

**This is a standard plan for your CPL training. It is not the only commercial training route, but it is the most economical and efficient plan for a straight forward aviation career.**

Phase I	<b>Start</b>	->This is the beginning of your Aviation Career
Private Pilot License	<b>0 hours</b>	Flying with your instructor. Basic and intermediate maneuvers and operation. Preparation for your first Solo flight.
	<b>10 hours</b>	
	<b>20 hours</b>	
	<b>30 hours</b>	5hrs Local Solo flights. Instruction for advanced maneuvers and operation. Cross Country Dual and Solo. Written Test. 5 Solo Cross Country. Test preparation.
	<b>40 hours</b>	
	<b>Checkride</b>	<b>PPL oral and flight test</b>
Flight Experience I 50 hours	<b>50 hours</b>	The 50 hours flight experience can be done alone or with a fellow pilot. All flights have to be at least 50NM from the home base to qualify for Cross Country. This part of the training is without instructor. It is usually done in a fixed gear single engine aircraft with conventional or glass panel.
	<b>60 hours</b>	
	<b>70 hours</b>	
	<b>80 hours</b>	
	<b>90 hours</b>	
Phase II	<b>100 hours</b>	After finishing your cross country requirements you will start with the Instrument Training that is part of Phase II. In this course you learn how to operate an aircraft solely by instruments. The training is being done with a <i>vision restricting training device</i> (hood or foggles). Some actual IFR time will also be included (weather permitting). You have to have 40 hours of actual or simulated instrument time plus a passed written test. Only 15 hours have to be done with an instructor. For safety reasons we recommend to use a flight instructor for the entire training course (40 hours).
Instrument Rating	<b>110 hours</b>	
	<b>120 hours</b>	
	<b>130 hours</b>	
	<b>Checkride</b>	
Flight Experience II 90 hours	<b>140 hours</b>	Flight Experience II has two main purposes: Firstly this is your flight time where you gather most of your flight experience. You can apply what you learned in the PPL and IFR course. This part of the training can be done alone or with a fellow student. After you are appropriately rated you can not only fly a fixed gear but also a complex and high performance aircraft. Even though the multi-engine rating is usually done within the commercial training course, you could receive training and pass the multi-engine private license. This would make possible to also use a multi-engine aircraft for your flight experience.
	<b>150 hours</b>	
	<b>160 hours</b>	
	<b>170 hours</b>	
	<b>180 hours</b>	
	<b>190 hours</b>	
	<b>200 hours</b>	
	<b>210 hours</b>	
<b>220 hours</b>		
Phase III	<b>230 hours</b>	This is the final phase of the CPL training. It's divided in two parts, the single-engine CPL and the multi-engine CPL plus the IFR multi-engine add-on. Each part can be done in about 15 hours of training time. The course includes one written test that has to be passed before you can do your chekride.
CPL	<b>240 hours</b>	
	<b>250 hours</b>	
	<b>Checkride</b>	