



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

The following must be submitted to complete a new program request:

Submission Checklist:

- New Program Proposal
- Business Plan (<https://www.ache.edu/index.php/forms/>)
- Undergraduate or Graduate Curriculum Plan (<https://www.ache.edu/index.php/forms/>)

Primary Contact Information

Institution: Marion Military Institute

Contact: David P. Ivey

Title: Chief Academic Officer

Email: divey@marionmilitary.edu

Telephone: (334)302-1013

Program Information

Date of Proposal Submission: 11/12/2025

Award Level: Associate's Degree

Award Nomenclature (e.g., BS, MBA): AAS

Field of Study/Program Title: Flight Technology-Commercial Airplane

CIP Code (6-digit): 49.0102

Administration of the Program

Name of Dean: David P. Ivey

Name of College/School: Marion Military Institute

Name of Chairperson: Bret Tecklenburg

Name of Department/Division: Workforce Development

Implementation Information

Proposed Program Implementation Date: 8/12/2026

Anticipated Date of Approval from Institutional Governing Board: 4/8/2026

Anticipated Date of ACHE Meeting to Vote on Proposal: 6/12/2026

SACSCOC Sub Change Requirement (Notification, Approval, or NA): Notification

Other Considerations for Timing and Approval (e.g., upcoming SACSCOC review):



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

I. Program Description

A. Concise Program Summary (one paragraph) to be included in ACHE Agenda:

Marion Military Institute (MMI) seeks to formalize its highly successful 10-year extracurricular flight training program into a permanent Associate of Applied Science (AAS) degree in Flight Technology. By partnering with Resicum (an FAA Part 141 organization), MMI provides cadets with a disciplined pathway to FAA certifications. This program directly supports the Code of Alabama by fostering workforce development in high-demand technical sectors and creates a seamless transfer bridge to four-year partners like Auburn University or direct entry into military and commercial aviation.

B. Specific Rationale (Strengths) for the Program

List three (3) to five (5) strengths of the proposed program as specific rationale for recommending approval of this proposal.

1. **Proven Track Record:** For over 10 years, MMI has maintained a robust extracurricular flight plan. This proposal formalizes a process that consistently sees students successfully achieve flight certification.
2. **Statutory Alignment:** The program directly addresses the **Code of Alabama's** mandate for institutions to support the state's economic infrastructure by training skilled professionals for Alabama's growing aerospace corridor
3. **Workforce Demand:** Aligns with the "In Demand" statewide list, filling an annual gap of 150 commercial pilot openings in Alabama.
4. **Leadership-Centric Training:** Unique among flight programs, MMI integrates FAA technical proficiency with the Institute's proven military leadership framework.
5. **STEM Education:** Aviation programs often incorporate science, technology, engineering, and mathematics (STEM) concepts, promoting interest in these critical fields.

C. External Support (Recommended)

1. Resicum
2. Auburn University
3. Vaden Field Airport



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

D. Student Learning Outcomes

List four (4) to seven (7) of the student learning outcomes of the program.

1. Students will be able to perform pre-flight inspections, start-up procedures, and safe aircraft operation in various flight phases, demonstrating a thorough understanding of aircraft systems and limitations.
2. Students will effectively communicate with air traffic control (ATC), ground crew, and other pilots using standard aviation phraseology and procedures to ensure safe and efficient flight operations.
3. Students will demonstrate sound aeronautical decision-making by analyzing situations, identifying risks, and selecting the most appropriate course of action to ensure flight safety and efficiency.
4. Students will be able to interpret and apply Federal Aviation Regulations (FARs) and other relevant aviation rules to navigate different classes of airspace and adhere to flight procedures.
5. Students will demonstrate the advanced knowledge, piloting proficiency, and aeronautical decision-making required to pass the FAA Commercial Pilot practical exam, qualifying them to act as a pilot for compensation or hire.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

E. Similar Programs at Other Alabama Public Institutions

List programs at other Alabama public institutions of the same degree level and the same (or similar) CIP codes. If no similar programs exist within Alabama, list similar programs offered within the 16 SREB states. If the proposed program duplicates, closely resembles, or is similar to any other offerings in the state, provide justification for any potential duplication.

CIP Code	Degree Title	Institution with Similar Program	Justification for Duplication
49.0102	Flight Technology/Commercial Airplane	Wallace Hanceville	Expanding the Extracurricular tract and Industry need

F. Relationship to Existing Programs within the Institution

Nearly all new programs have some relationship to existing offerings through shared courses, faculty, facilities, etc. Is the proposed program associated with any existing offerings within the institution, including options within current degree programs? **Yes** **No**

If **yes**, please describe these relationships including whether or not the program will replace or compete with existing offerings: (**Note:** If this is a graduate program, list any existing undergraduate programs which are directly or indirectly related. If this is a doctoral program, also list related master's programs.)

AA and AS	General Studies	Will share general education coursework
-----------	-----------------	---

The AAS will share general education coursework with the existing AA and AS tracks. It specifically formalizes the "extracurricular flight track" that has existed for a decade, moving it from a supplemental activity to a core academic offering within the Workforce Development division.

Adhering to the code of Alabama:

MMI's proposed expansion into the **Flight** AAS degree aligns state-level workforce needs with its legal mandate under Alabama Code §16-60-333 and §16-60-334. This initiative transcends standard technical certification by leveraging MMI's "military character" to instill the discipline and leadership required in high-pressure aviation roles. The result is a specialized workforce that is not only technically skilled but also uniquely prepared to lead through the immersive leadership experience only MMI provides.

This program is specifically designed to reinforce, rather than dilute, that mandate. By integrating technical expertise with the rigors of the MMI Corps of Cadets, the institution ensures that the integrity of ACT 2006-230 is preserved while meeting the evolving needs of the State of Alabama.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Focusing on the foundations of aeronautics, flight safety, and professional ethics, this program is a natural extension of the MMI mission. It prepares cadets for leadership roles in both civil aviation and military pilot corps, emphasizing the "Aviation" aspect of the citizen-soldier's duty to the State of Alabama.

Directly supports the development of leaders for the aviation sector and military flight units. By training under the MMI Honor Code, cadets internalize the ethical discipline required for positions of public trust and command authority.

If **not**, please describe how the institution plans to support a program unrelated to existing offerings.

G. Collaboration

Have any collaborations **within your institution** (i.e., research centers, across academic divisions, etc.) been explored? **Yes** **No**

If **yes**, provide a brief explanation of the proposed collaboration plan(s) for the program:

The collaborations within the institution will be explored through the use of our current faculty members. They will be able to teach the students material courses that our Certified Flight Instructors are not qualified to teach.

Have collaborations with **other institutions or external entities** (i.e., local business, industries, etc.) been explored? **Yes** **No**

If **yes**, provide a brief explanation of the proposed collaboration plan(s) for the program:

1. Auburn University. We have explored collaborations with Auburn University as we currently hold an Aviation Student Matriculation agreement. Upon completion of the student's two years, a student who meets the academic and flight requirements will be able to transfer to Auburn University with the maximum of 60 semester credit-hours being applied to their Auburn degree program. **(Agreement and support letter attached)**
2. Delta Foundation (through AU and our affiliates)
3. Troy University; previous conversations that gave same premise as AU with being able to transfer.
4. AAHS (Use as feeder school for MMI, where they come to MMI and then transfer to 4 yr. university.)
5. Perry County Airport Authority(Attached)
6. Resicum: (Agreement attached.)

Executive Summary



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

MMI is currently working with Resicum International, operating as Aeropro LLC, as our contracted provider for aviation training. Aeropro is a highly qualified flight training organization that has successfully transitioned its base of operations to Craig Field in Selma, Alabama, to better facilitate training for our students and other regional partners.

Certification History and Geographic Transition

Resicum International originally established its FAA Part 141 certification on June 18, 2022 (Certificate Number: AEPS447L), while based in Gulf Shores, Alabama.

To enhance accessibility and operational efficiency for our programs, Aeropro moved its primary base of operations to Craig Field. Per FAA regulations, a change in geographic location necessitates the issuance of a new Part 141 Certificate specific to the new facility.

Current Training Capabilities (Part 61)

While the Part 141 certification for the new location is pending, Aeropro remains fully authorized and active in flight instruction. They are currently certified to conduct all pilot training under **FAA Part 61**. This allows for the uninterrupted delivery of the following ratings and programs:

- Ground School
- Private Pilot License (PPL)
- Instrument Rating
- Commercial Pilot License (CPL)
- Multi-Engine Ratings

Current Part 141 Status (Selma, AL)

Aeropro has proactively completed all administrative and regulatory requirements for the new Part 141 Certification at Craig Field. The final step in this process is a formal FAA inspection of the Selma facilities. Regarding our current extra-curricular flight training operations, we have been working closely with our contracted provider, Resicum International, as they finalize their transition to their new base of operations at Craig Field in Selma, AL.

Due to this physical relocation, Resicum has been navigating the necessary reapplication process for their FAA Part 141 certification. It is important to note that throughout this reevaluation period, Resicum has maintained their Part 61 certification, ensuring that there has been no disruption to our training schedule or the quality of instruction provided to our students.

- The transition is now reaching its final stages; Resicum successfully passed the onsite portion of their FAA inspection at Craig Field in March. The final step of the certification process is scheduled for the first week of April, consisting of an FAA check ride for their senior CFI. We anticipate the full reinstatement of their Part 141 certification by the end of April, fully aligning their operations with our ongoing programmatic requirements.

H. Programmatic Accreditation

Select the appropriate program accreditor from the drop-down menu below:



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Southern Association of Colleges and Schools Commission on Colleges (SACSCOC)

Provide a detailed timeline for gaining accreditation (i.e., when will full candidacy be reached?):

Implementation Timeline (Adjusted for June 12th ACHE)

Milestone	Target Date
Submission of Formal Proposal to ACHE	March 2026
SACSCOC Substantive Change Notification	April 2026
Institutional Governing Board Final Review	May 2026
ACHE Meeting & Vote	June 12, 2026
SACSCOC Substantive Change Approval	August 1, 2026
Program Implementation/First Cohort	August 12, 2026

I. Professional Licensure

Will the program be considered a Professional Licensure Program based on the following definition: Yes No

Professional Licensure Program: As defined in federal regulations, an instructional program that is designed to meet educational requirements for a specific professional license or certification that is required for employment in an occupation or is advertised as meeting such requirements.

If **yes**, please explain:

Yes, professional licensure is required for graduates of this program. In order to gain-entry level employment for commercial pilots and aviation operations graduates will need to obtain their commercial license, Instrumental ratings, and private pilot license. This proposed



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

program will offer the opportunity to obtain these licenses while completing the FAA's requirements.

Select the appropriate licensure body from the table below:

Other

Select the appropriate license from the table below:

Commercial Pilots

J. Professional Certification

Will students earn industry certifications while completing the degree or be prepared for industry certifications upon graduation? **Yes** **No**

If **yes**, please explain:

K. Admissions

Provide any additional admissions requirements beyond the institution's standard admissions process/policies for this degree level. Include prerequisites, prior degrees earned, etc.

1. Must possess a 3rd class (or higher) medical obtained from a designated FAA medical examiner; students using VA benefits must possess a second class medical.
2. Must present an original birth certificate or current passport.
3. Must present a current driver's license or Government Issued Photo ID.
4. Must meet all the general admission requirements of the college and be in good standing with the college.
5. Must be eligible to enroll in ENG 101 according to ACT, or SAT scores or have completed ENG 101 with a grade of "C" or better. Students placed into remedial coursework are not eligible for program entry.
6. Must be eligible to enroll in MTH 116 according to ACT, or SAT scores or have completed MTH 116 with a grade "C" or better. Students placed into remedial coursework are not eligible for program entry.
7. Schedule an appointment with the program advisor and provide the required documents.

Additional Requirements:

1. **Visual Accuracy:** 20/40 in each eye with or without correction
2. **Color Vision:** Colors necessary for safe performance of airman duties



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

3. **Hearing Acuity:** Conversational voice at 6 feet with both ears, or audiometry
4. **Manual Dexterity:** in fingering and grasping activities and the ability to perform repetitive fine motor actions
5. **Gross Motor:** ability to reach, stoop, kneel, stand, walk, and sit

L. Mode of Delivery

Provide the planned delivery format(s) of the program as defined in policy (i.e., in-person, online, hybrid). Please also note whether any program requirements can be completed through competency-based assessment.

The planned delivery of the program will be held at Marion Military Institute for classes. As for the flight training, they will be held at *Vaiden Vaiden Airfield (A08) 5310 Vaiden Access, Marion Junction, AL 36759.*

Can students complete the entire degree program through distance education (100% online) based on the following definition? **Yes** **No**

Distance Education: An academic program for which required instructional activities can be completed entirely through distance education modalities. A distance education program may have in-person requirements that are non-instructional (e.g., orientation, practicum).

M. Instructional Site(s)

Provide the planned location(s) where the program will be delivered (i.e., main campus, satellite campus, off-campus site.) If the program will be offered at an off-campus site, provide the existing site name or submit an **Off-Campus Site Request** if new.

1. *Vaiden Vaiden Airfield (A08) 5310 Vaiden Access, Marion Junction, AL 36759.*
2. *Craig Field, 202 Craig Industrial Parkway, Selma AL 36701. Students will be conducting check ride test and also a great location to practice on communicating with tower control.*

Will more than 50% of this program be offered at an off-campus site(s) **Yes** **No**

If **yes**, which sites?

N. Industry Need

Using the federal **Standard Occupational Code (SOC) System**, indicate the top three occupational codes related to post-graduation employment from the program. A full list of SOC codes can be found at <https://www.onetcodeconnector.org/find/family/title#17>.

SOC 1 53-2012.00: Commercial Pilots



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

SOC 2 53-2011.00: [Airline Pilots, Copilots, and Flight Engineers](#)

SOC 3 53-2021.00: [Air Traffic Controllers](#)

Briefly describe how the program fulfills a specific industry or employment need for the State of Alabama. As appropriate, discuss alignment with Alabama's Statewide or Regional Lists of In-Demand Occupations (<https://www.ache.edu/index.php/policy-guidance/>) or with emerging industries as identified by [Innovate Alabama](#) or the [Economic Development Partnership of Alabama](#) (EDPA).

This program aligns with the statewide In Demand for commercial pilots. Per the 2025 occupational demand there have been an average of 150 openings annually. In Region one, there are about 30 openings annually, Region four with 25 openings on average annually, Region five has about 15 openings annually, and finally in region seven has about 15 openings annually. With this program we will be able to fill those occupational demands in these regions. We will be able to fill these open positions with those who are in the area with the knowledge and skills.

O. Additional Education/Training

Please explain whether further education/training is required for graduates of the proposed program to gain entry-level employment in the SOC occupations selected above.

Yes, professional licensure is required for graduates of this program. In order to gain-entry level employment for commercial pilots and aviation operations graduates will need to obtain their commercial license, Instrumental ratings, and private pilot license. This proposed program will offer the opportunity to obtain these licenses while completing the FAA's requirements.

P. Student Demand

Please explain how you projected the student enrollment numbers in the **Business Plan, Lines 24-27** and provide evidence to substantiate student demand (i.e., surveys, enrollments in related courses, etc.).

1. Extracurricular Flight Track: Consistent Interest

The Flying Tigers program has evolved from a niche interest group into a high-demand extracurricular pillar of MMI. Despite the significant time commitment and the rigor of flight hours, student participation has reached a critical mass over the last five years. This "self-driven" demand highlights a student body that is actively seeking professional pilot licensure alongside their academic responsibilities.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

- **Yearly Growth:** From 2021 to 2025, participation in Flight Training has seen a steady upward trajectory, growing from 8 students to 11 students—a **37.5% increase** in flight-line engagement.
- **Total Engagement:** Over the past five years, 109 students have completed Ground School, and 43 students have pursued active Flight Training. This demonstrates that the interest is not a temporary fluctuation but a sustained institutional trend.

2. Academic Enrollment: Aviation & Ground School Demand

The demand is further validated by the consistent enrollment in Ground School. These figures represent students who are already completing the theoretical requirements for licensure, indicating that the academic foundation for an AAS degree is already heavily utilized.

Academic Year	Ground School Enrollment	Flight Training (Active)	Total Engagement
2021	17	8	25
2022	18	7	25
2023	23	9	32
2024	24	8	32
2025	27	11	38

Note: Ground School enrollment has maintained an average growth rate of approximately **12% per year**, mirroring the "maximum capacity" trends seen in the CRJ model.

3. Summary of Demand

The evidence for formalizing the Flying Tigers program into an AAS degree track is dual-layered:

1. **Theory Interest:** The rising numbers in Ground School (peaking at 27 students in 2025) prove that students are eager for the academic credentials associated with aviation.
2. **Practical Application:** The consistent participation in Flight Training proves that students are willing to commit to the "hands-on" requirements of the field, even as an extracurricular.

By formalizing this into an AAS degree, MMI captures this "higher end of enrollment" and converts voluntary interest into a structured, revenue-generating academic program that meets the clear professional goals of our student body.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

II. Program Resources and Expenses

A. All Proposed Program Personnel

Provide all personnel counts for the proposed program.

Employment Status of Program Personnel		Personnel Information		
		Count from Proposed Program Department	Count from Other Departments	Subtotal of Personnel
Current	Full-Time Faculty	0	6	6
	Part-Time Faculty	0	6	6
	Administration	2	0	2
	Support Staff	1	0	1
**New To Be Hired	Full-Time Faculty	0	0	0
	Part-Time Faculty	0	0	0
	Administration	0	0	0
	Support Staff	0	0	0
Personnel Total				

Provide justification that the institution has proposed a sufficient number of faculty (full-time and part-time) for the proposed program to ensure curriculum and program quality, integrity, and review:

MMI utilizes its existing administrative structure (CAO David P. Ivey and Dept. Chair Bret Tecklenburg) and 6 full-time/6 part-time faculty from General Education. Flight-specific instruction is provided by FAA-Certified Flight Instructors (CFIs) including Francisco Salcedo Gomez and Daniel Urcia.

Note: Include *any new funds* designated for compensation costs (faculty, administration, and/or support staff to be hired) in the **Business Plan, Line 7 - Personnel Salaries and Benefits**. Current personnel salary/benefits **should not be included** in the Business Plan.

This outlines the financial and operational structure for the Associate of Applied Science in Aviation / Flight Technology, specifically addressing the implementation of "Pass-Through Fees" (Flight Fees) to support our partnership with Resicum/Aeropro.

To ensure the sustainability and specialized nature of the Aviation program, the institution utilizes a **Pass-Through Fee** model. While standard college tuition covers the academic and administrative overhead of the degree, the technical requirements of flight training are funded via specific **Lab**



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Fees (Flight Fees) charged to the student and passed directly to our contracted provider, **Resicum/Aeropro**.

This model mirrors the successful structure utilized by Wallace State Community College-Hanceville, with the critical distinction that our fees are directed to our external partner to sustain the specialized aviation infrastructure required for Part-141 certification.

As reflected in the proposed program budget, the costs associated with the flight instructors and operational maintenance are categorized within the Personnel Salaries & Benefits line item.

- **Fee Application:** These fees are mandatory for all students enrolled in flight-intensive aviation labs.
- **Direct Cost Coverage:** 100% of the collected Lab/Flight Fees are transferred to the contractor to cover:
 - Fuel & Maintenance: Routine and scheduled upkeep of the fleet.
 - Instructor Time: Direct compensation for certified flight instructors (CFIs).
 - Resource Allocation: Specialized equipment and insurance specific to the flight line.

Our continued partnership with Resicum ensures a seamless transition for students between the classroom and the cockpit. The program operates under a renewed FAA Part-141 certificate, ensuring the highest standard of regulated flight training.

- **Academic/Ground Training:** All standard classroom-based courses will be held on the MMI Campus. This ensures students remain integrated into the cadet life and institutional culture while completing their core aviation theory.
- **Flight Labs:** Practical flight training and labs will be executed through our contractor's facilities.

By utilizing this pass-through model, the institution avoids the prohibitive capital expenditure of employing a full-time mechanical and instructional flight staff. Instead, we leverage the expertise and existing infrastructure of Resicum/Aeropro, allowing us to offer a competitive, high-demand degree program that meets the Minimum Viability Requirements established by the Alabama Commission on Higher Education (ACHE) while maintaining fiscal responsibility.

Expected Program Expenses (Year 1 – Year 7)

The following table summarizes the anticipated expenses for the implementation and maintenance of the program. The **Personnel Salaries & Benefits** line represents the primary destination for the "Flight Fees" collected from students, which are passed through to **Resicum/Aeropro** to cover instructor compensation and operational staff.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Expense Category	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	TOTAL
Personnel (Pass-Through)	\$165,000	\$165,000	\$181,500	\$181,500	\$217,500	\$217,500	\$232,000	\$1,360,000
Equipment	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$325,000
Facilities	\$50,000	—	\$100,000	—	—	—	—	\$150,000
Other Costs	\$25,000	\$85,000	\$50,000	—	—	—	—	\$160,000
Accreditation	\$500	—	—	—	—	—	—	\$500
TOTAL ANNUAL EXPENSE	\$265,500	\$300,000	\$381,500	\$231,500	\$267,500	\$267,500	\$282,000	\$1,995,500

Expense Justification & Fee Structure

- Personnel Salaries & Benefits:** As the most significant expenditure, these figures reflect the contracted cost of flight instructors and administrative support provided by **Resicum/Aeropro**. By utilizing the "Pass-Through" model, the institution ensures that these rising costs specifically the jump to **\$217,500** in Year 5 and **\$232,000** in Year 7, are directly supported by the lab fees associated with increased student enrollment and flight hours.

Operating Efficiency: Utilizing an external contractor allows the program to scale personnel costs dynamically. The "Flight Fees" charged in addition to tuition act as a dedicated revenue stream that fluctuates based on program demand, ensuring the institution remains protected from fixed-cost deficits in specialized technical training.



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

B. Proposed Faculty Roster*

Complete the following **Faculty Roster** to provide a brief summary and qualifications of current faculty and potential new hires specific to the program.

***Note:** Institutions must maintain and have current as well as additional faculty curriculum vitae available upon ACHE request for as long as the program is active, but CVs are **not** to be submitted with this proposal.

Current Faculty			
1	2	3	4
CURRENT FACULTY NAME (FT, PT)	COURSES TAUGHT including Term, Course Number, Course Title, & Credit Hours (D, UN, UT, G, DU)	ACADEMIC DEGREES and COURSEWORK Relevant to Courses Taught, including Institution and Major; List Specific Graduate Coursework, if needed	OTHER QUALIFICATIONS and COMMENTS Related to Courses Taught and Modality(ies) (IP, OL, HY, OCIS)
Ashley Plummer	Orientation 101 – 1hour	MED in Library Media(University of West Alabama)/MED Elementary Education(University of Montevallo(63 hours total of Grad level Coursework)	
Shenita Evans	MTH100(Intermediate College Algebra), MSC110(Finite Math) In (3 hours each)	MAT in Mathematics(University of West Alabama) 24 Graduate hours in math	
LTC Darrell Martin	PED105(Personal Fitness) (1hour)	MA in Education-Human Performance from the University of Alabama. 32 Grad hours in Human Performance/Kinesthetics	
Brant Thomason	HIS201 (US History I)(3 hours)	MA in History from the University of Alabama. 50 Grad hours in History.	
Nichole Peacock	ENG101(English Comp 1) and ENG102(English Comp 2)(3 hours each)	MA in English from the University of Montevallo. 30 Graduate hours in English	
Dr. David Spewak	PHL106(Intro to Philosophy)(3 hours)	PHD from The University of California 64 Graduate hours in Philosophy	
Jillian Stone	PSY200(General Psychology)(3 hours)	MS in Counseling from Troy University – 18 Grad hours in Counseling	
Eric Allison	CIS146(Computer Applications)(3 hours)	MS in SCIS from NOVA Southeastern University 18 Graduate hours in Computer Science	
Eva Painter	SPH107(Intro to Speech)(3 hours)	MA in Communication Studies from the University of Alabama. 27 Grad hours in Communication	
Curt Meisenheimer	PHS111 and 112(Physical Science I &II)	MS in Applied Physics. Naval Post Graduate School. 36 Grad Hours in Physics.	
Bret Tecklenburg	LDR100 Introduction to Public Safety Leadership	MS of Military Operational Arts and Science Air University 33 Grad hours	MLA in Military History-LSU 24 years Active Duty-US Army
Additional Faculty (To Be Hired)			
1	2	3	4
FACULTY POSITION (FT, PT)	COURSES TO BE TAUGHT including Term, Course Number, Course Title, & Credit Hours (D, UN, UT, G, DU)	ACADEMIC DEGREES and COURSEWORK Relevant to Courses Taught, including Institution and Major; List Specific Graduate Coursework, if needed	OTHER QUALIFICATIONS and COMMENTS Related to Courses Taught and Modality(ies) (IP, OL, HY, OCIS)



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Current Faculty			
1	2	3	4
CURRENT FACULTY NAME (FT, PT)	COURSES TAUGHT including Term, Course Number, Course Title, & Credit Hours (D, UN, UT, G, DU)	ACADEMIC DEGREES and COURSEWORK Relevant to Courses Taught, including Institution and Major; List Specific Graduate Coursework, if needed	OTHER QUALIFICATIONS and COMMENTS Related to Courses Taught and Modality(ies) (IP, OL, HY, OCIS)
Francisco Salcedo Gomez	Flight Training, Ground School FLT111 PRIVATE GROUND FLT112 PROFESSIONAL PILOT, AIRPLANE LABORATORY 1 FLT241 INSTRUMENT GROUND FLT122 PROFESSIONAL PILOT, AIRPLANE LABORATORY 2 (PVT) FLT132 PROFESSIONAL PILOT, AIRPLANE LABORATORY 3 (INST) FLT121 COMMERCIAL GROUND SCHOOL FLT134 PROFESSIONAL PILOT, AIRPLANE LABORATORY 4 (INST) FLT240 PROFESSIONAL PILOT, AIRPLANE LABORATORY 5 (CMML) FLT242 PROFESSIONAL PILOT, AIRPLANE LABORATORY 6 (CMML) ENT134 UAS OPERATIONS		Certified Flight Instructor
Dimitri Richards	FLT111 PRIVATE GROUND FLT112 PROFESSIONAL PILOT, AIRPLANE LABORATORY 1 FLT241 INSTRUMENT GROUND FLT122 PROFESSIONAL PILOT, AIRPLANE LABORATORY 2 (PVT) FLT132 PROFESSIONAL PILOT, AIRPLANE LABORATORY 3 (INST) FLT121 COMMERCIAL GROUND SCHOOL FLT134 PROFESSIONAL PILOT, AIRPLANE LABORATORY 4 (INST) FLT240 PROFESSIONAL PILOT, AIRPLANE LABORATORY 5 (CMML) FLT242 PROFESSIONAL PILOT, AIRPLANE LABORATORY 6 (CMML) ENT134 UAS OPERATIONS		Certified Flight Instructor
Joseph Horacek	Flight Training, Ground School FLT111 PRIVATE GROUND FLT112 PROFESSIONAL PILOT, AIRPLANE LABORATORY 1 FLT241 INSTRUMENT GROUND FLT122 PROFESSIONAL PILOT, AIRPLANE LABORATORY 2 (PVT) FLT132 PROFESSIONAL PILOT, AIRPLANE LABORATORY 3 (INST) FLT121 COMMERCIAL GROUND SCHOOL	B.A. of Psychology	Certified Flight Instructor



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

Current Faculty			
1	2	3	4
CURRENT FACULTY NAME (FT, PT)	COURSES TAUGHT including Term, Course Number, Course Title, & Credit Hours (D, UN, UT, G, DU)	ACADEMIC DEGREES and COURSEWORK Relevant to Courses Taught, including Institution and Major; List Specific Graduate Coursework, if needed	OTHER QUALIFICATIONS and COMMENTS Related to Courses Taught and Modality(ies) (IP, OL, HY, OCIS)
	FLT134 PROFESSIONAL PILOT, AIRPLANE LABORATORY 4 (INST) FLT240 PROFESSIONAL PILOT, AIRPLANE LABORATORY 5 (CMML) FLT242 PROFESSIONAL PILOT, AIRPLANE LABORATORY 6 (CMML) ENT134 UAS OPERATIONS		
Daniel Urcia	Flight Training, Ground School FLT111 PRIVATE GROUND FLT112 PROFESSIONAL PILOT, AIRPLANE LABORATORY 1 FLT241 INSTRUMENT GROUND FLT122 PROFESSIONAL PILOT, AIRPLANE LABORATORY 2 (PVT) FLT132 PROFESSIONAL PILOT, AIRPLANE LABORATORY 3 (INST) FLT121 COMMERCIAL GROUND SCHOOL FLT134 PROFESSIONAL PILOT, AIRPLANE LABORATORY 4 (INST) FLT240 PROFESSIONAL PILOT, AIRPLANE LABORATORY 5 (CMML) FLT242 PROFESSIONAL PILOT, AIRPLANE LABORATORY 6 (CMML) ENT134 UAS OPERATIONS		Chief Certified Flight Instructor

Abbreviations: (FT, PT): Full-Time, Part-Time; (D, UN, UT, G, DU): Developmental, Undergraduate Nontransferable, Undergraduate Transferable, Graduate, Dual: High School Dual Enrollment
Course Modality: (IP, OL, HY, OCIS): In-Person, Online, Hybrid, Off-Campus Instructional Site



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

C. Equipment

Will any special equipment be needed specifically for this program? Yes No

If **yes**, list the special equipment and include all special equipment costs in the **Business Plan, Line 8**:

- **Aircraft:** Two Cessna 172s and one Cessna 152 are currently operational.
- **Upgrades:** Grant funding is currently being secured for two advanced flight simulators to be housed in renovated facilities on-site.

Equipment will need to be maintained and updated in order to follow FAA requirements. This cost also factors in maintenance cost on aircrafts and simulators.

D. Facilities

Will new facilities or renovations to existing infrastructure be required specifically for the program? Yes No

If **yes**, describe the new facilities or renovations and include all *new* facilities and/or *renovation* costs in the **Business Plan, Line 9**:

- Ground Facilities: Training occurs at Vaiden Airfield (A08) and Craig Field for tower communication proficiency.
- The facilities that will house the simulators will have to be renovated in order to follow criteria to house simulators.

E. Assistantships/Fellowships

Will the institution offer any assistantships specifically for this program? Yes No

If **yes**, provide the number of assistantships to be offered and include all *new* costs for assistantships in the **Business Plan, Line 10**.

Explain the function of the Assistantships (i.e., teaching, research, etc.)?:

F. Library

Will any **additional** library resources be purchased to support the program? Yes No

If **yes**, briefly describe new resources to be purchased and include the cost of new library resources in the **Business Plan, Line 11**:



Alabama Commission on Higher Education

Accessibility. Affordability. Coordination.

New Program Proposal

G. Accreditation Expenses

If programmatic accreditation was indicated above, please include all accreditation costs in the **Business Plan, Line 12** and itemize and explain below:

\$500 for Substantive Change Prospectus for SACSCOC

H. Other Costs

Please include all other costs incurred with program implementation, such as marketing or recruitment, in the **Business Plan, Line 13** and explain below:

Describes expenses for new simulators cost, aircraft updates and unexpected maintenance cost, and cost to maintain FAA requirements for aircrafts and simulators.

III. Program Revenue and Funding

- A. Tuition Revenue:** Please describe how you calculated the tuition revenue that appears in the **Business Plan, Line 17**. Specifically, did you calculate using cost per credit hour or per term? Did you factor in differences between resident and non-resident tuition rates?
Note: Tuition Revenue should be proportional to total enrollment.

Tuition and Fees revenue were based upon per term costs calculated as a FT student.

- B. External Funding:** Will the proposed program require external funding (e.g., Perkins, Foundation, Federal Grants, Sponsored Research, etc.)? **Yes** **No**

If **yes**, please include all external funding in the **Business Plan, Line 18** and explain specific sources and funding below:

- Additional funding from the MMI Foundation in yearly amount of \$250,000 per year.

- C. Reallocations:** For each year will tuition revenue and/or external funding cover projected expenses? **Yes** **No**

If **not**, budget reallocation may be required. Please include all reallocations in the **Business Plan, Line 19** and describe below how your institution will cover any shortfalls in any given year.

ACADEMIC DEGREE PROGRAM BUSINESS PLAN									
2	INSTITUTION:	Marion Military Institute							
3	PROGRAM NAME:	Aviation / Flight Technology					CIP CODE:	49.0102	
4	SELECT LEVEL:	UNDERGRADUATE (ASSOCIATE)							
ESTIMATED *NEW* EXPENSES TO IMPLEMENT PROPOSED PROGRAM									
6		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	TOTAL
7	PERSONNEL SALARIES & BENEFITS	\$165,000	\$165,000	\$181,500	\$181,500	\$217,500	\$217,500	\$232,000	\$1,360,000
8	EQUIPMENT	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$325,000
9	FACILITIES	\$50,000		\$100,000					\$150,000
10	ASSISTANTSHIPS/FELLOWSHIPS								\$0
11	LIBRARY								\$0
12	ACCREDITATION	\$500							\$500
13	OTHER COSTS	\$25,000	\$85,000	\$50,000					\$160,000
14	TOTAL EXPENSES								\$1,995,500
NEW REVENUES AVAILABLE FOR PROGRAM SUPPORT									
16		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	TOTAL
17	TUITION + FEES	\$260,685	\$260,685	\$312,822	\$347,580	\$434,475	\$434,475	\$434,475	\$2,485,197
18	EXTERNAL FUNDING (Young Trust)	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,750,000
19	REALLOCATIONS								\$0
20	TOTAL REVENUES	\$510,685	\$510,685	\$562,822	\$597,580	\$684,475	\$684,475	\$684,475	\$4,235,197
ENROLLMENT PROJECTIONS									
23		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	AVERAGE
24	FULL-TIME ENROLLMENT HEADCOUNT	No data reporting	10	10	10	12	12	12	11.00
25	PART-TIME ENROLLMENT HEADCOUNT		0	0	0	0	0	0	0.00
26	TOTAL ENROLLMENT HEADCOUNT		8	10	12	12	12	12	11.00
27	NEW ENROLLMENT HEADCOUNT		8	8	10	12	12	12	10.33
28	Validation of Enrollment			YES	YES	YES	YES	YES	
DEGREE COMPLETION PROJECTIONS									
<i>Note: Do not count Lead "0"s and Lead 0 years in computing the average annual degree completions.</i>									
31		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	AVERAGE
32	DEGREE COMPLETION PROJECTIONS	No data reporting	6	6	8	8	10	10	8.00

Undergraduate Curriculum Plan

Undergraduate Curriculum Checklist:

- | | |
|--------------------------|---|
| 1. Overview | X |
| 2. Components | X |
| 3. Options (as required) | |

1. Undergraduate Overview

**Enter the credit hour value for all applicable components (N/A if not applicable).
The credit hours MUST match the credit hours in the Curriculum Components table.**

Curriculum Overview of Proposed Program	
Credit hours required in General Education	32
Credit hours required in Program Courses & Required Electives	34
Credit hours in Program Options (concentrations/specializations/tracks)	
Credit hours in Free Electives	
Credit hours in required Capstone/Internship/Practicum	
Total Credit Hours Required for Completion:	66

Maximum number of credits that can be transferred in from another institution and applied to the program:	
---	--

Intended program duration in semesters for full-time students:	
--	--

Intended program duration in semesters for part-time students:	
--	--

Does the program require students to demonstrate industry-validated skills, specifically through an embedded industry-recognized certification, structured work-based learning with an employer partner, or alignment with nationally recognized industry standards?:	<p>YES</p> <p><input type="checkbox"/> <input type="checkbox"/></p>
---	--

If **yes**, please explain (i.e., number of hours required, etc.): Yes, professional licensure is required for graduates of this program. In order to gain-entry level employment for commercial pilots and aviation operations graduates will need to obtain their commercial license, Instrumental ratings, and private pilot license. This proposed program will offer the opportunity to obtain these licenses while completing the FAA's requirements.

Does the program include any concentrations/ tracks/ options?	<p>NO</p> <p>NO</p>
---	----------------------------

If **yes**, please explain (i.e., define):

2. Undegradate Components

Please provide all course information as indicated in the following table. Indicate new courses with "Y" in the associated column. If the course includes a required work-based learning component, such as an internship or practicum course, please indicate with a "Y" in the WBL column.

Insert Additional Rows as Needed				
Institution:	Marion Military Institute			
Program Name:	Professional Flight Program			
Program Level:	UNDERGRADUATE (ASSOCIATE)			
Curriculum Components of Proposed Program				
Course Number	Course Name	Credit Hours	New? (Y)	WBL? (Y)
General Education Courses				
MTH100	Intermediate College Algebra	3	N	
ENG101	Eng Comp 1	3	N	
CIS146	Computer Applications	3	N	
HIS201	US History	3	N	
PHL106	Pintro to Philosophy	3	N	
ENG102	Eng Comp 2	3	N	
PHS111	Physical Science I	4	N	
PHS112	Physical Science II	4	N	
SPH106	Fund of Oral Comm	3	N	
PSY200	General PSY	3	N	
Program Courses and Required Electives		32		
ORI101	Orientation	1	N	
PED105	Personal Fitness (1 hr repeated for a total of 4 hours)	4	N	
FLT111	Pvt Grd Sch	3	Y	F26
FLT112	PP Lab 1	3	Y	F26
FLT241	Inst Grd	3	Y	F26
FLT122	PP Lab 2	1	Y	F26
FLT132	PP Lab 3	3	Y	F26
FLT121	Comm Grd Sch	3	Y	F26
FLT134	PP Lab 4	1	Y	F26
FLT240	PP Lab 5	5	Y	F26
FLT242	PP Lab 6	3	Y	F26
ENT134	UAS Operations	3	Y	F26
LDR100	Intro to Public Safety Leadership	1	Y	F26
Program Options (enter total credit hours from all options below)		34		
Free Electives				
Capstone/Internship/Practicum				
Total Credit Hours Required for Completion:		66		

December 12, 2025

Subject: Letter of Support for Marion Military Institute

Dear Members of the Alabama Commission on Higher Education:

I am pleased to offer my enthusiastic support for the proposed Associate of Applied Science (AAS) degree in Commercial Flight. This initiative represents a significant step forward in advancing aviation education and workforce development in Alabama and beyond.

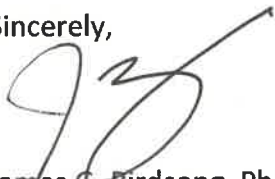
The Auburn University School of Aviation has long been committed to preparing the next generation of aviation professionals through rigorous academic programs and hands-on training. The creation of an AAS degree will provide an accessible and practical pathway for aspiring commercial pilots, particularly those seeking to enter the workforce quickly without pursuing a bachelor's degree immediately. This approach not only addresses the growing demand for skilled pilots but also strengthens our state's aviation talent pipeline.

Equally important, the program maintains a seamless transfer option for students who wish to continue their education at Auburn University. This ensures that graduates of the AAS program can transition smoothly into our bachelor's degree offerings, preserving academic continuity and supporting lifelong learning.

The proposed degree builds upon the success of existing initiatives such as the Flying Tigers program, formalizing training that has already proven effective.

I strongly endorse this proposal and believe it will have a lasting positive impact on students, the aviation industry, and Alabama's aviation education and workforce development efforts. Please do not hesitate to contact me if I can provide additional information or assistance in support of this important endeavor.

Sincerely,



James G. Birdsong, PhD
Delta Air Lines Endowed Associate Professor
Director, School of Aviation
USAF, Retired



Donald J. Bennett Sr.

Chairman, Perry County Airport and Industrial Authority
Board President, Main Street Marion
donald.mainstreetmarion@gmail.com
Alabama Commission on Higher Education

Main Street Alabama
880 Montclair Road, Suite #245
Birmingham, AL 35213

December 19, 2025

Re: Letter of Support for Marion Military Institute's Proposed Associate of Applied Science Degree in Aviation (Commercial Flight Technology)

To Whom It May Concern:

On behalf of the Perry County Airport and Industrial Authority and Main Street Marion, I am pleased to offer our strong and unequivocal support for Marion Military Institute's (MMI) proposal to establish an Associate of Applied Science (A.A.S.) degree in Aviation for Commercial Flight Technology. Both organizations recognize MMI's distinguished reputation for leadership development and its comprehensive whole-person approach to education, which uniquely positions the institution to prepare exceptional aviation professionals for the State of Alabama.

Alignment with State Needs and Local Missions

As organizations serving Alabama's Black Belt, both the Perry County Airport and Industrial Authority and Main Street Marion are focused on improving the local economy through workforce development partnerships and related efforts. The proposed A.A.S. in Aviation directly aligns with our missions to bring new economic opportunities into our communities while promoting higher education opportunities for students across our state.

This program addresses a critical need by bridging the gap between aviation certification training and the broader academic coursework essential for management, leadership, and career advancement in today's increasingly complex aviation environment. Modern aviation leaders must possess not only technical expertise but also strong communication skills, critical thinking abilities, and ethical decision-making capabilities – competencies that require a comprehensive academic foundation.

Benefits to MMI, the Community, and the Region

Marion Military Institute's distinctive military environment and established excellence in leadership development will produce aviation graduates who are exceptionally disciplined, ethically grounded, and thoroughly prepared for aviator and leadership positions within commercial aviation organizations. This unique combination of aviation education within a military leadership framework represents a significant advantage over traditional aviation programs and will establish MMI as a premier provider of aviation education in Alabama and beyond.

The graduates of this program will obtain not only aviation competencies but also the character, integrity, and leadership skills forged through MMI's proven whole-person development approach. These graduates will be uniquely qualified to assume supervisory and command roles early in their careers and to serve as ethical leaders within their organizations and communities.

The establishment of this program will ultimately benefit the State of Alabama by significantly enhancing the quality and depth of the trained aviation talent pool. As aviation organizations across Alabama face increasing operational complexities, evolving technologies, and expanding community expectations, they require leaders who can navigate these challenges with both technical expertise and strong leadership capabilities. MMI's A.A.S. in Aviation will produce precisely these types of professionals.

Partnership and Infrastructure Support

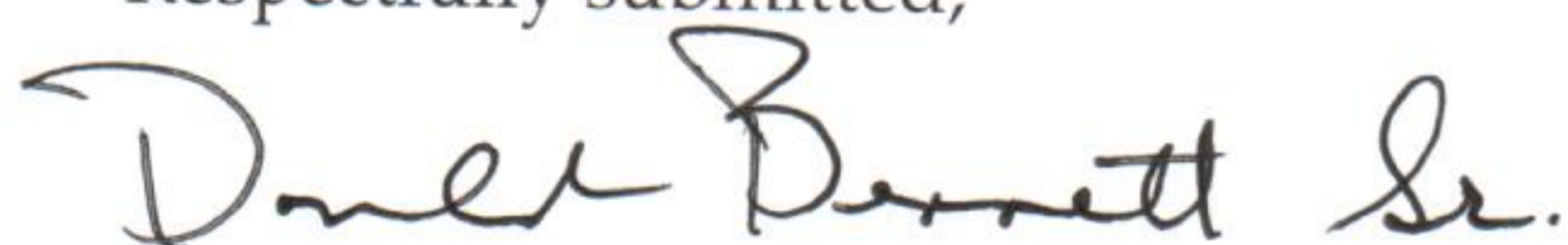
The Perry County Airport and Industrial Authority is committed to supporting this program through access to Vaiden Field Airport, which features a 7,000-foot runway and serves as a critical aviation asset for the region. We are working diligently to restore the airport to full operational status and welcome the opportunity to partner with MMI in developing the next generation of aviation professionals.

Conclusion

Both the Perry County Airport and Industrial Authority and Main Street Marion enthusiastically support Marion Military Institute's proposal to establish an A.A.S. degree in Aviation and look forward to a productive partnership that will advance aviation education and professionalism throughout Alabama. We are committed to working closely with MMI to ensure the program's success and to providing ongoing support as needed.

Please do not hesitate to contact me should you require any additional information or clarification regarding our support for this important initiative.

Respectfully submitted,

A handwritten signature in black ink that reads "Donald J. Bennett Sr." The signature is written in a cursive style with a large initial "D" and a distinct "Sr." at the end.

Donald J. Bennett Sr.

Chairman, Perry County Airport and Industrial Authority
Board President, Main Street Marion

Aviation Student Matriculation between Auburn University and Marion Military Institute

Background: Marion Military Institute (MMI), an Alabama Community College System member, is prepared to act as a feeder school for Auburn University's Professional Flight and Aviation Management programs. After coordination with Auburn University, appropriate classes have been identified in the Statewide Transfer and Articulating Reporting System (STARS) that, when completed, would facilitate an MMI student to transfer to Auburn University with a standing as a Junior.

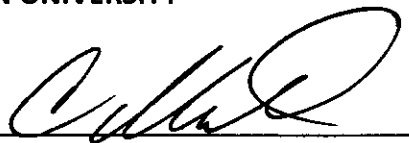
Agreement: With this information, there now exists an opportunity for MMI to act as a formal feeder school for Auburn University in its Professional Flight or Aviation Management programs. To achieve this formally, Auburn University and Marion Military Institute (MMI) hereby agree as follows:

1. Auburn University and MMI enter into this agreement to deliver the highest levels of access and service to students pursuing an Auburn undergraduate professional flight or aviation management degree after graduating from MMI.
2. Upon successful completion of the first two years of the curriculum model, a student who meets the following requirements will be eligible for admission to AU into either Professional Flight or Aviation Management, with up to a maximum of 60 semester credit-hours being applied to their Auburn degree program:
 - A. Student must have successfully completed the approved curriculum as outlined on appendix 1 or 2, depending on their intended program at Auburn University;
 - B. Student must have achieved a minimum unadjusted cumulative GPA of 2.5 on all coursework attempted at MMI;
 - C. Student must have earned a grade of "C" or higher in both English Composition I and English Composition II (or successfully completed equivalents accepted by both institutions);
 - D. Student must have a current FAA 1st Class medical,
 - E. Student must have obtained their Private Pilot's Certificate;
 - F. Student must be in good conduct standing at both institutions; and
 - G. Student must meet all other applicable AU policies and requirements.
3. The effective date of the Auburn University / MMI aviation agreement is 1 January 2024. The agreement shall remain in effect for an initial term of five years. Thereafter, the agreement shall be renewed for successive two-year terms upon written agreement of the parties.
4. Either party may terminate this agreement upon ninety days advance written notice

to the other party. If the agreement is terminated during an academic term, currently enrolled students will be allowed to finish their coursework under this agreement. In the event of termination of this agreement, AU will continue to admit MMI students in the same way that it accepts any other transfer students, consistent with AU policy and enrollment capacity.

Notwithstanding this foregoing, either party may terminate the MOU immediately in the event that, in its own judgment, continued participation may give rise to a violation of any requirement of federal or state law or regulation or the requirements of any accrediting agency having jurisdiction. Students who are already accepted to AU at the time of a termination of this MOU by either party will retain their admittance.

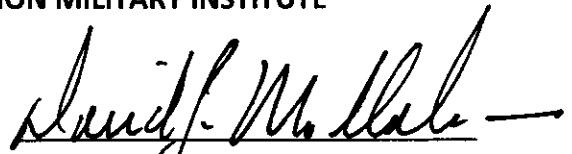
AUBURN UNIVERSITY

By: 

Christopher B. Roberts, Ph.D.
President

Date: 11/8/2023

MARION MILITARY INSTITUTE

By: 

David J. Mollaham, Col, USMC (Ret)
President

Date: 11/8/2023



AEROPRO



AEROPRO

**PROFESSIONAL SERVICES AGREEMENT
BETWEEN
MARION MILITARY INSTITUTE
AND
AEROPRO LLC**

This **PROFESSIONAL SERVICES AGREEMENT** (“Agreement”) is entered into between Marion Military Institute (“College”) and AeroPro LLC (“Contractor”) (hereinafter collectively, “the Parties”), on the dates written below.

WHEREAS, Marion Military Institute is in need of Flight Training and Maintenance Services; and

WHEREAS, Contractor is experienced in providing flight training and maintenance services.

NOW THEREFORE, pursuant to the joint and mutual agreement of Marion Military Institute and Contractor, the Parties have reached a common understanding that the following actions, agreements, and commitments will be required.

1. **Scope of Services.** The Contractor will provide Marion Military Institute such professional services as are detailed in Exhibit A attached hereto.

2. **Fees and Expenses.** Marion Military Institute shall compensate the Contractor as outlined in Exhibit A attached hereto. It is further agreed that the terms and commitments contained herein shall not constitute a debt of the State of Alabama in violation of Section 213 of the Constitution of Alabama of 1901, as amended by Amendment No. 26. If any provision of this Agreement shall contravene any statute or Constitutional provision, either now in effect or which may be enacted during the term of this Agreement, then the conflicting provision of the Agreement shall be deemed null and void.

3. **Term of Agreement.** This Agreement shall be effective:

Base Period of two years:	1 April 2023 through 31 March 2025
Option Period 1:	1 April 2025 through 31 March 2026
Option Period 2:	1 April 2026 through 31 March 2027
Option Period 3:	1 April 2027 through 31 March 2028

Any resulting contract may be extended for one-year periods past Option Period 3, with reasonable price adjustment, by mutual written consent of the parties.

4. **Materials and Supplies.**

- a. The College will make available free of charge the following resources to the Contractor for the accomplishment of this contract:
 - i. Four (4) T-Hangars (Vaiden Field)

- ii. Ready Room (Vaiden Field)
- iii. One (1) Red Bird Flight Simulator (Vaiden Field)
- iv. One (1) shared office space (Vaiden Field)
- v. One (1) classroom for the conduct of ground school (MMI's campus)
- vi. Quarters with three (3) double occupancy rooms, located on the MMI campus(summer sessions only)

- b. Contractor will be responsible for all materials, supplies, additional workspace, personnel, and equipment it deems necessary to perform the services provided for herein including, but not limited to, computers, printers, phones, desks, office supplies, etc.

5. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Alabama without giving effect to any choice- or conflict-of-laws provisions or rules (whether of the State of Alabama or any other jurisdiction) that would cause the application of the laws of any jurisdiction other than those of the State of Alabama.

6. **Termination.** Notwithstanding anything herein to the contrary, College may terminate this Agreement by providing fifteen (15) days' written notice to Contractor. In the event of termination under this provision, Marion Military Institute shall pay the Contractor for all services rendered through the effective date of the termination.

7. **Contractor's Sole Remedy.** The Contractor understands, acknowledges, and agrees that its sole and exclusive remedy for any claim that may arise from or relate to this Agreement is to file a claim with the Board of Adjustment of the State of Alabama.

8. **Relationship of Parties.** The relationship between the Parties is that of independent contractors. Nothing contained herein shall be construed as creating any agency, partnership, joint venture, or other form of joint enterprise, employment, or fiduciary relationship between the Parties, and neither Party shall have authority to contract for or bind the other Party in any manner whatsoever.

9. **Immigration Law Compliance.** By signing this contract, the Contractor affirms, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, if Contractor is found to be in violation of this provision they shall be deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

10. **Other Terms.**

10.1. This Agreement constitutes the sole and entire agreement of the Parties to this Agreement with respect to the subject matter contained herein, and supersedes all prior and contemporaneous understandings, negotiations, and agreements, both oral and written, with respect to such subject matter.

10.2. This Agreement may only be amended or otherwise modified by an agreement in writing signed by the Parties hereto. No waiver by any Party of any of the provisions contained in this Agreement shall be effective unless explicitly set forth in writing and signed by the Party so waiving. In addition, no failure to exercise, or any delay in exercising any rights or remedies provided hereunder shall operate or be construed as a waiver of said rights or remedies; nor shall any waiver of any rights or remedies hereunder be construed as a waiver of other or future rights or remedies hereunder.

10.3. In accordance with the recommendations of the Governor and the Attorney General of the State of Alabama, the Parties shall consider settling all disputes arising from or related to this Agreement by using appropriate forms of non-binding alternative dispute resolution.

10.4. In the event of the proration of the fund from which payment under this contract is to be made, the contract will be subject to termination.

10.5. It is understood that there is no entitlement to any state merit system benefits to anyone working under this agreement.

10.6. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same Agreement.

10.7. In compliance with Act 2016-312, the Contractor hereby certifies that it is not currently engaged in, and will not engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which this state can enjoy open trade.

SIGNATURES ON FOLLOWING PAGE

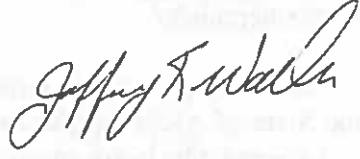
IN WITNESS WHEREOF, an authorized representative of Marion Military Institute and AeroPro LLC, have executed this Agreement as of the dates written below.

MARION MILITARY INSTITUTE

CONTRACTOR

By: _____

President

By: 

JEFFREY K. WALKER
Chief Legal & Compliance Officer
Resicum International LLC
(d/b/a Aeropro LLC)

Date: _____

Date: 31 Jan 23

Aeropro LLC Response to RFP: Marion
Military Institute Flight Program Training
and Maintenance Services
Submission Date: January 10, 2023, 1600
CST



A Resicum International LLC Company

Submitted to:
Col Ed Passmore
Office of the Commandant
1101 Washington Street
Marion, AL 36756
epassmore@marionmilitary.edu
VIA E-MAIL

Submitted by:
Jeffrey K. Walker, Company Counsel
Resicum International LLC
Ph: 703-346-2545
Email: jwalker@rilintl.com

A handwritten signature in black ink, appearing to read "Jeffrey K. Walker", written in a cursive style.

Volume 1: Technical Plan

Privacy Act Disclaimer: Resicum will not disclose any record which is contained in a system of records by any means of communication to any person, or to another agency, except pursuant to a written request by, or with the prior written consent of, the individual to whom the record pertains. 5 U.S.C. § 552a(b).



Table of Contents

1. Technical Plan	1
1.1. Introduction.....	1
1.2. Prior Similar Experience	1
1.3. Part 141 and Part 145 Certificates	1
1.4. Overview of Proposed Approach	2
1.5. Key Personnel Qualifications.....	2
1.6. Proposed Schedule and Milestones	3
1.6.1. Start-Up.....	3
1.6.2. Proposed Flying Schedule	3
1.6.3. Weather Operations	6
1.7. Hours Estimation for Completion of Each Project Phase.....	6
1.8. Method of approach, strategy, and/or ability to understand, facilitate, and complete the tasks listed under Section 2.	7
1.8.1. Place of Performance.....	7
1.8.2. Aircraft Fleet.....	7
1.8.3. Fuel	7
1.8.4. Insurance	7
1.8.5. Period of Performance	8
1.8.6. Provide all in-flight and simulator instructional services	8
1.8.6.1. Medical and Permit Requirements.....	8
1.8.6.2. Estimated Number of Trainees	8
1.8.6.3. Proposed Courses of Instruction.....	8
1.8.6.3.1. Summer Flight Program.....	8
1.8.6.3.2. Academic Year Flight Program.....	10
1.8.6.3.3. One-Semester Introduction to Flying Program	10
1.8.6.3.4. Two-Year Private Pilot License & Instrument Certification Program.....	10
1.8.6.3.5. Students with Prior Flight Experience	12



1.8.6.3.6. Optional Multi-Engine Rating 13

1.8.6.4. Proposed Ground School Instruction 13

1.8.7. Provide full maintenance management of MMI fleet of three Cessna aircraft .. 13

1.8.7.1. Scheduled Maintenance 13

1.8.7.1.1. Periodic Maintenance 14

1.8.7.2. Unscheduled maintenance 14

1.8.7.3. Flightline maintenance 14

1.8.7.4. Aircraft on Ground (AOG) 14



1. Technical Plan

1.1. Introduction

Resicum International LLC is a veteran- and woman-owned small business in accordance with Small Business Administration size standards under NAICS code 61112, Flight Schools and 488910, which includes aircraft maintenance. Established in Virginia and licensed as a foreign business entity in Alabama in 2018, Aeropro is a wholly owned subsidiary of Resicum International LLC. Aeropro is Resicum's rapidly expanding commercial aviation training and maintenance division that is prepared immediately to take on all Marion Military Institute's (MMI's) student flight training and aircraft fleet maintenance requirements. Resicum International has flight training and aircraft maintenance operations located at Jack Edwards Airport in Gulf Shores, AL and at Craig Field Airport in Selma AL. The company holds FAA Part 141 Flight School and Part 145 Repair Station certifications.

1.2. Prior Similar Experience

Resicum International has seven years' uninterrupted experience providing advanced flight training and maintenance to United States and foreign military forces in the United States, Tunisia, Indonesia, Qatar, India, and Latvia. Aeropro has operated as a Part 145 Repair Station since 2018 from our Gulf Shores location and as a Part 61 or Part 141 Flight School since 2018. Resicum D/B/A Aeropro provides on-going flight training to student pilots pursuing their private pilot, instrument, and commercial certificates. Aeropro also provides extensive ground school training, such as to Gulf Shores High School students through a program with the school.

Aeropro personnel in the Part 145 certified maintenance shop maintain the flight school fleet ensuring safety in flight for all of our students, tour customers and pilots.

Resicum D/B/A Aeropro is unique among small businesses in the defense and general aviation marketplaces in maintaining certification under International Organization for Standardization (ISO) 9001:2015 standards for aviation operations (AS9100D and AS9110C) and for general business operations (ISO 9001:2015). AS 9100, the international Quality Management System standard for the Aviation, Space and Defense industry, is particularly relevant, as it certifies Aeropro's audited processes and procedures for overall aviation operations, parts acquisition and management, counterfeit parts prevention, risk management, quality management, aircraft documentation, and delivery performance. Aeropro's FAA and ISO/AS certifications ensure MMI both the highest mission-ready rate for its aircraft fleet and exceptional flight safety standards for its student pilots.

Aeropro currently provides Part 145 maintenance services for MMI's flight school fleet. The fleet is in annual, as described in the RFP, and meticulously maintained to Part 141 flight school requirements.

1.3. Part 141 and Part 145 Certificates

Resicum International D/B/A Aeropro holds current FAA certification as a Part 141 Flight School, with approved training syllabuses for Private Pilot License (PPL), Instrument, PPL Ground Instruction, and Commercial. (Aeropro anticipates approval of a multi-engine syllabus by mid-2023.) In addition, Aeropro holds current FAA certification as a



Part 145 Repair Station, with endorsements for Cessna 150 and 172, as well as a wide variety of other piston- and turbine-engine fixed- and rotary-wing aircraft. Figure 1.3 -1 shows the certificates.



Figure 1.3-1 Part 145 Repair Station Certificate and Part 141 Pilot School Certificate

1.4. Overview of Proposed Approach

Aeropro provides FAA-certified and experienced flight instructors and aircraft mechanics, managed in accordance with the FAA-approved syllabuses and procedures of our Part 141 and Part 145 operations to provide MMI with safe, effective, and top-quality flight training in fastidiously maintained aircraft.

1.5. Key Personnel Qualifications

Key personnel qualifications are provided for Resicum D/B/A Aeropro flight instruction staff and lead mechanics in table 1.5-1. Our Chief Pilot, Michael Danford, is a highly experienced pilot and flight instructor, with 35 years and 11,000+ hours of flight time in an extraordinary variety of military, commercial, and general aviation aircraft—from open-cockpit biplanes to naval carrier aircraft to long-haul passenger jetliners. As the senior pilot supervisor and flight instructor, Mike is an invaluable mentor to our CFI team and MMI student pilots aspiring to military or commercial flying careers. Aeropro senior and line staff represent high levels of experience across both flight training and aircraft maintenance. Resumes for personnel proposed for the MMI flight program are found at Appendix 2.

Name	Position	Qualifications
Mike Danford	Aeropro Chief Flight Instructor	Part 141 Chief Flight Instructor >11,000 hours flight time
Robert Jones	CFI/CFII	FAA CFI, Commercial, and Instrument; FAA Radio/Telephone
Mike Castello	CFI/CFII/AGI/IGI	FAA CFI, MEI, AGI, IGI



Name	Position	Qualifications
David Allen	Director of Craig Field Operations	DoD rotary-wing mechanic (15R) and Sr Aircraft Maintenance Advisor; 15+ yrs maintenance experience in five countries
Phillip Maddox	Maintenance Manager	FAA-licensed Airframe & Powerplant (A&P) mechanic and IA 10+ years' maintenance experience US Navy veteran Current Part 145 Maintenance Manager

Table 1.5-1 Key Personnel Qualifications

All Resicum d/b/a Aeropro flight and maintenance personnel are fully qualified to instruct in or maintain Cessna light aircraft, including the 172 and 150 models. All our instructors are FAA Certified Flight Instructors (CFIs) able to teach under both FAA Part 61 and our Part 141 certification. All maintenance personnel assigned to the MMI fleet hold FAA Airframe & Powerplant (A&P) licenses, FCC avionics certifications, or are apprentices in a formal training program working under the direct supervision of a senior A&P mechanic.

1.6. Proposed Schedule and Milestones

Aeropro prepares to conduct the first Aim High Academy Summer session commencing on or about 1 May 23, with the second Aim High session commencing on or about 10 Jul 23. Aeropro transitions from Aim High Academy full-day flight operations to afternoon-only flight operations as the first academic semester begins, with half-day flight operations commencing on or about 21 Aug 23. Aeropro stands down flight training 6 Dec 23 for exam period and Christmas break, commencing flight training operations 15 Jan 24 for the Spring semester.

Aeropro utilizes summer inter-session, Thanksgiving, Christmas, and Spring breaks to complete any non-essential maintenance deferred during academic year and summer session flying operations.

1.6.1. Start-Up

Upon contract award, Aeropro onboards additional required flight and maintenance staff, procures tooling and additional parts inventory, and completes required staff training to support MMI's flight training and aircraft fleet management requirements. Aeropro completes all legal requirements to take possession of MMI's aircraft fleet on or before 1 Apr 23.

1.6.2. Proposed Flying Schedule

A proposed full three-week flying schedule for the Aim High Academy summer program and an exemplary one-week flying schedule for the academic year Introduction to Flight and PPL/Instrument programs are shown in **tables 1.6.2-1-1.6.2-3**.



MMI Academic Year Flight Training Schedule							
Example Weekly Flight Schedule - Academic Year							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0800-1000						PPL 12	Wx make-up only
0800-1000						PPL 15 (X-country)	Wx make-up only
1000-1200						PPL 12	Wx make-up only
1000-1200						PPL 15 (X-country)	Wx make-up only
1200-1230	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time	Wx make-up only	Wx make-up only
1230-1430	PPL 1	INTRO 3	INTRO 6	INTRO 2	INTRO 7	Wx make-up only	Wx make-up only
1230-1430	PPL 9	PPL 6	INTRO 4	PPL 5	INTRO 5	Wx make-up only	Wx make-up only
1430-1630	PPL 2	INTRO 3	PPL 3	PPL 8	PPL 14	Wx make-up only	Wx make-up only
1430-1630	INTRO 1	PPL 11	PPL 10	INTRO 8	PPL 13	Wx make-up only	Wx make-up only
1630-1730							
1630-1731				Dinner			
1930-2130				PPL 4			
1930-2130				PPL 7			
	*as required	Schedule for 15 students 8 Intro to Flight 15 PPL 14 flying weeks/semester	15 hrs/semester 20 hrs/semester	Key: Instructor 1 Instructor 2 Solo Cross-Country Night Instrument	Aircraft: N-6435D N-814SA	Spare: N-60499	Sortie duration: 1.5 hrs

Table 1.6.2-1 MMI Academic Year Flight Training Weekly Flight Schedule



MMI Summer Sessions Flight Training Schedule							
Weeks 1 & 2 Flight Schedule - Summer Session							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0700-0900	Student 1	Student 9	Student 7	Student 5	Student 3	Wx make-up only	Wx make-up only
0700-0900	Student 5	Student 3	Student 1	Student 9	Student 7	Wx make-up only	Wx make-up only
0930-1130	Student 2	Student 10	Student 8	Student 6	Student 4	Wx make-up only	Wx make-up only
0930-1130	Student 6	Student 4	Student 2	Student 10	Student 8	Wx make-up only	Wx make-up only
1130-1200	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch
1200-1400	Student 3	Student 1	Student 9	Student 7	Student 5	Wx make-up only	Wx make-up only
1200-1400	Student 7	Student 5	Student 3	Student 1	Student 9	Wx make-up only	Wx make-up only
1430-1630	Student 4	Student 2	Student 10	Student 8	Student 6	Wx make-up only	Wx make-up only
1430-1630	Student 8	Student 6	Student 4	student 2	Student 10	Wx make-up only	Wx make-up only
1630-1730	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner	Dinner
1730-1930	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only
1930-2130							
		*as required	Schedule for 10 students 15 hrs total each Sortie duration: 1.5 hrs	Key: Instructor 1 Instructor 2 Solo	Aircraft: N-6435D N-814SA	Spare: N-60499	

Table 1.6.2-2 Summer Session Flight Training Schedule Weeks 1-2



MMI Summer Sessions Flight Training Schedule							
Week 3 Flight Schedule - Summer Session							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8
0700-0900	Student 1	Student 9	Student 7	Student 5	Wx make-up only		
0700-0900	Student 5	Student 3	Student 1	Student 9	Wx make-up only		
0930-1130	Student 2	Student 10	Student 8	Student 6	Wx make-up only		
0930-1130	Student 6	Student 4	Student 2	Student 10	Wx make-up only		
1130-1200	Lunch	Lunch	Lunch	Lunch	Lunch		
1200-1400	Student 3	Student 1	Student 9	Student 7	Wx make-up only		
1200-1400	Student 7	Student 5	Student 3	Student 8	Wx make-up only		
1430-1630	Student 4	Student 2	Student 10	Wx make-up only	Wx make-up only		
1430-1630	Student 8	Student 6	Student 4	Wx make-up only	Wx make-up only		
1630-1730	Dinner	Dinner	Dinner	Dinner	Dinner		
1730-1930	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only	Wx make-up only		
1930-2130							

*as required for 10 students
 Schedule for 10 students
 1.5 hrs each Sortie duration:
 1.5 hrs

Key:	Aircraft:	Spare:
Instructor 1	N-6435D	N-60499
Instructor 2	N-814SA	
Solo		

Table 1.6.2-3 Summer Session Flight Training Schedule Week 3

1.6.3. Weather Operations

Aeropro schedules sufficient weather and other cancellation make-up periods during both the summer Aim High Academy and the academy year programs to allow for all but the most extreme prolonged weather conditions. Aeropro does not conduct make-up flight training on Sundays without prior approval from the MMI Commandant's Office.

1.7. Hours Estimation for Completion of Each Project Phase

Hour estimates for Year 1 with 10 students participating in each summer session and 10 students participating in each academic semester program are below at **Table 1.7-1**. Hour estimates for Year 2 increasing to 13 students participating each academic semester are below at **Table 1.7-2**. Hour estimates for Years 3 – 5 increasing to 15 students participating each academic semester are below at **Table 1-7.3**. Note all hour estimates assume flying and maintaining a fleet of three training aircraft.

Year 1 Phase	CFI Hours	Mechanic Hours	Notes
Summer Session 1	150	150	10 students
Summer Session 2	150	150	10 students
Semester 1	340	100	10 students
Semester 2	340	100	10 students

Table 1.7-1 Year 1 Hour Estimates

Year 2 Phase	CFI Hours	Mechanic Hours	Notes
--------------	-----------	----------------	-------



Summer Session 1	150	150	10 students
Summer Session 2	150	150	10 students
Semester 1	395	100	13 students
Semester 2	395	100	13 students

Table 1.7-2 Year 2 Hour Estimates

Years 3-5 Phase	CFI Hours	Mechanic Hours	Notes
Summer Session 1	150	150	10 students
Summer Session 2	150	150	10 students
Semester 1	455	100	15 students
Semester 2	455	100	15 students

Table 1.7-3 Years 3-5 Hour Estimates

1.8. Method of approach, strategy, and/or ability to understand, facilitate, and complete the tasks listed under Section 2.

1.8.1. Place of Performance

Aeropro conducts flight training at Vaiden Field (FAA Identifier A08). Aeropro understands MMI provides hangar and ramp space, as well as shared administrative space. Aeropro maintains all hangar and administrative spaces in an orderly, clean, and safe manner. All waste oil and other hazardous material are stored and disposed of in accordance with EPA standards. Safety standards for Vaiden hangar and ramp maintenance operations are FAA and OSHA compliant.

1.8.2. Aircraft Fleet

MMI has a fleet of three Cessna aircraft which are used for training:

- a. Cessna 150N (N-60499) (1967)
- b. Cessna 172N (N-6435D) (1979)
- c. Cessna 172R (N-814SA) (2002)

Resicum D/B/A Aeropro uses these aircraft and maintains them to FAA and OEM standards. Aeropro is currently maintaining these aircraft.

1.8.3. Fuel

Aeropro understands MMI will pay for fuel at the Vaiden Field refueling point. Aircraft will be properly fueled at the start of each flying day by either the Duty Crew Chief (if present) or the CFIs. Student pilots will, as part of their ground operations training, observe and assist with aircraft refueling, as well as wiping down windscreens and leading edges after flights. Any fuel purchased at a field other than Vaiden will be billed as a reimbursable Other Direct Cost.

More experienced student pilots may be authorized to perform unassisted refueling after being checked out as proficient in ramp operations by a Duty Crew Chief or CFI.

1.8.4. Insurance

Aeropro adds Marion Military Institute Flight program to our insurance plan with Starr Insurance Company at award for hangar keeper and hull insurance as well as general liability. We do this for all programs, both government and commercial.

Aeropro currently employs 24 full-time staff within the State of Alabama, carries current Worker's Compensation insurance in Alabama, and complies with all Alabama state labor regulations. Aeropro is prepared to provide any requested documentation



addressing insurance, tax compliance, and business registration as part of this services contract.

1.8.5. Period of Performance

- (a) Base Period of two years, 1 April 2023 – 31 March 2025.
- (b) Option Period 1, 1 April 2025 – 31 March 2026.
- (c) Option Period 2, 1 April 2026 – 31 March 2027.
- (d) Option Period 3, 1 April 2027 – 31 March 2028.

1.8.6. Provide all in-flight and simulator instructional services

Aeropro provides flight training tailored to the needs of MMI students. Utilizing its experience in both Part 61 Flight Instruction and Part 141 Pilot School syllabus-based training, Aeropro provides exactly the capability required for MMI's summer Aim High Flight Academy, academic year Introduction to Flight program, and full two-year Private Pilot License and Instrument program.

1.8.6.1. Medical and Permit Requirements

All MMI student pilots must have a FAA Class 3 medical certificate issued by an FAA-authorized Aviation Medical Examiner prior to solo flight in an aircraft. Aeropro understands MMI will ensure student pilots have current FAA Class 3 medical examinations. Aeropro CFIs sign off as qualified and assist student pilots in obtaining their FAA Temporary Airman Certificates prior to solo.

1.8.6.2. Estimated Number of Trainees

Per the RFP:

Summer Session. 10 Students per session. 2 sessions per summer.

- Academic Year. (Roughly equally divided between one- and two-year students)

- Year One: Max 30 students
- Year Two: Max 35 students
- Year Three: Max 40 students

1.8.6.3. Proposed Courses of Instruction

1.8.6.3.1. Summer Flight Program

Aeropro executes MMI's Aim High Flight Academy training by providing a 12- to 15-hour "train to solo" program during two three-week annual summer sessions in May/June and July/August. A detailed training schedule for a session of the summer Aim High Academy program is found at Appendix 3.

We conduct day Visual Flying Rules (VFR) flight training at Vaiden Field for ten students per session. Aeropro utilizes three instructor pilots ("three-to-make-two" manning to assure full staffing at all times) flying four two-hour instructional periods per day with planned 1.5-hour sorties and .3 hour for pre-flight and debrief. Instruction is planned for Monday-Friday, 0700 – 1730.

In case of weather cancellation or delay, Aeropro provides for a daily fifth flight period (1730-1930) and Saturday flying, as needed. (Should abnormally persistent adverse weather threaten completion within the three-week period, Aeropro conducts Sunday flying with advance permission of the MMI Commandant's Office.)



Aeropro utilizes MMI's two Cessna 172 aircraft for Aim High flight training, with MMI's Cessna 150 as a spare aircraft in case of unscheduled maintenance requirements for the 172s.

We also utilize MMI's aircraft training device (ATD), when appropriate, particularly if weather precludes flight training. The ATD will be scheduled like aircraft.

Aeropro mechanics will track usage to ensure MMI aircraft are within annual inspection and accelerate 100-hr inspection schedules (if appropriate) to provide uninterrupted aircraft availability throughout each three-week training period.

Aeropro conducts the Aim High flight program using ten lessons drawn from our FAA-approved Part 141 PPL training syllabus. The subject matter and learning objectives of these lesson plans are compliant with the FAA pre-solo standards in 14 CFR § 61.87 "Solo Requirements for Student Pilots." These comprise:

(a) Aeronautical knowledge preparation and testing, demonstrating satisfactory knowledge on a test that includes applicable sections of 14 CFR Parts 61 and 91, airspace rules and procedures for Vaiden Field, and flight characteristics and operational limitations for the Cessna 172. Students will utilize non-flying time during the duty day for directed study and written test completion. CFIs will review and correct tests with student pilots prior to solo.

(b) Logged flight instruction with satisfactory proficiency and safety in the following maneuvers in the Cessna 172:

- (1) Flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems.
- (2) Taxiing or surface operations, including runups.
- (3) Takeoffs and landings, including normal and crosswind.
- (4) Straight and level flight and turns in both directions.
- (5) Climbs and climbing turns.
- (6) Airport traffic patterns, including entry and departure procedures.
- (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance.
- (8) Descents, with and without turns, using high and low drag configurations.
- (9) Flight at various airspeeds from cruise to slow flight.
- (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall.
- (11) Emergency procedures and equipment malfunctions.
- (12) Ground reference maneuvers.
- (13) Approaches to a landing area with simulated engine malfunctions.
- (14) Slips to a landing; and
- (15) Go-arounds.

Student solos are flown in Cessna 172 aircraft and are pattern-only sorties, with three landings and taxi-back departures.

Aeropro proposes as an option budgeting two flight operations interns, hired from the MMI student body, to work the three weeks of each Aim High Academy summer session. This provides ramp, hangar, and office assistance during high-tempo periods



of flight operations, as well as giving valuable experience to two students preparing for future aviation careers.

1.8.6.3.2. Academic Year Flight Program

Although MMI conducts 16-week academic semesters, Aeropro proposes a 14-week/semester flight training schedule during the academic year. Commencing flight training the second week of the semester provides time for students to settle in, whereas leaving the final week of the semester unscheduled allows some schedule flexibility in case of persistent adverse weather during the semester.

Aeropro provides both Part 141 syllabus-based instruction and Part 61 tailored flight instruction during each academic semester to accommodate three categories of student pilots: one-semester Introduction to Flying students (15-hours-to-solo, as in the Aim High summer program); Private Pilot License (PPL)/Instrument Rating students in a four-semester program with 20-25 flight hours per semester; and students arriving at MMI with some level of flight training that require a tailored program to complete their PPL or Instrument rating.

Due to week-to-week variables incident to scheduling the academic semester, Aeropro provides a one-week example flight training schedule. All categories of students are accommodated within the exemplary schedule for academic semester flight programming, found at Appendix 3.

All student requirements, progress, and upcoming scheduled flights are tracked by our CFIs, monitored by our Chief Pilot, and quality controlled through our ISO 9001/AS 9000 quality management process utilizing Aeropro's Flight SchedulePro® system. Aeropro establishes an MMI/Vaiden user group in FlightSchedulePro® upon contract award, incorporating MMI's aircraft, our assigned CFIs, and all participating student pilots. Individual Flight SchedulePro® accounts allow students visibility of upcoming flights, assigned CFI, and allocated aircraft.

Aeropro prepares to train 7-8 Introduction to Flying student pilots each semester in contract Years 1 and 2, increasing to 10 per semester in contract Years 3-5.

1.8.6.3.3. One-Semester Introduction to Flying Program

The academic-year Introduction to Flying program is taught over a one-semester period, following the same ground and flight training requirements as the Aim High summer program.

Students generally fly once a week, weather allowing. Flying schedules for individual students are accelerated based upon individual student progress and availability of aircraft and instructors.

1.8.6.3.4. Two-Year Private Pilot License & Instrument Certification Program

Aeropro supports MMI's two-year PPL/Instrument program designed to prepare students for transition after graduation to a four-year institution's flight program or continuation to further advanced training at a commercial flight school. Student pilots in this program will generally achieve their PPL in Year 1, completing their Instrument rating in Year 2, although timing will depend upon individual student progress and proficiency.



Students in the PPL/Instrument program train in accordance with Aeropro's Part 141 syllabus. This FAA-accredited program comprises the following **FAA-mandated requirements for a PPL:**

(a) Flight proficiency certified by a CFI in the following:

- (1) Preflight preparation.
- (2) Preflight procedures.
- (3) Airport and seaplane base operations.
- (4) Takeoffs, landings, and go-arounds.
- (5) Performance maneuvers.
- (6) Ground reference maneuvers.
- (7) Navigation.
- (8) Slow flight and stalls.
- (9) Basic instrument maneuvers.
- (10) Emergency operations.
- (11) Night operations, except as provided in § 61.110 of this part; and
- (12) Postflight procedures.

(b) Minimum of 40 logged hours of flight time that includes at least 20 hours of dual flight instruction from a CFI and 10 hours of solo flight training. The following is accomplished during this flight time:

- (1) Three hours of cross-country flight training.
- (2) Three hours of night flight training that includes (i) One cross-country flight of over 100 nautical miles; and (ii) 10 takeoffs and 10 traffic-pattern landings to a full stop at an airport.
- (3) Three hours of flight training in instrument flying, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services.
- (4) Three hours of flight training with a CFI in preparation for the practical test, and
- (5) 10 hours of solo flight consisting of (i) 5 hours of solo cross-country time; (ii) one solo cross-country flight of 150 nautical miles, and (iii) three takeoffs and three traffic-pattern landings to a full stop at an airport with an operating control tower. For MMI students, this requirement will normally be accomplished at Montgomery.

The PPL/Instrument Program also comprises, after receipt of a PPL, the additional **requirements for an Instrument rating** found at 14 CFR § 61.65. These include, among other requirements:

(a) Aeronautical knowledge, including

- (1) Federal Aviation Regulations that apply to flight operations under Instrument Flying Rules (IFR);
- (2) Flight operations under IFR in the "Aeronautical Information Manual;"



- (3) Air traffic control system and procedures for instrument flight operations.
- (4) IFR navigation and approaches by use of navigation systems.
- (5) Use of IFR en route and instrument approach procedure charts.
- (6) Use of aviation weather reports and forecasts and forecasting weather based on that information and personal observation of weather conditions.
- (7) Safe and efficient operation of aircraft under instrument flight rules and conditions.
- (8) Recognition of critical weather situations and windshear avoidance.
- (9) Aeronautical decision making and judgment; and
- (10) Crew resource management, including crew communication and coordination.

(b) Flight proficiency in an aircraft or instrument-rated aircraft training device in the following areas of operation:

- (1) Preflight preparation.
- (2) Preflight procedures.
- (3) Air traffic control clearances and procedures.
- (4) Flight by reference to instruments.
- (5) Navigation systems.
- (6) Instrument approach procedures.
- (7) Emergency operations; and
- (8) Postflight procedures.

(c) Logged aeronautical experience in an instrument-rated airplane, including:

- (1) 50 hours of cross-country flight time as pilot in command; and
- (2) 40 hours of actual or simulated instrument time, of which 15 hours must have been dual instruction with a CFI.

Aeropro trains 15 PPL/Instrument student pilots each academic year in contract Years 1 and 2, increasing to 20 per year in contract Years 3-5.

We anticipate utilization of MMI's Cessna 150 to support a portion of PPL/Instrument student solo requirements, although the two Cessna 172s will remain the primary flight training aircraft. We utilize the MMI ATD simulator when appropriate, particularly during inclement weather and for student instrument training.

With the addition of 10 student pilots in Year 3, Aeropro provides an additional CFI, plans additional maintenance to facilitate full-time use of MMI's Cessna 150 as a dual trainer, and designates a Cessna 172 from Aeropro's aircraft fleet as a spare aircraft for MMI training. This expands sortie production from two per flying period to three.

1.8.6.3.5. Students with Prior Flight Experience

Aeropro tailors flight training for students who arrive at MMI with some flight experience by thoroughly reviewing student logbooks to determine progress and deficiencies, pending requirements, and milestones (e.g., cross-country solo, night flights)



completed. Aeropro then assigns CFIs and schedules required sorties to complete PPL or Instrument training.

1.8.6.3.6. Optional Multi-Engine Rating

Aeropro offers optional multi-Engine instruction for appropriate students beginning in August 2023, utilizing an Aeropro multi-engine training aircraft and multi-engine qualified CFI. Multi-engine training is accomplished at Aeropro's flight facility at Craig Field unless otherwise approved.

1.8.6.4. Proposed Ground School Instruction

Aeropro understands MMI intends to conduct ground school training itself on campus but prepares to provide ground school training as a contract option. Aeropro proposes assigning a certified ground school instructor (Castella) to instruct MMI students utilizing Aeropro's FAA-approved PPL Ground Training syllabus. Aeropro provides ground school instruction at Vaiden Field or on the MMI campus in Marion, AL, at MMI's discretion.

1.8.7. Provide full maintenance management of MMI fleet of three Cessna aircraft

Aeropro, a well-established and experienced Part 145 Repair Station, staffs a full-time operating location at Craig Field. Our 50,000 sq ft company hangar at Craig Field outside Selma, AL, is 25 air NM or 34 driving miles from Vaiden Field. To the extent allowable, scheduled and unscheduled maintenance for the MMI aircraft fleet is performed at our Craig Field location, with the exception of flightline-level maintenance (e.g., 50-hr oil changes, replacing landing gear tires) which is conducted at Vaiden Field.

1.8.7.1. Scheduled Maintenance

Upon contract launch, Aeropro assumes responsibility for the management and maintenance of all MMI aircraft. Aeropro maintains all aircraft to manufacturer's and FAA standards and requirements.

Aeropro has extensive experience since 2018 through our Part 145 Repair Station servicing the entire range of Cessna single-engine light aircraft, including the 172 and 150.

Aeropro manages MMI's aircraft fleet with our in-place Quantum MX® and FlightSchedulePro® software systems, with quality control enabled by our Core® web-based compliance platform.

(a) **FlightSchedulePro®** is a widely utilized commercial-of-the-shelf product that is our interface between flight operations and aircraft maintenance, providing airframe, engine, and propeller time tracking; scheduled maintenance reminders; and aircraft squawks for maintenance entered post flight by CFIs and student pilots. Aeropro instantiates MMI's aircraft into our FlightSchedulePro® system, along with assigned CFIs and enrolled student pilots, establishing a MMI/Vaiden user group that provides real-time transparency into aircraft availability. MMI is provided a user account to allow real-time visibility of aircraft and CFI utilization, as well as student flight scheduling and progress.

(b) **Quantum Mx®** is another widely utilized commercial-of-the-shelf software product that provides Aeropro with substantial fleet and maintenance management capability. This powerful software suite organizes work orders, creates estimates, tracks parts logistics, and produces FAA-compliant maintenance documentation. Quantum Mx® interfaces directly with our accounting and billing system, providing seamless and



accurate invoices. In addition, the software produces beautifully formatted stickers for aircraft logbook entries. Quantum Mx® also produces periodic reports of upcoming inspections due for fleet-managed aircraft. MMI is provided a Quantum Mx® online portal account to view information about their aircraft.

Aeropro tracks all scheduled maintenance through Quantum Mx® and reflects aircraft maintenance unavailability for flight operations through FlightSchedulePro®. This includes any immediate maintenance necessitated by emergency airworthiness directives.

1.8.7.1.1. Periodic Maintenance

Following manufacturer's maintenance standards, Aeropro projects, schedules, and performs:

- (a) 50-hour oil changes
- (b) 100-hour inspections
- (c) Annual airworthiness inspections

Any discrepancies discovered during periodic maintenance inspections are entered in Quantum Mx®, generating repair estimates that are electronically provided to MMI for review and approval. Progress of parts acquisition and maintenance is tracked and available to MMI through the Quantum Mx® customer portal.

1.8.7.2. Unscheduled maintenance

Unscheduled maintenance resulting from an issue that does not ground the aircraft is completed at Aeropro's hangar on Craig Field where we maintain a full-time maintenance staff, extensive tooling, and a parts inventory. An Aeropro CFI will ferry the aircraft to/from Craig Field.

Maintenance requirements that arise during operations at Vaiden Field that must be remedied to return an unflyable aircraft to an airworthy condition are handled as an Aircraft on Ground response (see below).

1.8.7.3. Flightline maintenance

Because of heavy usage of fleet aircraft and limited flexible scheduling time during the three-week Aim High Academy summer training sessions, Aeropro provides an on-site Duty Crew Chief mechanic during flight operations at Vaiden Field. The Duty Crew Chief will assist with launch and recovery, through-flight servicing, fueling, and minor unscheduled maintenance that can be completed on the ramp or in a Vaiden hangar (e.g., topping up and changing oil, changing a tire).

During academic year programs, daily operational tempo is halved and available flexible scheduling time increases. Aeropro therefore provides a Duty Crew Chief for five hours per week during one flight day to inspect all aircraft, perform flightline maintenance (e.g., 50-hour oil changes, tire changes), wash aircraft as needed, review aircraft logbooks, and confirm Hobbs and tachometer times.

1.8.7.4. Aircraft on Ground (AOG)

Aeropro maintains a robust Aircraft on Ground maintenance response to recover aircraft with breakdowns at locations other than Vaiden Field or Aeropro's operating locations at Craig Field near Selma or Jack Edward Airport in Gulf Shores. For AOG responses, we



maintain a dedicated Aeropro truck, a tools and parts "go box," and a rotating schedule of on-call A&P mechanics. Aeropro has successfully recovered disabled aircraft across Alabama and the Gulf Coast.

Merion Military Institute Academic Year Flight Training Budget

Line Item	Unit	Amount	Per Unit	Year 1 Total	Year 2 Total	Year 3 Total	Year 4 Total	Year 5 Total	Notes
Flight Instructor									
Academic Year Program	Hrs	660	\$45.00	\$30,600.00	\$33,575.00	\$39,812.50	\$40,950.00	\$42,178.50	Billed to students; 2 x 14-week semester sessions of 30 students (half each, one-semester and two-year programs); increase to 35/Year 2, 40/Year 3-5
Advanced Instruction	Hrs	140	\$55.00	\$7,700.00	\$8,052.25	\$9,095.00	\$9,387.00	\$9,647.50	Billed to students; Instrument instruction for two-year students; CFI rate for optional multi-engine
Subtotal				\$38,300.00	\$41,627.25	\$48,907.50	\$50,337.00	\$51,826.00	incorporates 3% annual increase in Years 3-5.
Aircraft Hourly									
Cessna 172 (primary dual)	Hrs	820	\$135.00	\$110,700.00	\$127,575.00	\$150,174.00	\$154,679.22	\$159,319.60	Billed to students
Cessna 150 (solo or backup dual)	Hrs	200	\$114.00	\$22,800.00	\$25,650.00	\$29,355.00	\$30,235.65	\$31,142.72	Billed to students
Subtotal - Travel				\$133,500.00	\$153,225.00	\$179,529.00	\$184,914.87	\$190,462.32	
ANNUAL TOTAL				\$117,800.00	\$194,852.25	\$228,436.50	\$235,251.87	\$242,288.32	
Optional Line Items									
Multi-Engine Flight Time	Hrs	0	\$232.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Multi-engine rating requires approx. 10 hrs of multi-engine time
Ground School Instructor	Hrs	30	\$36.05	\$991.50	\$1,652.50	\$1,021.25	\$1,051.88	\$1,063.44	As required - estimate is 15 hrs/semester

AIRCRAFT LEASE AGREEMENT

BETWEEN

MARION MILITARY INSTITUTE

AND

**RESICUM INTERNATIONAL LLC
(D/B/A AEROPRO)**

ARTICLE 1 - PARTIES:

This aircraft lease agreement ("Agreement") is entered into effective this ___ day of February 2023, by and between MARION MILITARY INSTITUTE, a public non-profit educational institution of the State of Alabama located at 1101 Washington Street, Marion, Alabama, 36756 and hereafter referred to as the "Lessor," and RESICUM INTERNATIONAL LLC (also d/b/a Aeropro), a limited liability company created and existing under the laws of the Commonwealth of Virginia located at 70 Main Street, Suite 23, Warrenton, Virginia, 20186, and hereafter referred to as the "Lessee" (and collectively as the "Parties").

ARTICLE 2 – AIRCRAFT:

Lessor hereby leases to the Lessee three (3) Cessna aircraft identified below, hereinafter called the "Aircraft." The Lessee shall have possession of the Aircraft for the uses designated at Article 3 below, but Lessor shall retain title at all times.

Aircraft 1:

Manufacturer of Aircraft: Cessna

Model: 172R

Serial number: 17281114

FAA Registration No.: N814SA

Equipment and Accessories: Lycoming IO-360-L2A engine

Aircraft 2:

Manufacturer of Aircraft: Cessna

Model: 172N

Serial number: 17272799

FAA Registration No.: N6435D

Equipment and Accessories: Lycoming O-320 series engine

Aircraft 3:

Manufacturer of Aircraft: Cessna

Model: 150J

Serial number: 15070355

FAA Registration No.: N60499

Equipment and Accessories: Continental O-200 series engine

ARTICLE 3 – USE FOR EXCLUSIVE BENEFIT

Lessee acknowledges and agrees that the Aircraft will be utilized exclusively for conducting flight training for students of Marion Military Institute or other flight trainees expressly designated by Lessor. The Lessee warrants that the aircraft will not be utilized for training any other flight students or for any other reason unless specifically authorized by Lessor. The Parties agree that Lessee may operate Aircraft on the ground or in the air for maintenance purposes, including transporting Aircraft for maintenance purposes to other Lessee flight facilities within the State of Alabama, repositioning Aircraft after completion of scheduled or unscheduled maintenance, recovering an Aircraft from an unscheduled landing, performing engine ground runs, or taxiing an Aircraft under power for maintenance purposes. Lessee warrants that only employees with a current FAA private pilot license will fly or taxi under power an Aircraft and that any ground run of an Aircraft will be conducted by an FAA-licensed mechanic or an employee with a current private pilot license.

ARTICLE 4 – INITIAL AIRCRAFT LOCATION AND CONDITION:

The Lessor will provide the above listed Aircraft to the Lessee at Vaiden Field Airport (A08) in an airworthy condition, with current inspections, and in compliance with all current airworthiness directives, unless otherwise agreed by the Parties. Upon delivery of the aircraft by Lessor to Lessee, the Lessee shall have the right to conduct an inspection of the Aircraft to determine their condition, including installation of any non-standard equipment. The results of these inspections will be noted in Appendix A, which shall be attached to and incorporated into this Agreement by reference.

ARTICLE 5 – TERM:

This Agreement shall commence on the 1st day of April 2023 and end one year after the date of commencement. Subject to termination rights set out in this agreement, this agreement shall renew automatically for up to four successive one-year terms unless either party gives written notice to the other at least thirty (30) days prior to the expiration of any one-year term that the Agreement shall not renew. This Agreement shall terminate automatically in the event that the agreement between Lessor and Lessee for flight training terminates.

ARTICLE 6 – PAYMENT:

1. Lessee shall pay to Lessor for the exclusive use of all Aircraft 1 Dollar (\$1) per year and other good in-kind consideration enumerated below.
2. Lessee shall bear all costs, expenses, fees, and charges incurred in connection with the delivery, possession, regular use, and operation of the Aircraft necessary to keep the Aircraft in good repair and airworthy condition. *See also*, Article 7 below in regard to maintenance of Aircraft.
3. Lessee shall reimburse Lessor for all sales taxes, use taxes, personal property taxes, business property taxes, and assessments, or other taxes or governmental charges imposed on the Aircraft or the ownership, possession or operation thereof, or otherwise assessed in connection with this Agreement.
4. Lessee shall reimburse Lessor for all fees for licenses, registrations, permits, and other certificates as may be required for the lawful operation of the Aircraft. Lessee shall reimburse Lessor for any and all liabilities, fines, forfeitures or penalties for violations of any applicable governmental regulations relating to the Aircraft and caused by the acts or

omissions of the Lessee and shall reimburse Lessor for any amounts expended by Lessor on account of such violations.

5. Lessee hereby agrees to reimburse Lessor for any amount paid by Lessor on behalf of Lessee or otherwise for any of Lessee's obligations hereunder with respect to the Aircraft within thirty (30) days after Lessee's receipt of a written demand for such reimbursement from Lessor together with supporting invoices relating to such payments.

ARTICLE 7 – MAINTENANCE:

Lessee, at its own cost and expense, shall service, repair, maintain and overhaul, test or cause the same to be done to the Aircraft during the term of this Agreement (i) to keep the Aircraft in good operating condition and appearance, and (ii) to keep the Aircraft in such operating condition as may be necessary to enable the airworthiness certification of the Aircraft to be maintained in good standing at all times under all applicable governmental rules and regulations. Lessee shall maintain all records, logs and other materials required by the United States Department of Transportation or the Federal Aviation Administration to be maintained in respect to the Aircraft and shall promptly furnish to Lessor, upon Lessor's request, such information as may be required to enable Lessor to file any reports required to be filed with any governmental authority because of Lessor's interest in the Aircraft. Lessor shall not be under any liability or obligation in any manner to provide services, maintenance, repairs, or parts for the Aircraft.

ARTICLE 8 – INSURANCE:

Lessee will purchase and maintain during the term of this agreement an insurance policy with at least the following coverages: (a) total bodily injury/property damage liability of \$2,000,000 /incident, with sub-limits of no less than \$250,000 per passenger, and Actual Cash Value Hull Coverage (the "Lessee Insurance").

Estimated Hull Values as of date of this Agreement are:

N814SA: \$210,000
N6435D: \$160,000
N60499: \$ 72,000

The Lessee's Insurance shall cover the uses intended by this agreement and shall also name the Vaiden Field and Craig Field Airport Authorities and Lessor as additional insured parties.

The Lessee will pay any insurance deductible resulting from a claim against the Lessee Insurance, and if a loss is not covered by Lessee Insurance, the Lessee will take reasonable efforts to collect the repair costs from the party at fault. Lessor understands and agrees that the Lessee Insurance constitutes Lessor's sole remedy against Lessee for or arising out of any loss or damages to the Aircraft.

ARTICLE 9 – ADDITIONAL LESSEE AGREEMENTS:

The Lessee additionally agrees to the following:

1. To establish Lessee operational rules that make a reasonable effort to minimize damage or misuse of the Aircraft.
2. To provide an annual statement of the hourly usage of the Aircraft.

ARTICLE 11 – INTENT TO TERMINATE FOR CAUSE:

While not required for termination for cause, either Party may submit a notification of intent to terminate for cause if they feel that this Agreement has been breached but that a solution may be reached between the two Parties. This notification must list the Agreement provision(s) that the Party asserts have been breached, and any possible actions that could be taken to avoid termination and the timeframe in which those actions must be taken.

ARTICLE 12 – TERMINATION FOR CAUSE:

Either Party may submit a notification of termination for cause if they feel that this Agreement has been breached or the agreement between Lessor and Lessee for flight training has been breached. The notification must list the Agreement provision(s) that have been breached, the reason the Party asserts they have been breached, whether or not immediate use of the aircraft must cease, and why the Party maintains that a mutually agreeable solution cannot be reached. The effective date of the termination will be at the end of 30 days. Upon the effective date of termination, all rights and obligations specified herein shall cease and be of no further force or effect.

ARTICLE 13 – RETURN:

Upon termination of this Agreement for any reason, the Lessee shall return the Aircraft to the Lessor at the same location where it was received with all of the equipment listed in Appendix A, unless that equipment was replaced due to maintenance or at the direction of the Lessor or was removed at the direction of the Lessor. The Aircraft shall be returned in the same condition in which it was received from Lessor, ordinary wear and tear excepted.

ARTICLE 14 – NOTICE:

Any notice in connection with this Agreement shall be in writing and delivered personally to the appropriate Party. Notices shall be sent to:

To Lessor: _____
[Address]: _____

To Lessee: Mr David Allen
255 Craig Field Airport and Industrial Park
Selma, AL 36701
(615) 635-8273
dallen@riiinjtl.com

ARTICLE 15 – ASSIGNMENT:

This Agreement may not be transferred or assigned by either Party without prior written approval signed by the other party.

ARTICLE 16 – ATTORNEY FEES:

In the event any action is filed in relation to this Agreement, each Party shall be responsible for its own attorney's fees.

ARTICLE 17 – CHOICE OF LAW:

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Alabama.

ARTICLE 18 – WAIVER:

Either Party's failure to enforce any provision of this Agreement against the other Party shall not be construed as a waiver thereof so as to excuse the other Party from future performance of that provision or any other provision.

ARTICLE 19 – SEVERABILITY:

The invalidity of any portion of the Agreement shall not affect the validity of the remaining portions thereof.

ARTICLE 20 – PARAGRAPH HEADINGS:

The headings to the paragraphs to this Agreement are solely for convenience and have no substantive effect on the Agreement nor are they to aid in the interpretation of the Agreement.

ARTICLE 21 – ENTIRE AGREEMENT:

This Agreement constitutes the entire Agreement between the parties. No statements, promises, or inducements made by any party to this Agreement, or any agent or employees of either party, which are not contained in this written contract shall be valid or binding. This Agreement may not be enlarged, modified, or altered except in writing signed by the parties. This lease agreement, along with Appendix, A has been reviewed by the undersigned, who are or represent the parties of the agreement, and has been found acceptable and thus executed on the _____ day of _____, _____.

MARION MILITARY INSTITUTE

RESICUM INTERNATIONAL LLC
(d/b/a AeroPro)

BY: EDWIN W. PASSMORE
Senior VP & Commandant of Cadets

BY: JEFFREY K. WALKER
Chief Legal & Compliance Office

APPENDIX A

List of Non-Standard Equipment and Logs in Aircraft at Time of Lease Signing and Condition

Date of inspection: _____

Lessee representative(s) present:

TTAF: _____ TSMOH: _____ TSPOH: _____

Radios and condition:

Navigation equipment and condition:

Other:

Additional condition notes:

Logs/dates turned over:

Interior/paint/glass/seals condition:

**List of Non-Standard Equipment and Logs in Aircraft N6435D
at Time of Lease Signing and Condition**

Date of inspection: _____

Lessee representative(s) present:

TTAF: _____ TSMOH: _____ TSPOH: _____

Radios and condition:

Navigation equipment and condition:

Other:

Additional condition notes:

Logs/dates turned over:

Interior/paint/glass/seals condition:

**List of Non-Standard Equipment and Logs in Aircraft N60499
at Time of Lease Signing and Condition**

Date of inspection: _____

Lessee representative(s) present:

TTAF: _____ TSMOH: _____ TSPOH: _____

Radios and condition:

Navigation equipment and condition:

Other:

Additional condition notes:

Logs/dates turned over:

Interior/paint/glass/seals condition:

