



SKYSCHOOL OF EAST TEXAS COMPLETE PRICING GUIDE

**PRIVATE PILOT – TIME BUILDING – INSTRUMENT RATING
COMMERCIAL SINGLE ENGINE – COMMERCIAL MULTI ENGINE**

**EFFECTIVE
01 NOV 2026**

PRIVATE PILOT CERTIFICATE



Holders of a Private Pilot Certificate may operate as pilot in command of an aircraft carrying passengers during day, or night visual meteorological conditions. Private Pilots generally may not carry passengers or property for any commercial purpose and may not operate in weather conditions below those prescribed for Visual Flight Rules operations.

To advance to a higher grade of certificate or rating, an individual must first obtain the Private Pilot Certificate. The timeline for obtaining this certificate is subject to many variables including weather, aircraft availability, maintenance, work schedule, family schedule, and your own extracurricular activities outside of flying just to name a few.

While some people have been able to dedicate themselves to obtaining the certificate in as little as 9 weeks, other individuals may require several months simply based on the variables mentioned above. However, a person with ample availability, quality study habits, and frequent attendance will always obtain the certificate in a shorter amount of time, and for less money than those with less flexibility.

The next two pages will provide 4 pricing scenarios, these are;

Scenario 1: “FAA minimums for certification – paying as you go” This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Private Pilot Certificate in the minimum amount of time required, and you are not taking advantage of any account user discounts.

Scenario 2: “FAA minimums for certification – using a flight account” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Private Pilot Certificate in the minimum amount of time required, and you *are* taking advantage of account user discounts.

Scenario 3: “Average time most people take – paying as you go” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Private Pilot Certificate in the amount of time it takes most people to do so, and you are not taking advantage of any account user discounts.

Scenario 4: “Average time most people take – using a flight account” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Private Pilot Certificate in the amount of time it takes most people to do so, and you *are* taking advantage of account user discounts.

SCENARIO 1:**PAY AS YOU GO PLAN: Based on FAA minimums**

40 hours flight experience:	\$7,400.00
20 hours with an instructor:	\$1,200.00
In classroom ground school:	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$275.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$10,775.00

SCENARIO 2:**FLIGHT ACCOUNT PLAN: Based on FAA minimums**

40 hours flight experience	\$6,800.00
20 hours with an instructor	\$1,200.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$275.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$10,175.00

SCENARIO 3:**PAY AS YOU GO PLAN: Based on national average to obtain certificate**

60 hours flight experience	\$11,100.00
30 hours with an instructor	\$1,800.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$275.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$15,075.00

SCENARIO 4:**FLIGHT ACCOUNT PLAN: Based on national average to obtain certificate**

60 hours flight experience	\$10,200.00
30 hours with an instructor	\$1,800.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$275.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$14,175.00

TIME BUILDER (50 HOURS FLIGHT TIME)



Once you have obtained your Private Pilot's Certificate, it's time to enjoy it! If your intent is to continue toward an instrument rating, Federal Aviation Regulations Part 61.65 will require you to obtain 50 hours of cross-country flight experience as Pilot in Command. The objective here is simple... gain experience by planning a flight and executing that flight safely within the privileges and limitations of your Private Certificate.

You could select an airfield near your favorite aviation museum or conduct a week-long tour of airports with the best restaurants. The bottom line is, pilot in command time is worth its weight in gold, and in aviation, experience is everything. So go out and spread your wings and enjoy being involved in the fun of aviation! When it comes to time building with SkySchool of East Texas, you have three options; Pay as you go, receive a discount using your flight account funds, or pay for the full experience upfront for maximum savings. The next page will outline the cost associated with time building.

The three scenarios mentioned above are as follows;

Scenario 1: "Paying as you go" This pricing scenario assumes you will build all 50 hours of flight time by paying on the completion of each lesson, and are not taking advantage of any discounts.

Scenario 2: "Flight account user" – This pricing scenario assumes you will build all 50 hours of flight time while taking advantage of your normal flight account user discount.

Scenario 3: "Paying in full up front" – This pricing scenario assumes you will build all 50 hours of flight time while taking advantage of the steep discount offered by purchasing the 50 hour bulk time up front.

PAY AS YOU GO PLAN: Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$9,250.00 (\$185/Hour)

FLIGHT ACCOUNT PLAN: Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$8,500.00(\$170/Hour)

PAY IN FULL UP FRONT: Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$7,750.00(\$155/Hour)

THE INSTRUMENT RATING



The instrument rating opens many doors in aviation. By holding an instrument rating, you can now depart in the low overcast and drizzle, climb through the cloud deck, and soar in the clear skies above. You will learn to fly the airplane with zero outside reference, orienting the aircraft's attitude and navigating from place to place strictly by reference to the flight instruments. Your training here will begin with the basic building blocks of learning to interpret the instrument indications and make control inputs to obtain the appropriate performance response from the aircraft.

Once you have mastered the basic skill of flying “IFR” we will then move on to learning how to fly instrument approaches to minimums, as well as how to navigate complex departure and arrival procedures. If long range personal travel, business travel, or especially a career in aviation rest in your future, the instrument rating is a must have.

The next page will provide 4 pricing scenarios, these are;

Scenario 1: “FAA minimums for certification – paying as you go” This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Instrument Rating in the minimum amount of time required, and you are not taking advantage of any account user discounts.

Scenario 2: “FAA minimums for certification – using a flight account” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Instrument Rating in the minimum amount of time required, and you *are* taking advantage of account user discounts.

Scenario 3: “Average time most people take – paying as you go” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Instrument Rating in the amount of time it takes most people to do so, and you are not taking advantage of any account user discounts.

Scenario 4: “Average time most people take – using a flight account” – This pricing scenario assumes you are able to master all of the knowledge and skill needed to obtain the Instrument Rating in the amount of time it takes most people to do so, and you *are* taking advantage of account user discounts.

SCENARIO 1:**PAY AS YOU GO PLAN: Based on FAA minimums**

40 hours flight experience	\$7,400.00
15 hours with an instructor	\$900.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$10,200.00

SCENARIO 2:**FLIGHT ACCOUNT PLAN: Based on FAA minimums**

40 hours flight experience	\$6,800.00
15 hours with an instructor	\$900.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$9,600.00

SCENARIO 3:**PAY AS YOU GO PLAN: Based on national average to obtain the instrument rating**

50 hours flight experience	\$9,250.00
25 hours with an instructor	\$1,500.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$12,650.00

SCENARIO 4:**FLIGHT ACCOUNT PLAN: Based on national average to obtain the instrument rating**

50 hours flight experience	\$8,500.00
25 hours with an instructor	\$1,500.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Check Ride Fee	\$11,900.00

COMMERCIAL PILOT – SINGLE ENGINE



The Commercial Pilot Certificate allows the pilot to operate for compensation or hire under specific limitations found in the Federal Aviation Regulations. Commercial Pilots cannot “hold out” their services to the public, nor can they engage in air commerce by way of scheduled or charter operations. Such charter or scheduled operations would call for a Part 135 or 121 certificate which would allow them to operate as an “air carrier”.

Regulatory limitations aside, commercial pilots may conduct operations such as ferrying aircraft, crop dusting, firefighting, photo flights, surveying & mapping, powerline or pipeline patrol, parachute jump operations, banner towing, sight-seeing tours within 25 nm of the airport and a hand full of other operations. Additionally, if the commercial pilot meets the hiring minimums of any one specific airline, they can work for that company as a pilot!

Be aware that you will need a total of 250 hours of flight experience to qualify for a commercial pilot certificate. The next 2 pages will provide 4 pricing scenarios, these are;

Scenario 1: “FAA minimums for certification – paying as you go – and you ” This pricing scenario assumes you completed ALL your prior training at FAA minimums, leaving you short 120 hours of flight time to build to qualify for the certificate, and you are NOT receiving a flight account user discount.

Scenario 2: “FAA minimums for certification – using a flight account” – This pricing scenario assumes you completed ALL your prior training at FAA minimums, leaving you short 120 hours of flight time to build to qualify for the certificate but you are receiving the flight account user discount.

Scenario 3: “Average time most people take – paying as you go” – This pricing scenario assumes you completed ALL your prior training at a national average rate, leaving you short 90 hours of flight time to build to qualify for the certificate. It assumes you are NOT receiving a flight account user discount.

Scenario 4: “Average time most people take – using a flight account” – This pricing scenario assumes you completed ALL your prior training at a national average rate, leaving you short 90 hours of flight time to build to qualify for the certificate. It assumes you ARE receiving a flight account user discount.

SCENARIO 1:

PAY AS YOU GO PLAN: This scenario assumes you completed ALL prior certificates and ratings exactly at FAA minimums, AND you complete this certificate at FAA minimums, AND you are NOT taking advantage of a flight account user discount.

You'll need 120 hours of time building	\$22,200.00
20 hours with an instructor	\$1,200.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$25,300.00

SCENARIO 2:

FLIGHT ACCOUNT PLAN: This scenario assumes you completed ALL prior certificates and ratings exactly at FAA minimums, AND you complete this certificate at FAA minimums, AND you ARE taking advantage of a flight account user discount.

You'll need 120 hours of time building	\$20,400.00
20 hours with an instructor	\$1,200.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$23,500.00

SCENARIO 3:

PAY AS YOU GO PLAN: This scenario assumes you completed ALL prior certificates and ratings at the average rate most students require, AND you complete this certificate at FAA the average rate most students require, AND you are NOT taking advantage of a flight account user discount.

You'll need 90 hours of time building	\$16,650.00
30 hours with an instructor	\$1,800.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$20,350.00

SCENARIO 4:

FLIGHT ACCOUNT PLAN: This scenario assumes you completed ALL prior certificates and ratings at the average rate most students require, AND you complete this certificate at FAA the average rate most students require, AND you ARE taking advantage of a flight account user discount.

You'll need 90 hours of time building	\$15,300.00
30 hours with an instructor	\$1,800.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00
Estimated Total	\$19,000.00

COMMERCIAL PILOT – MULTI ENGINE



The Commercial Pilot – Multi Engine allows the pilot to operate multi engine aircraft commercially. We also offer this training for those pilots who hold a Private Pilot's Certificate and an instrument rating.

The training consists largely of mastering the complex aerodynamics that conventional multi engine airplanes are exposed to in the event that one engine fails. For those pilots who already hold a private, an instrument, and a commercial certificate, the training consists of about 5-7 days of instruction.

The course includes a one-time course fee, and the training is conducted over a period of ten flight hours on a flat rate basis. Additional hours may be obtained for pilot proficiency, if needed, on a per hour basis.

MULTI ENGINE ADD-ON: You must hold at least a Private OR Commercial certificate, AND an instrument rating to qualify for our multi engine add-on program.

Course Fee	\$850.00
Accelerated Course up to ten flight hours	\$4,000.00
Estimated Total	\$4,850.00

*Additional flight hours beyond the 10 included in the course are available on a per hour basis, cost of this program does not include examiner's fee. There is no written exam for this rating.

EXAMPLE TRAINING TIMELINE

PRIVATE PILOT CERTIFICATE

Assume the student begins Private Pilot Certificate training January 1st, 2027, and elects to obtain their Private Pilot Certificate as a flight account user. We will assume the student has ample availability and can be at the airport for training every few days and they progress at an average rate.

Private Pilot Certificate	\$14,175.00
Approximated completion date: April 10th, 2027	

TIME BUILDER

Assume the student begins time building April 12th, 2027 - We will assume the student has ample availability and can be at the airport for training every few days and progresses at an average rate. The student has paid for their time building using the flight account discount.

Time Builder Phase

\$8,500.00

Approximated completion date: May 1st, 2027

INSTRUMENT RATING

Assume the student begins Instrument training May 5th, 2027 - We will assume the student has ample availability and can be at the airport for training every few days and progresses at an average rate. The student is a flight account user.

Instrument Rating

\$11,900.00

Approximated completion date: July 20th, 2027

COMMERCIAL PILOT – SINGLE ENGINE

Assume the student begins Commercial Single training July 21st, 2027 - We will assume the student has ample availability, can be at the airport for training every few days and progresses at an average rate, and must build approximately 90 hours. The student is a flight account user.

Commercial Pilot, Single Engine

\$19,000.00

Approximated completion date: September 16th, 2027

COMMERCIAL PILOT – MULTI ENGINE

Student begins Commercial Multi training September 23rd, 2027 - We will assume the student has ample availability, can complete the accelerated course in the allotted time.

Commercial Pilot, Multi Engine

\$4,850.00

Approximated completion date: September 30th, 2027

TOTAL TRAINING COST ESTIMATE

\$58,425.00 - \$67,125.00

TOTAL CALENDAR DAYS IN TRAINING

273 DAYS

1. Ground school is conducted in our 16-seat classroom with in person lecture, presentation, an air traffic control field trip, and guest speakers (when available) The ground school is scheduled over approximately six weeks of attendance (per rating) and includes written exam and oral exam prep.
2. The FAA dictates the minimum required training hours; this is not an hour requirement that the flight school establishes. You should be aware that while the training hour minimum for any given certificate or rating is set forth by the FAA, you may need additional hours to master certain procedures, maneuvers, or concepts. No two people certify at the same speed, but we will always work with you to set realistic goals and achieve them.
3. Dedication to quality study habits, coming to each lesson prepared to learn, and understanding that the fun of flying the airplane truly represents only a small portion of actual flight training – as well as avoiding a start and stop approach with infrequent flying – are the best ways to ensure that your training runs smoothly and efficiently.
4. Every individual learns a skill or concept at a different speed; you should understand that this estimate is generated based on our years of experience in providing flight training and that your investment of both time and money may likely deviate from these figures.