

Frequently Asked Questions

1. Is simulator training better than actual flight experience?
It depends on the level of the actual flight experience. A couple hundred hours in a prop aircraft doesn't prepare you for the right seat of a state of the art commercial jet. The right kind of simulator flight training can prepare you in a very short period of time, and time is your enemy.
2. Is there any advantage to having experience as a passenger airline pilot?
Getting hired as a passenger airline pilot in a high altitude, glass cockpit, jet is your goal and we help you get hired.
3. Is there any advantage to having Part-121 airline experience?
Part-121 experience is valuable, especially high altitude, glass cockpit, jet experience. It is the glass cockpit jet experience that the airlines are most interested in.
4. Is experience in aircraft equipped with a partial glass cockpit valid?
Partial glass cockpit experience is obviously better than non-glass experience, however, competency in the all glass jet cockpit environment is currently what commercial jet airlines prefer.
5. Will training and check rides be conducted in a full-flight-simulator where I can log my hours?
Gaining hands-on experience and developing a comfort level in any full-visual-simulator is essential to have a successful airline pilot career. Being able to log your simulator flight training hours is great, however, if it is anything less than a full glass cockpit of a current jet airliner, you may want to consider if this is the best use of your time.
6. While flying the line as a first officer, will I be able to log my hours as second in command under Part-121?
Absolutely, as a First Officer with an airline flying modern jet aircraft, you are a required crewmember and required to log your flight time.
7. Are the aircraft I will be flying equipped with an autopilot?
The autopilot is critical to flying modern commercial jet aircraft and is required equipment for some realms of flight. Knowing how to use the autopilot is crucial.
8. What is the experience level of the management and instructor staff?
Yes, the management and Airline Training instructor team are all airline trained and have airline experience.
9. Is 100% financing from major financial institutions offered?
Yes, financing is available for us citizens and green card holders.
10. Is there a clear path to a job opportunity with an airline?
Yes, You are not finished our program until you have a job.
11. Is delaying my airline pilot career while working as a flight instructor a viable option?
Any delay to getting hired by a commercial jet carrier is costly. Because the importance of seniority in the airline business, your goal must be to get hired with a Jet airline soon as possible,. Seniority governs your pay, your advancement, your working conditions and much more. Choose an airline training program that gets you trained and hired with a jet airline as quickly as possible.
12. Does the flight school have an established preferential hiring program with Part-121 airlines interviewing their graduates at their own facility?
Yes, we are affiliated with several airlines and our hire rate is 100%.
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14. What are the course start dates?
Classes for each rating start every month
15. Is the accommodation shared?
The accommodation comprises of one bedroom in a two bedroom apartments. You have your own bedroom but share the living area, kitchen and bathroom.
16. How will I know that the aircraft are maintained to FAA standards?
You will be trained to inspect the aircraft logbooks every time you fly.
17. Will I have numerous flight instructors?
We try to keep you with the same instructor throughout the course.
18. What will happen if I do not get along with my instructor?
Should a conflict arise, we will take whatever steps necessary to resolve the problem including changing instructors.
19. Do I have to pay all my money "up front"?
Yes, funds are held in escrow until required for training.
20. Are pilot examiners independent or do they work for the school?
All examiners for FAA ratings are independent so that we can ensure continuous monitoring of our training standards.
21. Do I need a student visa to fly in the US?
Non US citizens not in possession of a green card require training visas. See International Student Visa Program Page.
22. Are the aircraft insured?
Yes they are, but you are not. We strongly recommend obtaining travel insurance which covers you for flying before traveling to the US. Also we recommend that all renter's consider the option of Non-Owned Aircraft. Renter's Insurance- It is readily available through a number of commercial carrier's and is inexpensive relative to the additional protection and peace of mind it provides.
23. Will I need to rent a car?
This is a personal choice and can be easily arranged.
24. I have a foreign license, how should I convert it to an FAA equivalent?
Yes, it is necessary to convert to the FAA System. There is no fee for this and it takes around half an hour.
25. How often will I fly?
The goal is at least 2 flights a day in either an airplane or a simulator.
26. What is the best way to pay for the training or aircraft hire?
We accept Visa, MasterCard, cash, travelers checks, personal checks or wire transfer.
27. What is the best month to train?
This is not an issue, Florida weather is very conducive to flight training.
28. What is the dress code at the flight school?
All students are required to wear pilot uniforms when participating in any form of training.
29. Do I need to have an FAA Medical certificate?
Yes. Please inform us that you require an FAA medical and we will schedule you.