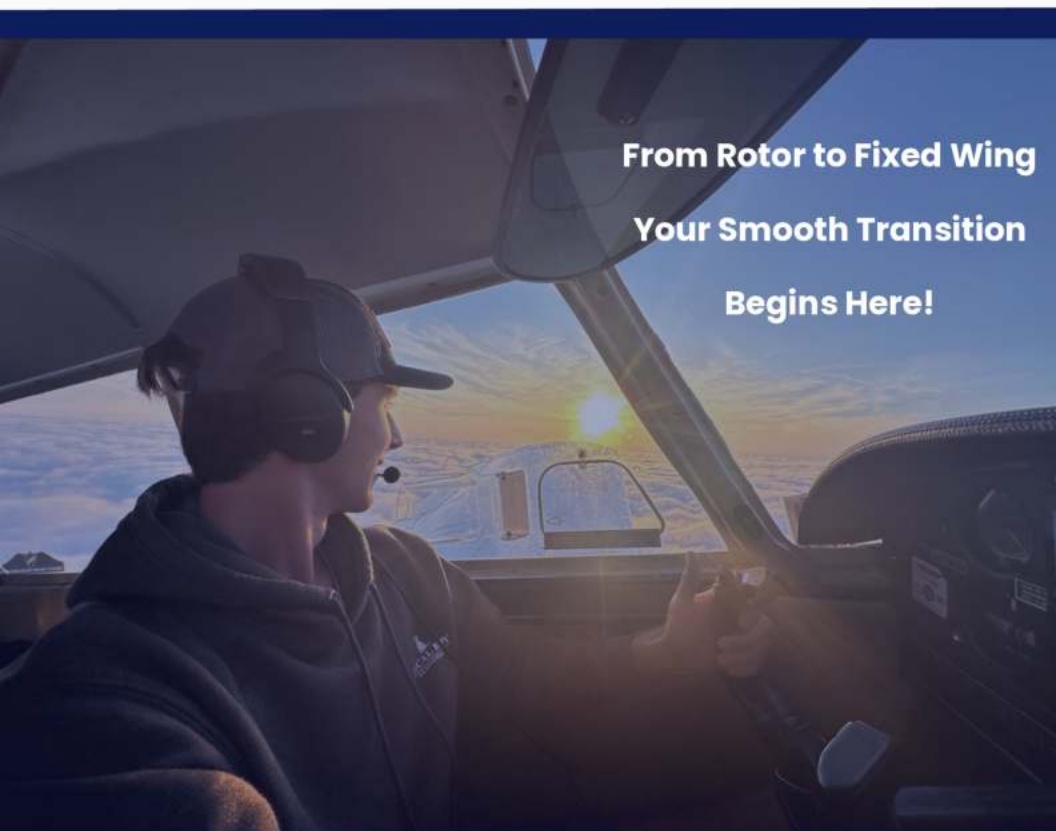




SAVANNAH AVIATION

RTP TRANSITION

G U I D E



**From Rotor to Fixed Wing
Your Smooth Transition
Begins Here!**

**SAVANNAH AVIATION IS COASTAL GEORGIA'S #1
FLIGHT TRAINING, TESTING, AND AIRCRAFT
MAINTENANCE FACILITY SINCE 1985!**

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CONTENTS

- > RTP Overview
- > Checklist and Timeline
- > Why Savannah?
- > Cost Sheet
- > Contact
- > Financial Options
- > Checklist

This checklist and timeline highlight the steps specifically for Army aviators, so please keep that in mind.

ABOUT US

Savannah Aviation, a distinguished flight school founded in 1985, offers comprehensive pilot training programs for both aspiring career aviators and recreational flyers. With a commitment to excellence, Savannah Aviation provides a range of services, including discovery flights that allow participants to experience the thrill of flying over picturesque landscapes like Tybee Island and even take control of the plane. Their dedicated team of experienced instructors ensures that each student receives personalized training, fostering a supportive and engaging learning environment.

A key part of Savannah Aviation's mission is to continue growing and encouraging the aviation community, providing scholarships for interns to pursue their private pilot licenses, and nurturing the next generation of pilots. Whether you're looking to explore the skies for fun or embark on a professional aviation career, Savannah Aviation is your gateway to achieving your flying dreams.

INSPIRE. ELEVATE. ACHIEVE.





RTP OVERVIEW

- **Objective:** For the student to acquire the necessary aeronautical skill, knowledge, and experience to meet the requirements of a Commercial Pilot certificate with an Airplane instrument rating, Single-Engine Land, and a Multi-engine Land.
- **Prerequisites:** The student must be able to read, speak, write, and understand the English language, meet the physical standards for a second-class medical certificate, and possess a valid commercial pilot certificate with an instrument rating. To meet the experience requirements for the 14 CFR §141 addition of a category and class to a commercial certificate, the student must have completed the rotary Commercial Course and Instrument Rating before beginning this course. The student must be 18 years old at the time of the practical test to gain certification.
- **Experience Requirements:** 55 hours of flight training and 20 hours of ground instruction.
- **Syllabus Description:** This syllabus is organized into four stages, each containing six modules. Each module contains both a ground and flight lesson. Each lesson must include a pre- and post-flight briefing. Stage 1 is the introduction to the course objective and requirements where the student will learn about maneuvers and regulations. Stage 2 is where the student will dive into a lot of cross-country flight experience and learn more about airplane performance. Stage 3 is the complex/multi-stage where they will receive training based off of complex and multi-engine operations. Finally, stage 4 is for the review of all for checkride prep.
- **Required Materials:** ASA Rotary Transition Program Syllabus, textbooks, and study materials recommended by the flight school or instructor, pilot operating handbook and relevant FAA publications, flight planning tools, and navigation equipment.
- **Assessment and Evaluation:** Continuous assessment of student performance will be given by the instructor. Stage Checks will occur at the end of each stage followed by an end-of-course check upon graduation. Regular progress checks and feedback sessions with our front office will occur to make sure the student experience is positive. Practice exams and quizzes will take place, and an evaluation to assess readiness for the FAA Practical Flight Test will occur at the end of the course.

Transition Outlook Checklist

Use this checklist to stay organized and make sure you don't miss anything!

ASAP

- ☐ Decide on your transition date.
- ☐ Develop a plan.
- ☐ Begin flying airplanes at Savannah Aviation

13 Months Out

- ☐ Begin collecting and completing UQR paperwork.
- ☐ Contact your Branch Manager.
- ☐ Let your chain of command know your intentions.

12 Months Out

- ☐ Submit your UQR packet to your BN S1.
- ☐ Brief your plan.
- ☐ Attend SFL-TAP Classes.
- ☐ Start your application on AirlineApps.com.

11 Months Out

- ☐ UQR packet complete and submitted. Follow up with HR, if necessary.

10 Months Out

- ☐ Check out airline cadet programs.

9 Months Out

- ☐ Interview Prep
- ☐ Study Study Study
- ☐ Consider Career Skills Program

8 Months Out

- ☐ Resume Prep

7 Months Out

- ☐ Purchase your interview outfit.
- ☐ Get a First or Second Class FAA Medical Certificate

WHY CHOOSE

SAVANNAH?

5 Reasons to do your training in Savannah GA

1

Scenic Training Environment: Experience breathtaking views of coastal landscapes, historic landmarks, and vibrant cityscapes while training, making each flight both educational and visually stunning.

2

Expert Instruction: Benefit from the expertise of Savannah Aviation's experienced instructors who provide personalized and comprehensive training tailored to your individual needs and goals.

3

Rich Aviation Heritage: Immerse yourself in a city with a deep-rooted aviation history and a thriving community that supports and encourages aviation enthusiasts.

4

Comprehensive Training Programs: Savannah Aviation offers a full spectrum of training programs, from private pilot licenses to advanced certifications, ensuring you can achieve your aviation dreams at any level.

5

Supportive Community: Join a welcoming and supportive aviation community that fosters growth, networking, and lifelong connections with fellow pilots and aviation professionals.

Savannah, Georgia's metropolitan area (MSA) has been growing faster than the U.S. as a whole, with a 13% population increase over the last 10 years, which is more than double the national rate. In 2024, the metro area's population was 343,000, a 1.18% increase from 2023.

HOW MUCH DOES BECOMING A PILOT COST?

LICENSE

PRICE

Private Pilot	\$13,000-16,000
Instrument	\$10,000-13,000
Commercial	\$20,000-30,000
CFI	\$5,000-8,000
CFII	\$3,000
Multi Engine	\$10,000
MEI	\$1,000-\$1,500
Total *based on minimum required hours	\$62,000

Cost Using GI Bill

\$17,000+

You have the option to use your GI Bill for instrument and commercial training. The cost will vary based on the funding available to you.

- Contact us to help find out how much funding is available to you through your VA benefits.

DISCOUNTS AT SAVANNAH AVIATION



Block Time

Pay \$2000, get \$10 off per hour



Military FC

\$155/ hr + no fuel surcharge



Military

\$10 OFF EACH RENTAL HOUR



Gulfstream

\$10 OFF EACH RENTAL HOUR

100% Financing Available!



34 Hangar Rd.
Savannah GA 31408
Your Future Flight School



Contact Us
+912-964-1022

Transition Outlook



First things first. **Do the following ASAP:**

- **Decide on your transition date (ETS).** This could be based on your retirement date, the date your flight school program begins, or when your ADSO is complete.
- **Develop a plan.** This will come in handy during your conversations with your chain of command. Be able to brief the plan in broad strokes - a PowerPoint presentation would be impressive. For a template, please scan the resource's QR code.

transition will be. It is what you plan to do, after all, so obtain your Airplane CSEL add-on right away. This will allow you to start building airplane PIC time immediately - 250 hours will take time to build!

13 months from ETS:

- **Begin collecting and completing UQR paperwork.** Numerous memos have to be typed and you will do these yourself. Contact your BDE S1 for an UQR Example Packet. They will likely send you one that has been recently approved.
- **Contact your Branch Manager.** Let them know your intentions so that they can mark it in their system. If you are currently in a KD position (i.e. Company Command for RLOs) that generally results in a PCS afterward, or you've been on station for a long time, the Branch Manager may contact you to ask what you intend to do. This is a great time to let them know your intentions. If you are already marked by HRC as a "mover", the unit will lose you whether you PCS or ETS anyway, there's no reason to stay quiet. Keep in mind, manning is a numbers game. They are not necessarily trying to take advantage of you, PCS'ing someone in to fill your soon-to-be-vacant slot may take a while. It is in everyone's best interest that you give your Branch Manager as much notice as possible.
- **Let your chain of command know your intentions.** This can be tricky as each command climate is different. You will have to talk to command about your intentions soon enough, for your UQR paperwork, so you might as well address this as early as you can.

Transition Outlook

12 months from ETS:

- **Submit your UQR packet to your BN S1.** You'll be required to have counseling, signed off by both your BN and BDE commanders, so it may take a few weeks to get on their calendars. You may have to be persistent about this. Once again, each command climate is different.
- **Brief your plan.** Go on the offensive and tell them what you want to do. Also be prepared to discuss Plans A, B, and C, and how you plan to deal with the transition financially, especially if you are not retiring.
- **Attend SFL-TAP Classes.** You can attend these classes for up to 12 months prior to ETS or 18 months prior to retiring. They last a week and will be held at your place of duty during that time. You will gain a lot of great information so plan to attend.
- **Start your application on AirlineApps.com.** Almost all of the airlines are using this site, with few exceptions. The application is similar to that long security clearance you had to fill out years ago, and many of the questions are similar. It will take some time to fill out. There is a limited free option, however you can pay for a one-year membership that costs \$65/yr and allows you to apply to as many airlines as you'd like. The system will hold your information for future submissions so you won't have to repeatedly fill out the entire application.

11 months from ETS:

- **Your UQR packet should be complete** and submitted to HRC by your S1. If you are not included on the message, ask for a copy of the email. If you do not hear anything from them within 60 days, follow up with HRC to make sure that they received it. They deal with a lot of submissions, be aware that calling them prior to this 60 day mark may only frustrate them.

Transition Outlook

10 months from ETS:

- **Check out airline cadet programs.** Some allow RTP candidates and CFIs to participate with no obligation, such as SkyWest and GoJet. These companies will even fly you to their headquarters to give you a firsthand look at what they have to offer. These are outstanding opportunities and are completely free to you. Many of these programs also establish company seniority. For instance, if you are a cadet for 6 months, you'll arrive at ground school with 6 months of company seniority. This is huge! Seniority could determine your simulator schedule, pick of bases, and even profit sharing and benefit eligibility.

9 months from ETS:

- **Interview Prep.** Purchase a membership to AviationInterviews.com and check out the forums. They contain regularly updated collections of interview experiences and questions that each airline is asking right now. We also recommend the book, "Everything Explained for the Professional Pilot", by Richie Lengel. It is an encyclopedia of knowledge that you need as an airline pilot, and it will serve you as an invaluable reference for years to come.
- **Consider Career Skills Programs.** Also known as DOD Skill Bridge Programs or CSPs, these are generally available within the 180 days prior to your ETS date. They require a lot of paperwork and signatures, but if you can get approved you could be working on many of your ratings while still on active duty. See your SFL-TAP center for more details. Several RTAG members have been able to receive approval - check within your network for their experiences. If you have separation orders at this point, you can begin scheduling appointments with the VA for any VA disability claims that you plan to file.

8 months from ETS:

- **Resume Prep.** Some companies, such as Envoy and PSA, will conduct interviews well before you can transition and will also give Conditional Job Offers (CJO's). If possible, interviewing well in advance may be a great way to lock in a position and provide predictability.

Transition Outlook

7 months from ETS:

- **Purchase your interview outfit.**
- **Get a First or Second Class FAA Medical Certificate.** You will need to go through the civilian process with an Aviation Medical Examiner [AME], and at least hold a Second Class certificate during your training. The airlines will expect you to hold a First Class certificate. If you are over 40 the First Class will expire after 6 months and the Second Class will expire after 12 months. If you are under 40, both will expire after 12 months. If you have questions, wingmanmed.com is an excellent resource.

6 months from ETS:

- **Publish your application!** You've spent the last 6 months building your application in airlineapps.com so it should be accurate by now. **It is time to click submit!**
- **Start Interviews.**

5 months from ETS:

- **Decide!** By now, you likely have multiple offers.
- **Make your final plan.** Determine how you plan to use your RTP funds, or when you will begin at the sponsored RTP partner school.

4 months from ETS:

- **Remain Professional.** The relationships and reputation you've built of your years of service are immensely valuable. During your last few months in the Army, do your best to leave a good impression as you exit.

3 months from ETS:

- **Obtain your final airplane ratings.** Consider using leave, if necessary.
- **Book a final class date** with your airline recruiter.



Contact *Us*



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RTP Resources

