

Salary Study 2012



Overall in 2012 there were top compensation gains of up to 2.5% for pilots flying large intercontinental range corporate jets. Pilots flying smaller bizjets received lesser gains or even flat paychecks. Energy-related industries, pharmaceuticals, other medical oriented flying including EMS and government-related ops such as reconnaissance and law enforcement showed increases. Helicopter use is expanding with better-paying pilot opportunities.

Pro Pilot Staff Report **Numerical data compiled by** **ABCO Data Systems, Vienna VA**

OEMs continue to offer a plethora of new business jets, turboprops and helicopters as shown in this static display of 60 aircraft presented to prospective buyers at EBACE 2012 at Geneva.

As we bring our collected findings to the pages of this Jun 2012 *Pro Pilot* we note this is the 40th anniversary edition of *Pro Pilot's Salary Study*. Over the years we've developed a system of sending out and sifting through returned survey forms plus contacting various flight departments. We are convinced that this formula of survey results and operator research gives us the industry's most accurate picture of pilot salaries.

This 2012 report reflects the effects of a worldwide recession that continues to hold down corporate pilot compensation in most Part 91 and 135 operations as well as 121 airline ops. With the exception of some new worldwide intercontinental aircraft acquisitions in the US and BRIC countries (Brazil, Russia, India and China), aircraft manufacturers of midsize, light jets and turboprops are having difficulty selling their products in sizable numbers.

Hence pilot opportunities are not growing and we see salary increases of only 2.0–2.5% for long-range intercontinental business jet pilot salaries and a cascading lower group of salaries as we move into the supermidsize, midsize, light jets and turboprops. We have some exceptions in certain areas—namely energy companies, governmental and EMS—but they are not the rule. Therefore, we stand by our results and our 2012 salary curves.

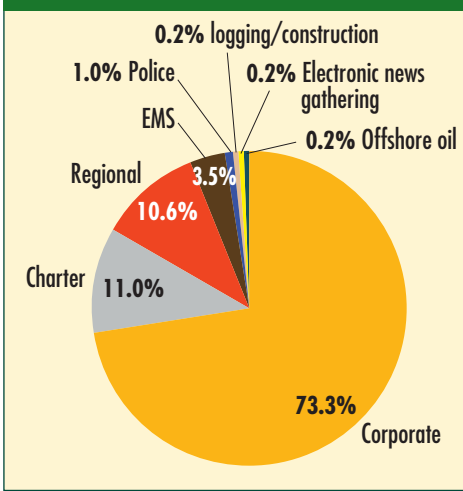
Operating turbine-powered business aircraft is not for everyone. Acquisition costs are high and DOCs are expensive. Operators need to have a clear picture of how the aircraft will benefit their business in bringing sellers and buyers together or in other ways saving time, the most precious commodity that private aircraft use offers.

We do see that some new buyers both in the US and other countries are finding the advantages of business aircraft use compelling and

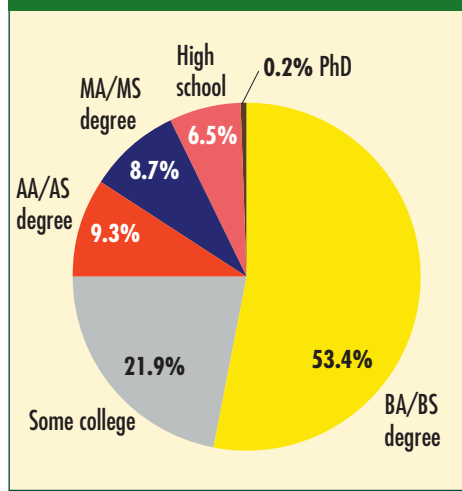
those are the areas where we see opportunities for more pilot employment. The energy industry, especially offshore oil exploration and rig supply, has become a big buyer of both fixed and rotary-wing aircraft. Airborne law enforcement along with reconnaissance and surveillance are generating aircraft purchasing, again both airplanes and helicopters. Commercial-off-the-shelf (COTS) use of business aircraft for government use has expanded and will continue to do so. Pilot pay in these areas is moving ahead into positive territory.

As we forecast the future we do see a coming upturn in sales and use of business aircraft filtering down to the supermidsize, midsize, light jets and turboprops. Helicopters and hybrid V/STOL machines will also increase in use. Taking a nod from the successful global business leaders who are making corporate aircraft use pay off, we predict an increasing use of some of the inven-

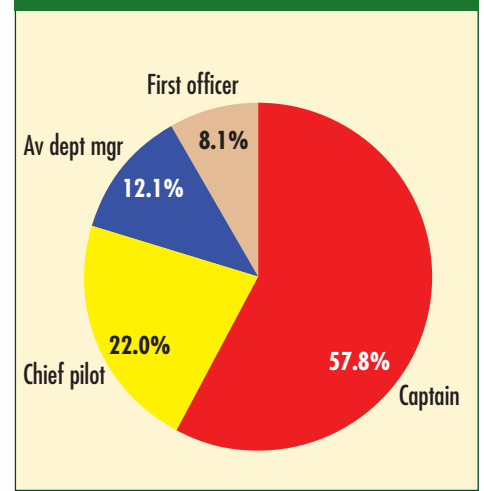
Responses by use of aircraft



Responses by level of education



Responses by position



tive new models being offered by various manufacturers. And get your helicopter license if you can because rotary-wing use continues to burgeon as can be seen by growing sales with the helicopter manufacturers.

Also, look to become more than only a pilot in your organization by improving the educational plaudits of your resume with additional management skills.

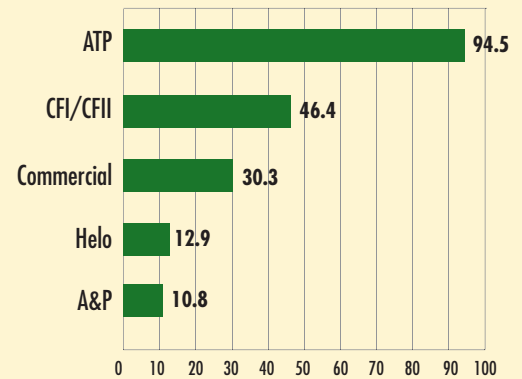
None of us became pilots because of the chance to become rich. The sky called us and we always had some difficulty explaining that to loved ones who had not been bitten by the flying bug. All those hours of training, those careful log entries, going for the advanced licenses and type ratings. And yes, we know about your furloughs as well. Here at *Pro Pilot* we understand. We provide you with the numbers we've collected and hope you find our

results of benefit in your quest to move up the economic ladder.

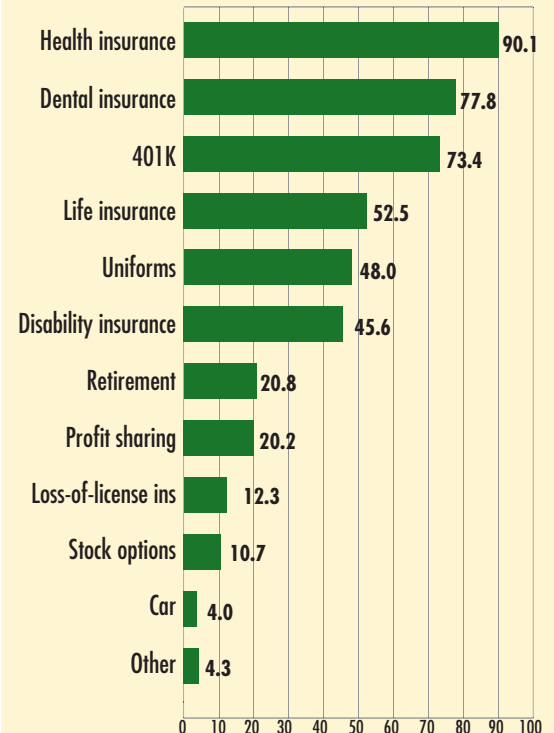
As you review the salaries that follow remember that we average out a group of pilots who are within our measured standards. What we show as low, median and high are averages and the salaries we publish don't apply to pilots who fly for celebrities or other superachievers.

We appreciate receiving your comments and in that regard some readers have asked us why we did not move our curve to reflect either their very high or very low salaries. Remember that geographical areas, cross training, additional duties, management responsibilities, extra type ratings, a lot of hours and years of seniority all add up to make a difference when looking at these recorded salary figures. What we give you are basic figures in US dollars without bonuses, overtime, other benefits and before taxes. □

Responses by licenses held %



Responses by company benefits %



Methodology

This is the 40th year that we have conducted our *Pro Pilot* Salary Study by aircraft type, matching compensation to specific fixed and rotary-wing aircraft models. During Mar 2012 a targeted mailing of 6730 survey forms was sent out to a random selection of qualified *Pro Pilot* subscribers. A total of 1382 forms, representing a 20.5% return, came back by the May 14 cutoff date.

After review a total of 1031 survey forms were accepted as being properly filled out by qualified respondents.

A total of 351 forms were disqualified due to errors, inconsistencies, lateness and also some came from part-time or contract pilots.

ABCO Data Systems of Vienna VA performed the required independent data analysis. Each form was reviewed carefully to ensure reliability of data. *Pro Pilot* also received and compared salaries provided by various corporate flight departments, pilot placement agencies and such activities as FAPA.aero, scheduled airlines and the US Government. □

2012 US Salary Study



An aviation dept mgr controlling flight ops of Gulfstream G550 aircraft in a US Part 91 company fleet can earn an annual high of \$259,000, an average of \$198,000 or a low of \$142,000. A chief pilot flying this aircraft can aspire to a high of \$214,000, average \$177,000, low \$130,000.

Corporate jet			
	Average	Low	High
Aviation dept mgr			
Heavy intl jets			
Airbus ACJ318/319	195,000	148,000	265,000
Boeing 727	179,000	122,000	201,000
Boeing 737/BBJ	194,000	145,000	257,000
Challenger 600/601	168,000	114,000	236,000
Challenger 604/605	178,000	119,000	240,000
Falcon 7X	185,000	126,000	251,000
Falcon 900/900EX	181,000	124,000	245,000
Global Express/Global 5000	194,000	140,000	258,000
Gulfstream IV/G450	184,000	131,000	243,000
Gulfstream V/G550	198,000	142,000	259,000
Large jets			
Falcon 2000/2000EX	161,000	123,000	217,000
Gulfstream II	126,000	110,000	172,000
Gulfstream III	145,000	123,000	180,000
Supermidsize jets			
Challenger 300	147,000	125,000	166,000
Citation X	158,000	125,000	215,000
Embraer Legacy	135,000	112,000	155,000
Falcon 50/50EX	151,000	104,000	208,000
Gulfstream G200/Galaxy	133,000	109,000	153,000
Hawker 4000 (Horizon)	145,000	124,000	165,000
Midsized jets			
Citation III/VI/VII	119,000	88,000	145,000
Citation Excel	114,000	95,000	141,000
Citation Sovereign	123,000	92,000	152,000
Falcon 20/200	104,000	83,000	133,000
Gulfstream G100/G150/Astra	114,000	91,000	144,000
Hawker 600/700	101,000	81,000	135,000
Hawker 800/800XP/1000	124,000	89,000	164,000
Hawker 850/850XP/900/900XP	134,000	97,000	172,000
Learjet 35/36	89,000	78,000	112,000
Learjet 40/40XR/45/45XR	110,000	87,000	136,000
Learjet 55/60	118,000	90,000	153,000
Westwind I/II	86,000	75,000	103,000
Light jets			
Beechjet 400/Hawker 400XP	97,000	75,000	128,000
Citation I	72,000	62,000	92,000
CitationJet/CJ1/CJ2	91,000	68,000	124,000
Citation II/SII/Bravo/CJ3/CJ4	97,000	72,000	134,000
Citation V/Ultra/Encore	107,000	79,000	137,000
Falcon 10/100	88,000	68,000	108,000
Learjet 24/25/28	75,000	67,000	91,000
Learjet 31/31A	87,000	78,000	109,000
Premier I	93,000	73,000	124,000
Sabreliner 40/60/65	74,000	62,000	94,000

	Average	Low	High
Chief pilot			
Heavy intl jets			
Airbus ACJ318/319	185,000	134,000	209,000
Boeing 727	157,000	114,000	165,000
Boeing 737/BBJ	186,000	134,000	208,000
Challenger 600/601	129,000	105,000	162,000
Challenger 604/605	151,000	108,000	190,000
Falcon 7X	162,000	118,000	194,000
Falcon 900/900EX	157,000	115,000	190,000
Global Express/Global 5000	175,000	130,000	212,000
Gulfstream IV/G450	157,000	113,000	209,000
Gulfstream V/G550	177,000	130,000	214,000
Large jets			
Falcon 2000/2000EX	138,000	106,000	174,000
Gulfstream II	112,000	92,000	137,000
Gulfstream III	126,000	97,000	161,000
Supermidsize jets			
Challenger 300	125,000	97,000	151,000
Citation X	131,000	105,000	166,000
Embraer Legacy	122,000	93,000	145,000
Falcon 50/50EX	124,000	97,000	163,000
Gulfstream G200/Galaxy	120,000	92,000	144,000
Hawker 4000 (Horizon)	125,000	97,000	151,000
Midsized jets			
Citation III/VI/VII	100,000	76,000	130,000
Citation Excel	100,000	70,000	130,000
Citation Sovereign	109,000	82,000	136,000
Falcon 20/200	93,000	70,000	121,000
Gulfstream G100/G150/Astra	103,000	79,000	128,000
Hawker 600/700	92,000	70,000	119,000
Hawker 800/800XP/1000	110,000	82,000	135,000
Hawker 850/850XP/900/900XP	118,000	86,000	141,000
Learjet 35/36	84,000	68,000	104,000
Learjet 40/40XR/45/45XR	100,000	76,000	121,000
Learjet 55/60	104,000	80,000	128,000
Westwind I/II	77,000	62,000	99,000
Light jets			
Beechjet 400/Hawker 400XP	89,000	64,000	117,000
Citation I	65,000	51,000	89,000
CitationJet/CJ1/CJ2	80,000	60,000	112,000
Citation II/SII/Bravo/CJ3/CJ4	90,000	63,000	125,000
Citation V/Ultra/Encore	94,000	64,000	127,000
Citation Mustang	68,000	61,000	110,000
Embraer Phenom 100/300	68,000	61,000	110,000
Falcon 10/100	78,000	60,000	104,000
Learjet 24/25/28	72,000	55,000	88,000
Learjet 31/31A	81,000	60,000	100,000
Premier I	78,000	62,000	105,000
Sabreliner 40/60/65	70,000	53,000	85,000

Dassault Falcon 7X captains can hit a high of \$171,000, average \$133,000, low \$101,000. First officers or copilots in the 7X can earn a high of \$104,000, average \$91,000 and the low is \$76,000.



	Average	Low	High
Captain			
Heavy intl jets			
Airbus ACJ318/319	145,000	127,000	180,000
Boeing 727	124,000	102,000	145,000
Boeing 737/BBJ	145,000	127,000	175,000
Challenger 600/601	118,000	89,000	148,000
Challenger 604/605	125,000	97,000	164,000
Falcon 7X	133,000	101,000	171,000
Falcon 900/900EX	129,000	98,000	170,000
Global Express/Global 5000	146,000	108,000	191,000
Gulfstream IV/G450	134,000	99,000	167,000
Gulfstream V/G550	145,000	113,000	182,000
Large jets			
Falcon 2000/2000EX	117,000	88,000	154,000
Gulfstream II	101,000	75,000	124,000
Gulfstream III	115,000	89,000	143,000
Supermidsize jets			
Challenger 300	107,000	84,000	131,000
Citation X	109,000	83,000	144,000
Embraer Legacy	102,000	78,000	126,000
Falcon 50/50EX	104,000	79,000	142,000
Gulfstream G200/Galaxy	103,000	80,000	128,000
Hawker 4000 (Horizon)	107,000	82,000	130,000
Midsized jets			
Citation III/VI/VII	90,000	72,000	111,000
Citation Excel	86,000	66,000	109,000
Citation Sovereign	95,000	75,000	114,000
Falcon 20/200	78,000	58,000	104,000
Gulfstream G100/G150/Astra	92,000	73,000	115,000
Hawker 600/700	84,000	64,000	106,000
Hawker 800/800XP/1000	97,000	75,000	125,000
Hawker 850/850XP/900/900XP	102,000	81,000	128,000
Learjet 35/36	77,000	60,000	100,000
Learjet 40/40XR/45/45XR	93,000	72,000	110,000
Learjet 55/60	94,000	76,000	117,000
Westwind I/II	71,000	55,000	87,000
Light jets			
Beechjet 400/Hawker 400XP	74,000	58,000	101,000
Citation I	51,000	46,000	64,000
CitationJet/CJ1/CJ2	67,000	55,000	87,000
Citation II/SII/Bravo/CJ3/CJ4	76,000	57,000	100,000
Citation V/Ultra/Encore	80,000	59,000	104,000
Citation Mustang	64,000	54,000	82,000
Embraer Phenom 100/300	64,000	55,000	83,000
Falcon 10/100	63,000	52,000	82,000
Learjet 24/25/28	60,000	49,000	78,000
Learjet 31/31A	70,000	54,000	89,000
Premier I	66,000	54,000	85,000
Sabreliner 40/60/65	56,000	44,000	78,000

	Average	Low	High
First officer/copilot			
Heavy intl jets			
Airbus ACJ318/319	92,000	76,000	108,000
Boeing 727	86,000	69,000	96,000
Boeing 737/BBJ	92,000	77,000	111,000
Challenger 600/601	76,000	68,000	88,000
Challenger 604/605	84,000	74,000	97,000
Falcon 7X	91,000	76,000	104,000
Falcon 900/900EX	90,000	75,000	103,000
Global Express/Global 5000	92,000	77,000	105,000
Gulfstream IV/G450	89,000	75,000	100,000
Gulfstream V/G550	92,000	77,000	109,000
Large jets			
Falcon 2000/2000EX	81,000	65,000	93,000
Gulfstream II	66,000	56,000	83,000
Gulfstream III	77,000	63,000	87,000
Supermidsize jets			
Challenger 300	73,000	58,000	83,000
Citation X	78,000	64,000	89,000
Embraer Legacy	68,000	53,000	80,000
Falcon 50/50EX	74,000	56,000	85,000
Gulfstream G200/Galaxy	67,000	52,000	80,000
Hawker 4000 (Horizon)	73,000	58,000	83,000
Midsized jets			
Citation III/VI/VII	58,000	49,000	73,000
Citation Excel	56,000	46,000	63,000
Citation Sovereign	62,000	52,000	78,000
Falcon 20/200	51,000	40,000	63,000
Gulfstream G100/G150/Astra	57,000	48,000	71,000
Hawker 600/700	54,000	38,000	62,000
Hawker 800/800XP/1000	63,000	52,000	76,000
Hawker 850/850XP/900/900XP	67,000	53,000	79,000
Learjet 35/36	50,000	39,000	58,000
Learjet 40/40XR/45/45XR	58,000	48,000	67,000
Learjet 55/60	60,000	51,000	71,000
Westwind I/II	45,000	34,000	54,000
Light jets			
Beechjet 400/Hawker 400XP	48,000	42,000	57,000
Citation I	35,000	32,000	47,000
CitationJet/CJ1/CJ2	45,000	37,000	52,000
Citation II/SII/Bravo/CJ3/CJ4	49,000	42,000	55,000
Citation V/Ultra/Encore	50,000	41,000	57,000
Falcon 10/100	40,000	36,000	49,000
Learjet 24/25/28	39,000	34,000	48,000
Learjet 31/31A	46,000	38,000	54,000
Premier I	42,000	36,000	52,000
Sabreliner 40/60/65	35,000	32,000	45,000



King Air 350 av dept mgrs can be paid an annual salary of \$101,000 as the high, average \$84,000 or low of \$68,000. Captains can expect a yearly amount of \$86,000 as the high, \$70,000 on average and \$52,000 as the low.



Sikorsky S76 chief pilots can make \$158,000 as the high annual salary, average \$119,000 and a low of \$103,000. A captain flying the S76 can reach \$148,000 as tops, \$112,000 on average and \$97,000 as an annual low.

Corporate turboprop

Aviation dept mgr	Average	Low	High
Caravan	55,000	47,000	74,000
Cheyenne II/III	62,000	50,000	80,000
Conquest II	63,000	53,000	80,000
Gulfstream I	65,000	57,000	84,000
King Air 90/100	73,000	58,000	94,000
King Air 200	81,000	64,000	97,000
King Air 300/350	84,000	68,000	101,000
Malibu Meridian	59,000	52,000	82,000
Merlin II/III/IV	65,000	47,000	78,000
Mitsubishi MU2	59,000	46,000	76,000
Piaggio P180 Avanti	75,000	63,000	92,000
Pilatus PC12	75,000	62,000	90,000
TBM700/850	65,000	56,000	80,000
Turbo Commander	65,000	56,000	81,000

Chief pilot

Caravan	52,000	44,000	68,000
Cheyenne II/III	56,000	45,000	73,000
Conquest II	60,000	49,000	75,000
Gulfstream I	62,000	52,000	77,000
King Air 90/100	66,000	49,000	84,000
King Air 200	73,000	53,000	90,000
King Air 300/350	78,000	56,000	94,000
Malibu Meridian	51,000	47,000	65,000
Merlin II/III/IV	57,000	43,000	67,000
Mitsubishi MU2	54,000	43,000	71,000
Piaggio P180 Avanti	70,000	58,000	88,000
Pilatus PC12	67,000	53,000	86,000
TBM700/850	59,000	52,000	77,000
Turbo Commander	57,000	53,000	76,000

Captain

Beechcraft 1900	65,000	49,000	80,000
Caravan	50,000	40,000	63,000
Cheyenne II/III	52,000	41,000	69,000
Conquest II	55,000	46,000	71,000
Gulfstream I	59,000	48,000	73,000
King Air 90/100	61,000	46,000	76,000
King Air 200	67,000	49,000	82,000
King Air 300/350	70,000	52,000	86,000
Malibu Meridian	46,000	43,000	61,000
Merlin II/III/IV	52,000	40,000	64,000
Mitsubishi MU2	51,000	41,000	66,000
Piaggio P180 Avanti	67,000	51,000	77,000
Pilatus PC12	59,000	48,000	75,000
TBM700/850	54,000	49,000	66,000
Turbo Commander	54,000	49,000	68,000

Corporate helicopter

Aviation dept mgr	Average	Low	High
Agusta A109	86,000	71,000	104,000
AgustaWestland AW139	122,000	103,000	131,000
Bell 206/206L/A119 Koala	77,000	65,000	97,000
Bell 212/222/230	82,000	67,000	98,000
Bell 407/EC130	84,000	73,000	98,000
Bell 412/430	85,000	73,000	103,000
Bell 429	90,000	79,000	119,000
Eurocopter AS350/EC120	78,000	69,000	95,000
Eurocopter AS355/EC135	80,000	70,000	98,000
Eurocopter AS365/EC155	105,000	94,000	140,000
Eurocopter EC145	91,000	80,000	119,000
MD500/900 series	79,000	64,000	98,000
Sikorsky S76	125,000	106,000	170,000
Sikorsky S92	129,000	116,000	184,000

Chief pilot

Agusta A109	82,000	66,000	95,000
AgustaWestland AW139	112,000	96,000	117,000
Bell 206/206L/A119 Koala	73,000	57,000	90,000
Bell 212/222/230	77,000	62,000	86,000
Bell 407/EC130	80,000	69,000	94,000
Bell 412/430	82,000	67,000	96,000
Bell 429	86,000	73,000	110,000
Eurocopter AS350/EC120	73,000	59,000	89,000
Eurocopter AS355/EC135	76,000	60,000	93,000
Eurocopter AS365/EC155	102,000	86,000	130,000
Eurocopter EC145	88,000	74,000	110,000
MD500/900 series	76,000	57,000	89,000
Sikorsky S76	119,000	103,000	158,000
Sikorsky S92	123,000	108,000	170,000

Captain

Agusta A109	78,000	62,000	91,000
AgustaWestland AW139	101,000	93,000	106,000
Bell 206/206L/A119 Koala	68,000	52,000	80,000
Bell 212/222/230	74,000	58,000	83,000
Bell 407/EC130	74,000	60,000	85,000
Bell 412/430	75,000	63,000	92,000
Bell 429	84,000	65,000	105,000
Eurocopter AS350/EC120	69,000	54,000	82,000
Eurocopter AS355/EC135	71,000	57,000	87,000
Eurocopter AS365/EC155	99,000	80,000	120,000
Eurocopter EC145	85,000	65,000	105,000
MD500/900 series	73,000	52,000	82,000
Sikorsky S76	112,000	97,000	148,000
Sikorsky S92	115,000	103,000	155,000

Charter jet

Captain	Average	Low	High
Heavy intl jets and large jets			
Airbus ACJ319	137,000	110,000	153,000
Boeing 737/BBJ	137,000	110,000	153,000
Boeing 757/767	139,000	111,000	154,000
Challenger 600/601	98,000	87,000	119,000
Challenger 604/605	109,000	95,000	129,000
Falcon 900/900EX	117,000	98,000	139,000
Falcon 2000/2000EX	113,000	89,000	128,000
Global Express/Global 5000	128,000	102,000	143,000
Gulfstream II	97,000	73,000	122,000
Gulfstream III	107,000	82,000	125,000
Gulfstream IV/G450	123,000	100,000	144,000
Gulfstream V/G550	137,000	107,000	153,000

Supermidsize and midsize jets

Challenger 300	103,000	80,000	124,000
Citation III/VI/VII	88,000	68,000	100,000
Citation Excel	79,000	63,000	92,000
Citation Sovereign	90,000	69,000	102,000
Citation X	104,000	80,000	126,000
Embraer Legacy	90,000	75,000	99,000
Falcon 50/50EX	100,000	77,000	116,000
Gulfstream G100/G150/Astra	86,000	67,000	101,000
Gulfstream G200/Galaxy	95,000	76,000	116,000
Hawker 600/700	71,000	58,000	89,000
Hawker 800/800XP/1000	89,000	71,000	110,000
Hawker 850/850XP/900/900XP	94,000	72,000	112,000
Hawker 4000 (Horizon)	103,000	80,000	124,000
Learjet 35/36	72,000	58,000	90,000
Learjet 40/40XR/45/45XR	75,000	63,000	92,000
Learjet 55/60	84,000	69,000	108,000

Light jets

Beechjet 400/Hawker 400XP	70,000	54,000	90,000
CitationJet/CJ1/CJ2	64,000	51,000	77,000
Citation Bravo/CJ3/CJ4	66,000	52,000	80,000
Citation V/Ultra/Encore	69,000	53,000	87,000
Citation Mustang	64,000	52,000	76,000
Embraer Phenom 100/300	64,000	52,000	77,000
Learjet 24/25	54,000	46,000	62,000
Learjet 31/31A	63,000	52,000	67,000
Premier I	64,000	52,000	76,000

First officer/copilot

Heavy intl and large jets

Airbus ACJ319	80,000	61,000	103,000
Boeing 737/BBJ	80,000	61,000	103,000
Boeing 757/767	80,000	61,000	103,000
Challenger 600/601	72,000	56,000	84,000
Challenger 604/605	74,000	59,000	88,000
Falcon 900/900EX	80,000	61,000	96,000
Falcon 2000/2000EX	77,000	60,000	90,000
Global Express/Global 5000	80,000	61,000	99,000
Gulfstream II	55,000	49,000	68,000
Gulfstream III	61,000	53,000	79,000
Gulfstream IV/G450	77,000	58,000	90,000
Gulfstream V/G550	80,000	61,000	103,000



Citation X captains flying for Part 135 charter ops can aspire to a high annual stipend of \$126,000, average \$104,000 or earn a low of \$80,000. Copilots/FOs in the Citation X can earn a top salary of \$87,000, average \$75,000 and the low is \$58,000.

	Average	Low	High
Supermidsize and midsize jets			
Challenger 300	59,000	49,000	80,000
Citation III/VI/VII	55,000	45,000	68,000
Citation Excel	53,000	42,000	58,000
Citation Sovereign	57,000	48,000	75,000
Citation X	75,000	58,000	87,000
Embraer Legacy	57,000	49,000	64,000
Falcon 50/50EX	72,000	54,000	83,000
Gulfstream G100/G150/Astra	55,000	46,000	71,000
Gulfstream G200/Galaxy	59,000	48,000	76,000
Hawker 600/700	51,000	36,000	59,000
Hawker 800/800XP/1000	60,000	47,000	75,000
Hawker 850/850XP/900/900XP	61,000	50,000	76,000
Hawker 4000 (Horizon)	59,000	49,000	80,000
Learjet 35/36	47,000	38,000	56,000
Learjet 40/40XR/45/45XR	49,000	42,000	58,000
Learjet 55/60	55,000	50,000	72,000
Light jets			
Beechjet 400/Hawker 400XP	45,000	38,000	55,000
CitationJet/CJ1/CJ2	44,000	35,000	48,000
Citation Bravo/CJ3/CJ4	45,000	38,000	52,000
Citation V/Ultra/Encore	47,000	39,000	54,000
Learjet 24/25	36,000	30,000	43,000
Learjet 31/31A	42,000	32,000	49,000
Premier I	38,000	31,000	49,000

Charter turboprop

Captain

Caravan/Conquest	47,000	39,000	59,000
King Air 90/100	53,000	45,000	68,000
King Air 200	58,000	47,000	72,000
King Air 300/350	61,000	50,000	76,000
Piaggio P180 Avanti	55,000	46,000	68,000
Pilatus PC12	53,000	45,000	67,000

First officer/copilot

King Air 90/100	36,000	32,000	53,000
King Air 200	39,000	35,000	54,000
King Air 300/350	43,000	36,000	56,000



AgustaWestland A109 charter helicopter captains will earn annual salaries that go up to \$82,000 as the high, \$67,000 on average or low of \$53,000.



Regional pilots flying as Part 121 captains on Bombardier CRJ900s may be paid as much as \$129,000 as the high, average \$104,000 and the low is \$79,000. First officers on this aircraft can aspire to \$70,000 as the high, \$50,000 average and \$38,000 the low.

Photo by Phil Rose

Charter helicopter			
	Average	Low	High
Captain			
Agusta A109	67,000	53,000	82,000
Bell 206/206L	62,000	51,000	79,000
Bell 230	64,000	57,000	82,000
Bell 407	66,000	58,000	82,000
Bell 412/430	68,000	62,000	84,000
Bell 429	74,000	61,000	94,000
Eurocopter AS350/EC120	61,000	53,000	79,000
Eurocopter AS355/EC135	65,000	56,000	83,000
Eurocopter AS365/EC155	78,000	68,000	97,000
Eurocopter EC145	75,000	61,000	95,000
MD500/900 series	61,000	49,000	79,000
Sikorsky S76	97,000	88,000	129,000
First officer/copilot			
Eurocopter AS365/EC155	55,000	45,000	69,000
Sikorsky S76	61,000	49,000	79,000

Regional jet			
	Average	Low	High
Captain			
Bombardier CRJ100/200	85,000	60,000	118,000
Bombardier CRJ700	101,000	69,000	125,000
Bombardier CRJ900	104,000	79,000	129,000
Embraer ERJ135	83,000	57,000	97,000
Embraer ERJ140/145	88,000	64,000	119,000
Embraer 170/175	100,000	70,000	125,000
Embraer 190/195	104,000	78,000	129,000
First officer			
Bombardier CRJ100/200	40,000	27,000	60,000
Bombardier CRJ700	46,000	35,000	65,000
Bombardier CRJ900	50,000	38,000	70,000
Embraer ERJ135	40,000	27,000	60,000
Embraer ERJ140/145	42,000	31,000	64,000
Embraer 170/175	46,000	35,000	66,000
Embraer 190/195	50,000	38,000	70,000



Regional airline turboprop captains in the left seat of a Bombardier Dash 8-Q400 can hope to be paid a high salary of \$101,000, average \$87,000 and the low annual figure is \$69,000. First officers on the Q400 can aspire to \$57,000 as a top right-seat salary, average \$44,000 and the low is \$32,000.

Regional turboprop			
	Average	Low	High
Captain			
ATR72	78,000	62,000	89,000
Beech 1900C/D	46,000	38,000	63,000
DHC Dash 8-100/200/300	71,000	48,000	92,000
DHC Dash 8-Q400	87,000	69,000	101,000
Saab 340	59,000	43,000	82,000
First officer			
ATR72	42,000	30,000	57,000
Beech 1900C/D	31,000	25,000	41,000
DHC Dash 8-100/200/300	41,000	29,000	54,000
DHC Dash 8-Q400	44,000	32,000	57,000
Saab 340	39,000	29,000	47,000

Photo by Phil Rose

2012 Major US Airline Pay Survey provided by
 FAPA.aero, Florence AL. 1-800-JET-JOBS
 Courtesy of Pres Louis Smith.



In a Part 121 major airline such as JetBlue a senior captain flying the Airbus A320 can expect to receive an annual salary of \$152,352.



Major US airline jet

Annual pay based on 80 hrs per month and size of aircraft flown.

Airline	1st year FO or FE smallest		5th year FO medium		10th year Capt smallest		Max Capt largest	
AIRTRAN	\$41,040	B717/B737	\$87,370	B717/B737	\$148,858	B717/B737	\$156,691	B717/B737
ALASKA	\$45,847	B737	\$100,345	B737	\$167,052	B737	\$173,173	B737
AMERICAN	\$33,955	MD80	\$98,018	B757	\$152,458	MD80	\$200,669	B777
CONTINENTAL	\$29,933	B737	\$91,027	B757	\$141,466	B737	\$185,424	B777
DELTA	\$56,240	DC9	\$109,275	B757	\$154,183	DC9	\$216,723	B747
FEDEX	\$58,725	B727	\$123,041	B727	\$198,224	B727	\$242,893	MD11/A300/A310
JETBLUE	\$45,120	EMB190	\$87,888	A320	\$133,709	EMB190	\$152,352	A320
SOUTHWEST	\$54,720	B737	\$123,619	B737	\$201,427	B737	\$205,872	B737
UNITED	\$31,622	A320/B737	\$93,034	B757/B767	\$129,898	A320/B737	\$184,118	B777/B747
UPS	\$33,946	All	\$128,698	All	\$217,939	All	\$227,674	All
US AIRWAYS	\$39,571	EMB190	\$83,136	B757/B767	\$90,950	EMB190	\$153,178	A330
AVERAGE	\$42,793		\$102,314		\$157,833		\$190,797	

Note:

Pay shown is based on 960 credit hours per year.

Pilots for all carriers can earn considerably more with intl overrides, overtime, special credits and per diem.

AirTran and Southwest pilots merged seniority and now AirTran pilots will receive pay parity in 2014.

Former Continental and United pilots are under separate pay scales and seniority lists.

Delta (at press time) had tentative agreement with its pilots to achieve an end rate pay increase of 19.7% through 01-01-2015.

US Airways pilots are paid under 2 separate union contracts—former America West (West) and former US Airways (East).

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Monthly military basic rates of pay

Effective Jan 1, 2012

Cumulative years of service. Commissioned officers.

Pay	Cumulative years of service. Commissioned officers.														
years	<2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
grade															
0-10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15647.10	15723.30	16050.60	16620.00
0-9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13685.10	13882.50	14167.20	14664.00
0-8	9683.10	10000.20	10210.80	10269.60	10532.40	10971.00	11073.30	11489.70	11609.10	11968.20	12487.80	12966.60	13286.40	13286.40	13286.40
0-7	8045.70	8419.80	8592.60	8730.00	8979.00	9225.00	9509.40	9792.90	10077.30	10971.00	11725.50	11725.50	11725.50	11725.50	11785.20
0-6	5963.40	6551.70	6981.30	6981.30	7008.00	7308.60	7348.20	7348.20	7765.80	8504.10	8937.60	9370.50	9617.10	9866.70	10350.60
0-5	4971.30	5600.40	5988.00	6061.20	6303.00	6447.60	6765.90	6999.30	7301.10	7763.10	7982.40	8199.30	8446.20	8446.20	8446.20
0-4	4289.40	4965.60	5296.80	5370.60	5678.10	6007.80	6418.50	6738.30	6960.60	7088.10	7161.90	7161.90	7161.90	7161.90	7161.90
0-3	3771.30	4275.30	4614.60	5031.00	5271.90	5536.50	5707.80	5988.90	6135.60	6135.60	6135.60	6135.60	6135.60	6135.60	6135.60
0-2	3258.60	3711.30	4274.40	4418.70	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60	4509.60
0-1	2828.40	2943.90	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60	3558.60

Data published by the Office of the Under Secretary of Defense, Personnel & Readiness



Police helicopter captains flying the Bell 430 can earn top salaries of \$105,000 annually, average \$95,000 and the low is \$80,000.



EMS captains flying the Eurocopter EC145 can expect annual paychecks reaching \$96,000, average \$76,000 and a low of \$63,000.

Police helicopter

	Average	Low	High
Captain			
Bell 412/430	95,000	80,000	105,000
Bell 206/207/OH58	83,000	64,000	99,000
Bell 212	86,000	69,000	100,000
Bell 407/EC130	84,000	66,000	98,000
Eurocopter AS350/EC120	82,000	60,000	95,000
Eurocopter AS355/EC135	85,000	69,000	99,000
Eurocopter AS365N	93,000	78,000	103,000
Hughes 500/Schweizer 330	72,000	61,000	86,000
MD600/900 series	79,000	63,000	97,000
Sikorsky S76	99,000	78,000	109,000
Sikorsky UH60 Black Hawk	99,000	77,000	108,000



Sikorsky has done well in selling the S92 as a workhorse offshore oil rig supply helicopter. Captains flying the S92 command high salaries of \$122,000, average \$107,000 and the low is \$90,000.

Offshore helicopter

	Average	Low	High
Captain			
AgustaWestland AW139	104,000	79,000	116,000
Bell 206/206L/OH58	76,000	64,000	87,000
Bell 407/EC130	82,000	67,000	92,000
Bell 212/230	84,000	68,000	95,000
Bell 412/430	90,000	72,000	98,000
Eurocopter AS350/EC120	76,000	64,000	87,000
Eurocopter AS355/EC135	79,000	67,000	90,000
Sikorsky S61	87,000	73,000	96,000
Sikorsky S76	105,000	79,000	117,000
Sikorsky S92	107,000	90,000	122,000

Electronic news gathering (ENG) helicopter

	Average	Low	High
Captain			
Bell 206/206L/407/OH58	68,000	56,000	91,000
Eurocopter AS350/EC120	69,000	57,000	93,000
Eurocopter AS355/EC135	70,000	58,000	94,000

Emergency medical service (EMS) helicopter

	Average	Low	High
Captain			
Agusta A109	80,000	63,000	97,000
Agusta A119 Koala	74,000	58,000	92,000
AgustaWestland AW139	90,000	65,000	105,000
Bell 206/206L/OH58	66,000	55,000	83,000
Bell 407/EC130	68,000	64,000	91,000
Bell 412/427/430	78,000	61,000	92,000
Bell 429	75,000	62,000	95,000
Eurocopter AS350/EC120	68,000	55,000	80,000
Eurocopter AS355/EC135	72,000	61,000	88,000
Eurocopter AS365/EC155	82,000	64,000	95,000
Eurocopter EC145	76,000	63,000	96,000
MD900 series	65,000	52,000	76,000
Sikorsky S76	93,000	66,000	108,000

Emergency medical service (EMS) fixed-wing

	Average	Low	High
Captain			
King Air 90/100	61,000	52,000	70,000
King Air 200/300/350	69,000	56,000	83,000
Learjet 20 series	46,000	42,000	60,000
Learjet 31/31A	48,000	45,000	63,000
Learjet 35/36	73,000	61,000	85,000
Learjet 45/55/60	77,000	63,000	92,000
Pilatus PC12	62,000	55,000	72,000



In heavy-lift helicopters the captains flying Boeing BV107 twin-rotor machines can go to a high of \$99,000, average \$76,000 and a low of \$63,000.

Logging/construction helicopter

	Average	Low	High
Captain			
Bell 205/212/214/412	74,000	60,000	91,000
Boeing BV107/234	76,000	63,000	99,000
Eurocopter AS350/EC120	69,000	56,000	84,000
Kaman K-Max	77,000	67,000	106,000
Sikorsky S64	80,000	70,000	110,000

2012 International Salary Study

All salaries given in US dollars

As we go overseas we find aviation dept mgrs in charge of long-range jets like the Global 5000 earning top salaries of \$193,000, average \$160,000 and the low is \$119,000. Chief pilots receive high salaries of \$164,000, average \$140,000 and the low is \$107,000.



Corporate intl			
	Average	Low	High
Jet			
Heavy intl jets			
Aviation dept manager	160,000	119,000	193,000
Chief pilot	140,000	107,000	164,000
Captain	124,000	87,000	153,000
Large jets			
Aviation dept manager	125,000	96,000	148,000
Chief pilot	112,000	84,000	134,000
Captain	105,000	78,000	125,000
Supermidsize and midsize jets			
Aviation dept manager	118,000	89,000	130,000
Chief pilot	104,000	76,000	114,000
Captain	92,000	63,000	110,000
Light and entry-level jets			
Aviation dept manager	104,000	78,000	115,000
Chief pilot	91,000	66,000	104,000
Captain	80,000	58,000	96,000
Turboprop			
Aviation dept manager	93,000	66,000	104,000
Chief pilot	79,000	54,000	93,000
Captain	72,000	48,000	86,000
Helicopter			
Aviation dept manager	98,000	78,000	118,000
Chief pilot	83,000	67,000	104,000
Captain	75,000	57,000	96,000
Charter intl			
Jet			
Heavy intl and large jets			
Captain	116,000	76,000	143,000
Supermidsize and midsize jets			
Captain	90,000	63,000	106,000
Light and entry-level jets			
Captain	77,000	55,000	93,000
Turboprop			
Captain	66,000	43,000	82,000
Helicopter			
Captain	68,000	48,000	88,000

Regional intl			
	Average	Low	High
Jet			
Captain			
Avro RJ65/85	85,000	71,000	105,000
Bombardier CRJ100/200	83,000	68,000	103,000
Bombardier CRJ700	89,000	80,000	106,000
Bombardier CRJ900	98,000	84,000	118,000
Embraer ERJ135	72,000	66,000	91,000
Embraer ERJ145	84,000	69,000	103,000
Embraer 170/175	88,000	80,000	105,000
Embraer 190/195	96,000	83,000	112,000
Fairchild Dornier 328JET	69,000	58,000	88,000
Fokker 70/100	72,000	64,000	90,000
First officer			
Avro RJ65/85	47,000	37,000	61,000
Bombardier CRJ100/200	46,000	36,000	65,000
Bombardier CRJ700	49,000	39,000	69,000
Bombardier CRJ900	54,000	43,000	73,000
Embraer ERJ135	43,000	34,000	61,000
Embraer ERJ145	46,000	36,000	67,000
Embraer 170/175	48,000	39,000	70,000
Embraer 190/195	54,000	43,000	73,000
Fairchild Dornier 328JET	46,000	36,000	59,000
Fokker 70/100	46,000	36,000	59,000
Turboprop			
Captain			
ATR42	57,000	49,000	71,000
ATR72	66,000	52,000	80,000
Beech 1900C/D	50,000	38,000	62,000
DHC Dash 8-100/200/300	64,000	50,000	78,000
DHC Dash 8-Q400	73,000	56,000	84,000
Fairchild Dornier 328	52,000	41,000	64,000
Saab 340	56,000	46,000	71,000
Saab 2000	65,000	50,000	79,000
First officer			
ATR42	39,000	32,000	54,000
ATR72	43,000	35,000	59,000
Beech 1900C/D	32,000	29,000	43,000
DHC Dash 8-100/200/300	43,000	33,000	54,000
DHC Dash 8-Q400	46,000	37,000	60,000
Fairchild Dornier 328	38,000	32,000	51,000
Saab 340	38,000	31,000	51,000
Saab 2000	42,000	35,000	60,000