

Aviation Program Questions

Can students take flight courses to meet general elective requirements?

Only students enrolled in an approved degree program with an aviation component may be certified for flight courses or labs. Flight courses may not be certified to meet general elective requirements.

What are the degree options for aviation?

Currently both Bachelor's degree programs are at capacity per VA requirements and unable to enroll students using veteran's educational benefits. The Associate degree program, AAS Aviation, is able to enroll students but due to high demand and limited spaces is operating from a wait list.

How long does the AAS Aviation program take?

The flight program sequence of classes has been designed to be completed in 6 semesters, or 24 months (if you take classes in the summer).

How does the 85/15 rule work?

With all programs of study, the VA requires no greater than 85% of a program of study to be comprised of student using VA Educational benefits. For example, if there are 100 students in an aviation program no more than 85 of those students can be using VA Education Benefits to pay for the program. If a program exceeds that ratio the VA prohibits new student enrollments into that program. SUU reports the number of VA and non-VA students in all programs of study each semester in accordance with VA directives. The VA assesses those numbers and determines whether a program is "approved" or "suspended" for accepting new students. Currently both aviation bachelor's degree programs are at capacity and not enrolling new students.

How do I get on SUU's Aviation Program Waiting List?

Applicants are ranked on the Aviation Wait List by the date they have fully completed all admission requirements including the FAA Medical Certification.

If students decide to take academic classes while waiting for the approval to fly, they may be placed on the Aviation Wait List without the medical certificate; but they will not be considered for admission to the aviation program until the medical certificate has been received and they will not receive VA educational benefits while taking classes in a VA-suspended program of study.

Students are not encouraged to enroll in another major while waiting for admission to the aviation program for two reasons, 1) This can quickly eat up benefits and result in a situation where once admitted you do not have enough benefits to finish the flight program. 2) As students are only able to be admitted to the Associate degree program completing general education courses in advance will create a situation where the student cannot maintain full time status, thus affecting rate of pursuit and MAH.

Students should try to get onto the waitlist as soon as practical.

How long will I be on the waitlist?

SUU cannot provide you with an estimate of when you will be in a position on the wait list that results in an offer of admission. This is due to multiple unknown and uncontrollable variables that affect the timing

of offers, when/if those ahead of you will accept their offers, and when/how-many "self-pay" (non-VA Education Benefit) students enter our aviation programs. Currently students who are admitted to the program completed applications an average of 15-18 months in advance of being admitted to the program. It is not recommended to relocate until you have been extended an offer from the SUU admissions office to begin the program. Relocating, or starting SUU with a different major does not result in preferential admissions.

Can I improve my position on the waitlist by moving to Cedar? Or is there anything else I can do to get into the aviation program faster?

While we understand that being on a waitlist of unknown length is very frustrating for students, moving to Cedar, and other factors do not come into consideration for admissions. The aviation wait list is managed by the SUU admissions office. Students are ranked on the waitlist by the date they fully completed their application, meaning any/all transcripts have been received, FAA Medical is current, etc. Occasionally students start an application but may not complete the items on their checklist for weeks or even months, which delays placement on the waitlist.

Will VR&E pay for an Aviation Degree?

For any student that is inquiring about transferring to VR&E is encouraged to contact the Southern Utah Counselor prior to applying.

What if I want to fly at a Vocational Flight Schools (VFS) and not an IHL?

The actual net costs not to exceed \$12,048.50 per academic year for VFS. The cap applies to all classes and/or enrollments that begin during that academic year, regardless of the academic year in which the classes or enrollments are completed.

Depending on the student's eligibility, attending one of SUU's flight programs could be 100% covered under the Post- 9/11 GI Bill.

Can a student take just aviation courses?

No, VA students must be making progress and showing pursuit in the degree program as approved. **No front loading of flight training is permitted.** All aviation degree students are required to take general education and program specific courses each term, along with flight training. No student may be certified for terms where they are not pursuing the degree as approved. Exception to this rule can only be approved from the Veterans Center Director.

Ground Schools

Ground school registration policies apply the same in instances of both rotor-wing and fixed-wing. In addition to training sense the VA, the FAA, and other entities including program accrediting entities expect prerequisites to be established and enforced. Please consider that the VA could shut the program down for veteran students if established prerequisites are not properly enforced and followed. Ground schools will be taken according to the following schedule:

Ground School	Registration Schedule
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Private Pilot	The preferred semester for the student to take this course is the same semester the student takes the Private Pilot Solo Lab. Absolutely no later than the Private Pilot Certification Lab.
Instrument/Commercial	The preferred semester for the student to take this course is the same semester the student takes the combined Instrument Commercial Lab A. The prerequisite of this course is to have satisfactorily completed the Private Pilot Ground School.
Instrument	The preferred semester for the student to take this course is the same semester the student takes the Instrument Certification Lab. The prerequisite of this course is to have satisfactorily completed the Private Pilot Certification Lab.
Commercial	The preferred semester for the student to take this course is the same semester the student takes the Cross Country Maneuvers Lab. Absolutely no later than the Commercial Pilot Certification Lab. The prerequisite of this course is to have satisfactorily completed the Private Pilot Certification Lab.
CFI	Ideally, after completing both the Instrument and Commercial Ground Schools and during the same semester as the initial CFI Certification Lab. The prerequisites of this course are to have satisfactorily completed either the combined Instrument Commercial Ground School or the Commercial Ground School.

Any variance from these policies will require approval from the appropriate authorities at the airport as well as campus. Deviances will not be considered without justifiable reason. Airport approving authorities include only Rich Cannon or Neal Donohue. Campus approving authorities include only Sean Heiner and Dean Templin. All airport approvals should be routed to campus through Ryan Avery to Sean Heiner and Dean Templin as necessary. The SUU Add/Drop Form is the only acceptable form of waiver request.

If I already am a rated pilot, can I get in sooner?

While not receiving preferential admissions, once admitted pilots can receive credits for existing ratings for a small fee (\$6 per credit hour). The following guide lists which credits students can be awarded for specific ratings.

Credit by Pilot Certification Guide

Private Pilot Certificate

Core PILT 1100 3
 FW PILT 1140 1
 FW PILT 1150 2
 RW PILT 1145 1
 RW PILT 1155 2

Commercial Pilot Certificate

Core PILT 2100 3
 FW PILT 2200 2

FW PILT 2240 2
RW PILT 2205 2
RW PILT 2245 2

Certified Flight Instructor (CFI)

Core PILT 2340 3
FW PILT 2300 1
RW PILT 2305 1

Certified Flight Instructor Instrument (CFII)

FW PILT 2350 2
RW PILT 2355 1

Instrument Rating

Core PILT 1250 3
FW PILT 1300 2
RW PILT 1265 1
RW PILT 1315 2

Multi-Engine Instructor (MEI)

FW PILT 2400 1

To start the process schedule an appointment with an academic adviser and bring your licenses with you.

What if I change aircraft during training? (I.e. R44 to Bell)

First the student needs to contact their academic advisor, then this situation is treated as an Add/Drop. Notify the Veterans Center through the Contact Us page and add a note in the message section reflecting the change in course and platform.

What are grounds for receiving incompletes?

If inclement weather, mechanical problems or other issues beyond the control of the student, prevent the student from completing the flight lab before the end of term, the Institution may grant an incomplete grade and allow the student additional time IAW school policies to complete the flight hours. Students must begin training within a reasonable time frame from the start date of the course. The courses must occur as stated in the course outlines and the institutional calendar. Failure on the part of the Institution or flight school to begin training the student immediately is not grounds to issue an I grade.

How many times am I allowed to fail a flight lab before I have to pay out of pocket?

The University reserves the right to deny access to courses for students wishing to enroll following a third attempt. The University will grant additional attempts based on the student's ability to benefit as determined by the appropriate department or discipline. This is a general University policy; additional enrollment may be more restrictive in selective programs and courses (e.g., student teaching). As per Utah

Board of Regent’s Tuition and Fees Policy 4.16, “tuition for repeating a course more than once shall be charged at the full cost of the instruction.

Are there limitations to the number of aviation labs that I can take per semester?

Flight Labs

Students will only be registered for one flight lab at a time. There are three main reasons for the policy:

- 1) To give equal opportunity to each student to complete the lab he or she is registered in each semester.
- 2) To reduce the number of administrative flight lab drops at the end of each semester.
- 3) To avoid flight lab extensions which perpetuate and amplify problems associated with these extensions into future semesters and perhaps indefinitely. The only exceptions to this one flight lab policy are the following:

Rotor-wing	Fixed-wing
The Turbine Transition Lab (PILT 2405) may be taken during the same semester as another related flight lab.	The Private Pilot Multiengine Add-on Lab (PILT 2230) may be taken during the same semester as another related flight lab.
The Reciprocating Transition Lab (PILT 1305) may be taken during the same semester as another related flight lab.	The Commercial Pilot Single Engine Add-on Lab (PILT 2260) may be taken during the same semester as any of the following flight labs: CFI, CFII, MEI.
The Mountain Operations Lab (PILT 2445) may be approved after completing the Commercial Certification Lab during the same semester as any of the following flight labs: CFI, CFII, Reciprocating Transition, or Turbine Transition. This option must follow the requisite approval process from the appropriate authorities at the airport as well as campus.	The Single Engine CFI Lab (PILT 2300) may be taken after completing the MEI flight lab (PILT 2400) and during the same semester as any of the following flight labs: CFII, MEI, Comm SEL Add-on lab.

Even for the allowed exceptions listed above, the VA will only certify VA-funded students in ONE lab at any one time, changes will impact your BAH; consult with the SUU Veterans’ Center for details.

Will the VA pay for additional flight hours for a flight lab?

The number of flight training hours required for each flight course as specified in the course curriculum will be covered by the VA. If additional flight hours are required for successful completion of a course, those flight hours must be paid by the student. VA will not pay any additional flight fees required to complete the course requirements. Students should contact the Program Director of Professional Pilot Program.

How many times am I allowed to fail a flight lab before I have to pay out of pocket?

The University reserves the right to deny access to courses for students wishing to enroll following a third attempt. The University will grant additional attempts based on the student’s ability to benefit as determined by the appropriate department or discipline. This is a general University policy; additional enrollment may be more restrictive in selective programs and courses (e.g., student teaching). As per Utah Board of Regent’s Tuition and Fees Policy 4.16, “tuition for repeating a course more than once shall be charged at the full cost of the instruction.