

How We Vet Every Flight

Our safety standards, on one page. Keep it, forward it, hold us to it.

When you charter, you are trusting an operator, an aircraft, and a crew you did not choose. The difference between a safe charter and a risky one comes down to **who did the vetting and how seriously**. We treat that as our most important job. Here is exactly what we check before any flight is confirmed.

1 Approved operators only

We book only operators with proper FAA Part 135 certification, a clean recent safety record, and third-party safety auditing (ARGUS, Wyvern, or IS-BAO).

2 Two-pilot, experienced crews

Every flight is flown by two qualified pilots who meet experience minimums for the aircraft, with recurrent training at facilities like FlightSafety and SIMCOM.

3 Insurance verified

We confirm each operator carries adequate liability coverage for the aircraft type before we ever put you on it. If an aircraft is under-insured, we tell you.

4 Re-vetted for every trip

Approval is not a one-time stamp. We re-check the specific aircraft, crew, and operator status for your trip, every time, before it is confirmed.

An audited safety network

ARGUS Certified

Wyvern Approved

IS-BAO

FAA Part 135

Stratos Jets Network

We never touch gray charter

Illegal charter, flown without proper certification, qualified crews, or insurance, can leave you with no coverage if something goes wrong. If a deal looks too cheap to be legitimate, there is usually a reason, and we will tell you.

FlightGuard on every flight

Vetting prevents problems. FlightGuard protects you if a covered mechanical disruption still happens: hotel, meals, and ground transfer are handled during the delay, and a replacement aircraft is sourced so a bad break does not become your problem to solve.

Five questions to ask anyone who books your flights

- ✓ Is every operator you use FAA Part 135 certificated, and can you show me?
- ✓ Does the operator hold a third-party safety rating such as ARGUS, Wyvern, or IS-BAO?
- ✓ Is the insurance verified for the specific aircraft I will be on?
- ✓ What are the crew's experience minimums in this aircraft type?
- ✓ If the aircraft breaks, who takes care of me and who pays for it?

We answer all five before you ask. That is the standard we hold every flight to.

- ✓ **Reviewed by a pilot, not just a broker.** Scott Wallace is an airline captain and certificated flight instructor. Every trip the agency arranges is reviewed with a working pilot's eye for the operator, the aircraft, and the plan.