



LEARN TO FLY IN THE USA INFORMATION BOOKLET





Welcome to the Washington International Flight Academy (WIFA)

This document is intended for those who wants to be a recreational/private pilot and those who are looking for a career as a pilot.

For those looking for a career: As a principle, airlines begin "looking" at pilots usually from 1,000 hours of pilot in command (PIC).

The simplest and cheapest way to accumulate those hours is by completing your training as fast as possible and becoming an instructor. Once you become an instructor you no longer pay for your flying.

To be an instructor in the United States, you will need a minimum of 250 hours flight time, commercial pilot and instructor licenses.

To reach this the following trainings should be completed:

1. Private Pilot License (PPL).
2. Instrument Rating (IR).
3. Commercial license (CPL).
4. Certify Flight Instructor license (CFI).
5. Multi-Engine rating (ME) – optional

For those who just wants to fly for fun, please review the variety of courses we offer, and we will be happy to prepare a tailor-made program for you to achieve your flying goal in the most efficient way – this is what we do!

- ***No application***
 - ***No pre-requirements***
 - ***No fixed start dates***
 - ***No upfront payments***
- just come and fly in the USA***



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Step 1 - Private Pilot

The PPL course takes about a month (depending on the progress of the student and the weather).

In general, the weather in our area is good for flying condition all year round.

The minimum requirements of this license:

1. 30 instructed flight time
2. 10 solo flying

A total of minimum 40 hours is required. According to our experience an average student will complete this course between 45-50 hours.

The course can be done either on a Cessna 172 or Piper Warrior PA-28 or combination of the two (student's choice).

Item	Price Per Unit (\$US)	Qty	Total Cost (\$US)
Instructed Flights	\$220	30	\$6,600
Solo flights	\$160	10	\$1,600
Ground briefings	\$60	10	\$600
Ground School	\$700	1	\$700
Written test	\$160	1	\$160
Exam Flight Time	\$160	2	\$320
FAA Examiner	\$700	1	\$700
Accommodation	\$20	45	\$900
Total Cost			\$11,580

\$150 additional cost needs to be considered for Log book, airplane manual, maps, navigation ruler etc. this will also serve you in the future courses and/or for personal use as pilot.

You are expected to complete this stage with an average of 45-50 hours flight time, including 10 PIC. At the end of this course you will receive an FAA Private Pilot license (plastic card not paper like in Australia) that gives you the right to fly In the USA under Visual Flight Rules (VFR), day and night (no additional training requirements to fly at night like in Australia), land in all airports from remote grass fields to giant airports like JFK.

And the good part is that under the current Australia Civil Aviation Safety Authority (CASA) regulation this license will be adopted automatically to Australian license without the need for any additional conversions or testing, so you literally getting 2 for the price of 1!

“One moth and you are a private pilot in the USA and Australia!”



Step 2 – Instruments Rating

The pre-requirements for this license are:

1. 50 hours cross country PIC (you will have about 10 hours from your PPL course)
2. 40 hours instructed flight time (up to 10 hours in a simulator is allowed)

There are 2 options that students can choose from to achieve the pre-requirements for this rating.

Option A – Instructed cross country flights

In this option you use the fact that as a private pilot you can log all your flight time as a PIC even if you are joined by an instructor. The idea is to combine the cross-country requirement with the instructed flight time requirements by integrating instruments training components into those flights. This option allows you to shorten the training time frame significantly together with equipping you with high level and very useful experience in cross country, different weather conditions, new and different airspaces all in one big adventure of a lifetime.

Option A estimate additional cost depends on what extend you want to use this option. Your instructor or a school representative can help you plan your budget and examine several scenarios and options to optimize your value for money ratio and to meet your expectations.

Option B – cost sharing

Performing all your cross-country flight time requirements with another pilot. This option reduces your cost to fulfil this requirement by half! And like option A gives you the adventure of a lifetime. All together you will need for the instruments rating a total of 30 hours cross-country PIC flight time as you already lodged 10 hours as part of our PPL training and you will also lodge additional 10 hours as part of your instruments rating training.

Option B estimate additional cost that needs to be considered to meet the pre-requirements for 50 hours cross-country is:

$$160(\$/hr) \times 30(hr) = \$4800$$

You obviously can combine Options A & B as you like



Item	Price Per Unit (\$US)	Qty	Total Cost (\$US)
Instructed Flights	\$220	30	\$6,600
Simulator	\$135	10	\$1,350
Ground briefings	\$60	10	\$600
Ground School	\$700	1	\$700
Written test	\$160	1	\$160
FAA Examiner	\$700	1	\$700
Exam Flight Time	\$160	3	\$480
Accommodation	\$20	45	\$900
Total Cost			\$11,490

Students usually complete this stage with an average of 125 hours of total flight time.

An instrument pilot can legally fly in the clouds, rain, and fog, which broadens his abilities and keeps him in the air instead of on the ground during inclement weather. This ability to fly solely by reference to instruments in the aircraft means that a pilot isn't limited to good weather operations only and can fly higher and further. For those who want to become an airline pilot to get an instrument rating added on to their pilot certificate is a necessary step.



“Time to get those six-packs you always wanted”



Step 3 – Commercial Pilot

The pre-requirements for this license are:

1. One 2-hour cross country flight of more than 100 nautical miles
 2. One 2-hour cross country flight in nighttime of more than 100 nautical miles
 3. One cross-country flight of not less than 300 nautical miles total distance
 4. 10 takeoffs and 10 landings at an airport with an operating control tower
- Any flight time from powered aircraft (LSA, Helicopter etc.) will be recognized for the 250 hours requirements.
 - Any flight time on glider will be recognized up to 50 hours for the 250 hours requirements.

To reach the 250 hours requirement you will need to complete roughly 100 hours by yourself with another student to reduce costs, this will probably be the most exciting and fun part in all your training. You can go anywhere anytime; the USA is now yours to explore.

The estimate cost for this part will be:

$$80(\$/hr) \times 100(hr) = \$8000$$

Item	Price Per Unit (\$US)	Qty	Total Cost (\$US)
Instructed Flights	\$220	15	\$3,300
Written test	\$160	1	\$160
Ground briefings	\$60	10	\$600
FAA Examiner	\$700	1	\$700
Exam Flight Time	\$160	3	\$480
Accommodation	\$20	25	\$500
Total Cost			\$5,740

***“Find a job you enjoy doing,
and you will never have to work a day in your life.”***

Mark Twain



Step 4 – Certified Flight Instructor

The Flight Instructor course consists of 15 instructed flight hours and 2 theoretical tests composed of significant amount of theoretical material that you will need to self-study for.

In this course you will start flying on the right seat while demonstrating commercial skill level with the ability to instruct also.

Item	Price Per Unit (\$US)	Qty	Total Cost (\$US)
Instructed Flights	\$235	15	\$3,525
Written test	\$150	2	\$300
Ground briefings	\$60	10	\$600
FAA Examiner	\$1,000	1	\$1,000
Exam Flight Time	\$700	3	\$2,100
Accommodation	\$20	45	\$900
Total Cost			\$8,425

At the end of this course, you will receive a flight instructor certificate that together with your CPL certificate will allow you to be a flight instructor in the USA and join our team of instructors and start your first step in the aviation industry.

“If you can't explain it simply, you don't understand it well enough”

Albert Einstein



Optional – Multi-Engine Rating

Multi-Engine aircraft definition refer to all aircraft equip with more than 1 engine; in most cases those aircrafts can fly higher and faster and have more complex systems compare to the average general aviation single-engine aircrafts. Having a multi engine rating on your pilot license can be appealing for some airlines as protentional candidate but usually your first job will not require this. This add-on rating is relatively easy to achive and takes 10-15 hours of flying on one of the school’s twin-engine aircrafts. There is no theory test for this rating only a practical test with an FAA examiner. In the end of this course a multi-engine rating will be added to your pilot certificate, and you will be able to fly multi engine aircrafts.

Item	Price Per Unit (\$US)	Qty	Total Cost (\$US)
Instructed Flights	\$410	10	\$4,100
FAA Examiner	\$700	1	\$700
Exam Flight Time	\$350	2	\$700
Accommodation	\$20	15	\$300
Total Cost			\$5,800

“You have to think anyway, so why not think big?”

Donald Trump



Theory

The theory exams are simple and easy to pass. Learning materials are very cheap should not cost more \$100 per test. You can buy everything on line or in the school pilot shop.

Theory tests per course:

Course	Number of Tests	Number of Questions
Private Pilot	1	60
Instrument Rating	1	60
Commercial Pilot	1	100
Instructor Rating	2	100 30

There are 2 main options to study for the exams –

1. study book
2. computer base learning.

There are lots of suppliers that provide study support and learning materials, most of them will also guarantee a pass mark.

We found that Glaim Aviation www.gleimaviation.com is one of the best ways to learn.

The school also have 6 computer stations in our campus with the Glaim software available for free for our students, so you are welcome to use this option also.

We highly recommend that you will start your studying before your arrival, that way you start all your flight training with a good aeronautical knowledge and reduce the learning load scientifically. Ideally you should seat the exam before you start the flying component of each course.





Accommodation

WIFA operates few townhouses as accommodation solution for students. the accommodation includes rooms with 2-3 single beds with study areas for each tenant, full services kitchen including cooking and eating utensils, washing machine and dryer, 2-3 showers and toilets, fully furnished living room with cable TV and free WIFI, the houses are a 5-minute drive from the airport and the flight school. In addition, WIFA includes in this price a service car to each house for students use. All accommodations are located near shopping centers that include food stores, supermarkets, banks, post office, cellular services, and health services. Accommodation is also a very fun social experience when students enjoy social and professional encounters with other students. All of this at a minimal price of \$20 a day which makes your learning experience not only economical and efficient but also very enjoyable.





Arrival Options

The school Address: [7940 Airpark Road Hangar M, Gaithersburg, MD 20879, United States](#)

There are several ways to reach the school area from Australia -Sydney, Melbourne or Brisbane, with one stop on the way in Los-Angeles (LAX) or San Francisco (SFO).

1. Flights to Baltimore International Airport (BWI)
2. Flights to Dulles Washington International Airport (IAD)
3. Flights to New York (JFK) or Newark (EWR), and from there -
 - A transit flight to Ronald Reagan Washington National Airport (DCA), or
 - Train to Washington DC (3.5 hours and usually more expensive than a flight), or
 - A bus ride to Washington DC (3.4-4.5 hours costs between \$20 and \$50 a direction)

Whichever way you arrive to DC we will come to pick you up from the station, a 40-minute drive from your new home for the near future.





USA VISA

There are 2 main visa options to arrive to USA for Australian and New Zealand students.

1. Electronic System for Travel Authorization (ESTA)

valid up to 3 months - filling an on-line form, cost \$14 and you receive an email confirmation of the visa whitening days. The visa can be renewed indefinitely but only after exiting North America each time (can't be done from Canada, Mexico and the Caribbean). This is an excellent and simple option for those who come for specific short-term visits.

2. M1 Student visa

WIFA is approved FAA Part 141 flight school and approved by the Student and Exchange Visitor Program (SEVP) which allows its international students to apply for an M-1 student visa. The M1-Visa allows the holders to train for individual or multiple courses and does not impose any previous experience criteria. The visa will be issued by the United States Government for the time expected for the student to complete the course and may be re-issued for any additional training that may be required to complete the course. The M-1 Visa allows students to start their training for an initial 12 months and can then extend for a further 12 months to complete your training if required.

M1 VISA Application Process

- i. Fill in all the information on the school [application form](#), sign and mail it to oziflyer@hotmail.com along with the following documents:
 - Scanned copy of your passport
 - Bank statements that will allow WIFA to verify that the visa financial requirements are met. These statements must:
 - be written in English on bank letterhead
 - display the student's or sponsor's name as the owner of the account
 - be less than six months old; and
 - show a minimum of \$ 45,000.00 USD.
 - A receipt of a \$1,000 transfer. This amount consists of a \$150 non-refundable application fee + \$850 deposit towards your flight training. The deposit will be refunded in full if the visa application is denied. A \$500 refund will be provided if cancellation notification is received by WIFA up to two weeks prior to the planned start date. No refund will be provided afterwards.
- ii. Once admission and financial requirements are met, WIFA will create an initial SEVIS record, form I-20. This will be sent to you by a courier service. You will receive an I-20 form for yourself and for your dependents, if applicable. We will contact you if we are missing any



information required for issuing the I-20 form. Please monitor your email frequently to avoid delays.

- iii. Once you received the I-20 form, pay the SEVIS I-901 fee by visiting the following link:

<https://www.fmjfee.com>

Information on how to pay the SEVIS I-901 fee can be found here:

<https://studyinthestates.dhs.gov/i-901-sevis-fee-payment-tutorial>

You only need to pay the SEVIS I-901 fee for yourself, not for your dependents.

- iv. Make an appointment to apply for a student visa at the U.S. embassy/consulate in your home country. You may find a link to the U.S. embassies/consulates on this website:

<https://www.usembassy.gov>

Please note that the U.S. embassy/consulate (not WIFA) has the authority to make the final decision on granting the M-1 student visa.

- v. On the day of the interview, make sure to be at the embassy/consulate at least 20 minutes before your scheduled appointment. You will need to bring the following documents:

- The original I-20 form signed by a WIFA official.
- The financial documentation showing evidence of your ability to pay tuition and living expenses.
- A completed application form DS-160 (usually filled electronically on the embassy/consulate site when making the visa interview appointment. You must print the form and bring it with you to the interview). In some countries, you may be required to fill in forms DS-156 and DS-158, and possibly form DS-157. Please consult the U.S. embassy/consulate website in your home country for additional details.
- A passport valid for at least six months after the proposed date of entry into the U.S.
- One 2-inch-by-2-inch photo. Instructions for obtaining an appropriate photo can be found here:
- <https://travel.state.gov/content/visas/en/general/photos.html>
- A receipt showing that you paid the SEVIS I-901 visa application fee.

- vi. Should the consul approve the visa, you will usually be notified on the spot, and the passport will be mailed to you within a few days (depending on the local embassy/consulate regulations).



U.S. Transportation Security Administration (TSA)

As part of your application to fly in USA you will need to undergo a security threat assessment under the Alien Flight Student Program with the TSA (like the Aviation Security Identification Card - ASIC in Australia). the process is as follow

Step	What to do
1	Create an account www.flightschoolcandidates.gov
2	Select our Washington International Flight Academy (WIFA)
3	Click on the "Application Guide" Tab and follow the Steps
4	We will automatically receive a Flight Training Request from TSA once your on-line registration has been completed.
5	We will confirm your TSA Training Request electronically
6	You will receive an email from TSA Alien Flight Student Program once your request has been accepted by WIFA
7	Now log in at www.flightschoolcandidates.gov to pay the TSA fee of \$130. A green payment symbol will be shown right next to your training request.
8	Once TSA has processed your documents and information, you will receive an email with "Fingerprint Instructions". We will receive a copy of this email from TSA automatically.
9	Once you arrived we will take you to submit your fingerprints and submit them to NATA/TSA.
10	You will receive an email stating "Fingerprints received, Permission to initiate training" when your request will be processed. As soon as we receive this email, you have permission to start flight training.
11	The final step will be the message from TSA "Final approval". Now you will have 360 days to complete your flight training course. Your fingerprints may be stored at TSA for further flight training requests.

It's a very simple process but it's important to start it at the right timing as training must begin within 180 days from receiving the TSA "Final approval" email. 90-60 days before arrival should do the job.



Insurance

While the M-1 student visa does not have any insurance requirements set by the government, we strongly recommend that our international students have their own health insurance. The recommended minimum coverage required is:

- Medical benefits of at least \$50,000.00 per accident or illness.
- Repatriation of remains in the amount of \$7,500.00.
- Expenses associated with medical evacuation in the amount of \$10,000.00.
- A deductible not to exceed \$500 per accident or illness.

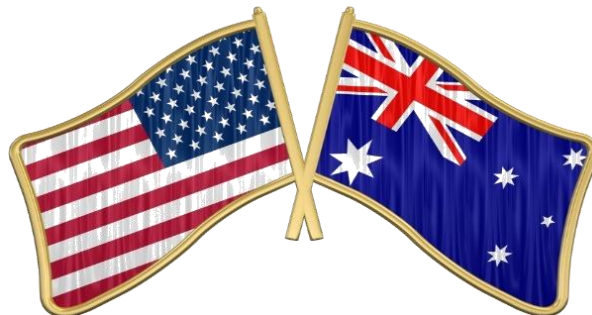


Conversion from an USA (FAA) License to an Australian (CASA) license

FAA Licenses	CASA Theory Exam	CASA Practical Test	Remarks
Private Pilot	Not required	Not required	Under the current regulation FAA private pilot will be adopted "as is" by CASA
Instrument Rating	1. IREX exam	Practical test with a CASA examiner	
Commercial Pilot	1. CPLA Overseas Conversion (COSA) 2. CPL Human Factors (CHUF)	Practical test with a CASA examiner	
Multi-engine	Not required	Not required	will be adopted "as is" by CASA
Instructor Rating	1. Instructor Rating conversion examination (PIRC)	Practical test with a CASA examiner	

Conversions can be done in any flight training provider in Australia and we will be happy to assist you find the right one for you as we are highly familiar with the Australian GA industry especially in the Sydney region.

When you get to the conversion stage you will be already a highly skilled pilot and the conversions should be very easy to manage, the hardest part will be to answer everyone how did you managed to get to be a multi-engine, instruments rated, commercial pilot and instructor so fast and in half the price then in Australia 😊.





Payment

There are no upfront payments! – you pay as you go.

Payments can be done using the following options:

- Bank deposit
- Credit Card
- Cash
- American Check (for those with an American account)

Every student receives a user account to our resource management system. Using this system, you will be able to manage and review your schedule, airplanes assign to your schedule, book aircrafts, review your account balance and activities transactions.

The screenshot displays the Washington International Flight Academy website. At the top, there is a navigation menu with options: Main page, WIFA Courses, Discovery Flights, International Students, WIFA Aircraft, Contact Us, and MEMBERS ONLINE SCHEDULING. Below the navigation, the 'WIFA COURSES' section features three buttons: PRIVATE PILOT LICENSE, INSTRUMENT RATING, and COMMERCIAL PILOT LICENSE. A red arrow points from the 'MEMBERS ONLINE SCHEDULING' menu item to the 'Online Scheduling And Pilot Information' section below.

The 'Online Scheduling And Pilot Information' section includes a header with the academy logo and title. Below the header, there are fields for 'Account Balance' and 'Email address', along with 'Logoff' and 'Tutorials' links. A 'Print' button is also present. A secondary navigation bar contains links for Account, Flights, Squawks, Resource Schedules, Instructor Schedules, My Schedules, Contact Update, and Preferences. Below this, there are 'Check Out' and 'Check In' buttons.

The main content area shows a scheduling grid for Thursday, 1/31/2019. The grid has columns for different aircraft types (AA1D, 2277T, 2464H, 1377U, 5157K, 5215E, 34HD, 9400L, 911AT, 2621Z, 758ES, 2172D, 80FT, 8445S, 1800H, 2180J, 305AT, 3) and rows for time slots from 07:00 to 11:00. The grid is populated with colored blocks representing flight assignments for various pilots, such as Blumberg, Slaven, Mora, Barillas, German, Farzan, Idin, Newman, Asaf, Denenberg, Thomas, Baptiste, Irvin, MAINT, Campaña, Richard, Shams, ISR, Omri, Theurer, Matthew, Bajaramo, Oscar, Ben Art, ISR, Tom, Campos, Brenes, Oscar, Mora, Barillas, Gilad, German, Zour, ISR, Bar, Klein, Yochanan, Parthi, ISR, Ben, Barnet, Yossef, Prasad, Balaji, Flight, Discovery, Dorel, ISR, Roey, Denenberg, Thomas, Flight, Discovery, Mora, Ben Art, ISR, Tom, and Jung.



Checklist

- Valid passport
- USA visa
- TSA
- Theory
- Flight Tickets
- Coordinate arrival schedule with the school representative
- Insurance
- Overseas payments arrangements.
- Fingerprints collections for TSA application - coordinate an appointment with the school representative
- Flight Standards District Offices (FSDO) - for those who already hold an Australia (CASA) pilot licenses, ask the school representative to schedule a meeting with the Baltimore FSDO to receive your Base On licences



Why Learn to Fly in the USA

Cost

Flying in the USA can be up to 50% cheaper than in Australia due the following reasons:

1. lower operational costs
2. lower fuel prices
3. shortened training schedules
4. Less “red tape”

Facilities

On the ground:

Ground servicing facilities called Fixed Base Operations (FBO) are top of the range. They serve all of the nation’s aviation industry and authorities, including the military, government agencies etc. most facilities are available 24/7 and offer fuelling, pilots lounge and resting rooms, restaurants and complimentary hot/cold drinks and beverages, service cars for close proximity trips for dining or shopping, planning and briefing rooms including computer and free internet/Wi-Fi.

In the Air:

Air Traffic Control (ATC) and navigational equipment like VOR's, VORTAC's and GPS are widely available across all the USA (unlike Australia) which makes your flight much safer and easier for planning and flying. ATC is available 24/7 and will be very helpful on request including providing "Flight Following" services that will give you additional safety measurement to your flights.

Stronger licenses

An FAA license is much more widely used, only in the USA there are over 600,00 active certificated pilots (compare to 30,000 in Australia) other than the USA there are countries that recognize or use FAA license as part of their aviation regulatory systems. The FAA is by far the most influential and leading aviation regulatory body in the world, especially since the scope of its activity spreads anywhere from gliders to space shuttle. In addition, all the USA aviation industries, manufacturing, research and development is based on the FAA's regulatory system, therefore most regulation and standards introduced by the FAA will eventually be adopted by the rest of the world sooner or later.



Work opportunities

In addition to all other advantages, more potential employers prefer an FAA licenced pilot, which allows you to fly in North America, South America, Asia, Oceania and the Middle East.

Easily maintained

The FAA in doing an effort to keep the sky safe but also to get people flying more, as part of this organization culture they design a system that allow pilot to self-maintain their licenses current without a periodic validity tests that creates more bureaucracy and additional expenses to the pilots. The FAA, in an effort to create safer skies and at the same time encourage more people to fly, has an organisational culture which allows pilots to self-maintain their licence currency, without periodic validity tests. To maintain your FAA licence, you need only perform a bi-annual flight review with a flight instructor. All other requirements can be completed privately.

Night Flying

In the USA, you can fly at night without additional training and licencing requirements, unlike Australia

Road Trips

The USA is one huge adventure, and when it comes to flying, it's as easy and inviting at it gets. You can literally drop your marker on the map and go, from the Grand Canyon to Niagara Falls, see the NYC skyline and the Golden Gate Bridge – all you need is a licence and a plane



Why Learn to Fly With WIFA

Accommodation and a Service Car

The price includes accommodation and access to a vehicle, which is a significant financial advantage over a long period of time. It would be difficult to find an option like this in the US, and ultimately, will save you a fortune!”

Schedule

WIFA Specializes in students with limited time frames (VISA, budget, return dates etc.), therefore all the school operations are built around achieving the specific requirements and flying goals of each student, and to optimize their training process according to their time frames. Everything will be done on a One on One mentoring programs like this support the student to achieve their goals within set time-frames.

One Stop Shop

An international and State institute (Maryland), the school understands that in order to attract overseas and interstate students, it recognises the need to provide a training environment which enables students to focus on their training without having to worry about everything else. This is why the school is built on the One Stop Shop model, which includes accommodation, service cars, self-study computerized stations, dispatch/reception, integrated aircraft maintenance services, classrooms and study rooms, test class, briefings rooms, restaurant, Red Bird flight simulator, free Wi-Fi, pilot shop, free parking, close to shopping centres and major cities. You literally don't need to bring anything except yourself (perhaps only your toothbrush and your favourite pillow).

Facilities and Resources

The school has state-of-the-art facilities. All accommodation facilities are fully furnished and equipped with dining and cooking facilities and appliances, and are maintained by an external maintenance company, including cleaning and repairs. All service vehicles are modern, the entire schedule and resource management system is web based user-friendly. The airport is equipped with top of range facilities including a terminal building with FBO, restaurant, pilot lounge and the school's main reception. The airport is active 24/7 and the runway and taxi ways equipped for day and night operation, as well as for most weather conditions. The school operates 26 modern and well-equipped aircraft that allows students to fly multiple times each day. The school operates its own integrated



aircraft maintenance service that allows a rapid response to maintenance issues and minimises any delays.

Weather

Weather is one of the most critical aspects when choosing your flight school. The average number of “flyable” days a year have a direct impact on the total cost and duration of your training. WIFA area have around 80%-90% flyable days a year with no extreme weather events in each season. It might be very cold in the winter, hot and humid in summer but if you up for it we definitely are.

Examiners

WIFA is working with multiple FAA examiners in the area, scheduling a test flight is easy and can be done with a few days’ notice as there is always an examiner available. So, don’t worry about weather delays, examiners availability, not feeling well on the day of the test, these can all be resolved in few days. And if for some reason the test doesn’t go well, you only need to complete the components which weren’t satisfactory- you do not need to do the entire test again! (like in Australia).

Social

The school has the character of a boarding school, which generates lots of social and professional interactions, gatherings and friendships among students, making their stay a much more enjoyable and memorable experience. This is one of the best attributes of the school.

Work opportunity

Students who complete their instructor rating with WIFA can stay and become a flight instructor as long as their visa is valid.

Once reaching 1450-hours flight time, most regional airlines will offer Australian citizens a pilot position (First Officer) under the E3 VISA which will pave the way for them into airlines all over the world”



Contact Us



zoom

Schedule a meeting today



oziflyer@hotmail.com



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