



Course Catalog

2015



Table of Contents

Introduction and Expectations	1	Placement	22
Mission and Philosophy	3	Transfer of Credit Policy	22
Academy Credentials	3		
History and Company Overview	3	Financing	23
Management and Ownership	3	Terms of Payment	23
		Delinquent Payments	23
Training Equipment and Facilities	4	Refund Policy	23
Instructors	4		
Environment	4	Non-Discrimination Policy	24
School/Airfield Location	5	Handicapped Students	24
		Student Privacy Rights	24
Course List	6	Housing Assistance	24
Program Overviews - Academy	7	Complaint Procedure	24
(Vocational) Programs,			
Supplies, Program Costs		Conduct	24
Program Overviews - Non-Academy	16	Campus Procedures	24
(Avocational) Programs,		Dress Code	24
Supplies, Program Costs		Cheating	24
School Calendar	19	Drug and Alcohol Policy	25
General Requirements for Admission	19	Smoking	25
Admission Procedures/Fees	19	Copyright and Infringement Policy	25
		Disciplinary Probation	25
Class Policies	19	Flight Information Files (FIF)	25
Grading System	19		
Satisfactory Academic Progress	20	<i>Appendix</i>	
Student Leave of Absence	21	A	SAA, Inc. Staff and Faculty Listing
Attendance Policy	21	B	SAA Contact Information
Late Policy	21		
Lesson No-show/cancellation Policy	21		
Program Completion Documents	22		
Termination by the School	22		
Termination by the Student	22		
Student Ratios	22		



Introduction

As a global leader in professional flight training programs, SAA prides itself in training pilots to meet international airline standards. SAA maintains the highest level of safety, professionalism and training quality outcomes, in preparing the world's next generation of aviation professionals.

Our industry goals are accomplished through a global perspective with:

- Dedicated instructors
- Evidenced-based research and studeies that produce a carefully designed syllabus
- Adherance to safety procedures
- Well-maintained aircraft

Together with our partners and subsidiaries, we offer a wide span of training to both individuals and airlines. Our reputation of high quality training speaks for itself.

Welcome to SAA!



What can you expect from SAA?

You can expect that SAA will always give you an opportunity to succeed. SAA provides you with excellent instructors, well-maintained aircraft, and a class-leading syllabus that will make your training at the academy pleasant for you.

SAA truly wants you to succeed, and our goal is for all students to graduate as outstanding professional pilots.

What SAA expects from you

SAA asks students to arrive prepared for success. We ask academy-track students (those enrolled in one of our vocational programs) to wear airline-style uniforms to set the tone for professionalism.

The syllabus for the course you are attending has been approved by the appropriate authorities. Each course is designed for you to meet the requirements for licensure. Full completion of the course is necessary for success. Therefore, preparedness, attendance, and punctuality are of the utmost importance. Absences from scheduled activities will likely cause a disruption to your training.

The successful completion of your training relies on a solid partnership between you and SAA. Let's work together to make your training an enjoyable, successful experience.

Mission and Philosophy

SAA's mission is to create value for its stakeholders and communities by connecting motivated and capable individuals with high-skill career opportunities in the global aviation industry through effective education and training programs.

SAA's mission statement was reviewed and updated as part of a recent investment transaction. It continues to be reviewed and reaffirmed annually, with a deeper review and examination conducted at five year intervals.

Academy Credentials

SAA Inc. is proud to have affiliations with the following agencies:

Approvals from governmental agencies:

- Federal Aviation Administration (FAA) Part 141
- European Aviation Safety Agency (EASA) ATO approval
- European Aviation Safety Agency (EASA) ATPL (A) Integrated
- Bureau of Citizenship and Immigration Services (BCIS)
- Department of Veterans' Affairs (DVA) student funding
- Civil Aviation Administration of China (CAAC)

Accreditation:

- ACCET (Accrediting Council for Continuing Education and Training)

Industry groups:

- National Air Transport Association Compliance Services (NATA)

Testing:

- LaserGrade computer testing facility

History and Company Overview

Established in 1994, SAA Inc. is dedicated to the concept of training students to airline standards and to exceed all FAA and EASA pilot certification requirements. Licensed under the Federal Aviation Administration as a certified Part 141 pilot training school, SAA Inc. offers flight and ground training ranging from Private Pilot courses through the Airline Transport Pilot rating courses.

All instructors at SAA Inc. are selected and screened to ensure that they share our operating philosophy. They are evaluated both in the classroom and in flight operations to ensure adherence to procedures and policies, to gauge their effectiveness as an instructor, and to offer support for continuous improvement.

To achieve our academic goals, we utilize a fleet of well-equipped aircraft, advanced training aids, aircraft simulators and computer based study facilities.

Management and Ownership

SAA is owned jointly by IACE LLC of Seattle, WA, and BFSAA, A.B. of Sweden. This joint ownership allows an international reach, with students sourced from across the globe.

Board Members:

- Edward Karstetter
- Timothy Karstetter
- Olof Barve
- Thomas Wallen

SAA Inc. maintains a dedicated staff of flight instructors, ground instructors, maintenance and administrative personnel all of whom work together to provide students with the most valuable educational experiences possible.

SAA Management:

- Edward Karstetter, CEO
- Scott Hughes, Chief Pilot
- Jason Osburn, Director of Maintenance

Training Equipment and Facilities

Our Airplanes

We have an in-house maintenance program for our fleet. Each of our aircraft undergo thorough standard checks every 50 hours.

Cessna 172 G1000 “Skyhawk”

These airplanes are equipped with the Garmin G1000 glass cockpit, a fully integrated package featuring two large liquid crystal displays. A primary flight display (PFD) and a multifunction display (MFD) make up the the instrument panel. The PFD provides flight information and situational awareness. The MFD contains engine instrumentation and navigation controls. The flat-screen displays provide a convenient and clear picture when compared to traditional instrumentation.

Cessna 172 “Skyhawk”

The Cessna 172 is a single-engine aircraft powered by a four-cylinder Lycoming engine with a fixed-pitch propeller. It is the most popular training aircraft in the world. The Cessna 172 has fixed landing gear, seats 4 people, and is equipped with traditional instrumentation.

Cessna 172RG “Cutlass”

The Cessna 172RG is a single-engine complex aircraft, powered by a four cylinder, 180HP Lycoming engine driving a constant speed propeller. The Cessna 172RG has retractable landing gear, seats 4 people, and is equipped with a GNS430 GPS with color moving maps.

Beechcraft BE-76 “Duchess”

SAA’s multi-engine training is done in the Beechcraft BE-76 “Duchess.” The BE-76 is considered one of the best multi-engine training aircraft available. Two Lycoming engines of 180HP power the aircraft. These aircraft are equipped with modern avionics equipment, including a GNS430 GPS with color moving maps.

Aviation Training Devices

Our Advanced Aviation Training Devices (AATD) are modern flight training instruments that can be configured to fit the needs of our training objectives during all parts of one’s flight training. The system includes hardware and software that can be configured to recreate the characteristics of all aircraft in our fleet. Our fleet of AATD’s have been approved by the FAA, and are utilized throughout the entire program as an essential tool in flight training. They are very useful in preparing students for abnormalities and emergencies that cannot always be practiced in the actual aircraft.

In addition to well-maintained aircraft, SAA Inc. employs the latest computer based training technology (CBT), including computer-based unlimited practice testing for written exams. Grade testing for FAA written exams is on-site.

Instructors

To ensure quality, we carefully consider the ratio of instructors, airplanes and students. Many of our instructors are graduates of SAA. Some have prior operational experience with airlines, corporate or general aviation. They are continually evaluated both in the classroom and in flight operations to ensure adherence to policies and procedures, and to reaffirm and build upon their competence as an instructor.

Environment

Personal discipline and good study habits are stressed. This contributes to a professional learning environment among the flight instructors, support personnel and students. A professional demeanor and appearance reflects the standardization and discipline that airlines look for.

School Location

SAA Inc. is located in El Cajon, California at Gillespie Field, approximately 20 miles East of San Diego. San Diego is one of America's most beautiful cities with excellent year round weather, a temperate climate, and beautiful beaches.

Airfield Location

Gillespie Field (KSEE) is nestled in the El Cajon Valley in eastern San Diego County. It has a control tower with radar capability, and three hard-surface asphalt runways with both localizer and GPS instrument approaches available. We are located in a high-density traffic area underlying the San Diego Class Bravo airspace. This provides the perfect setting for both primary and advanced flight training, since a student has the ability to see all aspects of the airspace environment while training with us. California's coastal climate offers a variety of weather conditions for all stages of flight training. Combined, this makes Southern California an ideal training environment.

Courses

We have in-depth academic programs which cover the relevant theory and technologies employed in flight operations today. This includes:

- Private Pilot Part 61
- Private Pilot Part 141
- Instrument Pilot Part 61
- Instrument Pilot Part 141
- Commercial Pilot SE Part 61
- Commercial Pilot SE Part 141
- Commercial Pilot ME Part 61
- Commercial Pilot ME Part 141
- Commercial Pilot ME+SE Type 141
- Flight Instructor Part 61
- Flight Instructor Part 141
- Flight Instructor – Instrument Part 61
- Flight Instructor ME Part 61
- Flight Instructor ME Part 141
- Airline Transport Pilot Part 61
- Airline Transport Pilot Part 141
- Instructor Internship Program*
- Flight Instructor Academy*
- Joint Aviation Authorities (JAA)*
- Professional Pilot Program - Multi Engine*
- Professional Pilot Program - Single and Multi Engine*

Note: All course objectives are to train students to acquire the necessary skills and competence for each rating as defined in the applicable Practical Test Standards. All courses are conducted under FAA Part 61, Part 141 or EASA Part-FCL regulations.

*Indicates Vocational Program

Academy-Track (Vocational) Programs

Instructor Internship Program

This program allows a qualified international student to develop the skills of a professional pilot by training to become a flight/ground instructor in our internship program. The program includes 900 hours of training, and consists of flight, classroom/ground school theory, briefings (pre/post, expanded), testing, workshops, study sessions, lectures, tutoring, teaching practicums, etc.

The flight training consists of an FAA flight review (to validate the Private Pilot Certificate based on a foreign license), an instrument rating, a commercial single-engine pilot certificate, a certified flight instructor - airplane certificate, and a certified flight instructor - instrument rating.

Upon successful completion of the program, the student will become a flight instructor intern, where valuable hours and skills are built to form a solid foundation for an aviation career.

Below is a break-down of the hours of training that you will undergo for each phase of training. All students must meet the minimum standards of the appropriate FAA practical test standards (PTS) to be eligible to take the FAA practical test of each phase.

	Hours
Application Fee (\$200)	
Private Pilot Conversion	
Total Hours	17
Cessna 172 (Flight Review)	3
Flight Instruction	3
Pre/Post Briefing	3
Individual Ground Instruction	3
Additional Clock Hours*	5.4

Instrument Rating	
Total Hours	177
Cessna 172	24
Check ride Rental – Cessna 172	2
FTD	14
Flight Instruction	38
Pre/Post Briefing	19
Individual Ground Instruction	17
Ground School	30
Additional Clock Hours*	32.8

Commercial Pilot – Single Engine	
Total Hours	153
Cessna 172	5
Cessna 172RG	21
Check ride Rental – Cessna 172RG	2
Flight Instruction	26
Pre/Post Briefing	13
Individual Ground Instruction	17
Ground School	35
Additional Clock Hours*	34.4

CFI-A	
Total Hours	111
Cessna 172RG	13
Check ride Rental – Cessna 172RG	2
FTD	8
Flight Instruction	21
Pre/Post Briefing	21
Individual Ground Instruction	29
Additional Clock Hours*	17

CFI-I	
Total Hours	58
Cessna 172	7
Check ride Rental – Cessna 172	2
FTD	5
Flight Instruction	12
Pre/Post Briefing	12
Individual Ground Instruction	10
Additional Clock Hours*	10.2

Workshops and Lesson Prep Throughout	500.2
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Enrollment requirements: Must clear SAA General Requirements for Admissions - outlined in this catalog.

* All briefing includes 1/2 hr. pre and post flight briefing.

For Refund information, please see the Refund Policy in this catalog.

Total Program Hours (Including Internship): 2900

Cost: \$31,500

Required Literature and Equipment:

INSTRUMENT RATING

Instrument Flying Handbook (\$14.97)
 Instrument Procedure Handbook (\$17.97)
 Instrument Procedure Handbook (\$17.97)
 Pilots Operating Handbook C-172 S (\$59.20)
 Practical Test Standards- IR (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- IR (\$13.17)

COMMERCIAL PILOT LICENSE

Airplane Flying Handbook (\$11.97)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Syllabus – IR/CPL (\$18.66)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Pilots Operating Handbook BE-76 (\$27.00)
 Practical Test Standards- CPL-SE (\$3.57)
 Practical Test Standards- CPL-ME (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- CPL (\$11.97)

CERTIFIED FLIGHT INSTRUCTOR – AIRPLANE

Aviation Instructor's Handbook (\$11.97)
 Airplane Flying Handbook (\$11.97)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Syllabus- CFI-A (\$17.56)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Practical Test Standards- CFI- A (\$3.57)
 Practical Test Standards- PPL (\$3.57)
 Practical Test Standards- CPL-SE (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test- Fundamentals of Instruction (\$13.17)
 Knowledge Test- CFI-A (\$13.17)

CERTIFIED FLIGHT INSTRUCTOR – INSTRUMENT

Instrument Flying Handbook (\$14.97)
 Instrument Procedure Handbook (\$17.97)
 Syllabus – CFI-I (\$17.56)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 S (\$59.20)
 Practical Test Standards- CFI-I (\$3.57)
 Practical Test Standards- IR (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- IR/CFI (\$13.17)

Flight Instructor Academy

The SAA Flight Instructor Academy is intended for US domestic students interested in beginning their instructing career. It begins with the Certified Flight Instructor - Airplane certificate: your license to teach. Our program then moves through the Certified Flight Instructor-Instrument training, which will prepare you to instruct students in IMC and further sharpen your skills as an instrument pilot.

In the Certified Flight Instructor- Multi-engine training, you will learn how to teach students in multi-engine airplanes. This training is very challenging and you need to be at the top of your game. Upon completion, you will be licensed to instruct multi-engine students and gain valuable multi-engine flight time.

All students must meet the minimum standards of the appropriate FAA practical test standards (PTS) to be eligible to take the FAA practical test of each phase.

	Hours
Application Fee (\$200)	
Flight Review C172S	6
CFI-A	
Total Hours	126
Cessna 172RG	13
Check ride Rental – Cessna 172RG	2
FTD	8
Flight Instruction	21
Pre/Post Briefing	21
Individual Ground Instruction	29
Additional Clock Hours*	32

CFI-I	
Total Hours	73
Cessna 172	7
Check ride Rental – Cessna 172	2
FTD	5
Flight Instruction	12
Pre/Post Briefing	12
Individual Ground Instruction	10
Additional Clock Hours*	25.2

CFI-ME	
Total Hours	73
Duchess BE-76	7
Check ride Rental – Duchess BE-76	2
FTD	5
Flight Instruction	12
Pre/Post Briefing	12
Individual Ground Instruction	10
Additional Clock Hours*	25.2

Enrollment requirements: Must clear SAA General Requirements for Admissions are outlined in this catalog.

* All briefing includes 1/2 hr. pre and post flight briefing.

For Refund information, please see the Refund Policy in this catalog.

Total Program Hours: 134.2

Cost – Please See Rate Structure at www.saaintl.com. This program is eligible for the 50-hour block rate discount when tuition is pre-paid in full.

Required Literature and Equipment:

CERTIFIED FLIGHT INSTRUCTOR – AIRPLANE

- Aviation Instructor’s Handbook (\$11.97)
- Airplane Flying Handbook (\$11.97)
- Pilot’s Handbook of Aeronautical Knowledge (\$14.97)
- Syllabus- CFI-A (\$17.56)
- Pilots Operating Handbook C-172 S (\$59.20)
- Pilots Operating Handbook C-172 RG (\$50.40)
- Practical Test Standards- CFI- A (\$3.57)
- Practical Test Standards- PPL (\$3.57)
- Practical Test Standards- CPL-SE (\$3.57)
- FAR/AIM (\$10.17)
- Knowledge Test- Fundamentals of Instruction (\$13.17)
- Knowledge Test- CFI-A (\$13.17)

**CERTIFIED FLIGHT INSTRUCTOR –
INSTRUMENT**

- Instrument Flying Handbook (\$14.97)
- Instrument Procedure Handbook (\$17.97)
- Syllabus – CFI-I (\$17.56)
- Pilots Operating Handbook C-172 S (\$59.20)
- Pilots Operating Handbook C-172 S (\$59.20)
- Practical Test Standards- CFI-I (\$3.57)
- Practical Test Standards- IR (\$3.57)
- FAR/AIM (\$10.17)
- Knowledge Test Guide- IR/CFI (\$13.17)

CERTIFIED FLIGHT INSTRUCTOR – ME

- Airplane Flying Handbook (\$11.97)
- Airplane Flying Handbook (\$11.97)
- Syllabus – CFI-ME (\$17.56)
- FAR/AIM (\$10.17)
- Practical Test Standards- CPL-ME (\$3.57)

*Many of these texts are government publications, and are free online from www.faa.gov.

Professional Pilot Program - Single and Multi Engine

This program will prepare you to be a commercial pilot capable of flying both single and multi-engine airplanes. Your training will begin with a private pilot certificate, the foundation for the rest of your training. In this phase (Phase 1) you will learn how to fly the airplane competently and safely by yourself in day and night conditions.

After the private, you will begin Phases 2 and 3, the instrument and commercial phases, concurrently. These phases will give you the skills that you need to fly in instrument meteorological conditions (IMC), or “in the clouds.” Upon completion of the instrument and commercial phases of the training you will have a little more than 200 hours of flight time and you will be eligible to earn money as a commercial pilot in both single and multi engine airplanes.

Below is a break-down of the approximate hours of training that you will undergo for each phase of training. All students must meet the minimum standards of the appropriate FAA practical test standards (PTS) to be eligible to take the FAA practical test of each phase.

Private Pilot	Hours
Total	236
Cessna 172	45
Checkride Rental - C172	2
FTD	5
Flight Instruction	50
Pre/Post Flight Briefings	25
Individual Ground Instruction	17
Ground School	50
Additional Clock Hours*	42

Instrument Pilot	Hours
Total	191
Cessna 172	24
Checkride Rental - C172	2
FTD	14
Flight Instruction	38
Pre/Post Flight Briefings	19
Individual Ground Instruction	17
Ground School	5
Additional Clock Hours*	26.8

Commercial Pilot - Multi Engine	Hours
Total	388
Cessna 172	74
Cessna 172RG	19
Checkride Rental - Cessna 172RG	2
Duchess BE-76	16
Checkride Rental - BE-76	2
FTD	11
Flight Instruction	70
Pre/Post Flight Briefings	35
Individual Ground Instruction	21
Ground School	50
Additional Clock Hours*	88

Enrollment requirements: Must clear SAA General Requirements for Admissions, outlined in this catalog.

* All briefing includes 1/2 hr. pre and post flight briefing. Additional clock hours exist for the purpose of crediting students with all pre and post-flight preparations necessary for the mission.

For Refund information, please see the Refund Policy in this catalog.

Total Program Hours: 656.8

Cost – Please See Rate Structure at www.saaintl.com. This program is eligible for the 50-hour block rate discount when tuition is pre-paid in full.

Required Literature and Equipment:

PRIVATE PILOT LICENSE
Airplane Flying Handbook (\$11.97)
Pilot’s Handbook of Aeronautical Knowledge (\$14.97)
Syllabus – PPL (\$18.66)
Pilots Operating Handbook C-172 S (\$59.20)
Practical Test Standards- PPL (\$3.57)
FAR/AIM (\$10.77)
Knowledge Test Guide- PPL (\$10.17)
INSTRUMENT RATING
Instrument Flying Handbook (\$14.97)
Instrument Procedure Handbook (\$17.97)
Instrument Procedure Handbook (\$17.97)
Pilots Operating Handbook C-172 S (\$59.20)
Practical Test Standards- IR (\$3.57)
FAR/AIM (\$10.17)
Knowledge Test Guide- IR (\$13.17)

Required Literature and Equipment (cont.)

COMMERCIAL PILOT LICENSE

Airplane Flying Handbook (\$11.97)

Pilot's Handbook of Aeronautical Knowledge
(\$14.97)

Syllabus – IR/CPL (\$18.66)

Pilots Operating Handbook C-172 S (\$59.20)

Pilots Operating Handbook C-172 RG (\$50.40)

Pilots Operating Handbook BE-76 (\$27.00)

Practical Test Standards- CPL-SE (\$3.57)

Practical Test Standards- CPL-ME (\$3.57)

FAR/AIM (\$10.17)

Knowledge Test Guide- CPL (\$11.97)

*Many of these texts are government publications, and
are free online from www.faa.gov.

Professional Pilot Program - Multi Engine

Our Professional Pilot Program will prepare you to be a commercial pilot capable of flying multi-engine airplanes.

Your training will begin with a private pilot certificate, the foundation for the rest of your training. You will learn how to fly the airplane competently and safely by yourself in day and night conditions.

After the private you will begin the instrument and commercial phases, concurrently. These phases will give you the skills that you need to fly in instrument meteorological conditions (IMC), or “in the clouds.” Upon completion of the instrument and commercial phases of the training you will have a little more than 200 hours of flight time and you will be eligible to earn money as a commercial pilot in multi-engine airplanes.

Below is a break-down of the approximate hours of training that you will undergo for each phase of training. All students must meet the minimum standards of the appropriate FAA practical test standards (PTS) to be eligible to take the FAA practical test of each phase.

Private Pilot	Hours
Total	290
Cessna 172	63
Checkride Rental - C172	2
FTD	3
Flight Instruction	66
Pre/Post Flight Briefings	33
Individual Ground Instruction	17
Ground School	50
Additional Clock Hours*	56.4

Instrument Pilot	Hours
Total	191
Cessna 172	24
Checkride Rental - C172	2
FTD	14
Flight Instruction	38
Pre/Post Flight Briefings	19
Individual Ground Instruction	17
Ground School	5
Additional Clock Hours*	26.8

Commercial Pilot - Multi Engine	Hours
Total	372
Cessna 172	85
Duchess BE-76	24
Checkride Rental - BE-76	2
FTD	11
Flight Instruction	70
Pre/Post Flight Briefings	35
Individual Ground Instruction	21
Ground School	50
Additional Clock Hours*	74

Enrollment requirements: Must clear SAA General Requirements for Admissions, outlined in this catalog.

* All briefing includes 1/2 hr. pre and post flight briefing. Additional clock hours exist for the purpose of crediting students with all pre and post-flight preparations necessary for the mission.

For Refund information, please see the Refund Policy in this catalog.

Total Program Hours: 719.2

Cost – Please See Rate Structure at www.saaintl.com. This program is eligible for the 50-hour block rate discount when tuition is pre-paid in full.

Required Literature and Equipment

PRIVATE PILOT LICENSE

Airplane Flying Handbook (\$11.97)
Pilot’s Handbook of Aeronautical Knowledge (\$14.97)
Syllabus – PPL (\$18.66)
Pilots Operating Handbook C-172 S (\$59.20)
Practical Test Standards- PPL (\$3.57)
FAR/AIM (\$10.77)
Knowledge Test Guide- PPL (\$10.17)

INSTRUMENT RATING

Instrument Flying Handbook (\$14.97)
Instrument Procedure Handbook (\$17.97)
Instrument Procedure Handbook (\$17.97)
Pilots Operating Handbook C-172 S (\$59.20)
Practical Test Standards- IR (\$3.57)
FAR/AIM (\$10.17)
Knowledge Test Guide- IR (\$13.17)

Required Literature and Equipment (cont.)

COMMERCIAL PILOT LICENSE

Airplane Flying Handbook (\$11.97)

Pilot's Handbook of Aeronautical Knowledge
(\$14.97)

Syllabus – IR/CPL (\$18.66)

Pilots Operating Handbook C-172 S
(\$59.20)

Pilots Operating Handbook C-172 RG (\$50.40)

Pilots Operating Handbook BE-76 (\$27.00)

Practical Test Standards- CPL-ME (\$3.57)

FAR/AIM (\$10.17)

Knowledge Test Guide- CPL (\$11.97)

*Many of these texts are government publications,
and are free online from www.faa.gov.

Joint Aviation Authorities (JAA)

This program is offered as a part of a larger program through our partner in Sweden, with an additional six months' training in Sweden. All enrollment is managed through SAA of Sweden.

Private Pilot License, FAR Part 61, Course 9 Weeks

Hours

Application Fee (\$200)

Cessna 172 40.0

SE Flight Instruction 38.0

Briefings* 26.5

Ground School 85.0

Written Test

Examiner

Instrument Rating, Course 8 Weeks

Hours

Cessna 172S 31.0

AATD FTD - SE 10.0

SE Flight Instruction 39.0

Briefings* 26.0

Ground School 85.0

Written Test

Checkride

Enrollment requirement:

Must hold a Private Pilot ASEL Certificate

Commercial Pilot License, Course 16 Weeks

Hours

Cessna 172 71.0

BE-76 Dutchess 18.5

Aerobatics spin training 6.0

SE Flight Instruction 30.0

ME Flight Instruction 16.0

Briefings* 26.0

Ground School 85

Enrollment requirements: Must clear SAA General Requirements for Admissions, outlined in this catalog.

* All briefing includes 1/2 hr. pre and post flight briefing. Termination of this program will incur a termination fee of \$100. For refund information, please see the Refund Policy in this catalog.

Total Hours: 798

Cost: This program is offered through our partner in Sweden, BFSAA, AB. Please visit www.bfsaa.se for enrollment information.

Required Literature and Equipment (Included in package):

ATPL Exam Preparation CD-ROM

Communications

Principles of Flight

Operational Procedures

Radio Navigation

General Navigation

Meteorology

Human Performance & Limitation

Flight Planning

Aircraft Performance and Weight & Balance

Instrumentation

Powerplant

Electrics & Electronics

Knowledge Test Guide- PPL

FAR/AIM

Practical Test Standards- PPL

Pilots Operating Handbook C-172S

Syllabus – PPL

Pilot's Handbook of Aeronautical Knowledge

Airplane Flying Handbook

Instrument Flying Handbook

Instrument Procedure Handbook

Syllabus- IR/CPL

Practical Test Standards- IR

Knowledge Test Guide- IR

*Many of these texts are government publications, and are free online from www.faa.gov.

Non-Academy (Avocational) Programs

* Books and equipment not included. For Refund information, please see the Refund Policy in this catalog.

Private Pilot Part 61

Course: 12 Weeks
Total Hr. 88

Private Pilot Part 141

Course: 16 Weeks
Total Hr. 108

Enrollment requirements: Must be able to successfully obtain a Student Pilot Certificate and valid FAA Medical Certificate.

Instrument Pilot Part 61

Course: 18 Weeks
Total Hr. 125

Instrument Pilot Part 141

Course: 10 Weeks
Total Hr. 78

Enrollment requirements: Must hold a Private Pilot ASEL Certificate.

Commercial Pilot SE Part 61

Course: 8 Weeks
Total Hr. 50

Commercial Pilot SE Part 141

Course: 16 Weeks
Total Hr. 170

Enrollment requirements: Must hold a Private Pilot ASEL Certificate with Instrument Rating.

Commercial Pilot ME Part 61

Course: 5 Weeks
Total Hr. 35

Commercial Pilot ME Part 141

Course: 5 Weeks
Total Hr. 29

Enrollment requirements: Must hold a Private Pilot ASEL Certificate with Instrument Rating.

Commercial Pilot ME+SE Type 141

Course: 18 Weeks
Total Hr. 172

Enrollment requirements: Must hold a Private Pilot ASEL Certificate with Instrument Rating.

Flight Instructor Part 61

Course: 6 weeks

Total Hr. 61

Flight Instructor Part 141

Course: 35 weeks

Total Hr. 335

Enrollment Requirements:

Commercial Single-Engine Instrument Certificate.

Flight Instructor – Instrument Part 61

Course: 3 weeks

Total Hr. 33

Enrollment Requirements:

Commercial Single-Engine Instrument Certificate.

Flight Instructor ME Part 61

Course: 6 weeks

Total Hr. 28

Flight Instructor ME Part 141

Course: 6 weeks

Total Hr. 52

Enrollment Requirements:

Commercial Single-Engine Instrument Certificate.

Airline Transport Pilot Part 61

Course 2 weeks

Total Hr. 8

Airline Transport Pilot Part 141

Course 10 weeks

Total Hr. 70

Enrollment Requirements: Student must be at least 23 years of age and hold at least a commercial pilot certificate with an instrument rating.

Avocational Program Costs – *Please see our rate structure, available online at www.saaintl.com, or at our school. Programs that meet or exceed 25 or 50 hour block rates are eligible for that level of discount when tuition is pre-paid in full.*

Required Literature/Equipment - Non-Academy (Avocational) Programs*

PRIVATE PILOT PART 61

PRIVATE PILOT PART 141

Knowledge Test Guide- PPL (\$10.17)
 FAR/AIM (\$10.17)
 Practical Test Standards- PPL (\$3.57)
 Pilots Operating Handbook C-172 S (\$59.20)
 Syllabus – PPL (\$18.66)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Airplane Flying Handbook (\$11.97)

INSTRUMENT PILOT PART 141

INSTRUMENT PILOT PART 61

Instrument Flying Handbook (\$14.97)
 Instrument Procedure Handbook (\$17.97)
 Syllabus- IR/CPL (\$18.66)
 Pilots Operating Handbook C-172 S (\$59.20)
 Practical Test Standards- IR (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- IR (\$13.17)

COMMERCIAL PILOT ME PART 141

COMMERCIAL PILOT ME PART 61

COMMERCIAL PILOT ME+SE TYPE 141

Airplane Flying Handbook (\$11.97)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Syllabus – IR/CPL (\$18.66)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Pilots Operating Handbook BE-76 (\$27.00)
 Practical Test Standards- CPL-ME (\$3.57)
 Practical Test Standards- CPL-SE (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- CPL (\$11.97)

COMMERCIAL PILOT SE PART 141

COMMERCIAL PILOT SE PART 141

Airplane Flying Handbook (\$11.97)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Syllabus – IR/CPL (\$18.66)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Practical Test Standards- CPL-SE (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- CPL (\$11.97)

FLIGHT INSTRUCTOR PART 61

FLIGHT INSTRUCTOR PART 141

Aviation Instructor's Handbook (\$11.97)
 Airplane Flying Handbook (\$11.97)
 Pilot's Handbook of Aeronautical Knowledge (\$14.97)
 Syllabus- CFI-A (\$17.56)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Practical Test Standards- CFI- A (\$3.57)
 Practical Test Standards- PPL (\$3.57)
 Practical Test Standards- CPL-SE (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test- Fundamentals of Instruction (\$13.17)
 Knowledge Test- CFI-A (\$13.17)

FLIGHT INSTRUCTOR – INSTRUMENT PART 61

Instrument Flying Handbook (\$14.97)
 Instrument Procedure Handbook (\$17.97)
 Syllabus – CFI-I (\$17.56)
 Pilots Operating Handbook C-172 S (\$59.20)
 Pilots Operating Handbook C-172 RG (\$50.40)
 Practical Test Standards- CFI-I (\$3.57)
 Practical Test Standards- IR (\$3.57)
 FAR/AIM (\$10.17)
 Knowledge Test Guide- IR/CFI (\$13.17)

FLIGHT INSTRUCTOR ME PART 141

FLIGHT INSTRUCTOR ME PART 61

Airplane Flying Handbook (\$11.97)
 Pilots Operating Handbook BE-76 (\$27.00)
 Syllabus – CFI-ME (\$17.56)
 FAR/AIM (\$10.17)
 Practical Test Standards- CPL-ME (\$3.57)

AIRLINE TRANSPORT PILOT PART 61

AIRLINE TRANSPORT PILOT PART 141

Risk Management Handbook (\$10.17)
 (\$44.96)
 Everything Explained for The Professional Pilot
 Aircraft Weight & Balance Handbook (\$5.97)
 Aeronautical Chart User's Guide (\$4.08)
 FAR/FC (\$11.97)
 Syllabus- ATP
 Knowledge Test Guide – ATP (\$23.97)

*Many of these texts are government publications, and are free online from www.faa.gov.

SAA Inc. School Calendar

The Academy is open 359 days per year. New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day are holidays that are observed with school facilities closed.

Each Academy-Track program has four starts per year:

Professional Pilot Program (SE/ME and ME):

February, May, August, November

Instructor Internship Program and Flight Instructor Academy:

March, June, September, December

EASA Professional Pilot Program:

January, April, July, October

Each program starts on the first Monday of the month indicated.

General Requirements for Admission

To be admitted, students are required to have a High School Diploma or equivalent.

Students for whom English is not the primary language must submit scores for any one of the below English language proficiency exams. Minimum Scores:

TOEFL - 80

TOEIC - 780

IELTS -7

Students must be able to pass a medical exam to acquire an FAA First Class Airman Medical Certificate. For a complete of disqualifying conditions, consult the Federal Aviation Regulations, Part 67 - Medical Standards.

Admission Procedures/Fees

A student application form must be completed, signed and submitted. This form is available via our website, www.saaintl.com. International students must obtain a training visa (a \$450 non-refundable fee payable to the US Embassy). SAA will issue the appropriate enrollment forms to take to the US Embassy interview to obtain a student visa. Although the visa process may seem daunting, it is in fact rather straightforward. Please call the SAA admissions office at 619-631-0323 or email info@scanavia.com to answer any questions concerning the application process.

Class Policies:

Ground School:

Students must pass all stage exams/progress tests and the final exam/school test to complete the ground course.

Three (3) practice knowledge exams must be passed satisfactorily before a student is allowed to take the FAA knowledge examination for their rating sought.

FAA knowledge examinations must be completed within 14 days from class completion.

Grading System:

Ground Lessons:

- Stage exam 80%
- End of course exam 80%
- Prepware (3) 90%
- FAA knowledge test 70%
- EASA progress test 75%
- EASA school test 75%

Flight Lessons:

For FAA flight instruction, the following grading system is in effect:

Lesson Grades:

- 1=Excellent, exceeds standards
- 2=Above average
- 3=Average, meets standards
- 4=Below average never meets standards

A grade of 1-3 for each lesson will constitute a passing score.

For all EASA training, the following grading system is in effect:

Lesson Grades:

- 1=Below average, never meets standards
- 2=Below average
- 3=Average, meets standards
- 4=Above average
- 5=Excellent, exceeds standards

A grade of 2-5 for each lesson will constitute a passing score.

Satisfactory Academic Progress

Please see the above Grading section for minimum scores required to maintain satisfactory academic progress. In addition to the grade scale above, subject mastery is required to be eligible for a pilot examination, and any non-passing or incomplete activities will require a retake. For flight lessons, a total first-attempt pass rate of 70% (i.e. a retake rate of less than 30%) must be kept to maintain satisfactory academic progress. For ground lessons, the following applies: 1st failure - retake required. 2nd failure - remedial required at cost to student. 3rd failure, final chance, more extensive remedial required at cost to student. 4th failure - dismissal.

A student must also complete his or her program according to the student's master plan, which provides an overview of the program over calendar time to ensure that the proper amount of work is completed at a rate that will allow graduation on-time. All academy-track (vocational) programs must be completed within 150% of the published program hours and calendar time to meet the standards of satisfactory academic progress.

Failure to meet satisfactory academic progress:

A student shall be aware of their grade following each activity, and should therefore be well aware of their academic progress. A student will be notified by their training department leader if satisfactory academic progress is not met. Consequences for failure to meet SAP standards may be termination.

If a student is terminated for failure to maintain satisfactory academic progress, an appeals process exists. A student wishing to appeal a termination decision must make a viable written statement as to why s/he failed to meet SAP standards, and what has changed in the student's situation that will allow him/her to meet SAP standards going forward. Appeals must be made within five business days following notification of termination, to the student's training department leader. An appeal may be granted at SAA's discretion within seven business days following receipt of the appeal. An academic plan is required from a student deciding to appeal a termination decision, which, if approved, shall be adhered to. Students who have been dismissed for lack of satisfactory academic progress will be allowed to re-apply for admission after a three-month period. Readmission will be at the Academy's sole discretion.

Leave of Absence Policy

A leave of absence permits a break in study to occur without formal withdrawal from the school. Leaves of absence are to be made only in the event of an emergency situation, such as a serious illness or death in the immediate family. Vacation-related absences must comply with the SAA vacation policy. Requests must be made by filling out our Leave of Absence Form prior to the date requested, unless unforeseen circumstances prohibit the student from doing so. Under all circumstances, the leave of absence is limited to 180 calendar days per 12-month period, or one half the total program length, whichever is shorter. Multiple leaves of absence or requested extensions must not exceed this limit.

In addition to the above, M-1 or F-1 Visa students may not request any leave of absence that exceeds Department of Homeland Security regulations.

Failure to follow guidelines will render the leave of absence invalid, and may result in the withdrawal of the student, per our attendance policy, below.

Attendance Policy

To be eligible to take the airman certification exam commensurate with the rating sought, all lessons must be completed with a satisfactory grade. Not attending a lesson will result in the requirement to make up said activity and the student will be subject to the possibility of no-show fees contained within this catalog. Therefore, attendance, preparedness, and punctuality are of the utmost importance. Students are expected to come to the academy for all scheduled flight training activities, even if the possibility exists for weather or maintenance to alter the planned activity, because your instructor may elect to alter the planned lesson with another more suitable to the current conditions/available resources. Under any circumstances, a minimum attendance rate of 75% must be met for successful program completion. Additionally, after five (5) consecutive missed lessons, a student will be automatically considered withdrawn. A student's attendance record can be viewed at any time through our online scheduling and record keeping system.

Vacation Policy

Due to the long duration of many of our programs, it is possible for students to take a reasonable amount of vacation time with instructor approval. Students requesting vacation time must submit a Personal Time Off form prior to the date(s) requested to their head instructor. Vacations must not impede student progress, must be reasonable in context with the length of the program, and shall be at the school's sole discretion. M-1 or F-1 Visa students may not request any absence that exceeds Department of Homeland Security regulations.

Cancellation Policy and Associated Fees*

Activities cancelled with less than 24 hours' notice will incur a cancellation fee.

Cancellations made to activities scheduled less than 24 hours in advance will be considered on an individual basis.

No-Show/Unprepared Policy and Associated Fees*

A student/renter will be charged a no show fee if they arrive more than 15 minutes after the scheduled start time for an activity.

A no-show fee will be assessed if a student arrives unprepared for a scheduled activity, and/or the time required for the student to fully prepare for the activity precludes the completion of that activity.

When a cancellation or no-show fee is assessed to a student's account, the payment must be received in full prior to any further training.

*Exceptions to this policy will be made at SAA's sole discretion.

No-Show/Cancellation Fee Amounts:

Cancellation/No-Show fee: \$99.00

Program Completion Documents

A certificate is awarded to students who successfully complete their program of study.

The candidate for a certificate must:

1. Successfully complete all clock hours as prescribed by Federal Aviation Regulation (FAR) part 141/61 required for the certificate sought.
2. Comply with satisfactory academic progress policy requirements.
3. Achieve the acceptable skill performance requirements and any specific program requirements for the program completed.
4. Comply with attendance policy requirements.

Transfer of Credit Policy

Students wishing to transfer previously obtained flight hours or pilot certificates shall inquire with SAA's admissions department upon enrollment. A student's pilot log and pilot certificate(s), as applicable, shall be presented during the admissions process to determine eligibility.

All transfer students, regardless of credit, must meet SAA admissions standards, and will be given a proficiency test based on the credit they wish to transfer. Students transferring from/into a Part 141 training program may be credited according to the maximums stated in Federal Aviation Regulation 141.77. Students transferring from/into a Part 61 training program may be credited according to the performance demonstrated on the proficiency test.

Students that possess a pilot certificate that qualifies them for advanced placement in a training program may receive credit after demonstrating the requisite skill and knowledge for their certificate or rating through a proficiency test.

Proficiency tests will be billed according to SAA's general rate structure, and may be waived at SAA's discretion. Upon completion of the proficiency test, hours or certificates eligible for transfer will be identified, and tuition will be recalculated accordingly.

Termination by the School

Termination action by the Academy will be taken whenever any of the following are considered less than satisfactory: attendance, tardiness, conduct and satisfactory academic progress. Students will be given adequate warning of the Academy's intent to terminate their enrollment. If the student does not satisfactorily correct the circumstances upon which the Academy's action is based, the Academy will notify the student in writing of their termination. Sponsoring agencies will be notified by the Academy.

Termination by the Student

The student may terminate his/her training at any time. Notification should be sent to the student's training leader.

Student Ratios

Due to the individual nature of flight training, most aircraft training will take place on a one-on-one basis. Classroom instruction is limited to 20 students per instructor.

Placement

SAA Inc. does not guarantee employment or placement. However, SAA is very interested in ensuring that our graduates succeed in maintaining their career momentum. After graduation, SAA will solicit alumni feedback. This provides valuable information to gauge placement levels of recent graduates, as well as to ensure alumni satisfaction with progress in pursuit of employment in the aviation field after graduation.

Financing

At the moment, SAA does not offer financial assistance.

Terms of Payment

Scandinavian Aviation Academy does not require prepayment for program charges for any student who wishes to pay as they go. In this case, SAA requires a minimum balance of \$500.00 on the student's training account at all times. Block-rate pricing is also available. To take advantage of training at discount block rates, payment is required in full prior to the start of training.

Delinquent Payments

SAA does not render services in advance of payment. Among pay-as-you-go students, if the aforementioned minimum balance is not maintained, a student will not be scheduled for further training until the situation is rectified.

Refund Policy

General

A student may submit a request to cancel participation in the specified program to the appropriate SAA admissions contact within seven days of signing the enrollment agreement to receive a full refund of any prepaid monies, less an administrative processing fee. The refund due will be calculated using the last date of attendance, and be paid within thirty (30) calendar days from the documented date of determination. The date of determination is the date that a student gives verbal or written notice of withdrawal to the Academy, or the date that the Academy terminates the student by applying attendance, conduct, or Satisfactory Academic Progress policies.

Students that have elected pay-as-you-go pricing: All monies on account will be refunded within thirty (30) calendar days from the document date of determination.

Students that have elected to pre-pay tuition:

Rejection and Cancellation Before the Start of Class

1. If a student never attends class (no-shows) or cancels prior to the class start date, all refunds due will be made within thirty (30) calendar days of the first scheduled day of class or the date of cancellation, whichever is earlier.
2. If an applicant is rejected for enrollment by the Academy, or if a prospective international student has his or her visa application rejected, a full refund of all tuition monies already paid by the applicant to the academy will be made to the applicant within 30 days of the date of rejection.
3. If the Academy cancels a program subsequent to a student's enrollment, the Academy will refund all money paid by the student within thirty days.
4. If an applicant accepted by the Academy cancels prior to the start of class, or never attends (no-shows), the Academy will refund all monies paid, less application and registration fee, within 30 days.

Withdrawal or Termination After the Start of Class

1. During the first week of classes, tuition charges withheld will not exceed ten percent (10%) of the stated tuition, up to a maximum of \$1000.
2. After the first week and through fifty percent (50%) of the period of training and financial obligation, tuition charges retained will not exceed a pro rata portion of the tuition for the training period completed, plus ten percent (10%) of the unearned tuition for the period of training that was not completed.
3. SAA will retain an administrative fee associated with withdrawal or termination of up to \$100.

Non-Discrimination Policy

SAA Inc. does not discriminate on the basis of age, sex, race, color, religious belief, national origin, handicap, or covered veteran status. These regulations are contained in Title VII (Equal Employment Opportunity) of the 1964 Civil Rights Act as amended; Title IX of the 1972 Rehabilitation Act as amended; Executive Order 11246 (Affirmative Action) as amended and other related acts of Congress and Federal Regulations.

Handicapped Students

Because flying requires a certain minimum level of physical ability, SAA Inc. is limited in its ability to accept students which physical handicaps. Students must be able to pass a medical exam to acquire an FAA First or Second Class Airman Medical Certificate. See appendix B (p.17) for more details about the requirements for the medical examination.

Student Privacy Rights

At the Academy we respect the privacy of student records. Student records will only be released to those individuals or institutions which the student has authorized, and in accordance with the Family Education Rights and Privacy Act (FERPA). Certain information must be released to the FAA for the purposes of issuing licenses and ratings. Students will have the right to view their own records upon request.

Housing Assistance

SAA can assist in locating housing close to school. However, SAA does not provide student housing.

Complaint Procedure

Any questions or concerns with regard to SAA Inc. satisfying the terms of the Enrollment Agreement should be addressed to the training leader of a student's particular program. Concerns that are not resolved by the school may be brought to the attention of ACCET (Accrediting Council for Continuing Education and Training) 1722 N. Street, N.W, Washington DC 20036, (202) 955-1113.

Conduct

Because SAA's mission is to prepare pilots for the airline industry, we insist on professional conduct in keeping with the standards of that industry. Students are expected to behave courteously and professionally, be punctual, be ethical, and perform to professional airline standards. Student conduct will be evaluated on a case by case basis. Improper conduct may be cause probation or termination.

Campus Procedures

English is the international language of aviation. To promote good understanding of the English language, students shall speak English on campus and on the shuttle bus. Speaking English among classmates off campus is also greatly encouraged.

The SAA campus and grounds, are open and available for study during business hours. However, please be aware of the following:

- Maintenance hangar: For safety, students are not allowed in the hangar area unless permission is granted by maintenance staff.
- Employee kitchen and lounge: Please use the designated student lounge area for breaks.

Dress Code

Students enrolled in an academy-track (vocational) program are issued airline-style uniforms, to reinforce our professional standards. This includes:

- Black pants
- White pilot shirt
- Dark tie of a neutral color
- Black dress shoes
- No jeans of any color
- Jackets and sweaters must be professional
- Facial hair must be neat and professional
- Epaulets must be worn (if applicable)

Non-academy (avocational) students are required to dress neatly. For safety reasons, open-toed shoes are not allowed.

For security purposes, all students must have their school identification badge visible at all times when on campus/airport facilities.

Cheating

SAA takes academic honesty seriously, and we ask that you do as well. Cheating is a violation of FAR Part 61.37, and may be grounds for termination from SAA.

Drug and alcohol policy

SAA desires to provide a safe and effective learning environment for students, employees, and visitors. To promote this goal, SAA requires that all students maintain themselves in a mental and physical condition that is appropriate for their status as students in their specific training program. In addition to SAA's own internal standards, aviation regulatory bodies, including the FAA, EASA, CAAC, and various U.S. law enforcement agencies, have mandatory policies regarding the mental and physical condition of students, both in and out of class and flight activities. These policies are enforced by SAA at all times.

As such, SAA has established a policy that no student may possess, distribute, sell, or be under the influence of alcohol or illegal drugs while on campus at SAA. SAA maintains the right to act, at its sole discretion, in a manner determined necessary to enforce such policy. Actions taken by SAA may include, but not be limited to, testing of students for alcohol or drugs. Testing may occur with or without advance notification, if SAA reasonably suspects a student of being under the influence of drugs or alcohol. The cost of such test shall be incurred by the student. A positive drug or alcohol test result will be treated as a serious matter by SAA and appropriate disciplinary action shall be taken at the discretion of SAA. Such disciplinary action may include automatic suspension from the training program for an extended period or possible termination.

Smoking

Students are allowed to smoke ONLY in designated areas throughout the SAA campus.

Copyright and Infringement Policy

Copyright is a form of protection grounded in the U.S. Constitution and granted by law for original works of authorship fixed in a tangible medium of expression. Copyright covers both published and unpublished works. Scandinavian Aviation Academy Inc. (SAA) requires all students, faculty and staff to comply with all state and federal laws including copyright laws. Copyright infringement is the act of exercising, without permission or legal authority, one or more of the exclusive rights granted to the copyright owner under section 106 of the Copyright Act (Title 17 of the United States Code). For more information, please see the Website of the U.S. Copyright Office at www.copyright.gov.

Disciplinary Probation

Students may be placed on disciplinary probation if they violate any school policies, and or any state or federal laws. A student will remain on disciplinary probation for a period of one month or as based on circumstances. Continued misbehavior will result in termination.

Flight Information Files (FIF)

SAA uses an online bulletin system called a Flight Information File to disseminate operational and policy information to current students in a convenient format. FIF's supersede any other policy revision. Current students are required to read and understand new FIF's. Students that agree to this catalog as a condition of enrollment also agree to abide by any policy revisions that may be made during their tenure and disseminated through this format.

Appendix A

SAA Inc. Staff and Faculty Listing

Administration:

Edward Karstetter – CEO

Scott Hughes – Chief Flight Instructor

Neni Watkins – Student Services

Sandra Anclien – Accounting and Housing Coordinator

Linda Radov – Reception, Scheduling, and Human Resources

Flight and Ground Instructional Staff:

Johan Nilsson – EASA Chief Instructor

Grant Spicer – FAA Assistant Chief Instructor

Jakob Lyxell – EASA Assistant Chief Theoretical Knowledge Instructor

Todd Mason – Senior Instructor

Thomas Black – Senior Instructor

David Rydevik – Flight and Ground Instructor

Johan Eriksson - Flight and Ground Instructor

Marcus Tornqvist - Flight and Ground Instructor

Filip Kron - Flight and Ground Instructor

Will Lowery - Flight and Ground Instructor

Jenna Sims - Flight and Ground Instructor

Leonard Holmgren Holm- Flight and Ground Instructor

Rickard Nilsson- Flight and Ground Instructor

Laura Gathman- Flight and Ground Instructor

Matthew May- Flight and Ground Instructor

Jacob Olsen Haargaard- Flight and Ground Instructor

Phillip Dolton- Flight and Ground Instructor

Miguel Cartagena- Flight and Ground Instructor

Brent Paulson- Flight and Ground Instructor

Alex Silva- Flight and Ground Instructor

Laurent Thorez- Flight and Ground Instructor

Maintenance Staff:

Jason Osburn – Director of Maintenance

Adam Raum

Matt Jerrain

Appendix B

SAA contact information

Below is a list of contact information for the personnel at the school that you are most may need.

It is important to remember that if there is anything you don't understand or you have a problem with, please ask. Communication is extremely important, and the only way for us to be able to provide you with the help and assistance you need.

CEO

Edward Karstetter
edward.karstetter@scanavia.com
(619) 631-0323

FAA Chief Instructor

Scott M Hughes
scott@scanavia.com
(619) 631-0323

FAA Assistant Chief Instructor

Grant Spicer
spg@scanavia.com
(619)334-8812

Director of Maintenance

Jason Osburn
Jason@scanavia.com
(619) 334-8821

Student Services

Neni Watkins
neni@scanavia.com
(619) 334-8835

Scheduling

Linda Radov
val@scanavia.com
(619) 334-8832

EASA Chief Flight Instructor

Johan Nilsson
nha@scanavia.com
(619) 334-8812

EASA Assistant Chief Flight Instructor

EASA Assistant Chief Theoretical Knowledge
Instructor
Jakob Lyxell
Jakob.lyxell@scanavia.com
(619) 334-8832