MTSU

FLIGHT LAB

ADDITIONAL INFORMATION

The information contained in this publication is critically important to understanding the flight training process at MTSU; Please read carefully and thoroughly.

Revised: January 2017
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Requirements to Begin Flight Training

A student cannot begin their flight training until the following Federal Aviation Administration (FAA), Transportation Safety Administration (TSA), and MTSU requirements are met:

1) PRIOR TO THE FIRST DAY OF FLIGHT LAB: Students must have a 2nd Class Medical Certificate (with at least 3rd class privileges). This Certificate must be presented on the first day of class, so the required flight physical must be accomplished prior to the beginning of the semester.

2) ON THE FIRST DAY OF FLIGHT LAB: Students must present a valid, unexpired U.S. Passport or an original, state issued birth certificate, and a valid government-issued picture I.D. (such as a valid state driver’s license).

3) ON THE FIRST DAY OF FLIGHT LAB: Students are required to have a minimum of $500 in their flight account to cover initial instruction costs. The student must have the full amount of the enrolled flight lab estimate (see p. 5) deposited in his/her flight account at the MT OneStop by the end of the first week of lab. (These deposit requirements do NOT apply to VA students, please reference VA specific notes).

Note: If the student does not have the full amount by the end of the first week of the lab, the student will lose their lab slot. The ONLY exception will be if the student submits evidence of pending payment from the financial aid office or a lending institution, to the Chief Flight Instructor, by the end of the first week. It is advisable to apply for all student financial aid to be utilized for flight lab costs as far in advance of the semester as possible.

If the three above requirements are not met, the student will not retain their flight lab course for the semester.

Note: For students enrolling in initial flight training (AERO 2201), the application for a student pilot certificate will occur at the first meeting with their flight instructor; the student pilot certificate must be received from the FAA prior to solo flight.

Any questions should be directed to the MTSU Flight Training Office, 615-890-5755
VA FUNDED STUDENTS

All students who will utilize VA funding for flight lab fees will need to submit a copy of their Certificate of Eligibility, issued by the Department of Veterans Affairs. This may be obtained through the VA office and shall be submitted along with the flight lab request form.

NOTE: The VA will only pay for hours as outlined in each syllabus. The VA will not pay for additional hours above those listed in the syllabus. It will be the student’s responsibility to pay, out of pocket, for any hours obtained that exceed those in the syllabus. This is not a MTSU policy; this is as directed by the VA. As each student progresses at a different pace, there is no guarantee that a student will finish a given lab within the required hours of the syllabus.

NOTE: There are specific costs associated with flight labs that VA funds do not cover including:
- Required flight lab materials: (please reference lists provided on pp. 11-12.)
- FAA required written tests: (approximately $150 each attempt, paid to the FAA testing center).
- FAA required practical test examiner fee: ($400 - $800, depending on which test, paid directly to an FAA approved Designated Pilot Examiner, not associated with MTSU).
- Cost of aircraft rental fee for practical test (depends on type of aircraft required and how much flight time is required to complete the check ride).

Again, VA students will be expected to make arrangements to pay for the above listed costs out of pocket.

INTERNATIONAL STUDENTS

Non U.S. citizens are encouraged to contact the MTSU flight training office (615-890-5755) by the flight lab application deadline for each semester to ensure proper approvals are received. If you are not a U.S. citizen, the process of approval from the Alien Flight Student Program (AFSP) and the Transportation Security Administration (TSA) can take up to several months. For direct information, reference the TSA WEBSITE: http://www.flightschoolcandidates.gov

A STUDENT WHO IS NOT A U.S. CITIZEN MUST HAVE AFSP FEDERAL APPROVAL TO BEGIN FLIGHT TRAINING IN THE PRIVATE, INSTRUMENT AND MULTI ENGINE LABS. After application, approval from the AFSP will be received by the MTSU flight training AFSP representative (Chief or Assistant Chief Instructor). Please note that application for AFSP approval does not allow a non U.S. student to begin flight training. Only a “Permission to Initiate Training” notification to the flight school will allow training to start. Non U.S. citizens who have not received approval to begin training by seven days prior to the first day of class for the semester will not be able to retain their lab for the semester.

NOTE: A non U.S. citizen does not need to wait until a previous certificate is complete in order to apply for the next required AFSP approval. It is recommended that students apply for AFSP approval at least six weeks prior to the start of the requested lab semester.
**FLIGHT LAB COSTS**

While curriculum hours are established as indicated below, a student’s training completion is based upon the individual student’s progress. Everyone’s comprehension level is different and some students learn quickly, while others take more time to understand the material. This is especially true in the challenging field of aviation. The Federal Aviation Administration (FAA) has set standards of proficiency for the different flight certificates that MTSU offers in order to gain eligibility to take each FAA check ride. Since our main concern at MTSU is to train with safety in mind, we train each student to this required proficiency level, which may take more than the required flight hours to obtain.

In order to maintain consistent progress, one of the requirements for students to be admitted to and remain in each flight lab course is to maintain enough money in their flight account to finish the lab and attain the rating for which that flight lab prepares them. Since student progress may take more time than the absolute minimum requirements, students are required to deposit more money in their flight account than the minimum time requirements dictate in order to maintain their flight lab status. Since students are required to maintain a positive balance at all times, if a student falls short of the amount necessary to complete the lab, they will be removed from their flight lab course and receive an “F” for the semester.

The minimum amounts that must be deposited into a student’s flight account for each of the flight labs are as follows:

<table>
<thead>
<tr>
<th>Course</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>AERO 2201 – Private:</td>
<td>$13,200.00</td>
</tr>
<tr>
<td>AERO 3203 – Instrument:</td>
<td>$11,300.00</td>
</tr>
<tr>
<td>AERO 3204 – Commercial:</td>
<td>$15,850.00</td>
</tr>
<tr>
<td>AERO 3261 – Multiengine:</td>
<td>$4,500.00</td>
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<tr>
<td>AERO 4201 – CFI:</td>
<td>$4,500.00</td>
</tr>
<tr>
<td>AERO 4202 – CFII:</td>
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<tr>
<td>AERO 4203 – MEI:</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>AERO 3202 – Cross Country:</td>
<td>$11,000.00</td>
</tr>
</tbody>
</table>

Please refer to pages 9-10 of this packet for more specific lab cost breakdown information.

The above numbers are what the MTSU Financial Aid Office will use to determine financial aid amounts for flight lab courses. Students using VA benefits for flight training costs do not have to make this deposit, but are only eligible for VA payment of the required hours indicated for each course on pages 9-10. Any hours incurred above these hours will be the financial responsibility of the VA-funded student.

While most students should incur flight training costs that fall within the required flight deposit amount, this is dependent on each student’s individual progression. A balance of money in the flight account at the completion of training may be applied towards the student’s next flight lab or returned to the student at the end of the semester. These numbers are subject to change due to a number of factors including fluctuating fuel costs.
EXTRA COSTS ASSOCIATED WITH FLIGHT LABS

When a student enrolls in any university class, there are extra costs associated with the class for books and supplies. Similarly, each flight lab course will require materials necessary to complete training in addition to flight and ground school costs (headset, aviation charts, books, etc.). Please reference the Required Flight Lab Materials for each flight lab course on pages 11-12. Each student will be required to have the listed items for each flight lab by the end of the first week of class. The materials may be purchased anywhere the student wishes. Some of the materials are available through the MTSU book store, and some may be purchased at the airport campus. These materials are separate purchases from the flight lab fees and MAY NOT be purchased through the student’s flight account.

In addition, students will pay $400-800 for examiner fees for each FAA check-ride and $150 per attempt for each required FAA written test. MTSU does not set these fees. The fees are for independent examiners, and are not payable through the student’s flight account, but must be paid out of pocket by the student at the time of the event. Please plan accordingly to have money available to pay for these required fees.
PROCESS FOR DETERMINING LAB AWARDS

An overview of the process used to determine flight lab assignments each semester is provided below. The goal of the Flight School is to accommodate each student who wishes to enroll in a flight lab each semester, but instructional staff and aircraft capacity constraints do exist. In order to accommodate as many qualified students as possible, it is imperative that all students in flight labs for a semester are ready to begin training on the first day of class. Students not meeting each requirement listed on the first page of this information packet will be removed from their flight lab so any eligible students on a waiting list are able to utilize that lab space instead. Finishing a lab within a semester requires diligent adherence to the required training schedule, and students should realize that weather, mechanical issues, or examiner availability often cause delays which may result in the need to stay after a semester ends to complete a flight lab course.

Lab Awards for Spring and Summer Semesters:

1. Student load capacity is determined for each flight lab course. Constraints such as flight instructor qualification to teach in a particular course, requested student load of each instructor, and the need to keep a balance between the number of students in each flight course to prevent equipment bottlenecks are all considered in this determination.

2. Student eligibility for the lab they requested is verified. Eligibility is determined by the following factors:
   - Student submitted a complete and typed flight lab request form by the published deadline (note: un-typed, incomplete, and late lab requests are not considered)
   - Student’s collegiate GPA is at or above the minimum required of 2.500
   - Student meets the pre-requisite and co-requisite requirements of the flight course they are requesting
     - AERO 2201 – pre or co-req AERO 2230
     - AERO 3203 – pre or co-req AERO 3210, pre-req AERO 2201
     - AERO 3204 – pre or co-req AERO 3215, pre-req AERO 3203
     - AERO 3261 – pre-reqs AERO 3215, AERO 3204
     - AERO 4201 – pre or co-req AERO 4210, pre-req AERO 3204
     - AERO 4202 – pre-req AERO 4201, pre-req AERO 3210
     - AERO 4203 – pre-req AERO 4202, pre-req AERO 3215

3. Eligible students are ranked, per lab course, by cumulative GPA (4.000 down to 2.500).

4. If necessary, students who are qualified but have less competitive GPA’s will be placed on a waiting list if there are not enough lab slots initially available. In this case, students are ranked on the waiting list based on their GPA.

5. Notification emails will be sent to all students that applied for a lab within a week of grades posting for the previous semester. The e-mail will indicate the student either: 1) Has been awarded a lab, 2) Is on a waiting list for the lab they requested, or 3) Are ineligible for the lab they requested for the upcoming semester. It is vitally important that these e-mails be read in their entirety, as they will include important next steps, especially for lab awardees.
6. One week prior to start of the semester, retention requirements for each flight lab recipient are reviewed.

   Retention requirements include:
   - Check ride complete for preceding lab (if check ride is not complete at this point, the student will lose their flight lab for the next semester).
   - Response from award email received (if student has not responded by the deadline stated in their award letter, they will lose their lab slot).

7. If, based on the retention review described in #6, additional flight lab slots have become available, the next student on the waiting list is notified of this availability. Again, this is determined by a GPA hierarchy. Students on the waiting list have 24 hours to respond to this e-mail, so it is important for such students to monitor e-mail carefully during this time frame. If no response is received in the 24 hour timeframe, the next student on the waiting list will be contacted, and the prior student will lose their opportunity for a flight lab.

**Fall Semester:**

The process is the same for the fall semester flight labs except all awards are tentative. Due to the short time period between the end of the summer semester and the start of the fall semester (usually one week), the lab awards are determined and tentative award emails are sent out during the month of July, prior to summer grades posting. This is done to allow students an idea of if they will likely get a lab, in order to plan finances as well as other classes. These tentative awards are dependent on the student’s GPA remaining competitive once summer grades post. If a student’s GPA drops relative to other students during the summer session, they might not remain competitive with other applicants, and therefore lose their lab slot.
DETAILED FLIGHT LAB COSTS

Prices are based on the flight and ground hours listed in the FAA-approved Training Course Outline (TCO) for each flight course. MTSU monitors student progress closely, and strives to provide safe, cost effective training to all our flight lab students. It is possible that a student will require more training to attain the proficiency necessary to pass the FAA check ride, and therefore spend more than the amounts shown. The syllabus total is the total cost if the syllabus is flown as required. The amount required in the flight account is the amount of money that needs to be in the student’s flight account prior to the start of training. This number should be referenced if requesting financial aid. Any money left in the student’s flight account after a lab is complete may be applied towards the next lab, or reimbursed to the student at the end of the semester.

PLEASE BE AWARE: Prices are subject to change due to various factors to include fluctuating fuel costs, and prices do not include costs of FAA check ride or extra required materials (headset, charts etc.). As described previously in this packet, these costs are paid directly to individuals or companies that are independent of MTSU.

### FITS Private Pilot (AERO 2201) Part 141

<table>
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<tr>
<th>Component</th>
<th>Hours</th>
<th>Rate</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Dual Instruction (Aircraft)</td>
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<td>Solo</td>
<td>7.5</td>
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<td>$1,260.00</td>
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<tr>
<td>Ground Instruction</td>
<td>43.0</td>
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<td>Fuel Charge</td>
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<td>$10.00</td>
<td>$505.00</td>
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Syllabus Total: $12,859.00

* Amount required in flight account: ($13,200.00)

### FITS Instrument Pilot (AERO 3203) Part 141

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<td>Dual Instruction (ATD)**</td>
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<td>$1,980.00</td>
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<td>Ground Instruction</td>
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<tr>
<td>Fuel Charge</td>
<td>40.5</td>
<td>$10.00</td>
<td>$405.00</td>
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Syllabus Total: $11,010.50

* Amount required in flight account: ($11,300.00)

** Can be completed in the ATD instead of Aircraft

### FITS Commercial Pilot (AERO 3204) Part 141

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<tr>
<td>Dual Instruction (Aircraft, DA40)</td>
<td>31.5</td>
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<tr>
<td>(Aircraft, PA28)</td>
<td>17.5</td>
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<td>$4,025.00</td>
</tr>
<tr>
<td>Solo (DA40)</td>
<td>15.0</td>
<td>$168.00</td>
<td>$2,520.00</td>
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<tr>
<td>Ground Instruction</td>
<td>36.5</td>
<td>$45.00</td>
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</tr>
<tr>
<td>Fuel Charge</td>
<td>64.0</td>
<td>$10.00</td>
<td>$640.00</td>
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Syllabus Total: $15,537.00

* Amount required in flight account: ($15,850.00)
**Multi-Engine (AERO 3261) Part 61**

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<th>Rate (per hour)</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Dual Instruction (Aircraft, PA44)</td>
<td>11.5</td>
<td>$285.00</td>
<td>$3,277.50</td>
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<tr>
<td>Ground Instruction</td>
<td>13.5</td>
<td>$50.00</td>
<td>$675.00</td>
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<tr>
<td>Fuel Charge</td>
<td>11.5</td>
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<td>$230.00</td>
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<td><strong>Syllabus Total:</strong></td>
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* Amount required in flight account: ($4,500.00)

**Certified Flight Instructor (AERO 4201) Part 61**

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<tbody>
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<td>Dual Instruction (Aircraft, DA20)</td>
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<td>(Aircraft, PA28)</td>
<td>10.5</td>
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<td>$2,415.00</td>
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<tr>
<td>Ground Instruction</td>
<td>30.0</td>
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<td>$1,350.00</td>
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<tr>
<td>Fuel Charge</td>
<td>12.0</td>
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<td><strong>Syllabus Total:</strong></td>
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* Amount required in flight account: ($4,500.00)

**Certified Flight Instructor Instrument (AERO 4202) Part 61**

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<th>Hours</th>
<th>Rate (per hour)</th>
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</thead>
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<tr>
<td>Dual Instruction (Aircraft, DA40)</td>
<td>6.0</td>
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<td>Ground Instruction</td>
<td>10.0</td>
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<td>$450.00</td>
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<td>Fuel Charge</td>
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<td><strong>Syllabus Total:</strong></td>
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* Amount required in flight account: ($2,100.00)

**Certified Flight Instructor Multi Engine (AERO 4203) Part 61**

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<th>Hours</th>
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</thead>
<tbody>
<tr>
<td>Dual Instruction (Aircraft, PA44)</td>
<td>5.0</td>
<td>$285.00</td>
<td>$1,425.00</td>
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<tr>
<td>Ground Instruction</td>
<td>9.5</td>
<td>$50.00</td>
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<tr>
<td>PIC Build Time (Aircraft, PA44)</td>
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<td>$2,850.00</td>
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<td>Fuel Charge</td>
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<td><strong>Syllabus Total:</strong></td>
<td></td>
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* Amount required in flight account: ($5,400.00)

**Cross Country Lab (AERO 3202) Part 61**

<table>
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<tr>
<th>Instruction Type</th>
<th>Hours</th>
<th>Rate (per hour)</th>
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<tbody>
<tr>
<td>Dual Instruction (Aircraft, DA-40)</td>
<td>15.0</td>
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<td>Solo (Aircraft, DA-40)</td>
<td>37.0</td>
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<td>Ground Instruction</td>
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<td>Fuel Charge</td>
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<td><strong>Syllabus Total:</strong></td>
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<td>$10,763.50</td>
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* Amount required in flight account: ($11,000.00)
REQUIRED FLIGHT LAB MATERIALS

Note: All check lists, standardization manuals, aeronautical charts, approach plates, syllabi, and Safety Practices and Procedures are available for use in either paper or electronic format

All Students:
- $50 Flight School Publication Fee *(Flight Account will be invoiced for this charge)*
- Current FAR/AIM
- Current AFD-Southeast
- DA40-180 (Diamond Star) Information Manual *(Except Multiengine & MEI Students)*
- MTSU Diamond Star Checklist & Standardization Manual *(Except Multiengine & MEI Students)*
- MTSU Safety Practices & Procedures
- Logbook
- Headset
- Kneeboard
- View-Limiting Device
- Fuel Tester
- E6-B Flight Computer

Private Students:
- Practical Test Standards – Private
- Current Sectional Aeronautical Chart - Atlanta
- Other Current Sectional Aeronautical Charts, as appropriate
- VFR Plotter
- MTSU FITS Private Pilot Syllabus

Instrument & CFII Students:
- Practical Test Standards – Instrument *(Instrument Students Only)*
- Practical Test Standards – CFII *(CFII Students Only)*
- Current IFR Enroute Low Altitude Charts – L-15/16, L-25/26, L-17/18 or Jeppesen equivalent
- Other Current IFR Enroute Low Altitude Charts, as appropriate
- Current Terminal Procedures (Approach Plates) – SE-1 (TN & KY) or Jeppesen equivalent
- Other Current Terminal Procedures (Approach Plates), as appropriate
- IFR Plotter
- MTSU FITS Instrument Rating Syllabus *(Instrument Students Only)*
- MTSU CFII Syllabus *(CFII Students Only)*

Commercial Students:
- PA-28R-201 (Piper Arrow) Information Manual
- MTSU Piper Arrow Checklist & Standardization Manual
- Practical Test Standards – Commercial
- Current Sectional Aeronautical Charts, as appropriate
- Current IFR Enroute Low Altitude Charts, as appropriate
- Current Terminal Procedures (Approach Plates), as appropriate
- VFR & IFR Plotter
MTSU FITS Commercial Pilot Syllabus

CFI Students:
- See course outline for required texts and materials

Multiengine & MEI Students:
- PA-44-180 (Piper Seminole) Information Manual
- MTSU Piper Seminole Checklist & Standardization Manual
- Practical Test Standards – Commercial (Multiengine Students Only)
- Practical Test Standards – MEI (MEI Students Only)
- Current Sectional Aeronautical Charts, as appropriate
- Current IFR Enroute Low Altitude Charts, as appropriate (Multiengine Students Only)
- Current Terminal Procedures (Approach Plates), as appropriate (Multiengine Students Only)
- VFR & IFR Plotter

I, _________________________, certify that ____________________________
(Print Instructor Name & CFI Number) (Print Student Name)

has the appropriate materials, as indicated above, in his/her possession.

__________________________ / ______________
(Instructor Signature) (Date)
This policy applies to all students receiving flight instruction at MTSU

***** (READ BOTH SIDES CAREFULLY) *****

Overview
The Aerospace section of the MTSU catalog states that a student must be: “in good standing within the department” and make “consistent and satisfactory progress in flight training.” In order to remain in good standing a student must maintain a 2.50 GPA, have an appropriate current medical, and maintain enough money in their flight account to complete their flight course. Consistent and satisfactory progress in flight training is defined as meeting the lab attendance policy as defined below, not routinely canceling scheduled flights, being prepared for ground or flight training sessions, and following all FAA and MTSU rules, policies, and procedures.

The attendance policy below sets reasonable limits in order to afford the student the best opportunity to finish the Professional Pilot program in the allotted time. It is understood that occasionally there will be unforeseen circumstances that hinder progress. Interruptions in training will be handled in a fair manner. The success of the Professional Pilot program depends upon the combined efforts and dedication of both the students and flight school personnel.

Lab students
If a student is in a lab they are REQUIRED to be at the flight school FOUR TIMES PER WEEK. The student will be required to complete an event (ground session, simulator session or aircraft flight) during each session. All students enrolled in all labs are to follow this policy. Failure to do so will result in an F grade for the semester.

Incomplete students
Incomplete students from a previous lab are held to the same attendance criteria and cancellation standards as assigned lab students (four meetings per week). The absences accrued by students while in a lab will carry forward if they are incomplete. For example: If a student has two absences when in a lab and is then flying as an incomplete student the following semester, the student has only one more absence to use in that following semester. Incomplete students who fail to comply with the attendance policy will receive an “F” for the course.

Once a flight or ground session is scheduled with an instructor, it falls under the attendance policy indicated below:

DEFINITIONS

No Show: A student does not show up for a scheduled meeting with their flight instructor. An absence will be recorded.

Unprepared Absence: A student arrives unprepared for the flight or ground session that is scheduled to be conducted (i.e., if a flight plan is not complete by the scheduled flight time, or if assigned homework has not been completed). An absence will be recorded. An Unprepared Absence will also be recorded if the student is late for the scheduled time of instruction, unless there is a valid excuse.

Late cancellation: A students does not notify their instructor of a necessary cancellation at least 24 hours prior to the scheduled flight or ground session. In this case, the student will have an absence recorded AND be charged a late cancellation fee.

Cancellation due to illness: A student MUST visit MTSU Health Services or a medical professional and obtain a written statement and submit this to the Chief or Assistant Chief in order for an absence to be waived for medical reasons.
CHARGES FOR ATTENDANCE POLICY INFRACTIONS

Students will be charged the fees indicated below associated with absences/cancellations:

First no show / unprepared absence / late cancellation: the student will be issued an absence and a $50 charge will be assessed.

Second and third instances: the student will be charged for the time the aircraft was scheduled to fly including dual instruction fees as appropriate. (If a solo flight the instructor fee will be $10.00)

STUDENTS WILL NOT BE ALLOWED TO CONTINUE IN THE FLIGHT PROGRAM IF THEY EXCEED THREE UNEXCUSED ABSENCES / CANCELLATIONS FOR ANY REASON. Any combination of more than three absences will result in a student losing his / her flight lab slot or incomplete status, and receiving a grade of “F.” This will require re-enrollment in the lab in a later semester. If a student anticipates that they will exceed three absences / cancellations, that student needs to notify the Chief Instructor as soon as possible to discuss withdrawal from the lab in lieu of receiving a grade of “F”.

Grading scale: Grades awarded for flight labs will be assessed at the end of the officially scheduled term, and will be assigned as follows:
1) an “A” if the student successfully completed all requirements of the lab, including the required flight hours specified in the training course outline and the FAA check ride required for the course;
2) an “I” if the student has made consistent and satisfactory progress yet has not completed all requirements of the lab due to circumstances beyond their control; or
3) a “F” if the student has not completed all requirements of the lab, including either not passing or not being recommended for the FAA check ride, or not completing the required training hours.

A student will also receive a grade of “F” for the following:

1) Exceeding any combination of three absences, no-shows, or cancellations.
2) Failing the FAA written test without passing a re-take prior to the end of the semester.
3) Violating FARs or MTSU safety practices and procedures.

To ensure students are making satisfactory progress through each flight course, cumulative flight time is monitored carefully. If, prior to completing any mid-course stage check specified in the Training Course Outline, a student exceeds 125% of the planned curriculum hours, they will be referred to the Chief Instructor for a meeting to determine how to resolve their difficulties in training. After that meeting, if the student exceeds 150% of the planned curriculum hours before completing the relevant mid-course stage check, the student will be terminated from flight training and receive a “F” for the course in which they are enrolled. An appeal may be made to the Aerospace Department Flight Evaluation Board, but permission to continue will be highly unlikely.

*If a student receives a grade of “F” twice for the same lab, suspension or termination from the flight program will result.

I have reviewed and understand the MTSU attendance and grading policy.

I will follow the policies.

Student Signature _______________________________________ Date ___________
MTSU Flight School Attendance Policy

*** (SUMMER) ***

This policy applies to all students receiving flight instruction at MTSU

***** (READ BOTH SIDES CAREFULLY) *****

Overview
The Aerospace section of the MTSU catalog states that a student must be: “in good standing within the department” and make “consistent and satisfactory progress in flight training.” In order to remain in good standing a student must maintain a 2.50 GPA, have an appropriate current medical, and maintain enough money in their flight account to complete their flight course. Consistent and satisfactory progress in flight training is defined as meeting the lab attendance policy as defined below, not routinely canceling scheduled flights, being prepared for ground or flight training sessions, and following all FAA and MTSU rules, policies, and procedures.

The attendance policy below sets reasonable limits in order to afford the student the best opportunity to finish the Professional Pilot program in the allotted time. It is understood that occasionally there will be unforeseen circumstances that hinder progress. Interruptions in training will be handled in a fair manner. The success of the Professional Pilot program depends upon the combined efforts and dedication of both the students and flight school personnel.

Lab students
If a student is in a lab they are REQUIRED to be at the flight school FIVE TIMES PER WEEK. The student will be required to complete an event (ground session, simulator session or aircraft flight) during each session. All students enrolled in all labs are to follow this policy. Failure to do so will result in an F grade for the semester.

Incomplete students
Incomplete students from a previous lab are held to the same attendance criteria and cancellation standards as assigned lab students (five meetings per week). The absences accrued by students while in a lab will carry forward if they are incomplete. For example: If a student has two absences when in a lab and is then flying as an incomplete student the following semester, the student has only one more absence to use in that following semester. Incomplete students who fail to comply with the attendance policy will receive an “F” for the course.

Once a flight or ground session is scheduled with an instructor, it falls under the attendance policy indicated below:

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I will follow the policies.

Student Signature ___________________________ Date __________
SAMPLE FORM

FLIGHT LAB REQUEST FORM

READ THE ENTIRE CONTENT OF THIS FORM, AND THE “ADDITIONAL INFORMATION PACKET”

THIS FORM MUST BE TYPED TO BE CONSIDERED. THIS FORMED MUST BE SIGNED BELOW

Name (Last, First, MI): ___________________________________________ M-Number: ______________________

MTSU E-mail Address: ___________________@mtmail.mtsu.edu    Cell phone: ______________________

Major/Concentration: ___________________________________________ Anticipated Grad Date: ______________________

Check the box for the desired semester:

Spring Flight Lab         Summer Flight Lab         Fall Flight Lab

☐  Due by November 15th  ☐  Due by April 15th  ☐  Due by June 30th

Submit this form to the flight school secretary no later than listed deadline above or you MAY NOT receive a flight lab. Flight lab slots will be announced via e-mail approximately 2 weeks before the start of the requested semester.

IMPORTANT: If you will be using financial aid to pay for your flight training expenses, you must visit http://www.mtsu.edu/financial-aid/forms.php, print the Aerospace Cost of Attendance Adjustment Form, and submit it to the financial aid office prior to the semester to ensure timely disbursement of your funds.

VETERANS: If you will be using the Post-9/11 GI Bill (Chapter 33) to pay for your flight training expenses, you will need to submit a copy of your Certificate of Eligibility, issued by the Department of Veterans Affairs, along with this request form and check this box.  ☐ Yes, I will be using the Post-9/11 GI Bill (Chapter 33) for this lab.

Check the box below for the statement that best describes you at the time of this application:

☐ I will be a brand new student to MTSU.  ☐ I am currently taking classes at MTSU, but am not enrolled in a flight lab.  ☐ I am currently enrolled in a flight lab.

• Students with no pilot certification should request the PRIVATE PILOT flight lab (AERO 2201).
• Students who will have obtained a Private Pilot Certificate without instrument privileges prior to the start of the requested semester should request the INSTRUMENT RATING flight lab (AERO 3203).
• Students who will have obtained an Instrument Rating on a Private Pilot Certificate prior to the start of the requested semester should request the COMMERCIAL PILOT flight lab (AERO 3204).
• Students who will have obtained a Commercial Pilot Certificate prior to the start of the requested semester should request one (and only one) of the following: the CROSS-COUNTRY flight lab (AERO 3202), the MULTIENGINE RATING flight lab (AERO 3261), the FLIGHT INSTRUCTOR flight lab (AERO 4201), the FLIGHT INSTRUCTOR-INSTRUMENT flight lab (AERO 4202), or the MULTI-ENGINE INSTRUCTOR flight lab (AERO 4203).

• Students that have obtained a Private Pilot Certificate or Instrument Rating outside of MTSU need to submit with this form a copy of their Pilot Certificate or Temporary Certificate.

If you are currently working on your certificate or rating, what is the estimated date of completion (required): ___________________________

Check the box below for the flight lab you are requesting (only check one):

<table>
<thead>
<tr>
<th>Private</th>
<th>Instrument</th>
<th>Commercial</th>
<th>X-Country</th>
<th>Multiengine</th>
<th>CFI</th>
<th>CFII</th>
<th>MEI</th>
</tr>
</thead>
<tbody>
<tr>
<td>AERO 2201</td>
<td>AERO 3203</td>
<td>AERO 3204</td>
<td>AERO 3202</td>
<td>AERO 3261</td>
<td>AERO 4201</td>
<td>AERO 4202</td>
<td>AERO 4203</td>
</tr>
</tbody>
</table>

ENTRY INTO FLIGHT LABS IS BASED UPON UNIVERSITY RULES THAT ARE OUTLINED IN THE CURRENT MTSU UNDERGRADUATE CATALOG. ENTRY IS NOT GUARANTEED. If you are awarded a flight lab slot, you will be notified via e-mail after grades have posted from the preceding semester.

**IT IS IMPORTANT THAT YOU UNDERSTAND THE FOLLOWING**

IF YOUR CUMULATIVE, UNDERGRADUATE GPA IS BELOW A 2.50, YOU WILL NOT RECEIVE A FLIGHT LAB.

LAB ASSIGNMENTS ARE TENTATIVE. Tentative lab assignments are “awarded” ahead of the semester start to allow for student financial aid planning purposes. IN ORDER TO RETAIN YOUR TENTATIVE LAB ASSIGNMENT, THE FOLLOWING MUST BE ACCOMPLISHED:

1) Must complete the prerequisite course for the lab you have requested, as outlined in the MTSU course catalog.

2) NOTE: You must be registered for any co-requisite courses associated with the desired lab prior to the deadline listed by the MTSU Flight School (usually one week prior to the requested semester). Refer to deadline sheets at flight school for actual date(s).

3) Must complete the prerequisite flight lab check ride prior to the deadline listed by the MTSU Flight School (usually one week prior to the requested semester). (Ex: if the private pilot certificate has not been obtained by the published deadline you will be dropped from the tentatively awarded instrument lab).

4) Must have the entire flight lab fee deposited into your flight account by the last day of the first week of the requested semester. Only written proof from an official source of funding (financial aid, bank, mortgage company, Veteran’s Administration, etc.) will be acceptable as a promissory. Must have a minimum amount of $500 in your flight account by the end of the first day of the requested semester to cover the first week’s ground expenses if waiting for funds to arrive. APPLY FOR LOANS EARLY! (See the “Additional Information Packet.”)

5) Must have the required Transportation Security Administration documents in your possession on the first day of the flight lab. (Original birth certificate, or passport, driver’s license or U.S. government issued picture I.D., and current medical certificate) (See the “Additional Information Packet.”)

6) NON-U.S. CITIZENS: Alien Flight Student Program (AFSP) approval must be received by the flight school by the week prior to the start of the semester or you will be dropped from your lab. This applies to private pilot, instrument and multi engine lab courses. You do not need to wait until you obtain the previous certificate to apply for the next AFSP approval. It is recommended that you apply at least six weeks prior to the start of the requested lab semester.
7) Must have a current second class medical certificate in your possession on the first day of the flight lab. (See the “Additional Information Packet.”)

If all the above listed requirements are met, Lab slots will be awarded in order of highest to lowest GPA for each individual flight lab listed on the reverse of this sheet. The higher your GPA, the better chance you will have of getting a flight lab slot awarded.

THE LAB ASSIGNMENT PROCESS IS OUTLINED IN DETAIL IN THE ADDITIONAL INFORMATION PACKET. READ THE PACKET FOR FURTHER EXPLANATION OF THE PROCESS

I HAVE READ AND UNDERSTAND THESE INSTRUCTIONS AND REQUIREMENTS.
I HAVE RECEIVED THE “ADDITIONAL INFORMATION PACKET”, WHICH INCLUDES FIRST DAY REQUIREMENTS, THE MTSU FLIGHT SCHOOL ATTENDANCE POLICIES, FLIGHT LAB ESTIMATED COSTS, FINANCIAL AID INFORMATION, AND REQUIRED FLIGHT LAB MATERIALS, I HAVE READ AND UNDERSTAND THIS INFORMATION.

STUDENT SIGNATURE: ________________________________ DATE: ______________