight schools are restricted by 14 CFR Part 141 as to how much credit may be granted under certain circumstances; credit granted for VA students is subject to those same restrictions.



TWO YEAR RULE, 38 CFR 12.4251

Aero Clubs (38 CFR 21.4251(b))

Since considered to be instrumentalities of the Federal Government through the base commander, and are, thus, public schools, the Two-Year Rule does not apply to military aero clubs.

Proprietary Flight Schools

Must meet the Two-Year Rule, just as other proprietary NCD facility.

Flight schools and training centers may use Part 61 advanced flight training to establish proof of continuous operation to meet the Two-Year Rule for approval. Flight schools and training centers must have offered advanced flight courses, i.e., a commercial pilot certification course and above.



STANDARDS OF PROGRESS & ATTENDANCE

Standards of Progress

Flight schools must have approved standards of progress in place and the standards must be published in the flight school catalog or VIB. Typical standards are tied to stage checks.

Adequate records of progress must be maintained to determine when the student should be terminated for violations.



Standards of Attendance

Standard of attendance are based upon a minimum number of training hours expected to be completed within a given period and should be appropriate for the length of the course.

Adequate records of attendance must be maintained to determine when the student should be terminated for violations

*See your SAA for examples of Standards of Progress and Attendance that meet these requirements.

EQUIPMENT



Schools must provide their SAA with the FAA approved list of inventory for their facility; this includes a complete listing of all aircraft, tail numbers, horsepower, and simulator information for approval. These must all be accurately related to the approved programs.

Substitute Aircraft

Additionally, the catalog/VIB must include provisions for substitute aircraft. Except for minor situations, a Veteran or eligible person enrolled in a flight program may train only in the aircraft approved for that course. If a particular aircraft is not available for some compelling reason, the Veteran or eligible person may be permitted to train in an aircraft different from that approved for the course, provided the aircraft substituted will adequately meet the training requirement for the phase of the course.

U.S. Department
of Transportation
Federal Aviation
Administration

14 CFR Part 141 Pilot Schools

Training Specifications

Aircraft Listing

In accordance with 14 CFR Section 141.39, the certificate holder is authorized to conduct pilot training using the aircraft identified on this training specification.

Table 1 – Authorized Aircraft for Pilot Training

Registration No.	Serial No.	Aircraft M/M/S
N6294M	15284657	CE-152-152
N365DS	17262611	CE-172-M
N859CP	17280540	CE-172-R
N1199H	172S10390	CE-172-S
N36619	28R7837286	PA-28-R201

HOURLY RATES & PRO RATA REFUND



Approved Hourly Rates & Billing

- All hourly rates charged must be at or below the approved rate for each aircraft, simulator, ground school lesson, pre/post, etc.
- VA Form 22-1998 (WEAMS) reflects the highest cost for each aircraft, FTD, simulator, ground school lesson, and pre/post training event (while most expensive cost is listed, schools must only certify actual charges)
- If school has had a rate increase and it exceeds the current approved rate, VA will not pay until SAA approval

Refund Policies

- For VA students, flight school refund policies must be pro rata, in accordance with 38 CFR 21.4255
- Pro Rata refunds must occur within 40 days
- Records must be maintained to verify the refund was given for the correct amount

NOTIFICATION OF CHANGES

Changes that affect the school or any of the approved courses must be submitted to the SAA of jurisdiction and/or the VA.

These changes include (but are not limited to):

- Changes in charges for instruction
- Addition or removal of a flight training course
- Change of ownership
- Any change to a currently approved course
- Any changes to aircraft
- Changes in Chief Flight Instructor or flight instructors
- Publication of a new catalog or bulletin
- Changes of address, name, and/or phone number
- Changes to Certifying Officials
- Any other changes related to the catalog/bulletin (i.e., policies)

NOTE: All changes, must be certified true and correct in content and policy, and include the signature of the Chief Flight Instructor or the owner.

15 MINUTE BREAK

Icebreaker

Would you rather eat chocolate ice cream or vanilla ice cream?

Compliance Surveys



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OBJECTIVES OF COMPLIANCE SURVEYS



Compliance surveys are conducted to ensure schools and training establishments, and their approved courses are compliant with all applicable provisions of the laws administered by VA. The five principal objectives of compliance surveys are:



Verify propriety of payments



Confirm continued compliance with approval criteria



Assist school or training officials and eligible individuals in better knowing their responsibilities and the procedural requirements of the VA



Verify if there are deviations from the duties and requirements by eligible persons, schools, or training establishments



Assure proper action is taken for the correction of discrepancies, or for the cessation of benefits in the event correction is not accomplished

THE BUCKLEY AMENDMENT

The Buckley Amendment (Public Law 93-380) requires institutions receiving Federal funds administered by the Department of Education to obtain the student's consent to release information from school records.

However, information sought in connection with a student's application for receipt of financial aid is exempt.

School records relating to VA benefits fall into the "financial aid" category and are therefore exempt from the provisions of the Buckley Amendment.

Therefore, during Compliance Survey visits, you must grant the VA (and SAA) access to the records of VA beneficiaries as well as non-VA students without the written consent of the student in order to monitor the school's compliance with the law.



RECORD RETENTION REQUIREMENTS

Records of an institution or establishment must be retained for a period of at least **THREE** years following the termination of the enrollment of an eligible individual, or longer if requested by the VA or Government Accountability Office (GAO).

Any institution offering courses approved for the enrollment of eligible individuals must maintain a complete record and copies of all advertising, sales, or enrollment materials utilized by or on behalf of the institution during the preceding 12-month period.



COMPLIANCE SURVEYS – WHAT TO EXPECT

Packet sent facility providing date and time of survey (or instructions for providing documents remotely), list of students, and list of required student and school documents

Notification of Survey

Samples of the past 12 months of advertising (website, publications, television, radio spots, etc.) will be reviewed to ensure advertising is not false or misleading.

Advertising Review

Complete records review.
Discussed in depth next slide.

Records Review

Letter sent acknowledging the recent visit, detailing all findings/discrepancies, and specifying any corrective action required by school.

Findings Letter

Entrance Briefing

An entrance interview will be conducted including VA/SAA staff, SCO, Chief Flight Instructor, and CEO/CFO/Owner as applicable

Flight Line Inspection

Review aircraft and space as approved by the SAA
Review of posted AAC and Chief Flight Instructor information

Exit Briefing

Conducted when review of all records is concluded; includes the SCO, Chief Flight Instructor, and others as school or compliance specialist sees fit.

FLIGHT SCHOOL RECORD REQUIREMENTS

A flight school must keep, at a minimum, the following for at least three years following the end of each enrollment period:

- A copy of student's private pilot certificate (or higher depending on the course)(could be a part 142 training center that requires a commercial pilot certificate, for example)
- Evidence of completion of any prior training that may be a pre-requisite for the course
- A copy of the medical certificate required for the courses being pursued and copies of all medical certificates (expired or otherwise) needed to support all period of prior instruction received at the current school
- Daily flight logs
- Permanent ground school record
- Progress Log
- Invoices of flight charges for individual flights or flight lessons for training conducted on a flight simulator or advanced flight training device

FLIGHT SCHOOL RECORD MAINTENANCE, cont.

- Daily flight sheets identifying records upon which the 85/15 Percent Ratio may be computed
- A continuous meter record for each aircraft (Hobbs & Tachometer)
Invoices or flight tickets signed by the student and instructor showing hour meter reading, type of aircraft, and aircraft identification number
- Accounts receivable ledger
- Individual instructor records
- Engine logbooks and aircraft registration documents
- A record for each student above the private pilot level stating the name of the course in which the student is currently enrolled and indicating whether the student is enrolled under 14 FAR Part 141 or Part 142
- Records charges for training and accounts that show the respective charges and payments received from Veterans and non-Veterans
- If applicable, the records required by training provided under 14 CFR Part 141 or 142.

COMPLIANCE SURVEY FACT FINDING



Are programs approved and is school using the approved TCO and syllabus?



Are students training in approved and/or appropriate aircraft?



Does the ledger reflect appropriate charges based on the approved charges for the program? Were those charges certified to VA?



Is the school following its approved policies? (i.e., training hours, grades, progress)



Are charges and training the same for Veteran and non-Veteran students?

COMMON DISCREPANCIES

Hours certified to VA do not match up with training records

Hours for one month were combined with another

Rates certified are maximum approved instead of actual charges

Aircraft/rates certified to VA are not approved and not reflected on the 22-1998 (WEAMS)

Pre/post lumped into or interchanged with Ground School

Appropriate medical certificate not obtained and/or maintained in file

Documentation of training, billing, certificates, grades, etc. not maintained for three(3) years from last day of training.

School approved as Part 141, but is actually training under Part 61 (training to proficiency)

Incomplete flight logs

Resources: Terminology & References



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RESOURCES: TERMINOLOGY

Federal Aviation Administration (FAA): The federal government organization primarily responsible for the advancement, safety, and regulation of civil aviation. The FAA establishes regulations and policies prevailing over flight, including flight training, flight schools, and certificates issued, and it oversees the development of air traffic safety and control.

Flight Standards District Office (FSDO): A FSDO is a local field office acting as an extension of the FAA. FSDOs promote safe transportation by setting standards and regulations for oversight of airmen, air operators, and air agencies. They approve flight and ground training curricula at flight schools under their geographic jurisdiction and issue AACs.

Air Agency Certificate (AAC): An AAC is issued by the FAA to flight schools authorizing them to offer courses of instruction leading to pilot licenses and ratings. AACs list the specific flight programs approved by the FAA for the school to which the certificate is issued. Certificate validity dates vary but are always indicated on the certificates. A Letter of Authorization must accompany an AAC.

Letter of Authorization (LoA): A LoA is issued to the school with the AAC. It provides a listing of the specific programs that have been authorized for the school to offer. It expires the same time as the AAC.

Flight School: A school, other than an IHL, or an entity such as an aero club, located in a state, that has been issued either a pilot school certificate or a provisional pilot school certificate by the FAA which specifies each course the school is approved to offer under 14 CFR Part 141.

RESOURCES: TERMINOLOGY

Medical Certificates (Med Certs): Med Certs are issued upon completion of an appropriate medical examination by an FAA approved doctor. All pilots must have an appropriate Med Cert to be authorized to fly.

- First Class: The highest level of medical certificates – required for pilots to exercise the privileges of an ATP rating.
- Second Class: Required for pilots who are exercising the privileges of their commercial pilot's license or are providing flight instruction.
- Third Class: The initial certificate required of pilots to exercise the privileges of their private pilot's license.

Training Course Outline (TCO): 14 CFR Part 141.55 describes the requirements of a training course outline and syllabus. Each flight training program approved for Veterans' training must have an FAA approved TCO. A TCO normally contains details of the school's facilities, aircraft approved for the course, instructors, procedures for operations, airspace and airfield facilities, and a training syllabus for each flight training program.

Training Syllabus: The syllabus is comprised of all lessons, both ground and flight training, which must be successfully completed prior to taking the FAA licensing/certification check ride for the program of training. Several standardized training syllabi are available (Jeppesen); or a flight school may have its own unique FAA approved syllabus for one or all its respective programs. VA payment for the flight and ground training time may not exceed the 14 CFR Part 141 minimum hourly course requirements for each individual program.

RESOURCES: TERMINOLOGY

Chief Flight Instructor: The Chief Flight Instructor is the person in charge of all flight training at a flight school. Each school must designate a Chief Flight Instructor.

Ratings: These generally refer to the type or class of aircraft a licensed pilot is authorized to fly.

Stage Checks: Stages are subdivisions of the flying or ground training syllabus of instruction and may be subdivided into individual lessons corresponding to a flight or ground training event. Satisfactory completion of a stage check indicates the student is ready to progress to the next stage of the syllabus.

Flight Training Device (FTD): Replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed cockpit replica

Fixed Wing: An aircraft is described as fixed wing when it derives most of its lift from a stationary or variable geometry wing, as opposed to a helicopter which derives its lift from rotors.

Rotary Wing or Rotorcraft: An aircraft that is propelled and lifted by the action of the wings (rotors) such as a helicopter.

Dual Hours: Flight time which a student is receiving instruction from a licensed and rated pilot on board a dual control aircraft.

Solo Hours: Flight time during which a student pilot is the sole occupant of the aircraft.

RESOURCES: REFERENCES

[38 USC § 3034\(d\)](#) – Vocational flight training, requires student already possess a private pilot certificate, meet medical requirements of commercial pilot (2nd class), approved pilot school

[38 USC § 3672\(b\)\(2\)\(A\)\(ii\)](#) – Courses at pilot schools deemed approved

[38 USC § 3680A\(b\)](#) – Approval of flight as part of a standard college degree

[38 CFR § 21.4235](#) – Programs of education that include flight training

[38 CFR § 21.4263](#) – Approval of flight training courses

[38 CFR § 21.4266](#) – Courses offered at branches or extensions

[38 USC § 3676](#) – Approval of nonaccredited courses

[38 USC § 3680A\(e\)](#) – Two-year rule

[38 USC § 3680A\(f\)](#) – Approval of contracted courses

[38 CFR § 21.4233\(e\)](#) and [38 CFR § 21.4252\(m\)](#) – Approval of contracted courses

[38 CFR § 21.4251](#) – Two-year rule

[38 CFR § 21.4254](#) – Approval of nonaccredited courses

RESOURCES: FEDERAL AVIATION REGULATIONS (FARs)

The FARs are a compilation of FAA regulations governing all aspects of flight training, air carrier operations, medical requirements for pilots, aviation safety, aircraft maintenance training, airfield and airspace operations within the US, Its territories, and their respective boundaries.

FAR Part 141 (<https://www.law.cornell.edu/cfr/text/14/part-141>)

- Specifies the requirements for schools to train students for pilots' licenses and ratings. Training under part 141 may be approved for the enrollment of Veterans and others eligible for VA education benefits because it specifically relates to school training and standard course outlines that must be followed.

FAR Part 142 (https://www.faa.gov/pilots/training/part_142/)

- Specifies the requirements to train students to fly using simulators.

RESOURCES: MISCELLANEOUS WEBSITES

FAA FSDO search:

http://www.faa.gov/about/office_org/field_offices/fsdo/

FAA CMO search:

http://www.faa.gov/about/office_org/field_offices/com/

FAA Pilot School search:

<http://av-info.faa.gov/PilotSchool.asp>

FAA Training Center search:

<http://av-info.faa.gov/TrainingCenter.asp>

FAA Registry and Aircraft Inquiry search:

<http://registry.faa.gov/aircraftinquiry/>

FAA Airmen Inquiry search:

<https://amsrvs.registry.faa.gov/airmeninquiry/>

SUMMARY



You should now be able to:

1. Discuss an overview of Vocational Flight Programs;
2. Understand the requirements for approval of Vocational Flight Programs;
3. Describe the Compliance Survey requirements for Vocational Flight Programs; and
4. Identify helpful resources relating to Vocational Flight Programs



June 2022

Thank you