WENMAR AVIATION

WENMAR INTERNATIONAL AVIATION BRIEF · SPECIAL EDITION · NOVEMBER 2026

Airlines Are Hiring Captains Off the Street. Are You Positioned for One of Those Seats?

Twelve U.S. and Canadian carriers and 33 airlines worldwide are advertising Direct Entry Captain positions right now. Every one of them requires an FAA-qualified pilot who meets 14 CFR §121.436. Wenmar gets you there in two steps: your FAA U.S. Agent for Service on file, and a training referral to the right partner — ATP-CTP, type rating or foreign-to-FAA conversion — at the provider's own price.

START NOW: Message Wendy on WhatsApp +1 786-707-0689 · wdiaz@wenmarusa.com

Wendy Diaz Luna, President · wdiaz@wenmarusa.com · WhatsApp +1 786-707-0689 · www.wenmarusa.com
Doral, Florida · Wenmar Aviation does not train pilots. We refer you to FAA-certificated training partners and manage your FAA regulatory paperwork.

12	33	1,000	$161
U.S. & Canadian carriers with a verified Direct Entry Captain route	Airlines worldwide taking outside Captain applications (121 tracked)	Hours of air-carrier time required to act as Part 121 PIC — §121.436(a)(3)	Starting Captain hourly rate at Envoy and Piedmont (2026 scales), plus Envoy's 50% premium through 12/31/2026

This month Wenmar has something for you, free: the research to launch your career. Read it completely — the regulation, the carrier-by-carrier minimums, the pay, the training-payback math — information some companies charge you for. This will be a monthly update as we continue our mission to support our customers.

Why This Matters to You Now

For decades airlines made their own Captains and never hired them. In 2026 that has changed at the regional and small-jet tier. The American Airlines wholly owned regionals (Envoy, Piedmont, PSA), Delta's Endeavor, United Express partners GoJet and CommuteAir, Republic, Breeze, Avelo and Eastern Air Express all publish a Direct Entry Captain route today — and the pay scales are current, not promises.

The gate is identical everywhere: an unrestricted FAA ATP, a PIC type rating, and 1,000 hours of qualifying U.S. air-carrier time. If you hold a foreign licence, fly for a non-U.S. carrier, or are a First Officer approaching those numbers, the paperwork and the training you choose in the next 90 days decide whether you can even apply.

1

FAA U.S. Agent for Service

Required under 14 CFR §3.303 for every FAA certificate holder or applicant with a foreign address — pilots, mechanics, medical applicants and N-registered aircraft owners. Without one, the FAA will not issue or renew your certificate. Wenmar is a Designated Agent for Service — from $55 for one year to $200 for five years. Complimentary for one year with any training referral.

2

Training Referral — Not Training

Wenmar does not operate a flight school. We refer you to FAA Part 141 and Part 142 partners for the exact course the airline posting demands — ATP-CTP (virtual, two days on site, $3,500 in the A320 or B737), initial type ratings (A320, B737NG, B747, B767, B777, Saab 340, King Air, Citation, PC-12), foreign-to-FAA conversions and MCC/jet transition — at the provider's direct price, no mark-up.

3

Apply With the Right File

We help you document the hours that count under §121.436(a)(3) and those that do not, so your application matches what Envoy, Piedmont, PSA, Breeze or Avelo actually screen for — 950 to 1,000 qualifying hours, First Class medical, FCC permit, clean Pilot Records Database history.

The Rule Every Posting Cites: 14 CFR §121.436

(a) No certificate holder may use nor may any pilot act as pilot in command unless the pilot: **(1)** holds an airline transport pilot certificate not subject to the limitations in §61.167; **(2)** holds an appropriate aircraft type rating for the aircraft being flown; and **(3)** if serving as pilot in command in Part 121 operations, has **1,000 hours** as second in command in Part 121 operations, pilot in command under §91.1053(a)(2)(i), pilot in command under §135.243(a)(1), pilot in command in eligible on-demand operations under §135.4(a)(2)(ii)(A), or any combination thereof.

(c) Up to **500 hours** of military PIC time in a multi-engine turbine airplane or powered-lift aircraft, in an operation requiring more than one pilot, may be credited toward the 1,000 hours.

Source: eCFR, 14 CFR §121.436, as amended by Amdt. 121-385 (87 FR 57590, 21 Sep 2022); retrieved 31 Oct 2026. Read the full text.

Captain (PIC) — what you must hold

Unrestricted ATP (multi-engine), age 23

PIC type rating — an SIC-only §61.55 rating does not count

1,000 hrs qualifying U.S. air-carrier time (121 SIC, 91K PIC, 135.243(a)(1) PIC, eligible on-demand PIC)

Foreign airline time does not count toward the 1,000 hours

First Officer (SIC) — how you get in the door

ATP or Restricted ATP: 1,500 hrs, or 1,250 / 1,000 with a Part 141 aviation degree, 750 military (§61.160)

ATP-CTP course and ATP knowledge test (§61.156)

First Class medical, FCC permit; most carriers add 250 PIC and 50 multi-engine

Captain pay before upgrade at 750 hrs (Envoy, Piedmont, PSA) or 850 hrs (Endeavor)

Who Is Hiring Direct Entry Captains — United States & Canada

Every row verified against the carrier's own careers page or a dated 2026 posting on 31 October 2026. Pay is the published hourly base rate.

Carrier	Fleet	Captain (DEC) minimums	Captain $/hr	Captain annual*	First Officer minimums	FO $/hr	FO annual*	Reference
Envoy Air (AA wholly owned)	E170/E175	Qualified Part 121 Captain; longevity credit for U.S. 121 service	$161.25 → $225	$145,125 (+50% premium to 12/31/26 = $217,688)	ATP/R-ATP; 1,500 TT (1,250/1,000 degree); 50 ME; 250 PIC; age 21	$102.00	$91,800	Envoy pilots page
Piedmont Airlines (AA wholly owned)	ERJ 145	2,500 TT incl. 950 qualifying 121/135 hrs; First Class; FCC	$161.25 → $228.75	$145,125	ATP/R-ATP; 1,500 TT; 50 ME; 250 PIC	$102.00	$91,800	Piedmont DEC page (scale 6/29/2026)
PSA Airlines (AA wholly owned)	CRJ 700/900	2,500 TT; 500 ME turbine; 950 §121.436 hrs; First Class; FCC	$157.50 → $225	$141,750	ATP/R-ATP minimums; Captain pay at 750 hrs for experienced FOs	Not published	Not published	PSA DEC page
Endeavor Air (Delta wholly owned)	CRJ 900/200	Captain-qualified; DEC route advertised; Delta pathway after 24 months as Captain	$162.88 (Yr 3 published)	$146,592 (Yr 3)	ATP or ability to obtain ATP/R-ATP; FCC; PRD clean	$101.50	$91,350	Endeavor CAP page
GoJet Airlines (United Express)	CRJ 550	Age 23; ME ATP; 1,750 TT; 1,000 ME; 1,000 air carrier; 1,000 turbine	$146.81 → $216.35	$132,129	ATP/R-ATP minimums	Not published	Not published	GoJet DEC page
Republic Airways	E170/E175	Captain-qualified under §121.436; 1:1 longevity match to 20 yrs	$141.40 start	$127,260	ATP/R-ATP minimums	$90.90	$81,810	Republic pilots page
CommuteAir (United Express)	ERJ 145	1,000 qualified FAR hrs; ATP; First Class; FCC; IAH/IAD	$152.25 start	$138,852 (76-hr guarantee)	ATP/R-ATP minimums; First Class; FCC	$79.57 → $93.36	$72,568 + $20,000 bonus	CommuteAir pilots
SkyWest Airlines	CRJ, E175	No separate DEC program; experienced hires upgrade in as little as 3 months once §121.436 is met	Not published	Not published	ATP 1,500/age 23 or R-ATP tiers 1,500/1,250/1,000/750	Not published	Not published	SkyWest pilot jobs

Carrier	Fleet	Captain (DEC) minimums	Captain $/hr	Captain annual*	First Officer minimums	FO $/hr	FO annual*	Reference
Breeze Airways	A220-300	Age 23; 3,000 TT; 2,000 Group II jet; 500 PIC Group II; 500 Part 121 PIC in last 3 yrs	$215 → $280	$193,500	Age 23; 1,500 TT; 500 turbine; 250 PIC; ATP or CPL + ATP written	Not published	Not published	Breeze A220 DEC posting
Avelo Airlines	B737-700/800	Unrestricted ATP; meets §121.436(a)(3); 737 or heavy-jet preferred	$215 → $298	$180,600 (carrier: $15,050/mo)	Unrestricted ATP or military R-ATP; 1,500/1,250/1,000 TT tiers	$110 → $201	$92,400 (carrier: $7,700/mo)	Avelo pilots (16 Oct 2026)
Eastern Air Express	B737NG	ATP; First Class; 2,000 ME; 1,000 Part 121; meets §121.436; within 2 hrs of MIA, YNG or GRK	On application	On application (72-hr guarantee)	ATP; Class 1; 2,000 TT incl. 500 jet; home-based east of Denver	On application	On application	Eastern 737 posting
Porter Airlines (Canada)	E195-E2; Dash 8-400	DEC on both fleets; ~4,500 TT E195-E2; 2,500–3,000 TT Dash 8 with 500 PIC on type	On application	On application	1,000 hrs Dash 8; 1,500 hrs E195-E2	On application	On application	Tracker 23 Oct 2026

** Annual figures are Wenmar's calculation: published Year-1 hourly rate × 75 credit hours × 12 months (the common regional guarantee), before per diem, premiums, bonuses and overtime — except where the carrier publishes its own monthly figure or guarantee (Avelo $15,050 / $7,700 per month at 70 hrs; CommuteAir 76-hr guarantee). Actual earnings vary with schedule and seniority.*

No U.S. major (American, Delta, United, Southwest, JetBlue, Alaska), cargo major (FedEx, UPS, Atlas) or Air Canada publishes an outside Captain route — command there is by seniority only.

Who Is Hiring Direct Entry Captains — Worldwide

From the 121-airline tracker updated 30 October 2026, which records the date each carrier's own careers page was verified. Minimums as published by the carrier.

Region	Airline	Fleet	Captain minimums	First Officer minimums	Checked	Careers page
Europe	Ryanair Group / Buzz	B737	3,500 TT; rated and non-rated	700 hrs; cadet route below	12 Oct 2026	Careers page
Europe	Wizz Air	A320	3,500 TT; rated and non-rated	500 hrs experienced; 140 hrs cadet	12 Oct 2026	Careers page
Europe	easyJet	A320 (LGW)	4,000 TT; 500 on A320; non-rated stream open	No FO vacancy	12 Oct 2026	Careers page
Europe	SAS	A320 / A320neo; E195	3,000 TT; rated or non-rated; 3-yr bond	400 hrs on CS/FAR-25 aircraft	12 Oct 2026	Careers page
Europe	Eurowings	A320	4,000 TT on 19.5 t+; 350 landings	Rated or non-rated	30 Oct 2026	Careers page
Europe	Lufthansa City Airlines	A220 / A320	5,000 TT; 1,000 PIC	500 hrs on CS-25	30 Oct 2026	Careers page
Europe	British Airways Cityflyer / Euroflyer	E190; A320	Rated and non-rated DEC	500 hrs or 100 sectors on type	24 Oct 2026	Careers page
Europe	Loganair	ATR / Embraer	1,000 PIC; open to 30 Nov 2026	Closed at last check	18 Oct 2026	Careers page
Europe	Aegean Airlines	A320	5,000 TT; 1,000 PIC A320; open to 31 Dec 2026	70 hrs PIC; EASA CPL, MCC	18 Oct 2026	Careers page
Europe	Transavia	B737NG (BRU)	3,500 TT; 1,000 as Captain on type	Recent APS/MCC, or 500 on type	28 Oct 2026	Careers page
Middle East	Emirates	A350 / A380	7,000 TT, Airbus FBW command; 5,000 Accelerated Command	2,000 TT; 1,000 on type	12 Oct 2026	Careers page
Middle East	Etihad Airways	A320; A330	5,500 TT; current on type	1,500 TT; 1,000 on A320	20 Oct 2026	Careers page

Region	Airline	Fleet	Captain minimums	First Officer minimums	Checked	Careers page
Middle East	flydubai	B737	5,000 TT rated; 5,000–6,000 jet command non-rated	1,500 multi-pilot / 500 on 737; 2,500 non-rated	20 Oct 2026	Careers page
Middle East	flyadeal	A320	4,000 TT; 2,000 in command	1,500 hrs A320/A330	27 Oct 2026	Careers page
Middle East	Riyadh Air	B787; A321	DEC both types; Captains under 59	2,000 multi-crew jet	17 Oct 2026	Careers page
Asia-Pacific	Vietnam Airlines	A350; B787; A321	3,500–5,000 TT; 4-yr contract	1,500 TT; 1,000 on B787	30 Oct 2026	Careers page
Asia-Pacific	Korean Air (expat)	B777 / B787 / A330	7,000 TT; 1,000 PIC on type; under 60; screenings from Jan 2027	Foreign FO hiring cancelled	30 Oct 2026	Careers page
Asia-Pacific	Air Astana	Airbus; non-rated	4,500 TT; 1,000–1,200 in command; open to 31 Dec 2026	400 hrs non-rated; 1,500 rated	30 Oct 2026	Careers page
Asia-Pacific	Air India Express	A320; B737	Rated: 100 PIC on type; non-rated 737: 3,000 TT	500 on A320; 100 on B737	15 Oct 2026	Careers page
Africa	Ethiopian Airlines	A350; B777/787; B737	3,500 jet; 2,500 jet PIC; 500 on type; age ≤60	No FO posting open	16 Oct 2026	Careers page
Africa	Royal Air Maroc	B737; E170/E190	1,000 PIC on 737; 5-yr contracts	300 hrs on type	30 Oct 2026	Careers page
Latin America	Arajet	B737 MAX	5,000 TT; 1,500 in command	1,000 hrs (DR); 1,500 hrs (foreign)	30 Oct 2026	Careers page

Also taking outside Captains at the 30 Oct 2026 check: Discover, Edelweiss, Helvetic, Jet2 (2027 pool), Binter, KM Malta, LOT Polish, Royal Jordanian, China Eastern, Scoot, Peach, Qantas Network Aviation, Azul Conecta. Full tracker: v1prep Direct Entry Captain Jobs 2026.

The Part 135 Route — Hired Earlier, Flying Jets Sooner, Building the Hours That Count

You do not have to wait until 1,500 hours to be paid to fly. Part 135 charter, fractional, FBO-to-FBO public-charter and commuter operators hire First Officers from 250–600 hours and Captains from 1,200 hours — and Part 135 Captain time in a turbojet, a 10-plus-seat airplane or a commuter operation counts toward the 1,000 hours a Part 121 carrier needs before it can put you in the left seat (§121.436(a)(3)(iii)). That is the pathway: 135 First Officer → 135 Captain → Direct Entry Captain or experienced First Officer at the airlines.

> **14 CFR §135.243 — Pilot in command qualifications (summary). (a)** Turbojet airplanes, airplanes with 10 or more passenger seats, multi-engine airplanes in commuter operations: the PIC must hold an ATP. **(b)** VFR passenger operations: commercial certificate with instrument rating and at least 500 hours including 100 cross-country and 25 night. **(c)** IFR operations: commercial certificate with instrument rating and at least **1,200 hours** including 500 cross-country, 100 night and 75 instrument (50 in actual flight). Second in command: §135.245 — commercial certificate with instrument rating and the SIC training in §135.345.
>
> *Source: eCFR, 14 CFR §135.243, as amended through Amdt. 135-147 (89 FR 92486, 21 Nov 2024); retrieved 31 Oct 2026. Read the full text.*

Every row verified against a live carrier page or job-board posting on 31 October 2026. Operators whose postings were closed at the check (Ameriflight, Cape Air, Jet Linx Citation X, REVA San Juan) are left out so nothing here is stale. Pay is as published.

Operator (Part 135)	Fleet / bases	First Officer (SIC) minimums	Captain (PIC) minimums	Pay as published	Airline pathway	Reference
NetJets	Citation, Phenom, Challenger, Global; home-based US	1,500 TT; 250 PIC; 50 ME; ATP or R-ATP qualified; First Class medical	Internal upgrade	FO base $86,015–$117,706	Fractional career; Part 91K PIC time counts toward §121.436	NetJets FO posting

Operator (Part 135)	Fleet / bases	First Officer (SIC) minimums	Captain (PIC) minimums	Pay as published	Airline pathway	Reference
Flexjet	Phenom 300, Praetor, Challenger, Gulfstream; US domiciles	3,000 TT; ATP; Class 1; type training provided; 135 / 91K / corporate preferred	Internal upgrade	Not published	Fractional career	Flexjet FO posting
flyExclusive	Citation CJ3 / Encore / XLS / Sovereign / X, Gulfstream; Kinston NC + bases	2,000 TT; 500 fixed-wing; 200 ME and/or turbine; ATP; First Class. Caravan FO (TMB): 250 TT, CPL/IR, $150/day part-time	3,000 TT; ATP; current PIC type rating; First Class; 12 mo. turbojet PIC preferred	Captain "$175,000 first year" on CJ3/EN/XL 15/13 schedule; bonus day $1,250 PIC / $1,000 SIC	Direct-entry Captain hiring; jet time from 2,000 hrs	flyExclusive aircrew careers · Caravan FO
Wheels Up	King Air 350i, Beechjet 400, CJ3; home-based	1,000 TT; 25 ME (Delta Propel participants: contingent offer before 1,000 hrs)	Internal upgrade	Base $70,000–$120,000 + annual incentive	Delta Propel partnership — Wheels Up SIC seat as the step to Delta	Wheels Up Propel posting
Jet Linx	Citation XLS / Sovereign / X, Lear 60, Falcon 900, Gulfstream; 20+ US bases	1,500 TT; 100 ME; ATP written (job-board copy)	PIC openings by type on carrier site; type rating current in type	"Competitive"; $10,000 sign-on in two $5,000 installments (job-board copy)	Time-and-tenure career pathway; many bases	Jet Linx Fly For Us (May 2026)
JSX ("hop-on jet service", FBO-to-FBO public charter)	ERJ 135 / 145; BUR, DAL, LAS, PHX, MIA and others	First Officers hired at ATP / R-ATP minimums; openings listed on jsx.com → Careers (FO minimums on application)	Quick Upgrade Captain: 2,500 TT; 500 ME; 500 turbine; 100 hrs last 12 mo.; CPL/IR/ME; Class 1; type training provided (3,000 TT / 1,000 ME / ERJ experience preferred)	$259/day on the line, 14-day monthly guarantee, per diem, productivity pay and quarterly bonus; $150/day in training	ERJ turbojet PIC time counts toward §121.436; JSX pilot pathway with US Aviation Academy	JSX Quick Upgrade Captain posting · apply at jsx.com → Careers
Vista America (VistaJet / XO)	Challenger 300/350, 605/850, Global 6000, Citation X/XLS; home-based US	1,500 TT fixed-wing; 750 PIC; 250 ME; CPL + ATP written; First Class; 150 hrs last 365 days; no more than two checkride failures	3,000 TT; 1,500 PIC; 1,500 ME; 1,000 turbine; 300 IFR; ATP; PIC jet type rating (Challenger preferred)	FO $110,100 guaranteed Year-1 base; Captain $180,000 guaranteed Year-1 base (CL300) + per diem $75/$120, retention bonuses at 3, 6 and 9 yrs	Direct-entry Captain hiring; home-based 15/13 roster	Vista FO posting · Vista Captain posting

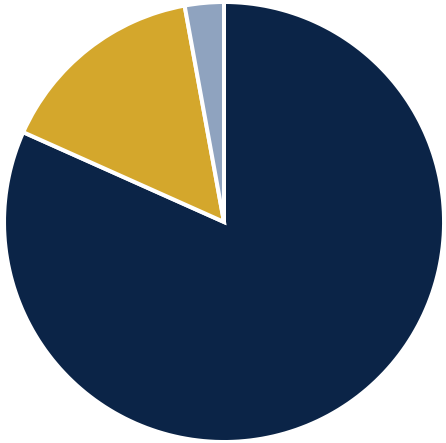
Operator (Part 135)	Fleet / bases	First Officer (SIC) minimums	Captain (PIC) minimums	Pay as published	Airline pathway	Reference
Contour Airlines	ERJ 135/145, CRJ 200; SJU, CLT, HPN and others	500 TT; 25 ME; CPL/IR/ME; Class 1; type training provided (1,000 TT / 100 ME preferred)	Internal upgrade; PIC time on ERJ counts toward §121.436 (turbojet, 10+ seats)	FO $36,000 start → $44,959 with increases, plus extra-trip pay	Regional-jet time at 500 hrs — the fastest jet seat on this list	Contour SJU FO posting
Southern Airways Express	Cessna 208 Caravan; Southeast, Mid-Atlantic, Hawaii (Mokulele)	250 TT; CPL/IR/ME; Class 1 (500 TT, 50 turbine preferred); per diem $12–21/block hr	1,200 TT; 500 XC; 100 night; 75 instrument; CPL/IR; Class 2; 65-hr guarantee; 12-mo. $10,050 training contract	Captain "based on experience"; paid training $400/wk	Commuter PIC time counts toward §121.436; Wheels Up partnership	Southern Caravan Captain posting
Boutique Air	Pilatus PC-12; multiple US bases	500 TT; 100 XC; 25 night; CPL/IR; Class 1	Internal upgrade	FO $33.33/hr, 75-hr guarantee ($30,000/yr); full pay from day 1 of ground school	Turbine SIC time from 500 hrs	Boutique PC-12 FO posting
Tradewind Aviation	Pilatus PC-12; Northeast and Caribbean bases	600 TT (United Aviate / JetBlue participants); 500 TT United Aviate Academy; CPL/IR; Class 1	Internal upgrade	FO $50,000/yr + per diem, overnight and leg pay	United Aviate and JetBlue pathway participant	Tradewind PC-12 FO posting

Why this matters for the left seat: Part 121 §121.436 credits 1,000 hours of PIC time in §135.243(a)(1) operations — turbojet, 10-plus-seat or commuter — plus Part 91K fractional PIC and eligible on-demand PIC. A Contour ERJ Captain, a Southern Airways commuter Captain or a NetJets Captain is building exactly the hours Envoy, Piedmont and PSA screen for. Wenmar's referral partners cover every step: Professional Pilot Program to 250 hours, time-building, ATP-CTP, and the type rating that makes a 135 Captain a Direct Entry candidate.

When Does the Training Pay for Itself?

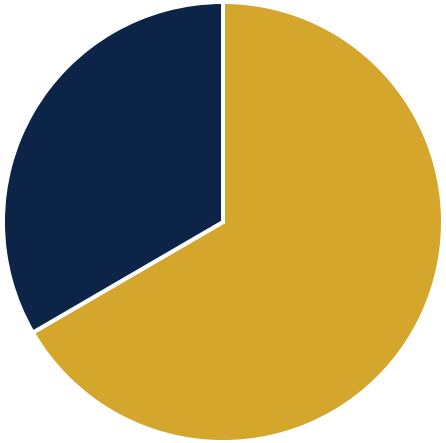
An example using Wenmar partner pricing, at the provider's direct price with no mark-up: a pilot starting from zero hours completes the Professional Pilot Program, adds the ATP-CTP and an A320 type rating, and is hired as a First Officer at a regional paying the 2026 AA-regional rate of $102.00 per hour.

The investment — $122,300



- Professional Pilot Program (0 hrs to CFI) — $99,900
- A320 Type Rating — $18,900
- ATP-CTP (virtual) — $3,500

The first 24 months as a First Officer — $183,600 gross



- Training investment recovered — $122,300
- Earnings beyond the investment — $61,300

16	$91,800	$145,125	11
months of First Officer gross pay to recover the full $122,300 investment	**Year-1 First Officer gross at $102.00/hr × 75 hrs × 12 (Envoy, Piedmont 2026 scales)**	**Year-1 Captain gross at $161.25/hr — Captain pay begins at 750 qualifying hours at the AA regionals**	**months to recover the investment once paid at the Captain rate**

Illustration only. Prices are Wenmar partner list prices on 31 Oct 2026 (SkyEagle Aviation Academy Professional Pilot Program $99,900; FlyDreams A320 Initial Type Rating $18,900; ATP-CTP virtual $3,500). Pay is gross before taxes, per diem, premiums and bonuses; a pilot must reach ATP minimums (1,500 hours, or 1,000–1,250 with a Part 141 degree) before the First Officer seat, typically by instructing after the program. Financing, living costs and time to reach minimums are not included. Confirm current prices with Wendy.

NEW: AVIATION SUPPLIES NOW AVAILABLE THROUGH WENMAR

Wenmar now supplies pilot equipment to our students, referral clients and partner schools. Ask Wendy for current availability and shipping to your country.

FEATURED PRODUCT

Bose A30 Aviation Headset

$1,299

Price in U.S. dollars · Availability and shipping on request

The headset you will see on the flight deck at the carriers in this issue. Active noise cancellation with three selectable modes, Bluetooth audio and communications, a swappable boom for either side, and a light, low clamping-force design built for long duty days — in the left seat or the right.

Order or reserve: WhatsApp Wendy at +1 786-707-0689 or wdiaz@wenmarusa.com. Training referral clients: ask about pairing your headset with your ATP-CTP or type-rating enrollment.

Bose and A30 are trademarks of Bose Corporation. Wenmar Aviation is an independent reseller and is not affiliated with Bose Corporation. Specifications per the manufacturer; confirm current details at time of order.

Your Path to the Left Seat Starts With Two Documents

1. Your FAA U.S. Agent for Service designation on file with the FAA — Wenmar, from $55/year.

2. Your training referral — ATP-CTP, type rating or FAA conversion with the partner that fits the posting you want, at the provider's direct price. One-year Agent for Service included at no charge.

Message Wendy on WhatsApp +1 786-707-0689 or email wdiaz@wenmarusa.com. Tell us your licence, your hours and the airline you are aiming at — we reply with the exact gap and the partner that closes it.

Training Partners We Refer To



Wenmar Aviation is a referral source and FAA regulatory consultancy. All training is delivered by our partners under their own FAA certificates: SkyEagle Aviation Academy (preferred partner — FAA Part 141 cadet Professional Pilot Program and virtual ATP-CTP, Fort Lauderdale Executive Airport), FlyDreams Training Center (FAA Part 142, A320 type rating), Pan Am Academy, Aerostar Type Ratings, RTC and Las Vegas Flight Academy. Type ratings available through our partners: Boeing 737NG, 747, 767, 777; Airbus A320; Saab 340; King Air 200/350, Citation Ultra, Cessna 208, PC-12.

Every student must meet FAA English proficiency (ICAO Level 4, speaking and writing). We market in Spanish and Portuguese and convert in English. Florida notary service available for your documents.

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FAA U.S. Agent for Service (14 CFR §3.303) · Training Referrals · FAA Regulatory Consulting · Serving pilots in 73+ countries

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