AVISTRATA
AVIATION BUSINESS PLATFORM

Life of a student

From the first lesson to the end-of-course check, in Avistrata

For flight school owners, chief instructors, flight instructors and the front desk · Avistrata 2.2

A flight school runs on a few records that have to agree with each other: who the student is and what they may fly solo, which lesson comes next, which aircraft and instructor are free, what the instructor signed, which endorsements are current, and what the student owes. This brief follows one student through Avistrata's Flight School workspace, screen by screen. The schedule, the syllabus, the endorsements, the aircraft's maintenance and the account are the same records, so a booking can't go ahead on an expired endorsement or a grounded airplane, and nobody re-types a lesson into an invoice.

The sample school. The flight academy in Avistrata's demo organization runs Cessna 172s with four instructors. Its student Ava Chen enrolled in the Private Pilot (ASEL) course under Part 61 in June with instructor Marcus Lee, soloed in July, finished her cross-countries and her checkride preparation lesson on 4 August, and then stopped flying. Her solo endorsements have lapsed, her account is $420 short, and the end-of-course check is the last lesson left. Another student, Liam O'Connor, is about to get his first solo endorsement. **Every person, tail number and figure in this brief is fictional.** The screenshots are real Avistrata screens showing this sample data, taken on 28 October 2026.

1 · Set up	2 · Enroll	3 · Book	4 · Fly	5 · Grade	6 · Endorse	7 · Pay	8 · Finish
Courses, rates, packages, rules	Profile, solo limits, course	Aircraft, instructor, next lesson	Checks, dispatch, check-in	Signed lesson, progress	AC 61-65 wording, expiry	Invoice at check-in, prepaid credit	Stage checks, end of course

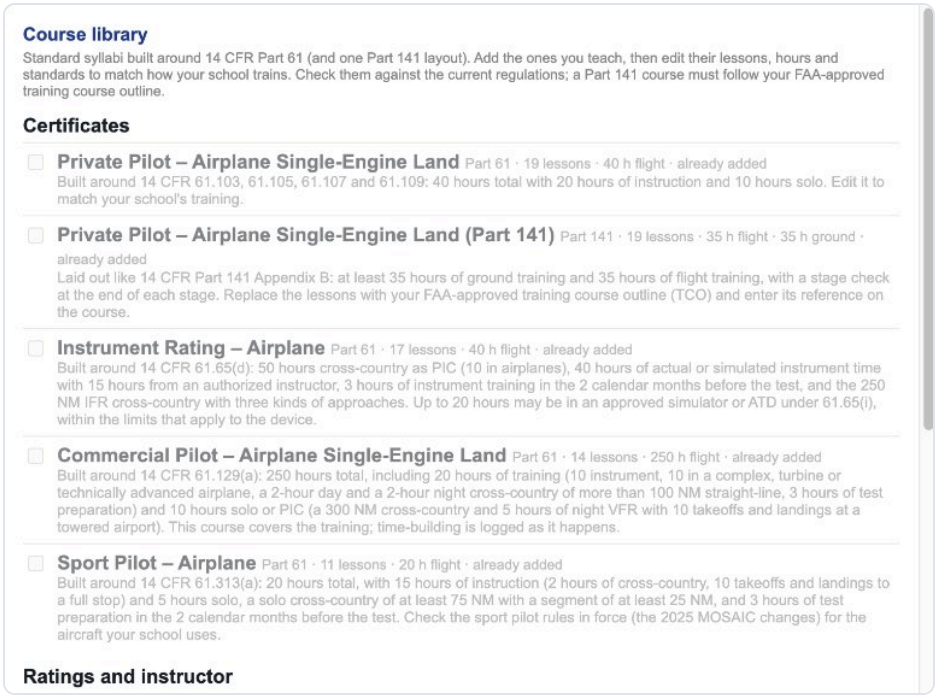
When	What happens in the sample
17 June	Ava is enrolled in Private Pilot (ASEL), Part 61, with Marcus Lee as her primary instructor. Her solo limits go on her profile.
21 June – 15 July	Stage 1, pre-solo: six dual lessons and the pre-solo stage check, each graded and signed. Marcus issues her solo endorsement; she flies her first supervised solo.
19 July – 4 August	Stage 2 cross-country and night, then checkride preparation, all signed Satisfactory. 12 of 13 lessons, 16.0 h flight.
Since August	No lesson in 85 days. Her solo endorsements expired in September and her balance went negative. The dashboard lists her under Students needing attention.
28 October	The front desk sees the balance, the chief instructor sees the lapsed endorsements, and her next booking is the end-of-course check.

1 Setting up the school

The Flight School workspace is part of the school's license. Its tabs are Dashboard, Plane Rental, Students, Lessons, Endorsements, Courses, Accounts, Simulators and Settings; students see only Plane Rental and My Training. People get their roles (Instructor, Chief Instructor, Check Instructor, Student, Front Desk) in Flight Ops → Settings → Flight Roles.

Courses from the library

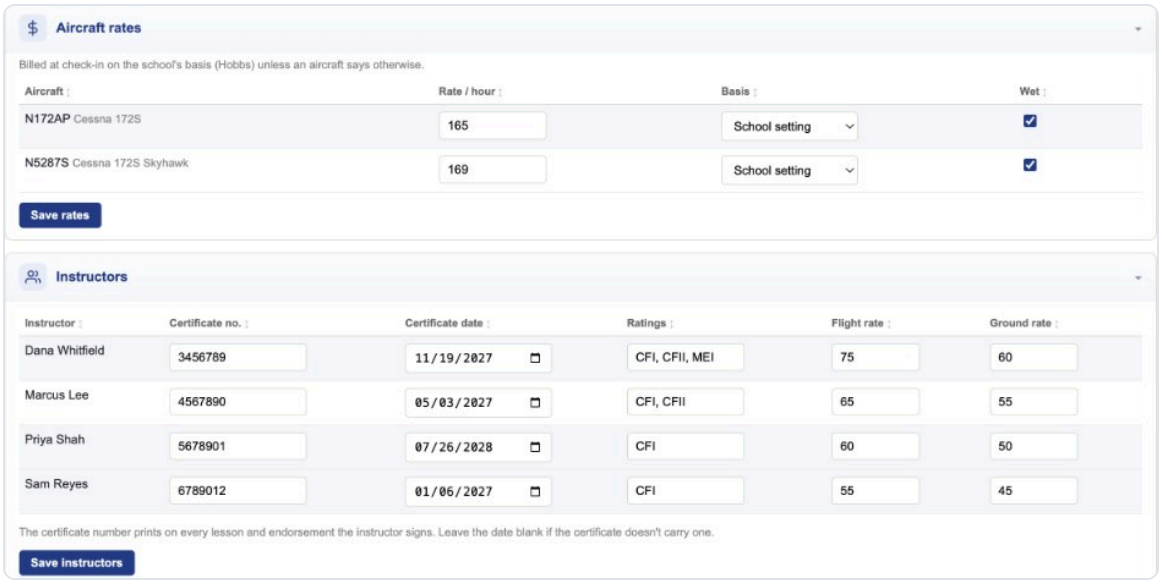
The chief instructor builds the courses. **Course library…** offers 18 standard syllabi to start from: the certificates (Private, Private under Part 141, Instrument, Commercial, Sport), the ratings and instructor courses (multi-engine, CFI, CFII, MEI), endorsements and recurrent training (flight review, IPC, tailwheel, complex, high-altitude, aircraft checkout) and ground school. Each course has stages and lessons with a type (dual, solo, ground, simulator, stage check, end-of-course check), planned hours, an objective, completion standards and the items graded.



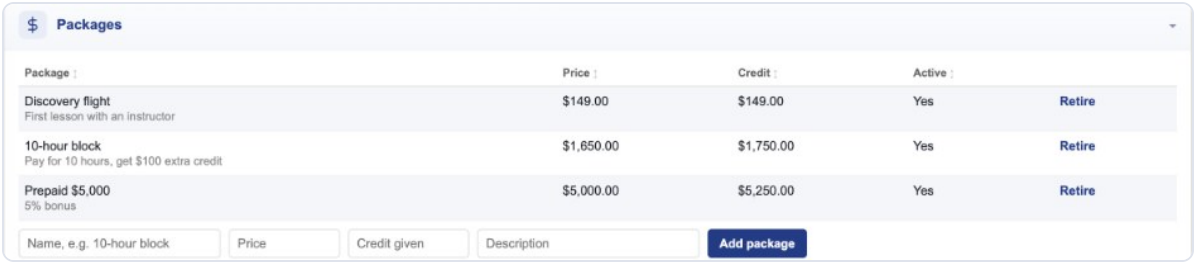
The course library. Each syllabus is built around the Part 61 (or Part 141) requirements it cites and says so; a school edits the lessons to match how it trains, and a Part 141 course follows the school's FAA-approved training course outline.

1 Setting up the school MONEY

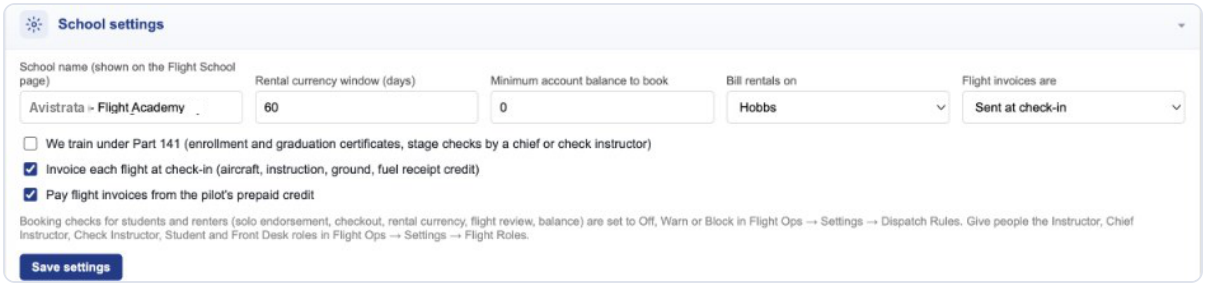
On the **Accounts** tab the school sets an hourly rate for each aircraft (on Hobbs, tach, block or flight time, wet or dry) and a flight and ground rate for each instructor, with the instructor's certificate number and expiry, which print on every lesson and endorsement they sign. Prepaid packages give a bonus for paying ahead.



Aircraft rates and instructors with their certificate numbers, ratings and rates.



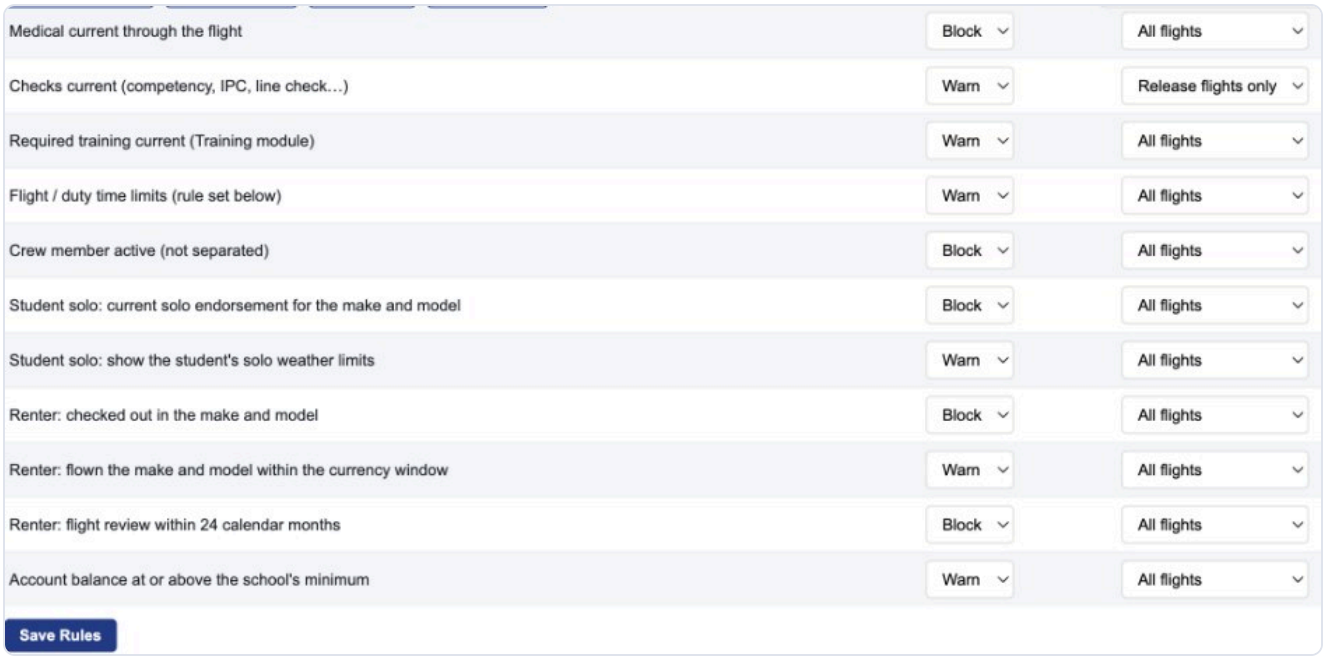
Packages: a discovery flight, a 10-hour block and a $5,000 prepay with a 5% bonus.



School settings: the rental currency window, the minimum balance to book, the billing basis, and whether each flight is invoiced at check-in and paid from prepaid credit.

1 Setting up the school RULES

What a booking checks is set once, in Flight Ops → Settings → **Dispatch Rules**. Each rule is **Off**, **Warn** or **Block**. The student and renter rules sit next to the ones every operator has, such as a current medical and required training.

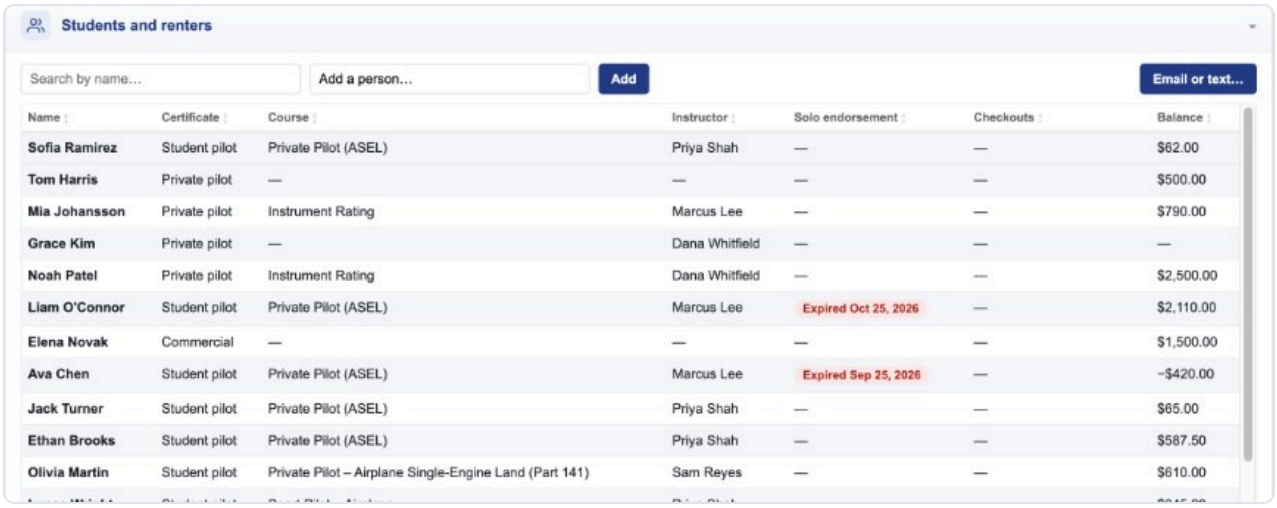


The sample school blocks a solo flight without a current solo endorsement for the make and model, a renter who isn't checked out in the type or has no flight review within 24 calendar months, and anyone without a current medical. It warns about rental currency, the student's solo weather limits and a low balance.

Block rules are enforced by the database, so they hold on the website and in the apps alike. A dispatcher or instructor can override one with a reason, and the override is recorded. Solo and renter checks are skipped on a dual flight, where the instructor is pilot in command.

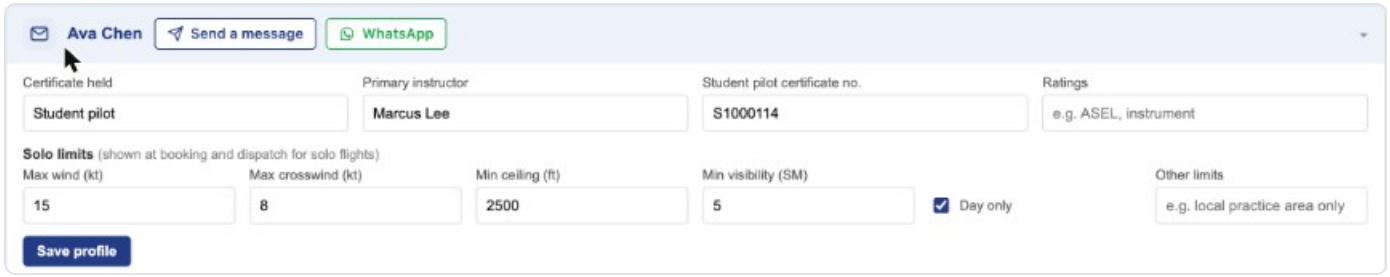
2 Enrolling the student

The **Students** tab lists students and renters with their certificate, course, instructor, solo endorsement status, aircraft checkouts and balance. **Add a person…** brings someone in; students moving over from Flight Schedule Pro or Flight Circle can set up their own login from the sign-in page, and the school can send a branded invitation to everyone at once.



Students and renters. Ava's and Liam's solo endorsements show as expired; balances are on the same line.

The student's page starts with the profile: certificate held, primary instructor, student pilot certificate number and ratings, and the **solo limits** (maximum wind and crosswind, minimum ceiling and visibility, day only, other limits). The limits are shown at booking and at dispatch for every solo flight, and they fill in the limitations on the solo endorsement.

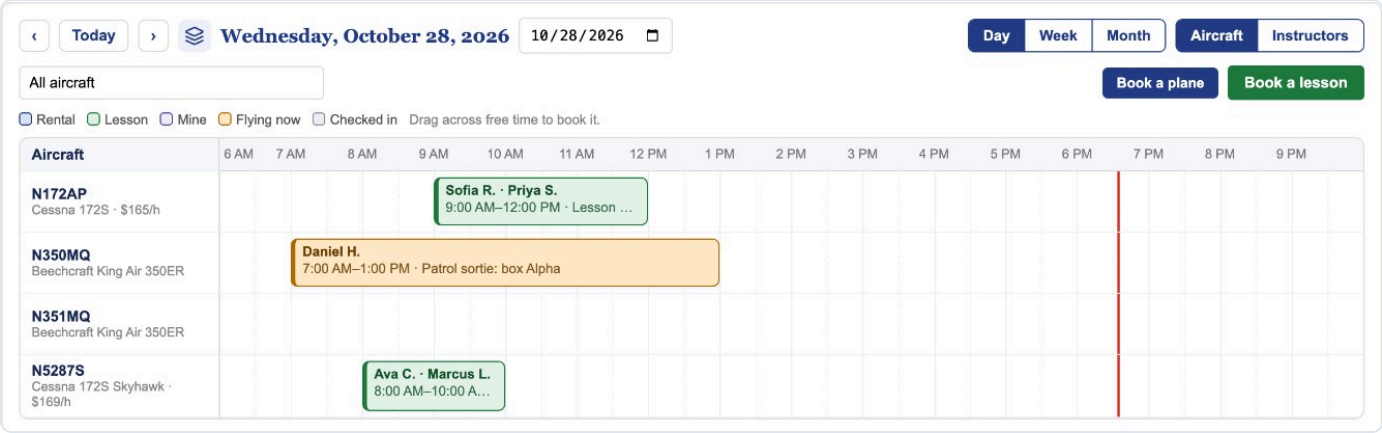


Ava's profile and solo limits: 15 kt wind, 8 kt crosswind, 2,500 ft ceiling, 5 SM visibility, day only.

In the Training card the instructor picks the course and the primary instructor and presses **Enroll** (with the enrollment certificate number for a Part 141 course). An enrollment is Active, On hold, Completed or Withdrawn; withdrawing keeps the training record.

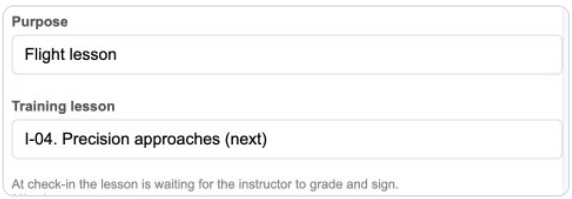
3 Booking the lesson

Plane Rental is the schedule: day, week or month, by aircraft or by instructor, with rentals, lessons, the user's own flights, flights in the air and checked-in flights in their own colours. Drag across free time to book it. The aircraft are the same ones maintenance and flight operations work with, so the King Air flying a patrol sortie shows up on the same calendar as the training Cessnas.



Wednesday on the schedule by aircraft: two lessons in the 172s and a patrol flight in one of the operator's King Airs. The red line is now.

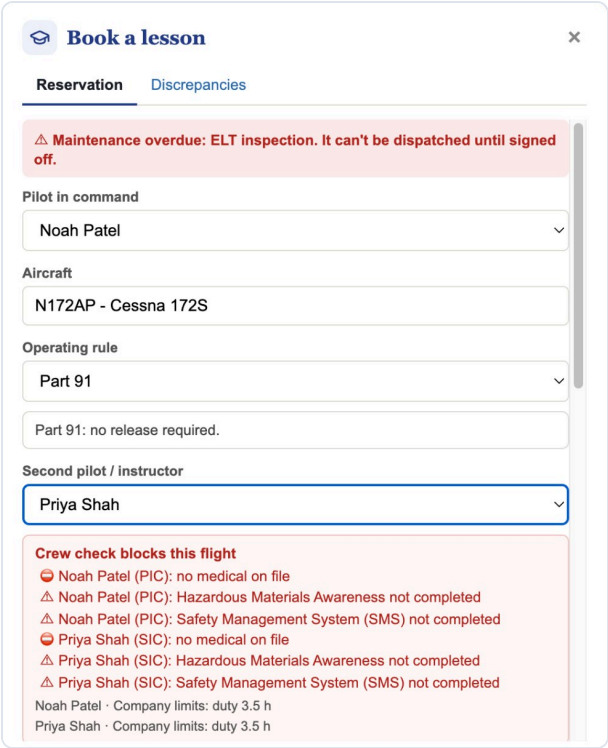
Book a lesson adds a **Training lesson** picker to the booking. It defaults to the student's next lesson, marked " (next)", and shows a tick on the ones already done. At check-in the lesson is waiting for the instructor to grade and sign.



The lesson is part of the booking, so the instructor doesn't have to find it later.

4 Flying it: the checks

As soon as the pilot, instructor and aircraft are picked, the booking runs the checks: the aircraft's maintenance status, each person's medical, training and duty limits, and the student and renter rules. An instructor can't be booked twice for the same time.



A booking in the sample: the 172's ELT inspection is overdue, so it can't be dispatched until maintenance signs it off, and neither pilot has a medical on file.

What a student or renter meets

- "No current solo endorsement for the C172" or "solo endorsement expired ..." for a solo flight
- The student's solo weather limits, shown with the booking
- "Not checked out in the ..." and the rental currency window for renters
- "No flight review on file" (61.56)
- "Account balance ... is below the ... minimum"

When maintenance takes the airplane

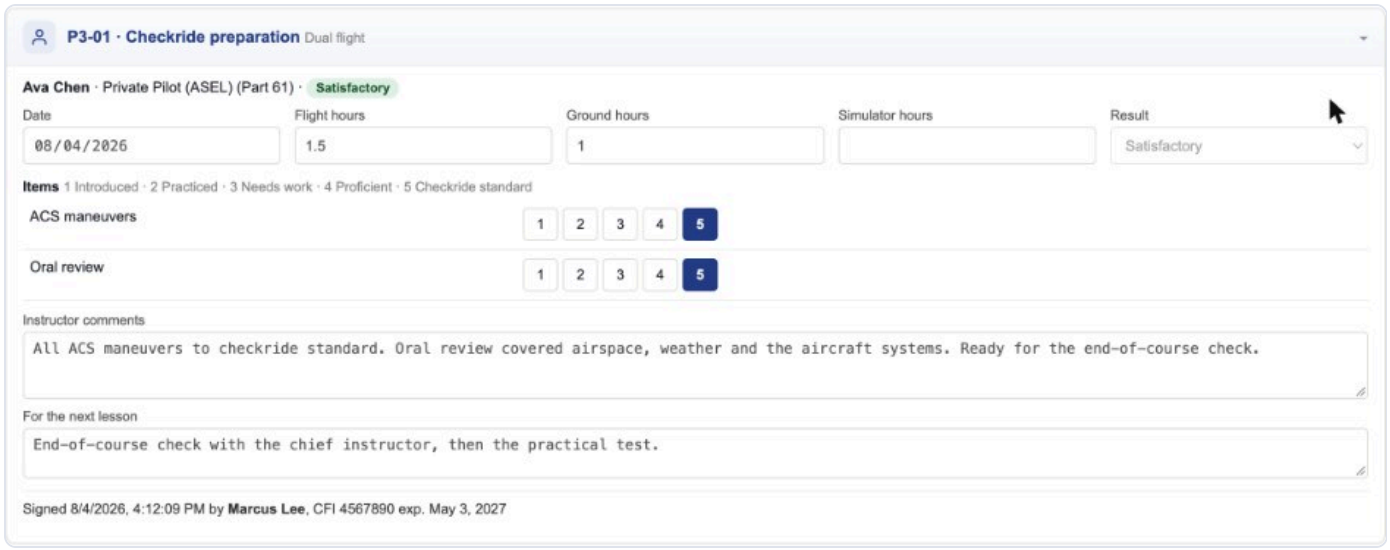
Because the schedule and the maintenance records are one system, an open grounding squawk or an overdue inspection stops dispatch. If an aircraft goes down after lessons are booked on it, each booking shows a red box with **Switch to** a free aircraft of the same type, change the time, keep it and wait, or cancel; dispatch sees a list of the affected bookings.

Check-in

The student or instructor checks the flight in with the times, ground instruction and any fuel the pilot paid for. Check-in does two things: it invoices the flight, and it creates the lesson record for the instructor to grade.

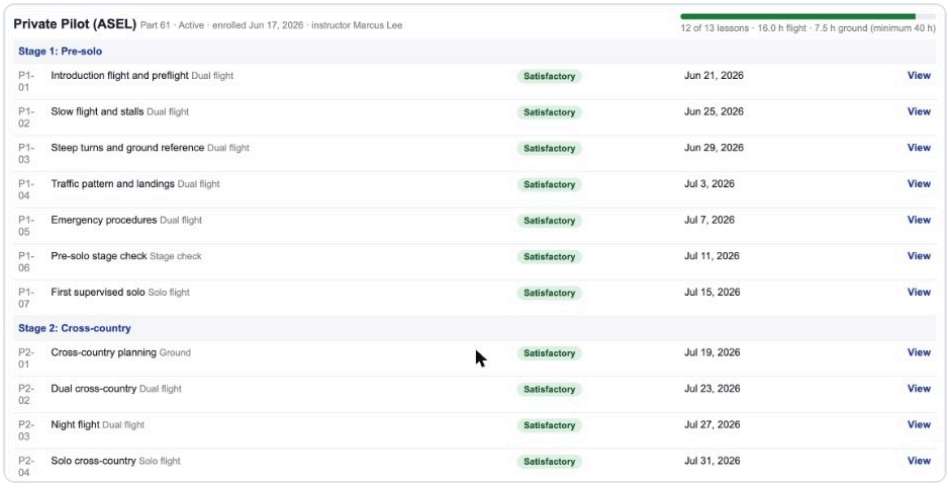
5 Grading and progress

The instructor opens the lesson waiting for them (the dashboard and the Lessons tab list "Lessons not signed yet") and records the hours, the result (Satisfactory, Unsatisfactory or Incomplete), a grade from 1 to 5 for each item, comments and what's next. **Sign lesson** puts the instructor's name, certificate number and expiry on it and locks it; only the instructor who gave the lesson can sign it, and a change means a new lesson record. The student confirms with **I've read this lesson**.



Ava's checkride preparation lesson, graded 5 (checkride standard) on the ACS maneuvers and the oral, and signed by Marcus Lee with his CFI number.

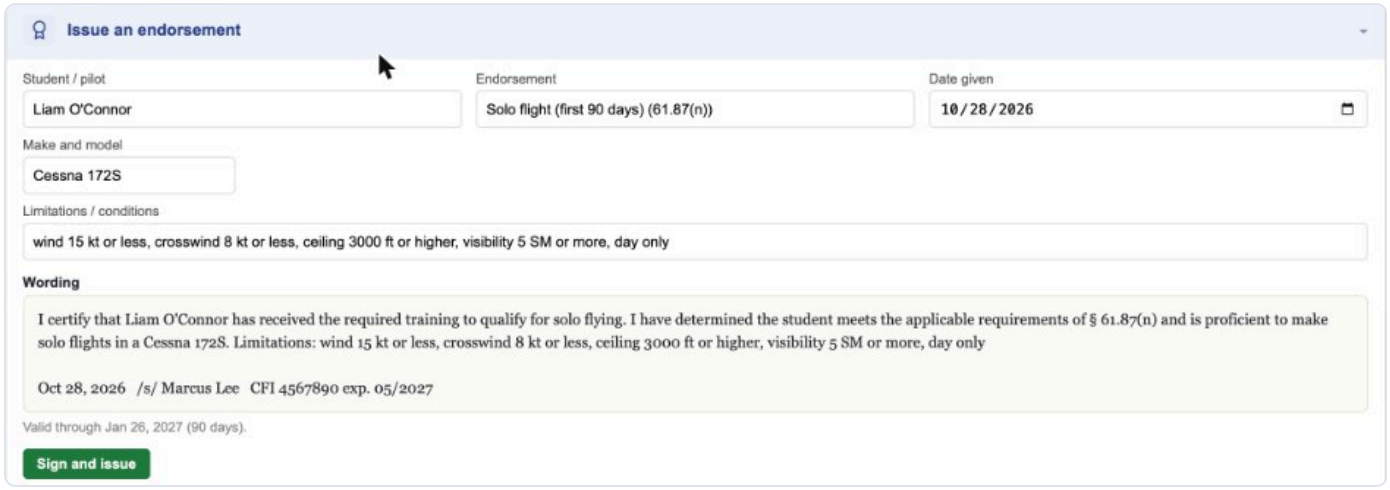
The enrollment shows the progress: lessons done out of the course, flight and ground hours against the minimum, each lesson by stage with its result and date, and the attempts on any lesson flown more than once.



Ava's Private Pilot course: 12 of 13 lessons, 16.0 h flight and 7.5 h ground against the 40 h minimum, Stage 1 and Stage 2 complete.

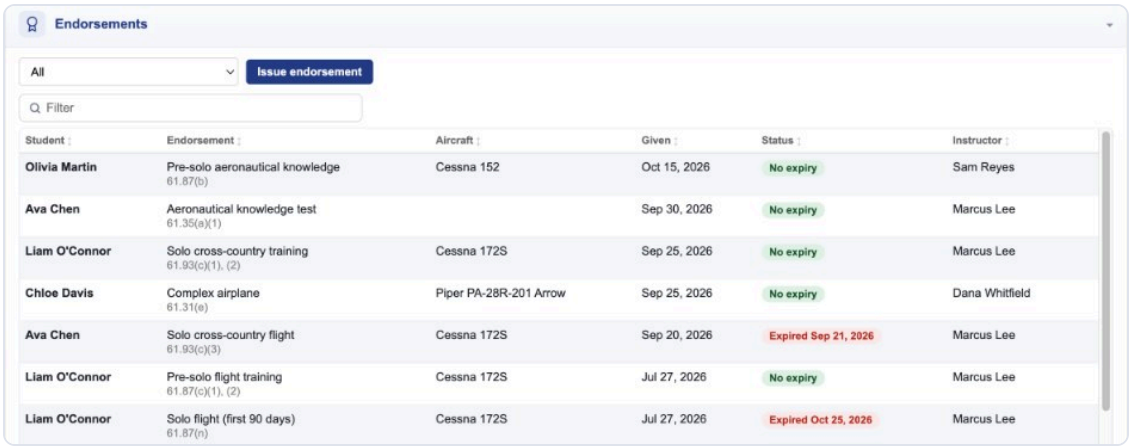
6 Endorsements

Issue endorsement starts from 19 templates in the wording of AC 61-65: pre-solo knowledge and flight training, solo for the first and each additional 90 days, solo at another airport within 25 NM, solo cross-country training and flight, repeated cross-countries within 50 NM, Class B, TSA citizenship, the knowledge test and its deficiencies, practical test prerequisites, the private pilot practical test, the flight review, the IPC, and the complex, high-performance and tailwheel endorsements. The wording fills in the student's name and the make and model, and a solo endorsement takes the limitations from the student's profile.



Liam O'Connor's solo endorsement under 61.87(n) for the Cessna 172S, with his solo limits written in, valid through 26 January 2027 (90 days).

Sign and issue fixes it: after that it can be printed, copied or revoked with a reason, never edited. The list shows each endorsement's status: "Valid to …", "N days left" in the last 14 days, "Expired …", "No expiry" or "Revoked". An expired solo endorsement is exactly what the booking check looks for.

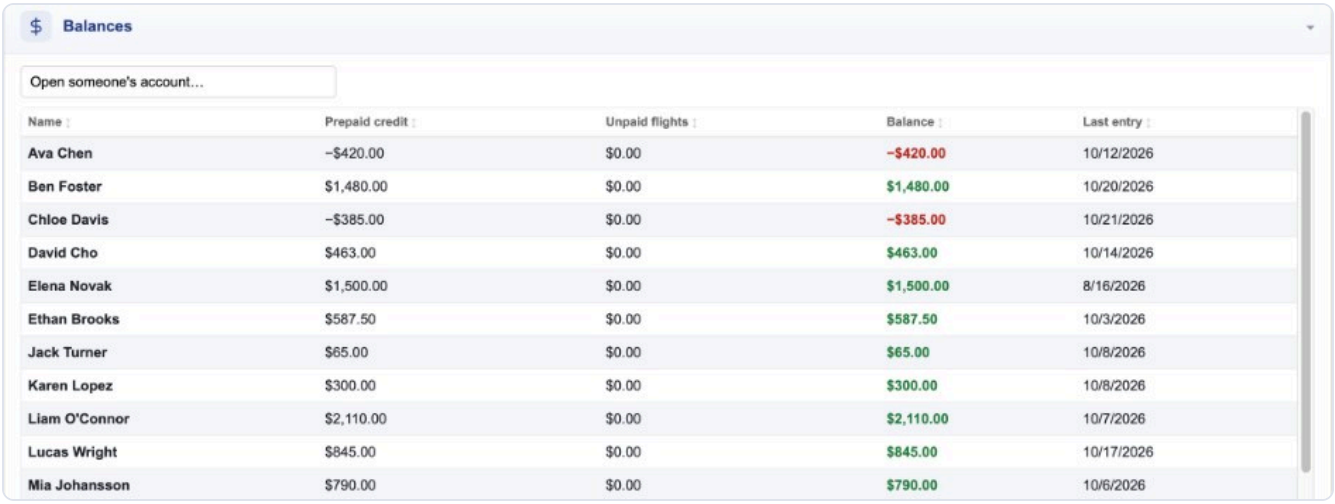


The Endorsements tab across the school, with the regulation under each endorsement and the expired ones in red.

7 Paying for it

With "Invoice each flight at check-in" on, the flight's invoice is made at check-in with the aircraft rental, the flight and ground instruction at the instructor's rates, and a credit for fuel the pilot bought. Invoices are either sent at check-in or left as drafts for the front desk to review, and prepaid credit pays them automatically.

At the front desk, each student's account takes a deposit, a package, a refund or an adjustment (with a reason), paid by card, cash, check, ACH or other, and **Pay open flights from credit** settles what's owed. Ledger entries can't be edited; a mistake is corrected with an adjustment.



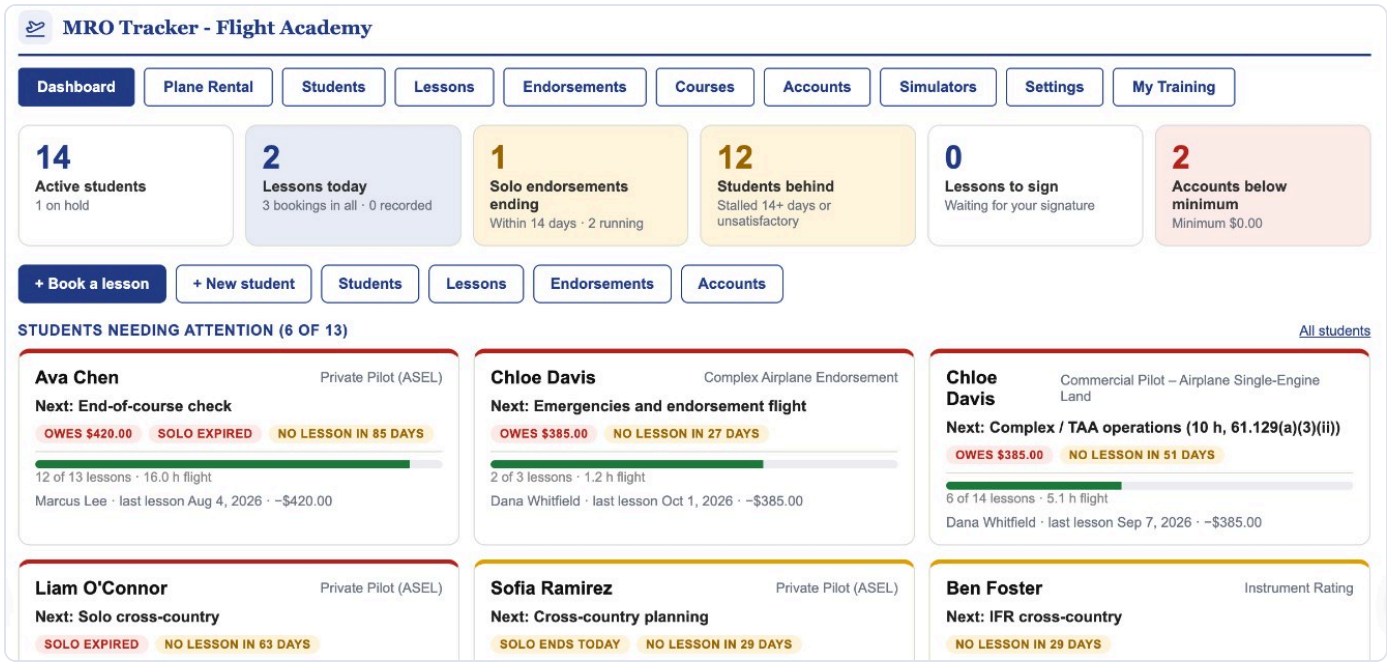
Name	Prepaid credit	Unpaid flights	Balance	Last entry
Ava Chen	−$420.00	$0.00	−$420.00	10/12/2026
Ben Foster	$1,480.00	$0.00	$1,480.00	10/20/2026
Chloe Davis	−$385.00	$0.00	−$385.00	10/21/2026
David Cho	$463.00	$0.00	$463.00	10/14/2026
Elena Novak	$1,500.00	$0.00	$1,500.00	8/16/2026
Ethan Brooks	$587.50	$0.00	$587.50	10/3/2026
Jack Turner	$65.00	$0.00	$65.00	10/8/2026
Karen Lopez	$300.00	$0.00	$300.00	10/8/2026
Liam O'Connor	$2,110.00	$0.00	$2,110.00	10/7/2026
Lucas Wright	$845.00	$0.00	$845.00	10/17/2026
Mia Johansson	$790.00	$0.00	$790.00	10/6/2026

Balances across the school: prepaid credit, flights not yet paid, the balance and the last entry. Ava owes $420.

> **The minimum balance.** "Minimum account balance to book" in the school's settings, together with the dispatch rule for it, warns (or blocks) a booking when the student's account is below the minimum, and the dashboard counts the accounts below it. Billing in Avistrata also takes card payments online through the school's own Stripe account.

8 Keeping every student on track

The Flight School **Dashboard** is the chief instructor's morning: active students, lessons today, solo endorsements ending in the next 14 days, students behind (no lesson in 14 days or the last lesson unsatisfactory), lessons waiting for a signature and accounts below the minimum. Under it, **Students needing attention** shows each one's next lesson, progress and why they're on the list.

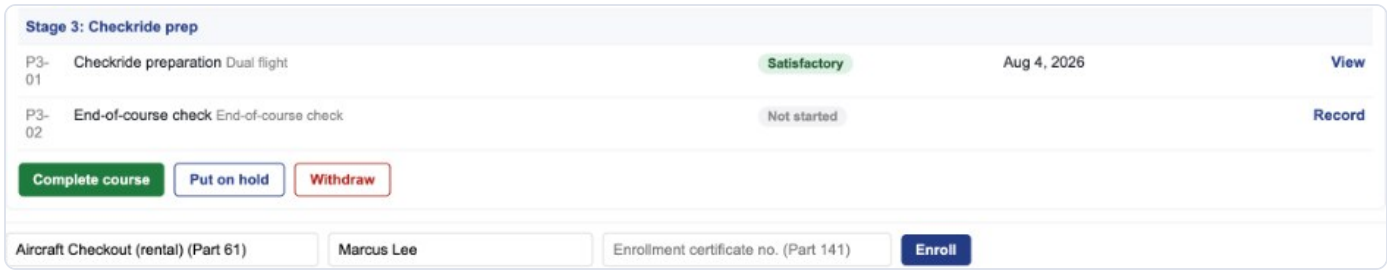


The sample school's dashboard. Ava is first: next is the end-of-course check, she owes $420, her solo endorsement has expired and she hasn't flown in 85 days.

- **Daily progress email:** each student with an active course can get an email with the lessons done, the hours against the course minimum, their last graded lessons with the instructor's comments and their next bookings. It only goes on a day with something new, and each student can turn it off.
- **Automatic messages:** before and after a reservation, a number of days after enrolling, when a lesson is recorded, and weekly when a balance is below an amount, from the school's own templates (welcome, reminder, lesson follow-up, weather cancellation, checkride congratulations).
- **Send a message** on a student's page sends the next flight, the last lesson, progress, the balance, the last invoice, the endorsements or your own text by email, text, Microsoft Teams or WhatsApp.
- **Reports:** aircraft and instructor utilization, student progress, endorsements expiring and student account balances.

9 Finishing the course

The last stage ends with an end-of-course check. When every required lesson is signed Satisfactory, **Complete course** closes the enrollment; a course can also be put on hold and resumed, or withdrawn with the record kept.



Ava's Stage 3: checkride preparation signed, the end-of-course check still to record. Below, the next enrollment can start, here an aircraft checkout for renting.

Under Part 141

For a school that ticks "We train under Part 141", the database adds the rules: a stage check is given by a chief or check instructor who isn't the student's primary instructor, the course can't be completed while a required lesson isn't signed Satisfactory, and completing it needs the graduation certificate number (141.95). The course records the reference of the training course outline it follows.

Toward the practical test

The knowledge test, knowledge test deficiencies, practical test prerequisites and private pilot practical test endorsements come from the same templates, and the logbook entries carry checkride and flight review flags. The practical test application itself stays in the FAA's IACRA.

Simulators

Sessions from connected simulators come in through the partner API or a file upload. Each session becomes a pending logbook entry, an unsigned lesson record and a charge at the device's hourly rate.

10 The student's side, and who uses what

A student signs in to **Plane Rental** and **My Training**: lessons to read and acknowledge, their course progress, their solo limits, their endorsements with expiry dates, their account and the daily email setting. The Student app, coming soon to the App Store and Google Play, has booking, training, the account and messages on the phone, with reminders the day before and an hour before each lesson.

Role	Where they work	What *Avistrata does for them*
School owner	Dashboard, Accounts, Reports	Utilization, balances and the students at risk of quitting, in one place
Chief instructor	Courses, Dashboard, Endorsements	Syllabi from the library, stage checks, and every endorsement about to lapse
Flight instructor	Plane Rental, Lessons, Endorsements	The next lesson on the booking, grading in a minute, endorsements in AC 61-65 wording
Front desk	Plane Rental, Accounts	Bookings that check themselves, invoices made at check-in, packages and prepaid credit
Student	My Training, Plane Rental	Their progress, the instructor's comments and what they owe, without asking
Maintenance	Maintenance workspace	Squawks from check-in, and an airplane that can't be dispatched until it's signed off

Getting started

1. Add the aircraft (with their maintenance due items) and give people their flight roles.
2. Add courses from the library and adjust them; set aircraft rates, instructor rates and packages.
3. Set the dispatch rules and the school settings (minimum balance, billing basis, invoices at check-in).
4. Coming from Flight Schedule Pro or Flight Circle? Import the students and aircraft, then send the invitation.
5. Enroll one student, book a lesson, check it in, grade it and issue an endorsement.

Companion briefs: *Life of a flight operation* (dispatch, flight following and safety) and *Life of a maintenance job* (from a squawk to a signed release). © 2026 Leesburg Aviation LLC. All rights reserved.