



Program Catalog

Rev. 09-10

Contact Information:

SAA, Inc
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Mission and Philosophy

To train pilots to Airline standards in preparation for a professional aviation career and to be established as the leading aviation maintenance and sales organization by maintaining the highest level of safety, professionalism and quality.

The Academy also provides the specialized academic and flight training required by the European Union's Joint Aviation Authority for Flight Crew Licensing using the latest in training aircraft and teaching methodology. The mission statement was reviewed and revised at a workshop in the fall of 2009.

Academy Credentials

SAA Flight Training is licensed and/or authorized by the following agencies:

- Federal Aviation Administration (FAA) Part 141
- Joint Aviation Authority (JAA) FTO approval
- Joint Aviation Authority (JAA) ATPL (A) Integrated
- Bureau of Citizenship and Immigration Services (BCIS)
- United States Department of State Exchange Visitor Bureau
- Department of Veterans Affairs (DVA)
- LaserGrade computer testing facility
- ACCET (Accrediting Council for Continuing Education and Training)
- Scandinavian Airline Systems (SAS), Sweden
- Civil Aviation Administration of China (CAAC)
- National Air Transport Association, Compliance Services (NATA)

History and Company Overview

Established in 1994, SAA Inc. is owned by Scandinavian Aviation Academy AB, a part of the Volito Group. The school is dedicated to the concept of training students to airline standards, and to meet or exceed all FAA 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 rating courses. In 2007 we became a member of CAE Global Academy thus providing our students with the highest quality of flight training services and career placement opportunities.

All of our instructors at SAA Inc. are selected and screened to insure that they share our operating philosophy, have all Flight Instructor ratings, and prior instructional experience. Many have advanced academic degrees, and prior operational experience with an airline, corporate or general aviation. They are continually evaluated, both in the classroom, and in flight operations to insure adherence to procedures and policies, and to gauge their effectiveness as an instructor.

To achieve our academic goals, we utilize a fleet of well-equipped aircraft, advanced training aids, aircraft simulators and computer based study facilities. All of the training equipment and resources also meets the Joint Aviation Authority (JAA) Flight Training Organization (FTO) requirements.



Government Approved Courses

The Academy has earned the Federal Aviation Administration's (FAA) Part 141 Flight School designation for the following certificates and ratings:

- Private Pilot License
- Instrument Rating
- Commercial Single Engine Land / Multi Engine Land
- Certified Flight Instructor
- Certified Flight Instructor - Instrument
- Multi Engine Instructor
- Airline Transport Pilot
- Professional Pilot Program (Private, Instrument, Commercial Multi and Single Engine)

Training Equipment and Facilities

At present we operate 23 single and multi engine aircraft. In house, advanced fleet maintenance program puts the aircraft through standard checks every 50 and 100 hours.

Simulator training is currently performed in both AATD and AST-300. Our Advanced Aviation Training Device(AATD) is a modern flight training instrument that can be configured to fit our students' needs in all different parts of their flight training. The visuals are made up by five 50 inch TV screens wrapping around the cockpit to create a very realistic flight environment. The system includes hardware and software that can be configured to recreate the characteristics of all training aircraft in our fleet. The AATD has been approved by the FAA for use in our 141 training and will be utilized throughout the entire program to practice everything from single engine emergency training to instrument procedures and multi engine operations. Along with the AATD the academy uses an AST-300 Twin Engine Instrument Flight Simulator (FTD) which is also FAA approved advanced flight training device.

Simulator training is an essential tool in the flight-training program and is very useful tool in preparing students for abnormalities and emergencies that can not always be practiced in the actual aircraft.

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

Instructors

To ensure quality we have carefully considered the ratio between instructors, airplanes and students, so each one of our trainees is guaranteed to be dispatched for a flight every time on time. Some of our instructors are graduates of the Academy and many have advanced academic degrees. Some have prior operational experience with airlines, corporate or general aviation. They are continually evaluated, both in the classroom, and in flight operations to insure adherence to policies and procedures, and to gauge their competence as an instructor.

Environment

To better prepare our students for the demands of a career in professional aviation, our students are required to wear uniforms while training and perform to professional airline standards. Personal discipline and good study habits are also stressed. All of this contributes to a professional learning environment among the flight instructors, support personnel, and students. A professional and uniform appearance reflects the standardization and discipline that the airlines are looking for.





Management

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

Torbjörn Gisslund, CEO

Mr. Gisslund's experience with Scandinavian Aviation Academy goes back 8 years and it has given him an insight in all the different departments and satellites. He has worked as a Dispatcher, Flight Instructor, Chief Ground Instructor and most recently as JAA Chief Pilot and Director of Operations at SAA Inc. in San Diego.

Therese Gisslund, Director of Operations

Therese Gisslund brings to SAA extensive experience as an Instructor and Airline Pilot in both Europe and US. She has attained 4500 hours in various airlines and different type of aircraft.

Scott Hughes, Chief Pilot FAA

Scott Hughes who joined the company in May 2008 brings solid aviation industry experience to SAA Flight Training.

Carl Fredrick Lindfeldt, JAA Chief Pilot

Carl Fredrick Lindfeldt graduated from Scandinavian Aviation Academy AB with JAA ATPL Theory, CPL IR/ME and MCC-Course (Multi Crew Cooperation). In 2006 Carl joined SAA, Inc. in San Diego where he completed his FAA Commercial Multi Engine Ratings and continued to work towards his Instructor Certifications. With SAA Carl held positions as the Flight Safety Officer and most currently as the JAA Chief Pilot.

Pascual Elizarraraz, Chief Mechanic

As of October 2007 Pascual is the Chief Mechanic in our maintenance department. Formerly employed by Raytheon Joint Operations Group doing different avionics and airframe upgrades to CH-53 and CH-46 Marine Corps Helicopters.

Gayle Jerrain, Chief Financial Officer

Gayle Jerrain joined SAA in December of 2007

Airfield Location

Gillespie Field Airport (KSEE) is nestled in the foothills of the El Cajon Valley in eastern San Diego County. It has a control tower with radar capability, three hard-surface asphalt runways, with both localizer and GPS instrument approaches. Located in a high-density traffic area underlying the San Diego Class Bravo airspace while being close to several "practice areas", Gillespie Field provides the perfect setting for both primary and advanced flight training. California's coastal climate offers a variety of weather conditions during all stages of flight training. All this combined makes Southern California an ideal training environment.

School Location

SAA Inc. is located in San Diego, California at Gillespie Field. San Diego is one of America's most beautiful cities, with excellent year round weather, a temperate climate and beautiful beaches. Gillespie Airport is located in San Diego just east of Miramar Airport and east of Lindbergh Field International Airport.



Courses

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

This includes:

- Private Pilots License
- Instrument Rating
- Commercial Single Engine Land / Multi Engine Land
- Certified Flight Instructor
- Certified Flight Instructor - Instrument
- Multi Engine Instructor
- Airline Transport Pilot
- Professional Pilot Program DGCA
- Professional Pilot Program FAA
- Professional Pilot Program JAA ATPL(A) Integrated

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

*For the cost of any program/course please refer to the catalog's program inserts.



PRIVATE PILOT COURSE
Private Pilot License, FAR Part 141,
Course 12 Weeks Total Hr. 170

	Hours
Cessna 172	70.0
SE Flight Instruction	59.0
Briefings*	46.0
Ground School	60.0
Written Test	
Examiner	
Sub-Total	\$16,801

Enrollment requirement: Must hold a Student Pilot Certificate and a First Class Medical

INSTRUMENT RATING COURSE
Instrument Rating, FAR Part 141,
Course 10 Weeks Total Hr. 150

	Hours
Cessna 172S	22.0
AST 300 FTD - SE	14.0
SE Flight Instruction	35.0
Briefings*	39.0
Ground School	75.0
Written Test	
Checkride	
Sub-Total	\$8,759

Enrollment requirement: Must hold a Private Pilot ASEL Certificate

COMMERCIAL RATING COURSE
Commercial Pilot License SE & ME, FAR Part 141,
Course 18 Weeks Total Hr. 244

	Hours
Cessna 152	71.0
Cessna 172RG	11.5
BE76 Dutchess	16.5
AST 300 FTD ME	24.0
SE Flight Instruction	16.0
ME Flight Instruction	39.0
Briefings*	43.0
CPL & ME Ground School	78.0
BE76 Technical Course	
Written Test	
Checkride (2)	
Sub-Total	\$20,563

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



FAA/DGCA - PROFESSIONAL PILOT PROGRAM SINGLE & MULTI ENGINE C152, C172, C172RG, BE-76

Private Pilot License, FAR Part 141,
Course 12 Weeks, Total Hr. 176

Cessna 172	70.0
SE Flight Instruction	59.0
Briefings*	46.0
Ground School	60.0
Written Test	
Examiner	

Enrollment requirement:
Must hold a Student Pilot Certificate and a I Class Medical

Instrument Rating, FAR Part 141,
Course 10 Weeks, Total Hr. 150

Cessna 172S	22.0
AST 300 FTD - SE	14.0
SE Flight Instruction	35.0
Briefings*	39.0
Ground School	75.0
Written Test	
Checkride	

Commercial Pilot License, FAR Part 141,
Course 18 Weeks, Total Hr. 244

Hours		Hours
	Cessna 152	71.0
	Cessna 172RG	11.5
	BE-76 Dutchess	16.5
	AST 300 FTD ME	24.0
	SE Flight Instruction	16.0
	ME Flight Instruction	39.0
	Briefings*	43.0
	CPL & ME Ground School	78.0
	BE-76 Technical Course	included
	Written Test	
	Checkride (2)	

Enrollment requirement: Must hold a Private Pilot ASEL Certificate with Instrument Rating
* All briefing includes Approximately 1/2 hr. pre and post briefing per flight

Program Cost	
Private Pilot License,	\$16,801
Instrument Rating,	\$8,759
Commercial Pilot License SE/ME	\$20,563
*Total Cost	\$46,123

* Does not include books and supplies see next page



JAA INTEGRATED ATPL(A) SE & ME ENGINE
C152, C172, C172RG, BE-76

Private Pilot License, FAR Part 141, Course 9 Weeks

Cessna 172	40.0
SE Flight Instruction	38.0
Briefings*	26.5
Ground School	70.0
Written Test	
Examiner	

Enrollment requirement:
Must hold a Student Pilot Certificate and a 1st Class Medical

Instrument Rating, FAR Part 141, Course 8 Weeks

Cessna 172S	31.0
AST 300 FTD - SE	10.0
SE Flight Instruction	39.0
Briefings*	26.0
Ground School	62.0
Written Test	
Checkride	

IR Enrollment requirement:
Must hold a Private Pilot ASEL Certificate

Commercial Pilot License, FAR Part 141, Course 16 Weeks

Hours		Hours	
Cessna 152	40.0	Cessna 152	61.0
Cessna 172RG	38.0	Cessna 172RG	10.0
BE-76 Dutchess	26.5	BE-76 Dutchess	18.5
Aerobatics spin training	70.0	Aerobatics spin training	6.0
SE Flight Instruction		SE Flight Instruction	30.0
ME Flight Instruction		ME Flight Instruction	16.0
Briefings*		Briefings*	

*Cost \$42,000

CPL Enrollment requirement:
Must hold a Private Pilot ASEL Certificate with Instrument Rating

* All briefing includes Approximately 1/2 hr. pre and post briefing per flight. Books and equipment are included.



AIRLINE TRANSPORT PILOT LICENSE (ATP)

Total Hr. 71 Course 8 weeks

	Hours
BE - 76 ME Dual flight training	25.0
Ground School	40.0
Briefing	6.0
Written Test	

Total Price \$7,600

Enrollment Requirement:

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



FLIGHT INSTRUCTOR ACADEMY

Certified Flight Instructor
Total Hr. 75 course 6 weeks

	Hours
Cessna 172RG	8.0
Cessna 172S	3.0
Cessna 152	3.0
SE Flight Instruction	13.0
Spin training (C 152)	1.0
Briefings	20.0
CFI Ground School	38.0
Written Test (2 tests)	2.0
Checkride	
Cost	\$5,113

Multi Engine Instructor
Total Hr. 36 course 6 weeks

	Hours
BE-76 Duchess	11.5
ME Flight Instruction	14.0
AST300 FTD	4.0
Briefings	3.0
MEI Ground School	20.0
Books & Supply	
Written Test	
Checkride	
Cost	\$4,660

Enrollment Requirements CFI:
Commercial Single-Engine Instrument Certificate and aeronautical experience requirement.

Certified Flight Instructor – Instrument
Total Hr. 36 course 3 weeks

	Hours
Cessna 172SP	12.0
SE Flight Instruction	15.0
AST300 FTD	4.5
Briefings	
6.0 CFII Ground School	14.0
Books & Supply	
Written Test	
Checkride	
Cost	\$4,565



SAA Inc. School Calendar

The Academy is open 363 days per year. Christmas and New Years Day holidays are observed with school facilities closed.

SAA offers classes every other month for all courses offered with the exception of courses for the European Joint Aviation Authority. These courses begin the first week of each quarter.

Class Size

All flight and simulator instruction is performed on a one to one basis (1:1). Ground school theory class size ranges between 4 and 18 students with a variable teacher /student ratio.

General Requirements for Admission

Applicants are required to read, write and understand the English language and have completed high school. Applicants must be at least 18 years of age. English is required because it is the international language of aviation. Foreign students should have satisfactory grades on the TOEFL (Test of English as a Foreign Language) or equivalent English proficiency. Good performance on the SAT (Scholastic Aptitude Test) is also very desirable. Students must be able to pass a medical exam to acquire a FAA First Class Airman Medical Certificate. For a short list of disqualifying conditions, see Appendix A. For a complete list, consult the Federal Aviation Regulations, Part 67 Medical Standards.

Admission Procedures/ Fees

A student application form must be completed, signed and kept on file. International students obtaining a training visa (\$450 non refundable fee for admission DLS and MS Online course) will receive the appropriate and student enrollment forms. To assist in preparing these forms a student information sheet needs to be completed prior to enrollment.

Please call SAA admissions office at 619 631 0323 or e-mail info@scanavia.com to receive details concerning the application process.

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,

wear school uniforms while training and perform to professional airline standards. Students' conduct will be evaluated on a case by case basis. Improper conduct may be cause for probation or termination.

Affirmative Action

SAA Inc. does not discriminate on the basis of age, sex, race, color, religious belief, national origin, handicap, or covered veterans status in its admissions, employment and student related policies and procedures. 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.

Housing Assistance

SAA can assist in locating housing near the school. However, due to changing conditions in the local rental market we are unable to quote in this publication availability or cost. Additional information will be available to the student at time of enrollment.

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 Web site of the U.S. Copyright Office at www.copyright.gov.

Drug Use Policy

Drug use will not be tolerated among SAA's students. To protect the safety of instructors, fellow students, and the general public, any student who arrives for classroom instruction or flight training under the influence of drugs or alcohol will be immediately dismissed from the Academy.



Grading System

For flight instruction the following grading system is in effect:

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

For all FAA Part 141 and Part 61 Ground Training, the following grading system is in effect:

- 95-100% = Excellent (A) 70-74% = Below Average (D)
- 85-94% = Good (B) 0-69% = Failure (F)
- 75-84% = Average (C)

Satisfactory Academic Progress

A student must maintain a grade of 70% or higher in all categories to maintain satisfactory progress and be eligible to receive a certificate of completion. In addition, a vocational program must be completed within 150% of the published program length or be subject to termination. All students must maintain satisfactory progress for all periods of enrollment. SAA faculty recommends that students should spend at least 21 clock hours per week in order to successfully complete the course/program within the maximum time frame. Students enrolled in the Professional Pilot Program spend on average 30 clock hours per week. These hours reflect classroom time, lab time as well as time designated for self study.

Failure to meet Satisfactory Academic Progress:

The Operations Manager will notify students not meeting satisfactory academic progress. Students wishing to appeal the unsatisfactory academic progress determination must do so in writing within 10 days. Student with incomplete or withdrawn status will refer to FAA Part 141 for specific guidance.

Appeals should be directed to the Operations Manager. If the appeal is on the basis of mitigating circumstances, appropriate documentation should be included with the written appeal. This documentation might include a physician's statement, accident report or other statements. The Operations Manager will notify the student of the decision within ten days. This decision will be final.

Students who have been dismissed for lack of satisfactory academic progress may apply for readmission to the Academy after a three-month waiting period. Readmission will be at the Academy's discretion.

Attendance and Tardiness Policies

Flight: SAA requires that students are responsible for checking their flight schedule and strictly adhere to the check in procedures. Students must complete 100% of all flight lessons. Students will not receive credit for flight courses unless each lesson is documented and accounted for.

Ground School: Attendance at all classes and flight training sessions is critical to the student's successful certification as a pilot. If students miss 10 consecutive days of training, they will be terminated from the program. If students are 30 minutes late for class or leave 30 minutes early they will be counted tardy. Three tardies will be counted as an absence. Students must attend 80% of all scheduled classes.

Make up Work Policy: Will be considered on a case-by-case basis. Illness, family emergencies or situations beyond the control of the student are valid reasons. Regardless of the absence, all missed class work and flight training must be made up prior to the class completion date.

Academic Probation: Failure to maintain grade averages of 70% or higher in all categories will result in the student being placed on academic probation for one (1) month. Continued failure to maintain passing grades will result in termination. Readmission following such termination shall be at the discretion of the Academy.

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

Leave of Absence: SAA does not offer students a leave of absence. If students are forced to withdraw in the middle of a program, fees will be reimbursed according to the guidelines in the "Refund Policy"



Handicapped Students

Because flying requires a certain minimum level of physical ability, SAA Inc. is limited in its ability to accept students with 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.

Program Completion Documents

A Certificate is awarded to those students who satisfactorily complete their program of study.

The candidate for a certificate must:

1. Successfully complete all clock hours, as prescribed by the Federal Aviation Regulation (FAR) part 141/61, required for the Certificate sought.
2. Earn a cumulative grade average of at least 70%.
3. Achieve the minimally acceptable skill performance requirement(s) and any specific program requirements for the program completed.
4. Attend 80% of all scheduled classes.

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, progress, and tuition payments. 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. Advanced notice, however, is highly desirable. Written notification should be sent to the Academy Operations Manager.

Complaint Procedure

Any questions or concerns with regard to SAA Inc. satisfying the terms of the Enrollment Agreement should be addressed to SAA's Operations Manager. Any questions or concerns that are not satisfactorily resolved by the Operations Manager or by other officials may be brought to the attention of the FAA, Flight Standard District Office, 8525 Gibbs Drive, San Diego, CA 92123 or ACCET, Accrediting Council for Continuing Education & Training, 1722 N. Street, N. W., Washington, DC 20036, (202) 955-1113.

Financing

At the moment SAA does not offer financial assistance.

Terms of Payment

Prior to commencement of the program, first payment of tuition shall be paid by check, MasterCard, Visa, wire transfer or cash deposited to the SAA account, California Bank and Trust El Cajon, Branch. The tuition for the Professional Pilot Program shall be paid in four (4) installments every 30 day with the due date the first day of the month. To avoid delinquency students are required to keep a minimum of \$2000 in their SAA account while active in the school. Students who fail to maintain at least \$2000 in their account will be grounded until the requirement is met.

Refund Policy

A. Due Dates:

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. For enrolled students, 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.



B. Rejection and Cancellation before the start of class:

1. If an applicant is rejected for enrollment by the Academy, or if a prospective international student has his/her visa application rejected, a full refund of all tuition monies will be made to the applicant within 30 days.
2. If the Academy cancels a program subsequent to a student's enrollment, the Academy will refund all monies paid by the student within 30 days.
3. If an applicant accepted by the Academy cancels prior to the start of classes, or never attends (no-shows), the Academy will refund all monies paid, less a refund fee of \$50 within 30 days.
4. If an international applicant possessing a visa or the equivalent, recruited from outside the United States that is accepted by the Academy, cancels prior to the start of classes or never attends (no-shows), the Academy will refund all monies paid, less a admin, DLS and MS Online course registration fee of \$450 plus \$ 50 refund processing fee within 30 days.

C. 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 \$500.
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 prorated portion of tuition for the training period completed, plus ten percent (10%) of the unearned tuition for the period of training that was not completed.
3. After fifty percent (50%) of the period of financial obligation is completed, the Academy will retain the full tuition.

Students' Privacy Rights

At the Academy we make every effort to respect the privacy of student records. Student records will only be released to those individuals or institutions, which the student has authorized. However, 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.

Placement

SAA Inc. does not guarantee employment.

Transfer of Credit Policy

Program transfer policy is outlined in FAR Part 141.77(c)(1). A student may be given credit towards the curriculum requirements of a course for previous pilot experience and knowledge, provided the following conditions are met:

(c)(1) FAR Part 61 Students:

If the credit is not based upon a FAR Part 141 -approved training course, the credit given that student for the previous pilot experience and knowledge shall not exceed more than twenty five percent (25%) of the curriculum requirements and must be based upon a proficiency test or knowledge test, or both, conducted by the Chief Pilot or the Assisatnt Chief Pilot of the receiving pilot school.

(c)(2) FAR Part 141 Students:

If the credit is based upon a part 141-approved training course, the credit given that student for the previous pilot experience and knowledge may be fifty percent (50%) of the curriculum requirements and must be based upon a proficiency test or knowledge test, or both, conducted by the Chief Pilot or the Assisatnt Chief Pilot of the receiving pilot school.

Credit for training specified in paragraph (c)(1) or paragraph (c) (2) may be given only if the previous provider of the training has certified in writing (Pilot Log Book, LaserGrade exam), or other form acceptable to the Administrator as to the kind and amount of training provided, and the result of each stage check and end-of-course test, if applicable, given to the student.

An assesment fee will be applied for conducting the proficiency check and knowledge test for transfer in students. All students, who wish to transfer in/out need to contact SAA's admissions office for detailed procedures and fee structure. Requests and appeals for credit transfers must be submitted in writing to the Director of Operation. Decisions will be based on the strict guidelines as prescribed in FAR Part 141.77(c)(1). Refunds and tuition adjustment for transfer out students are outlined in the SAA cancellation policy .



APPENDIX A

SAA Inc. Staff and Faculty Listing:

Management

Gisslund, Torbjorn - CEO

Gisslund, Therese - Director of Operation

Hughes, Scott - FAA Chief Flight Instructor

Jerrain, Gayle - Chief Accountant

Lindefeldt, Carl Frederik - JAA Chief Flight Instructor

Elizarraraz, Pascual - Maintenance Manager

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619 631 0323 ext. 103

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619 631 0323 ext. 112



APPENDIX B Disqualifying Medical Conditions

Distance visual acuity worse than 20/20 with corrective lenses.

Near vision worse than 20/40 with corrective lenses.

Inability to perceive those colors necessary for the safe performance of airman duties.

Abnormal fields of vision. Unacceptable hearing.

A disease or condition of the middle, internal ear, nose, oral cavity, pharynx, or larynx that interferes with, or is aggravated by flying; or interferes with clear and effective speech.

A disease or condition manifested by vertigo or a disturbance of equilibrium.

An established medical history of a personality disorder manifested by overt acts.

Hallucinations, delusions, grossly bizarre or disorganized behavior.

A bipolar disorder.

Substance dependence, excluding tobacco and caffeine.

Epilepsy.

A disturbance of consciousness without satisfactory medical explanation.

Myocardial Infarction.

Angina Pectoris.

Coronary heart disease that required treatment

Cardiac valve replacement.

Permanent cardiac pacemaker implantation.

Heart replacement.

Diabetes mellitus (First and Second class Medicals only)

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