About Us

Flying Academy - Professional pilot training provider

Perfect safety record, unprecedented student support and best in class training environment are our promise.

• Flying Academy Miami and Los Angeles is the flight school authorized by the FAA under Part 141 and Part 61.

• Flying Academy is a flight school authorized by the FAA (Federal Aviation Administration) as well as the EASA (European Aviation Safety Agency). The academy’s highest priority is to provide a safe flying environment to all its pilots.

• Whether at the base in Prague, Brno, Los Angeles or Miami, Flying Academy puts its customers first, because highest customer satisfaction is one of the school’s most important values.

• Constant innovation keeps us ahead of the competition not only by global presence but also in technology.
On top of that, both locations are well known for their amazing sights that will become the perfect addition to your flight training.

Busy airspace with intensive ATC communication will prepare you for challenges of modern aviation.

FAA Training Locations

In the USA we are located in Miami, Florida and Los Angeles, California. Tropical weather makes it possible to fly year-round. These conditions make building your hours quick so you can jump into the seat of an airline or corporate position.
Flying Academy, one of the leading global flight schools, is proud to present our fleet. It consists of single and multi-engine aircraft maintained at the highest levels of safety. The whole fleet, at both continents where we operate, consists of 27 aircraft.

All airplanes in the fleet can be rented for hour building purposes (full service packages of 25, 50, or 100 hours). In case of Time Building the rental fee decreases depending on the amount of hours that you fly.

Aircrafts in USA:

Cessna 152, Cessna 172 SP, Cessna 172 R, Cessna 172 RG, Piper Cadet, Piper Warrior, Piper Warrior II, Piper Seminole turbo, Piper Seneca
From Zero experience to Commercial Pilot with Flying Academy! 0-CPL(A) is designed for students with little to no flying experience and that want to pursue a career in aviation according to FAA regulations. After successful completion of the program, you will be issued an FAA CPL(A).
The trainees of the program will start with PPL(A) and, upon obtaining the necessary flight experience, will continue with IR(A), CPL(A) modules and MEL (multi-engine Land) flight programs.

At the end of the course, each pilot will have 190 hours of flight experience out of which 100 as Pilot in Command (PIC) if the training is done under FAA Part 141; 250 hours of flight experience out of which 100 as Pilot in Command (PIC) if the training is done under FAA Part 61.

After completion of the Zero to CPL(A) course, you will be authorized to act as Pilot-In-Command (PIC) and acquire compensation on an aircraft. The privileges of the holder of a CPL(A) are to act as pilot-in-command (Captain) or co-pilot (First Officer) in charter operations and corporate flying which exercises all the privileges of the holder of a PPL(A), and IR(A).

What is the 0-CPL(A)?
Course Requirements

1. To Be at Least 18 Years Old
   You need to be at least 18 years old to be able to enrol in Integrated ATPL(A) training.

2. To Be Class 2 Medical Holder
   You need to be physically fit for commercial flying (capable of holding FAA Pilot Medical Certificate Class 2)

3. To Be Proficient in the English Language
   You need to be able to read, write, understand and speak English in a fluent way.
What is the difference Between Part 141 and Part 61?

In the US, students have the option to choose between two paths when obtaining their pilot certificates: Depending on the student’s studying preferences, time commitment to the course or long term goals, the student may choose the path freely upon enrollment.

**Part 61**

This form of training is rather flexible compared to Pt 141, yet generally requires more hours of training. This path is generally chosen for those who just want to acquire one certification. This does not exclude those who want to become professional pilots.

**Part 141**

This form of training is structured with an outline on how to present the training to the student. A syllabus (created by the FAA) is provided for every course in which an instructor will read and interpret accordingly. Those who pursue a professional pilot career tend to go for this sort of training.
PPL
Private Pilot License - PPL(A) module consists of theoretical training and 45 hours of practical training.

IR (practical training)
Instrument Rating - IR(A) includes 50 hours of practical training and also extensive ground training with prolonged briefings and debriefings after each flight lesson.

MEL (practical training)
The Multi Engine Land rating extends the privileges of a Private Pilot License or Commercial Pilot License and allows you to pilot aircraft with more than one engine.

CPL (practical training)
Commercial Pilot License - CPL(A) training consists of 15 hours of practical training and theoretical training.

Time Building
The Flight Instructor license allows individuals to provide training to pilots while the Instrument Rating Instructor license allows holders to provide IR(A) training to pilots.

Which modules are there in 0-CPL(A) training?
What will I do during my 0-CPL(A) training?

1. Ground training
2. Flight Training
3. Theoretical Examinations
4. Practical Examinations
Ground Training

Theoretical preparation lays the foundation for practical flight training.

During the Zero to CPL course, the trainee will complete theoretical courses for PPL(A), IR(A), CPL(A) and MEL (A). The curriculum for the program Zero to Commercial can be found under the PPL, IR, CPL, and ME sections.
The flight training will start with the PPL(A), continues with IR(A) and with the CPL SEL and MEL add on. The curriculum for the program Zero to Commercial can be found under the PPL, IR, CPL, and ME sections.
PART 61:

250 hours total time which must include:

100 hours of PIC time flight time which includes at least: 50 hours in cross-country flight of which at least must be in airplanes

20 hours of training with instructor in which includes:

- 10 hours under the hood; simulated instruments
- One 2 hour cross-country that consists more than 100 nm straight line distance during the day.
- One 2 hour cross-country that consists more than 100 nm straight line distance during the night.
- 10 hours of training in a SEL complex aircraft.
- 3 hour of training 60 days prior to the checkride.

Student must complete 10 hours solo in which must include:

- One cross-country with landings at a minimum of three points and one segment of the flight must consist of a straight-line distance of at least 250 nm.
- 5 hours of night VFR conditions with 10 takeoffs/landings which must be performed
- during pattern work
PART 141:

190 hours total time. Must have 120 hours of dual time including in the total.

Must complete 55 hours of training with an instructor in which must include:

- 10 hours under the hood; simulated instruments.
- One 2 hour cross-country that consists on more than 100 nm straight line distance during the day.
- One 2 hour cross-country that consists on more than 100 nm straight line distance during the night.
- 10 hours of training in a SEL complex aircraft.
- 3 hour of training 60 days prior to the checkride.

Student must complete 10 hours solo in which must include:

- One cross-country with landings at a minimum of three points and one segment of the flight must consist of a straight-line distance of at least 250 nm.
- 5 hours of night VFR conditions with 10 takeoffs/landings which must be performed during pattern work.
Towards the end of the course of PPL, IR and CPL you will have to demonstrate a sufficient level of theoretical knowledge at an FAA approved testing center in the form of a written test.

To pass the written examinations you need to achieve a score of at least 70%, which is still a passing score. This test must be done before the Checkride.
Practical Examinations

The final aeronautical knowledge and practical test is the checkride. It will be taken at the end of the training of PPL, IR, CPL and ME and consist of an oral and practical exam.

The length of the Check Ride varies depending on the FAA examiner.
The course price starts from 33 530 USD.

No taxes are applied for pilot training in the USA

The FAA 0-CPL(A) program fee covers the following items and services:

- Flight Instructor time for ground school & practical training
- Airplane usage, including fuel
- Rental Insurance
- Headset rentals

*All training fees are bound to the actual exchange rates of the local currency of the Flying Academy base where the training or a part of the training is provided. Learn more about complete training fees on our website FLYINGACADEMY.COM.
How long does it take to complete 0-CPL(A) training?

The Zero to Commercial Course can take approximately 8 to 12 months; keep in mind that everything depends on the progress of the pilot and their availability.