AEROTECH AVIATION

Accelerated Professional Pilot Program

Zero Time → Private → Instrument → Commercial ASEL → Commercial AMEL → CFI → CFII

1. Program Purpose and Planning Basis

Purpose. Provide a structured, accelerated Part 61 pathway from zero flight time through CFII, scheduled around five training or flying events per week. The program deliberately places most general cross-country time building before the concentrated Commercial/Multi training block so students remain current and proficient for their practical tests.

Planning Item	Program Assumption
Training frequency	5 scheduled training/flying days per week
Regular numbered lesson	1.3 flight hours average
Practical test flight	1.4 flight hours budgeted
General XC time-building day	3.0 flight hours average
Paired XC/hood day	3.0 loggable hours per student average
Private solo milestone	Private Lesson 14
Private additional solo/PIC planning	10.0 hours total: 5.0 solo XC + 5.0 additional solo/PIC
Paired time-building program	100.0 hours/student; approximately 50 hours flying and 50 hours safety-pilot/PIC time
Commercial block entry gate	Approximately 220 total hours
Commercial eligibility	At least 250 total hours and all applicable §61.129 requirements before the Commercial ASEL practical test

Planning note: Estimated hours are used to build the calendar. The student's actual logbook, proficiency, instructor endorsements, aeronautical experience, and current FAA regulations determine certificate/rating eligibility.

2. Program Milestones

Milestone	Standard / Intent
Private Lesson 14	First solo
Private completion	28 lessons + solo requirements + Private practical test
Instrument phase	14 instrument lessons integrated with paired XC/hood flying
Instrument practical test	Taken when training, experience, proficiency, and endorsements are complete; paired time building may continue afterward
Paired program completion	100 hours/student of paired flying; actual simulated-instrument time is logged separately
Commercial entry gate	Approximately 220 total hours
Commercial/Multi block	16 Commercial lessons with Multi 1–6 interleaved late in the block
Commercial ASEL	Student reaches 250+ and satisfies §61.129 before practical test
Commercial AMEL	Multi 7 immediately after Commercial ASEL, followed closely by AMEL add-on practical test
Instructor sequence	16 CFI lessons → CFI practical test → 8 CFII lessons → CFII practical test

3. Structured Training Hour Budget

Phase	Lessons	Lesson Hrs	Checkride	Structured Total
Private	28	36.4	1.4	37.8
Instrument	14	18.2	1.4	19.6
Commercial ASEL	16	20.8	1.4	22.2
Multi-Engine	7	9.1	1.4	10.5
CFI	16	20.8	1.4	22.2
CFII	8	10.4	1.4	11.8
TOTAL	89	115.7	8.4	124.1

Additional planned flight time includes 10.0 hours of Private solo/PIC, 100.0 hours of paired XC/hood/safety-pilot time, the 300-NM Commercial XC at actual flight time, and general XC time building as needed to reach the ~220-hour Commercial entry gate.

4. Master Five-Day Training Calendar

Weeks 1–11 • Monday–Friday

Wk	Mon	Tue	Wed	Thu	Fri	Primary Focus
1	PVT 1	PVT 2	PVT 3	PVT 4	PVT 5	Private
2	PVT 6	PVT 7	PVT 8	PVT 9	PVT 10	Private
3	PVT 11	PVT 12	PVT 13	PVT 14 – FIRST SOLO	Solo/PIC	Private / Solo
4	PVT 15	PVT 16	Solo XC	PVT 17	PVT 18	Private / Solo
5	PVT 19	Solo XC	PVT 20	PVT 21	Solo/PIC	Private / Solo
6	PVT 22	PVT 23	PVT 24	PVT 25	PVT 26	Private
7	PVT 27	PVT 28	Solo/XC as needed	Private Prep / Eligibility	PRIVATE CHECKRIDE 1.4	Private complete
8	IFR 1	Paired XC/Hood 3.0	IFR 2	Paired XC/Hood 3.0	IFR 3	Instrument + paired
9	Paired XC/Hood 3.0	IFR 4	Paired XC/Hood 3.0	IFR 5	Paired XC/Hood 3.0	Instrument + paired
10	IFR 6	Paired XC/Hood 3.0	IFR 7	Paired XC/Hood 3.0	IFR 8	Instrument + paired
11	Paired XC/Hood 3.0	IFR 9	Paired XC/Hood 3.0	IFR 10	Paired XC/Hood 3.0	Instrument + paired

4. Master Five-Day Training Calendar

Weeks 12–22 • Monday–Friday

Wk	Mon	Tue	Wed	Thu	Fri	Primary Focus
12	IFR 11	Paired XC/Hood 3.0	IFR 12	Paired XC/Hood 3.0	IFR 13	Instrument + paired
13	Paired XC/Hood 3.0	IFR 14	Paired XC/Hood 3.0	IFR Prep / Eligibility	INSTRUMENT CHECKRIDE 1.4	Instrument complete
14	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired
15	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired
16	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired
17	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC 3.0	Paired XC as needed (~1.0)	Complete ~100 paired hrs
18	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	XC time building
19	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	XC time building
20	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	General XC 3.0	XC time building
21	General XC 3.0	General XC 3.0	XC as needed to ~220	COM 1	COM 2	220-hour gate / Commercial
22	COM 3	COM 4	COM 5	COM 6	COM 7	Commercial

4. Master Five-Day Training Calendar

Weeks 23–32 • Monday–Friday

Wk	Mon	Tue	Wed	Thu	Fri	Primary Focus
23	COM 8	COM 9	MULTI 1	COM 10	MULTI 2	Commercial + Multi
24	COM 11	MULTI 3	COM 12	MULTI 4	COM 13	Commercial + Multi
25	MULTI 5	COM 14	MULTI 6	COM 15	300-NM COMMERCIAL XC	Commercial + Multi
26	COM 16	Commercial final prep / eligibility	COMMERCIAL ASEL CHECKRIDE 1.4	MULTI 7	Multi final prep	Commercial / Multi
27	COMMERCIAL AMEL CHECKRIDE 1.4	CFI 1	CFI 2	CFI 3	CFI 4	Multi complete / CFI
28	CFI 5	CFI 6	CFI 7	CFI 8	CFI 9	CFI
29	CFI 10	CFI 11	CFI 12	CFI 13	CFI 14	CFI
30	CFI 15	CFI 16	CFI Prep	CFI Prep / Eligibility	CFI CHECKRIDE 1.4	CFI complete
31	CFII 1	CFII 2	CFII 3	CFII 4	CFII 5	CFII
32	CFII 6	CFII 7	CFII 8	CFII Prep / Eligibility	CFII CHECKRIDE 1.4	Program complete

5. Progression-Gate Hour Model

Point	Calculation	Planning Result
Private completion	28 × 1.3 + 10.0 solo/PIC + 1.4 checkride	≈47.8
Instrument + paired completion	47.8 + 14 × 1.3 + 1.4 IFR checkride + 100 paired	≈167.4
General XC to Commercial gate	220.0 − 167.4	≈52.6
General XC days	52.6 ÷ 3.0	≈17.5 days; final flight adjusted
Commercial + Multi 1–6	16 × 1.3 + 6 × 1.3	28.6
Projected before 300-NM XC	220.0 + 28.6	≈248.6
Commercial eligibility	248.6 + actual 300-NM XC time	250+ expected

Progression rule: Commercial Lesson 1 is controlled by the student's actual total time, not by the calendar. Begin the concentrated Commercial/Multi block when the student's projected remaining structured flying will place the student at or above 250 hours before the Commercial ASEL practical test.

6. Logging and Regulatory Planning Notes

• Instrument training: At least 10 hours of qualifying instrument training obtained during the Instrument phase will be documented to show the training is also intended to satisfy the applicable Commercial ASEL instrument-training requirement of 14 CFR §61.129(a)(3)(i).

• Simulated instrument: Log only the actual time flown solely by reference to instruments while using the view-limiting device. Do not automatically credit the entire XC leg as simulated instrument time.

• Paired flying: The school schedule may show a 3.0-hour paired XC event, but each pilot's logbook must separately reflect the time that pilot may legally log as PIC, safety pilot, cross-country, and simulated instrument.

• Cross-country credit: Safety-pilot time is not automatically cross-country time. Each student's qualifying XC-PIC requirements must be verified independently.

• Commercial eligibility: The student must satisfy all applicable §61.129 aeronautical-experience requirements and reach at least 250 total hours before beginning the Commercial ASEL practical test.

• 300-NM Commercial XC: Schedule and document this flight specifically as the applicable Commercial aeronautical-experience requirement. Credit actual flight time.

• Practical tests: 1.4 hours is a budgeting assumption only. Actual practical-test flight time is logged.

• Actual logbook controls: All planning totals are estimates. The student's actual records and current FAA requirements control eligibility.

7. Student Hour-Tracking Checkpoints

Checkpoint	Total	PIC	XC PIC	Sim Inst	Safety Pilot	Night	Multi
Private solo (Lesson 14)							
Private practical test							
Instrument practical test							
Paired program complete							
Commercial entry gate (~220)							
Commercial eligibility (250+)							
Commercial ASEL practical test							
Commercial AMEL practical test							
CFI practical test							
CFII practical test							

8. Program Administration

Schedule flexibility. Weather, maintenance, student proficiency, instructor availability, and practical-test availability may move individual events. Missed events should be rescheduled to preserve approximately five training/flying events per week without compromising proficiency or regulatory requirements.

Estimated duration. Approximately 32 weeks (about 7–8 months) from zero time through CFII under the planning assumptions above. This is a planning target, not a guaranteed completion time.

Future refinement. Replace PVT/IFR/COM/CFI/CFII lesson numbers with the exact Aerotech lesson titles from the controlling syllabi and map each applicable regulatory aeronautical-experience item to the lesson or flight in which it is completed.

9. Regulatory References

14 CFR §61.65 — Instrument rating requirements.

14 CFR §61.129 — Aeronautical experience for Commercial Pilot, airplane category.

14 CFR §91.109 — Simulated instrument flight requirements and safety pilot.

Applicable current FAA Airman Certification Standards and FAA legal interpretations should be consulted when finalizing logging procedures and endorsements.

This document is an Aerotech Aviation planning and training-management outline. It does not replace the Federal Aviation Regulations, current FAA guidance, instructor endorsements, or the student's actual logbook.