



*Where Excellence is a Standard and Flight safety comes first!*

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**Orange County FLIGHT CENTER  
INTERNATIONAL STUDENT CATALOG**

*April through December 2026*

*Global Edition*

**AIRLINE/COMMERCIAL PILOT TRAINING PROGRAM**

**TERM APRIL 15, 2026 THROUGH DECEMBER 15, 2026**

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Orange County Flight Center, Inc.  
John Wayne Airport Campus.  
Global Operations.  
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U.S.A.

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***ENROLLMENTS OPEN 365 DAYS THROUGHOUT THE YEAR***

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*Welcome to Orange County Flight Center, California, USA.*

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A FAA Approved Flight School  
Under Code of Federal Regulations Title 14 Part 141

AND

The California State Approving Agency for Veteran's Education (CSAAVE) for  
training veterans and eligible persons under Title 38, U.S. Code.

Dear Student,

Welcome to Orange County Flight Center ("OCFC"), an iconic and one of the oldest flight schools in California, established in 1981, and located at John Wayne Airport, Orange County, in the southern region of California. This pioneer pilot training institution was established to fulfill the growing need for well-trained and qualified aviators in the United States and to provide aviation professionals both for ground and flight opportunities within and outside of the United States. By enrolling at OCFC, you will have made a great decision towards a bright career in aviation and studying in one of the most reputable flight schools in the world with over 180 flight training centers being currently planned to be established within the next five years within the United States, South America, regions within Europe, Asia, Africa, Korea and the Philippines.

Now is the best time to be qualified as an airline pilot. According to Airbus Global Market forecast, 2025-2044 passenger demand is projected to grow at roughly 3-4% annually over the next two decades and International Air Transport Association has projected that 5.2 billion global airline passenger traffic with a net profit of \$35.6 billion generated in 2025 and with a revenue of \$1.007 trillion projected. Around 660,000 new pilots will be needed globally between 2025 and 2044 and over 300,000 pilots needed within the next decade. According to Boeing investors, a broader aviation workforce including pilots, technicians, crew could well exceed 2.4 million new hires. With, retiring pilots at the age of 65, a global shortage of pilots around 24,000, flight training becoming expensive and time intensive and not keeping up with demand, pilot shortage is expected to persist and peak through at least 2030 with the Asia Pacific showing the fastest-growing and largest share of future pilot demand followed by the Middle east and South and Southeast Asia.

At OCFC we understand that making a commitment to come to the United States is single largest step one may take towards an exciting career in aviation. Our well-trained and supervised flight instructors and other staff members at OCFC are here to assist you all the way to become engaged as an aviation professional and upon completion of your flight training to assist you to launch a career within the commercial aviation industry. We take great pride in your success and are able and willing to provide you with the time and attention and to support you in your success.

Your journey to this exciting career as an airline pilot begins now. Whether you are spending time at our institution located in California, Oklahoma or elsewhere in the United States, you will find exciting moments exploring various regions within the country with great eco-diversity as a part of your training and adventures and enjoy yourself. This is just a beginning of your lifetime opportunities within the aviation sector and we at OCFC welcome you to become a part of our culture and look forward to launching you into an aviation career and an aviator in the immediate future.

On behalf of Orange County Flight Center, where excellence is a standard and flight safety comes first, I welcome you and wish you success.

*Adina Zaharescu*

Adina Zaharescu  
President/CEO,  
Orange County Flight Center,  
John Wayne Airport Campus.  
California, U.S.A.

*Niki-Alexander*

Niki-Alexander Shetty  
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[www.ocfc.com](http://www.ocfc.com)

# STEPS TO BECOMING AN AIRLINE PILOT

**Duration: Full Time-Eight-Ten Month/s**

## I.

### BASIC REQUIREMENTS TO BE AN AIRLINE PILOT IN THE UNITED STATES GENERALLY

- One: In the United States, an aspiring pilot does not require a college degree as no major airline or regionals require one at this time.
- Two: You must be minimum 18 years of age to begin flying as a commercial pilot and 21 years of age to fly as an Airline Pilot.
- Three: You must have 20/20 eye vision (corrective lenses permitted) and pass 1<sup>st</sup> class medical examination administered by an AME.
- Four: You must qualify to be and earn a Commercial Pilot License.
- Five: You must have flight experience of 1500 hours to meet the requirements for an Airline Transport Pilot Certificate which is typically earned by participating in flight instruction.
- Six: You must pass a background check and must not have any felonies.
- Seven: MUST speak, read, write and comprehend in English language.

## II.

### QUALIFYING TO BE AN AIRLINE PILOT

**Please Note:** All foreign students participating in Flight Training Programs at OCFC are trained under a training course outline and syllabus that meets the curriculum requirements for the program in which the student is enrolled and approved by the Federal Aviation Administration under Part 141 of Title 14 of the Code of Federal regulations and contained in appropriate Appendix of the Part. OCFC Training course outline and syllabus approved under Part 141 is strictly enforced.

**STEP ONE: EARNING YOUR PRIVATE PILOT CERTIFICATE.**

At “OCFC” you begin your training by concurrently participating in Ground school and start flight training in a single engine aircraft which will focus on flight training fundamentals and will set the stage for advanced certification and ratings.

The ground school component comprises of 36 hours of actual in person training in a classroom setting while permitting students to participate in online web-based ground training. This course is designed to help the student pilot prepare for the Private Pilot knowledge exam required by the Federal Aviation Administration pursuant to 14 CFR 61.103 to satisfy the requirements set by the FAA to receive a private pilot certificate.

The flight training component shall include the following:

28.8 hours of Dual Flight Time

7.5 hours Solo Flight Time;

36 hours of Live in Person and unlimited online Ground Training

## **STEP TWO:                   ADD INSTRUMENT RATING**

After completing your Private Pilot Training and obtaining your FAA certification as a Private Pilot, the next step is to obtain the knowledge, skill and aeronautical experience necessary to meet and earn an Instrument rating which will allow a pilot to fly under Instrument flight rules (IFR) and in all kinds of weather.

A student must demonstrate through written and flight tests and appropriate records that they meet the knowledge, skill and experience requirement necessary to acquire and earn an Instrument Airplane Rating.

A Student must hold at least a Class II medical certificate and have a Private Pilot Certificate or higher.

The Instrument Rating training component shall include the following:

35 hours of Dual flight training.

24.5 hours Solo flight Time

24.5 hours Live in Person Simulator training.

## **STEP THREE:   EARN YOUR COMMERCIAL PILOT CERTIFICATE.**

The next step after completing your Instrument rating towards your Airline Pilot career is to earn a Commercial Pilot certificate upon successfully completing of which ultimately allows one to be legally paid to fly. In this flight training

program, a student will obtain the knowledge, skill and aeronautical experience and fly to a higher standard necessary to meet the Commercial Pilot Certification requirements.

A student is required to demonstrate through written test, flight test and appropriate records that they meet the knowledge, skill and experience requirement necessary to acquire and earn their Commercial Pilot Certificate with an Airplane Category and Class Rating.

A Student must hold at least a Class II medical certificate and have a Private Pilot Certificate, Instrument rating under our Part 141 approved syllabus or higher.

The Commercial Pilot Training Program shall comprise of the following:

55 hours of Dual flight training.

68 hours of Solo Flight time.

26.5 hours of Ground and Simulator time.

#### **STEP FOUR: FINALLY ADD MULTI-ENGINE RATING**

Adding a Multi-Engine Rating to the Commercial Pilot Certificate is the last step before building the aeronautical experience to meet the hiring minimum requirements to pursue your career as an Airline Pilot and to fly large passenger, cargo and charter companies/airlines. In this flight training program, a student will obtain the knowledge, skill and aeronautical experience and fly to a higher standard necessary to meet and acquire an Additional Multi-Engine Land Airplane Class Rating.

Here, a student must demonstrate through written and flight tests and appropriate records that they meet the knowledge, skill and experience requirement necessary to meet and acquire the additional Multi-Engine Land Airplane Class Rating.

A student must hold at least a Class II medical Certificate and have at least a Commercial Pilot Certificate.

The Multi-Engine Course at OCFC includes the following:

15 hours of dual flight training in a multi-engine aircraft.

10 hours of Ground and Simulator Training.

#### **STEP FIVE: (Optional) EARN A FLIGHT INSTRUCTOR CERTIFICATE TO GAIN EXPERIENCE, ADD FLIGHT TIME TO YOUR LOG BOOK AND GAIN EMPLOYMENT.**

One of the advantages of earning and obtaining a Flight Instructor Certificate is to be able to earn a living flying while earning the flight experience required and necessary to meet the requirements of the **Airline Transport Pilot (ATP) Certificate** by the airlines. To be an Airline Pilot and to be able to transport passengers and get paid to do that is a requirement by the airlines within the United States is to have 1500 hours of flight experience. Thus, it would be prudent for any student aspiring to be an airline pilot to earn a flight instructor certificate and get paid to instruct students while gaining the requisite flight experience while earning a decent living in doing so. The only disadvantage to foreign students coming to the United States to qualify to be an airline pilot is that one may pursue the training to be a Certified Flight Instructor but **may not be gainfully employed** within the United States under an M-1 visa. Thus, a foreign student completing a flight instructor program at OCFC may gain flight training experience and obtain flight experience necessary to be an airline pilot in India or elsewhere and without an expectation of getting paid to do so. Restrictions may apply. Thus, enrollment of foreign students into Flight Instructor Certification program to gain flight experience is discretionary and OCFC shall have the ultimate discretion and shall exercise its discretion to enroll a student into this program and exercise of such discretion shall be final and binding.

*While “OCFC India” and “OCFC-Global”, contemplates and plans to open flight training centers around the globe including India, within the next decade, students completing their training at OCFC may be gainfully employed at OCFC flight centers abroad and/or in their country of origin and subject to local governmental ordinances, rules and regulations.*

Students participating in the Flight Instructor will obtain the knowledge, skill and aeronautical experience necessary to meet the flight instructor certification requirements under Part 141 of our syllabus as is approved by the Federal Aviation Administration under Title 14 of the Code of Federal Regulations and described in Appendix F of Part 141.

Here, a student must demonstrate through written and flight tests and appropriate records that they meet the knowledge, skill and experience requirement necessary to meet and acquire the Flight instructor Certificate. A student must hold at least a Class II medical Certificate and have at least a Commercial Pilot Certificate with an Instrument Rating.

The Flight Instructor Certificate Program comprises of the following:

21 hours of dual flight training. Plus  
63 hours of ground and pre and post flight briefings.

**TRAINING AIRCRAFT:** CESSNA 172 N, M, SP and such other aircraft, (aka Analog/six packs) excluding G-1000's are exclusively employed for Private and Commercial Flight Training and students insisting on flying G-1000's and other glass cockpit/s during such training may only do so at the discretion and consent of OCFC and if permitted in writing, by paying the difference in cost of renting such aircraft for every hour flown during the training program and reflected in this catalog.

**ADDITIONAL HOURS CONSUMED:** Training hours contained in OCFC training programs PPL through CPL, are based upon national average that a student may take to complete such programs although FAA regulations engage minimum standard and training hours required by a student to complete such programs. OCFC training hours far exceed the minimum standard set by the regulation and an OCFC student that follows the syllabus, lesson plan and planned training hours, should be able to complete the respective training programs and modules prescribed by FAA approved syllabus under Part 141 of US regulations for such training.

Flight training hours engaged by OCFC is strictly implemented/enforced and any additional dual instruction or aircraft flight hours consumed by a student over and beyond the hours prescribed in OCFC syllabus will incur and require additional fees payable by the hour for such training and aircraft rental and such cost/rates are contained in the Aircraft rental and/or flight training agreement and on the OCFC website as updated periodically at [www.ocfc.com/rates-exhibits/](http://www.ocfc.com/rates-exhibits/) and shall be deemed incorporated into this catalog and flight training contract to be and executed by any student.

**SHARED ACCOMMODATION:** OCFC does provide luxury one and two bedroom/s apartments for residence near the airport for students engaged in flight training at OCFC which may be included and opted for as a part of the enrollment process whether in lumpsum payment or in installment/s. Usually, five students stay in a two bedroom and living room furnished apartment and four students occupy a one bedroom and living room apartment at any given time. Students may opt for independent rooms or apartment/s should they be able and willing to pay for it in addition to their opted mode of enrollment fee payment. Room rentals vary

between \$800.00 to \$1650/month depending upon luxury, privacy and independence of the tenant/student opted for at the time of enrollment. Payment for utilities, internet and other services/costs are variable monthly cost and expense depending upon usage and is not included in the enrollment fees.

**III.  
8-10 MONTH-FULLTIME AIRLINE PILOT TRAINING PROGRAM  
TRAINING COST, FEES AND EXPENSES WITH/WITHOUT  
SHARED ACCOMMODATION FOR A PERIOD OF TEN (10) MONTHS  
IS AS FOLLOWS:**

**IF IN LUMPSUM:**[Payment in full will be required at the time of enrollment].

**Total Fees payable to “OCFC”:(w/o accommodation) \$55,500.00**

**Total Fees payable to “OCFC”: (With 8-month accommodation) \$65,500.00**

**IF IN INSTALLMENTS :(With Accommodation for 10-month/s) \$72,500.00**

**Payable as follows: Down Payment \$25,000.00 ) \$25,000.00**

**If 5 monthly Payments: \$9500.00 each ) \$47,500.00**

**PAY AS YOU GO**

**Payable as follows: Down Payment ) \$ 2500.00**

**PLUS, Periodic payments of \$1500.00 each until course completion.**

**Charges under this payment plan are applied and deducted by the hour at OCFC retail rate described on OCFC website at [www.ocfc.com/rate-exhibits/](http://www.ocfc.com/rate-exhibits/)**

**Housing/Accommodation is not included under this plan.**

**NOT INCLUDED IN ANY PLAN ABOVE ARE Third Party- Non-Tuition related Expenses over the entire program as follows:**

Course material and books	) \$1200.00
Fingerprinting	) \$ 100.00
TSA Registration	) \$ 130.00
Medical Exam	) \$ 150.00
In-Class Part 141 OCFC Ground School: (Included in enrollment fees)	) Included
Self-paced Online Ground School/syllabus	) \$ 454.00
Designated Pilot Examiner fees (Three Check Rides)	) \$2400.00
FAA written Exams	) \$ 165.00

**PAYMENT OF FEES/WIRE TRANSFER INFORMATION**

All fees must be paid in advance by Check, Cashier’s check and mailed to Orange County Flight Center, 19531 Campus Drive, Suite No. 4, Santa Ana, California 92707. U.S.A

**OR**

By Wire Transfer in US Dollars and made payable to Orange County Flight Center as follows:

**Account Name:** Orange County Flight Center, Inc.

**Bank Name:** Bank of America N.A.

**Bank Address:** 222 Broadway, New York 10038

Account no.:	3252 1837 3709
Routing no.:	121000358
Swift Code:	BOFAUS3N



WHERE EXCELLENCE IS A STANDARD AND FLIGHT SAFETY COMES FIRST

# The **OCFC** 40Hr Private Pilot Certification Challenge!

Accept, participate and successfully complete your Private Pilot Certification under Part 141 in 40 hours and your training for Instrument Rating AND Commercial Pilot License + Multi under OCFC Part 141 FAA approved structured and standardized syllabus is **SPONSORED** BY OCFC RENDERING YOUR TOTAL COST FOR PRIVATE TO COMMERCIAL PILOT +MULTI TRAINING LIMITED TO \$35,000.00

## What Is the OCFC 40-Hour Private Pilot Certification Challenge

Essentially, if accepted, you have a maximum of 40-hours under our Title 14 Part 141 FAA approved Private Pilot Syllabus to successfully complete your Private Pilot training provided by our Certified Flight Instructors and successfully pass your final check ride conducted by a FAA Designated Pilot Examiner. Under this program, upon successful completion of your Private Pilot Training leading to a Private Pilot License issued by the Federal Aviation Administration you will be sponsored by OCFC to participate in your Instrument rating and Commercial Pilot Licence training under Part 141 and at not additional cost to you beyond non-tuition related expenses to be borne by you subject to a declaration, Qualifications, Terms, conditions and restrictions described later in this catalog.

**Please Note:** Unsuccessful Candidates-Students not completing their program in 40-hours (“UC”) will revert to REGULAR mode of payment in terms of cost i.e. **\$55,000.00** Plus Accomodation. **Please also note**, once enrolled in OCFC programs there will be **no refunds** under any circumstances at any time.

**LIMITED SEATS.** Only serious candidates may apply to participate in this program.

### PROGRAM COST AND HOUR BREAKDOWN Included in this Program AKA PROGRAM V (International-India)

#### 40-Hour Private Pilot Certification Challenge

\*\*Conditional Cost to Participate in this Program (PPL Through CPL+Multi)

**\*\*\$35,000.00**

	<b>Private Pilot</b>	<b>Instrument</b>	<b>Commercial</b>
Part	141	141	141
Dual	28.8	35.0	55.0
Solo	7.5	24.5	65.0+3.0
Ground	40	24.5	26.5
<b>COST</b>	<b>\$35,000.00</b>	<b>Conditionally OCFC Sponsored</b>	<b>Conditionally OCFC Sponsored</b>

\*\* Conditional Cost of \$35,000.00 applies to only to students completing their Private Pilot License in 40 hours with a OCFC discretionary grace of .9 hours maximum without exception. Students who fail to complete the Private Pilot Certification/License within 40 hours will be converted to REGULAR PAYMENT

program (\$55,000.00) OR PAY AS YOU GO RATE SHEET included in this catalog and on our website at [www.ocfc.com](http://www.ocfc.com) where the cost of aircraft rental and instructor rates are charged by the hour.

## **QUALIFICATIONS, DISQUALIFICATIONS, RESTRICTIONS, TERMS AND CONDITIONS TO PARTICIPATE IN THIS 40-HOUR PRIVATE PILOT CERTIFICATION CHALLENGE PROGRAM**

### **QUALIFICATIONS**

- Must be at least 17 years of age
- Must be able to obtain a 3rd class medical certification
- Must be able to read, write, speak and understand English
- Must be TSA Approved for US residents/non-US citizens

### **RESTRICTIONS**

- **Must NOT** have any prior flight experience, including Demo/Discovery flights.
- Must complete private pilot certification in (Forty) 40-flight hours Maximum and within one calendar year.
- Must complete the Private Pilot Program consistent with OCFC's FAA approved Part 141 syllabus within one year.
- Promotion is available for Part 141 only, Domestic & International enrollment allowed.
- Must pass the FAA check-ride on the first attempt and be within the 40 hours max.

### **ACCOMMODATION BENEFIT**

- **Three month accommodation is sponsored** by OCFC and thus **FREE** during the 40-hour Private Pilot Certification Challenge period after which time all shared accommodation will be charged at \$1000.00 per month for the duration of the training.

### **TERMS & CONDITIONS**

- **The full down payment of \$35,000.00 is required upfront;** installment plans or payment arrangements are not allowed.
- Included in the promotion for the Private Pilot course ONLY: One Year Renters insurance (from our preferred company), Check-ride flight (up to 3hrs), Cessna King school Private Pilot Syllabus, and our student kit.
- Eligibility for reaping the reward of this promotion is contingent on the Private Pilot rating being completed within 40.9 flight hours maximum

(excluding maintenance issues after startup or during flight) Failure to meet this requirement will result in a transition to the pay-as-you-go model, making the student accountable for any additional charges.

- Must fly at least once a week and complete homework assignments promptly, consistent with OCFC PPL syllabus.
- Must have 100% attendance of all LIVE OCFC Sponsored ground school classes at OCFC and pass the Part 141 Private Pilot written exam in the first attempt with a score of 85% minimum (attendance at ground school is mandatory, failure to attend will result in termination from the promotion)
- In person ground school must be completed prior to the 1st flight and attendance is mandatory.
- Stage checks are not required to be passed on the first attempt but the student must acknowledge that they will not be allowed more than the 40-hour total and must still complete the rating within that time to retain promotion benefits.
- Any outside flight training concurrent with OCFC training is strictly prohibited and will result in disqualification and termination from the promotion and program.
- In the event of successfully completing this challenge, OCFC will cover ONLY the expenses related to the aircraft and instructor for the Instrument and Commercial ratings for ONLY the hours outlined in the approved OCFC part 141 syllabus, any additional hours MUST be paid out of pocket by the student.
- All training materials, cancellation fees, non-OCFC tuition related 3rd party fees including but not limited to DPE fees, medical, TSA, fingerprinting, student gear, and the Cessna King School online courses must be paid out of pocket for the Instrument and Commercial courses.
- There are no aircraft restrictions for the Private Pilot License (PPL) program; students may fly any of our available Cessna 172s. Restrictions apply for the Instrument and Commercial ratings.
- Students who successfully complete the 40-Hour Private Pilot Certification challenge will pay for shared accommodation after a three-month period at the rate of \$1000.00 per month.
- **Unsuccessful candidates**, not completing their 40-hour Private Pilot Certification challenge shall pay the balance of **\$20,000.00** of their tuition fees **(to a total of \$55,000)** within 30 days from the date of failure in the 40-hour Private Pilot Certification Program.
- **There will be no refunds. Fees once paid will not be refunded under any circumstances.**

**Please Note:** The national average for flight training to successfully complete a Private Pilot Program is 60 to 75 hours. This is a structured syllabus and flight training program, full compliance with OCFC training standards and Part 141 structure and syllabus is mandated. Only ethical, committed, patient, dedicated, and disciplined students should apply to participate and accept the 40-hour Private Pilot Certification challenge.

**OCFC AND IT'S FLIGHT INSTRUCTORS DO NOT ASSUME ANY RESPONSIBILITY OR LIABILITY FOR THE STUDENT'S COMPLETION OF THIS PROGRAM OR LACK THEREOF AND/OR WITHIN ONE YEAR UNDER THIS CHALLENGE.**

<b>*THIRD PARTY NON-TUITION RELATED EXPENSES</b>	
<b>(Not Included in any Sponsorship or Cost of any OCFC Program/s)</b>	
Enrollment Application/Processing Fee	\$ 250.00
Medical Exam	\$ 150.00
Designated Pilot Examiner Fees	\$800.00 to \$1500.00 per Check ride.
FAA Written Exam	\$175.00
Cessna King School Syllabus	\$424.00 per syllabus. (Total : Three)
Aircraft Rental and Liability Insurance	\$1200.00 per year
Air-Plane English Program (Optional)	
Headsets (Optional) (May be rented/free)	\$150.00 to \$1200.00

\*Prices stated above are approximate charges and fees and is subject to change and OCFC bears no responsibility for the cost/fees/charges reflected in this section.

# Title 14, Chapter 1/ Subchapter H/Part 141

## As last Amended 3/10/2026

### FAA Regulation Appendix B to Part 141

<https://www.ecfr.gov/current/title-14/chapter-I/subchapter-H/part-141/appendix-Appendix%20B%20to%20Part%20141>

### **Private Pilot Certification Course**

#### ***Aeronautical knowledge training.***

(a) Each approved course must include at least the following ground training on the aeronautical knowledge areas listed in paragraph (b) of this section, appropriate to the aircraft category and class rating:

- (1) 35 hours of training if the course is for an airplane, rotorcraft, or powered-lift category rating.
- (2) 15 hours of training if the course is for a glider category rating.
- (3) 10 hours of training if the course is for a lighter-than-air category with a balloon class rating.
- (4) 35 hours of training if the course is for a lighter-than-air category with an airship class rating.

(b) Ground training must include the following aeronautical knowledge areas:

- (1) Applicable Federal Aviation Regulations for private pilot privileges, limitations, and flight operations;
- (2) Accident reporting requirements of the National Transportation Safety Board;
- (3) Applicable subjects of the “Aeronautical Information Manual” and the appropriate FAA advisory circulars;
- (4) Aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems;
- (5) Radio communication procedures;
- (6) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;
- (7) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;
- (8) Effects of density altitude on takeoff and climb performance;

- (9) Weight and balance computations;
- (10) Principles of aerodynamics, powerplants, and aircraft systems;
- (11) If the course of training is for an airplane category or glider category rating, stall awareness, spin entry, spins, and spin recovery techniques;
- (12) Aeronautical decision making and judgment; and
- (13) Preflight action that includes—
  - (i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and
  - (ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

***Flight training.***

(d) Each approved course must include the flight training on the approved areas of operation listed in this paragraph that are appropriate to the aircraft category and class rating—

(1) ***For a single-engine airplane course:***

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport and seaplane base operations;
- (iv) Takeoffs, landings, and go-arounds;
- (v) Performance maneuvers;
- (vi) Ground reference maneuvers;
- (vii) Navigation;
- (viii) Slow flight and stalls;
- (ix) Basic instrument maneuvers;
- (x) Emergency operations;
- (xi) Night operations, and
- (xii) Postflight procedures.

***Stage checks and end-of-course tests.***

(a) Each student enrolled in a private pilot course must satisfactorily accomplish the stage checks and end-of-course tests in accordance with the school's approved training course, consisting of the approved areas of operation listed in paragraph (d) of section No. 4 of this appendix that are appropriate to the aircraft category and class rating for which the course applies.

(b) Each student must demonstrate satisfactory proficiency prior to receiving an endorsement to operate an aircraft in solo flight.

FOR MORE INFORMATION RELATED TO TITLE 14 PART 141 OF THE  
CODE OF FEDERAL REGULATIONS: Please visit

IV.

# THE ENROLLMENT PROCESS

## STEP ONE

### Determine if you Qualify

- Are you 17 years of age?
- Do you have a High School Diploma or a Secondary School Certificate or higher?
- Do you read, write, speak and comprehend in the English Language?
- Do you have a valid passport issued by the Government of India and valid for more than six months?
- Can you provide A copy of a bank statement establishing proof of financial means to fund your flight training, living expenses including accommodation while training at OCFC in the United States.

If the answer to ALL of the questions above is “YES” then please proceed to Step Two.

## STEP TWO

- **Complete** the International Student Application for Admission Form attached hereto. **AND**
- **Attach** the following documents:
  1. A copy of valid international passport issued by the government of your country.
  2. A copy of you high School certificate/graduation.
  3. A copy of a bank statement/Loan approval/ establishing proof of financial means to fund your flight training, living expenses including accommodation while training at OCFC.

**AND**

- **Submit** the Application Form AND documents **to your appointed Enrollment Agent/s** located in India.  
(Addresses will be provided by email or on OCFC website [www.ocfc.com](http://www.ocfc.com))

**OR**

- **E-Mail** your completed application along with documents in pdf format to:  
[Niki-A@ocfc.com](mailto:Niki-A@ocfc.com)

**OR**

- **MAIL** your completed application along with documents to:  
**ORANGE COUNTY FLIGHT CENTER**  
**JOHN WAYNE AIRPORT CAMPUS**  
**19531 Campus Drive, Suite No. 4**  
**Santa Ana, California 92707**  
**U.S.A.**

## **STEP THREE**

- Upon receipt of your completed Application for Admission and supporting documents our Designated School Official (DSO) will review and determine your eligibility and **will schedule an appointment for an interview** with you and your parent/guardian and/or relative at a city nearest to your location in India with the Director or an enrollment agent appointed by OCFC visiting India periodically, OR will schedule a Whatsapp interview with you.
- Upon determination of your eligibility to participate in flight training, you will receive a package containing an official Letter of acceptance of your admission into OCFC, Form 1-20 signed by a SEVIS designated school official and will be electronically emailed to your email address you have provided on your Application for Admission.

## **STEP FOUR**

Once you receive your Form I-20, you will need to log onto SEVIS and pay your I-901 fee. Please note that the information you enter on the Form I-901 must match exactly as is shown on The Form I-20. To pay the SEVIS I-20 fee online please visit [fmjfee.com](http://fmjfee.com). Please check SEVIS website for up-to-date Pricing at <https://studyinthestates.dhs.gov/paying-the-i-901-sevis-fee>.

## **STEP FIVE**

Schedule your M-1 visa interview with the U.S. Embassy nearest you. Complete and sign Form DS-156 and Form DS-158. Some applicants may have to complete and sign Form DS-157. A passport valid for at least six months after your proposed date of entry and passport sized photographs will be required. Immediately following the interview, students are informed if they have been granted the M-1 student Visa. Once granted, students need to submit their passport and receive their visa.

## **STEP SIX**

Once you obtain your US visa to participate in flight training at OCFC, you will then contact [Niki-A@ocfc.com](mailto:Niki-A@ocfc.com) to inform the school of your intended day of arrival into the United States pay necessary fees either in lumpsum or by installments and so we may arrange for your accommodation and stay during your training period.

As Flight training at OCFC is continuous and ongoing you may commence your flight training at OCFC on the first day of any month during the year.

## **STEP SEVEN**

**Arrive In the United States, at:  
Los Angeles International Airport  
And our concierge will arrange to receive  
you at the Airport (Cost: \$150.00) and  
transport you to your furnished home.**

**Good Luck!**



*Where Excellence Is a Standard and Flight Safety Comes First*

**ORANGE COUNTY FLIGHT CENTER**

**JOHN WAYNE AIRPORT CAMPUS**

**19531 Campus Drive, Suite 4,**

**Santa Ana, CA 92707**

**Dispatch: (949)756-1300; Website: [www.ocfc.com](http://www.ocfc.com)**

**INTERNATIONAL STUDENT ADMISSION APPLICATION FORM  
FOR THE ISSUANCE OF FORM- I-20.**

\_\_\_\_\_  
(Full Name of Student as it appears on your passport)

\_\_\_\_\_  
(Complete Foreign Address of Student including state, city and zip code)

\_\_\_\_\_  
(Date of Birth)

\_\_\_\_\_  
(Foreign Phone Number)

\_\_\_\_\_  
(E-Mail Address)

\_\_\_\_\_  
(Passport Number)

\_\_\_\_\_  
(Country of Citizenship)

\_\_\_\_\_  
Full Name of Accompanying Dependent/s

\_\_\_\_\_  
(Desired Start Date of Training: Month and year)

## Submission of Application for Admission

Please attach and submit the following document/s along with this International Student Admission Application form:

1. Application processing fee -NONE/Zero.
2. Copy of all pages of passport.
3. Copy of your High School Diploma/Certificate or College degree along with copies of transcripts.
4. Copies of your/sponsor/s most current Bank statement or showing funds adequate to support your flight training tuition, lodging and boarding costs for the period of training OR A Declaration indicating that you will be obtaining a bank loan to fund your flight training at OCFC.
5. Any document establishing your proficiency in English language including any English proficiency tests taken within the last two years.

**Please Email Application for Admissions to:**

Attn: Niki-Alexander Shetty

Director Of Admissions

[Niki-A@ocfc.com](mailto:Niki-A@ocfc.com) (949)756-1815

**OR**

**Mail Application for Enrollment/Admissions**

**to:**

Attn: Niki-Alexander Shetty

Director Of Admissions

**ORANGE COUNTY FLIGHT CENTER  
JOHN WAYNE AIRPORT CAMPUS  
19531 Campus Drive, #4, Santa  
Ana, CA 92707**

# For more information:

[www.ocfc.com](http://www.ocfc.com)

**40-HOUR PRIVATE PILOT CERTIFICATION PARTICIPATION  
DECLARATION**

I, \_\_\_\_\_, hereby declare and affirm the following:

1. I hereby certify that I have not participated in or have received any prior flight training, instruction, or formal education in the operation or piloting of aircraft of any kind, including but not limited to airplanes, helicopters, gliders, ultralights.
2. I further state that I have not participated in any simulator training, or practical flight instruction provided by any flight school, instructor, organization, or training institution at any time prior to making this application for admission into the 40-Hour Private Pilot Certification Challenge being offered by Orange County Flight Center.
3. This declaration is made truthfully and voluntarily for the purpose of documenting my lack of previous flight training and to establish my eligibility to participated in the 40-Hour Private Pilot Certification Challenge being offered by Orange County Flight Center.
4. I understand that providing false or misleading information in this declaration will result in my disqualification and termination from this program.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_\_\_\_ in the city of \_\_\_\_\_, County of \_\_\_\_\_, State of California.

By \_\_\_\_\_ Signature: \_\_\_\_\_

STATE OF CALIFORNIA }  
COUNTY OF \_\_\_\_\_ } S.S.

ON \_\_\_\_\_ before me, \_\_\_\_\_ a Notary Public, personally appeared \_\_\_\_\_

\_\_\_\_\_ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument. I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

# Useful U.S. Government Websites

**SEVP's governing regulations for students and schools:**

<https://www.ice.gov/sevis/schools/reg>

**Student and Exchange visitor program**

<https://www.ice.gov/sevis>

**Full course of study:**

<https://studyinthestates.dhs.gov/students/study/full-course-of-study>

**Students and Employment:**

<https://www.uscis.gov/working-in-the-united-states/students-and-exchange-visitors/students-and-employment>

**Foreign Academic Students:**

<https://www.uscis.gov/i-9-central/complete-correct-form-i-9/completing-section-1-employee-information-and-attestation/foreign-academic-students>