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New Rules for CFI ratings for Military Instructor Pilots

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There are links to the Final Rule on the Federal Register, as well as links to the new FAR wording, on our web page at the following link if you'd like to read them for yourself. <http://www.SheppardAir.com/mcs.htm>

Bottom line, if you're a current or former military IP or examiner (any service, any aircraft), you can:

- get an FAA Flight Instructor certificate by taking just one written test only (thereby avoiding the 30 days of studying for the 6-hour initial instructor rating ground eval, avoiding any checkride flight prep, avoiding the CFI checkrides themselves, and avoiding the initial instructor checkride with an FAA Inspector).

- give the FAA your test score report for the Military Competency Instructor (MCI) test (or show them your existing flight instructor certificate if you have one) along with flying documentation (Flight Records printouts or logbook and Form 8's/NATOPS folder) and receive an FAA Flight Instructor Certificate with the "appropriate ratings." As far as "appropriate ratings" goes: You will be issued Airplane Multiengine Land on your Flight Instructor certificate if you've ever been a military multiengine, non-centerline thrust IP (KC-135, C-17, C-21, whatever), and you'll get Airplane Single Engine Land on the Flight Instructor certificate if you've ever been a military single engine IP (T-6, F-16, T-34 etc), and you'll get Rotorcraft Helicopter if you were an IP in a helicopter. You'll also get an "Instrument" instructor rating on your Flight Instructor certificate as well.

When does the new FAR go into effect? It was a Final Rule on 21 August 2009 and became effective on 20 Oct 2009.

When can I start studying? Anytime you're ready. Please read our web page at <http://www.sheppardair.com/mcs.htm> so you're up-to-date on current info. Yes, the software is just like our ATP software... 24/7 personal technical support along with the same features and tools that you've used for the MCA, ATP, Flight Engineer, and CFI tests for the last 13 years.

The rules are changing in three other important respects: First, there used to be a time limitation on pulling aircraft ratings forward from your military career - you could only be issued ratings based on aircraft that you had 10 hours of PIC time on in the preceding 12 months. But after October 20th, 2009, a person can pull from as far back in their military career as they want to (for either regular Mil Comp to Commercial Pilot or this new Flight Instructor Mil Comp). Second, the restriction requiring that you be qualified as PIC (i.e. Aircraft Commander) in the military plane is being removed as well; so co-pilots can get more ratings now too. Third, if you own or rent (or borrow) airplanes and still fly for the military, you will now no longer have to visit a civil AME (Aviation Medical Examiner) for a civilian medical to fly civilian aircraft; your military flight physical will be all you need as long the flying you do does not require higher than a Class III medical, as long as you're flying in the U.S., and as long as your military crew position is Pilot (not Nav, WSO, etc.)

Our guide to filling out your FAA Form 8710-1 application form, and gathering your other qualification paperwork, for military competency to Flight Instructor is available by clicking on the link at: www.sheppardair.com/mcs.htm

If you have more questions, please feel free to call Sheppard Air 24-hours a day at (940) 642-4945, or write to SheppardAir@aol.com.