THE UCM AVIATION MILITARY-TO-CIVILIAN INSTRUCTOR PILOT TRANSITION GUIDE

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U.S. Air Force photo by Staff Sgt. Nick Wilson

U.S. Air Force photo by Senior Airman Kenny Holston

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U.S. Air Force photo by Airman 1st Class Bryan Crane

U.S. Air Force photo by Airman 1st Class Shelby R. Orozco
# UCM Department of Aviation Directory

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<tr>
<td>Dept. of Aviation (on main campus)</td>
<td>660-543-4969</td>
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<tr>
<td>Skyhaven Airport:</td>
<td>660-543-4921</td>
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<td>Flight Ops</td>
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<td>Maintenance</td>
<td>660-543-4947</td>
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<td>Management/Offices:</td>
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<tr>
<td>Director, Aviation Operations &amp; Maintenance</td>
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<tr>
<td>Assistant Manager, Aviation Operations</td>
<td>660-543-4460</td>
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<td>Cell: ________</td>
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<tr>
<td>Chief Flight Instructor</td>
<td>660-543-4335</td>
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<td>Asst. Chief Flight Instructor</td>
<td>660-543-4184</td>
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<td>Scheduling Office</td>
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<td>Dispatch (Step Desk)</td>
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Source: [www.ucmo.edu](http://www.ucmo.edu)

Written and Compiled by Stephen B. Cox, Nov 2013

About the Author: Steve Cox is a U.S. Air Force Major with more than 4,700 hours as pilot, navigator and RPA-pilot logged primarily in RC-135 Rivet Joint and MQ-1B Predator aircraft. He has also logged more than 350 hours as a general aviation and commercial pilot. He is currently working on his CFI.
The UCM Aviation Military-to-Civilian Instructor Pilot Transition Guide

Preface

This original intent of this guide was to be a resource to military pilots and instructor pilots. However, given the scope of the applicable federal regulations and the broad interest in flying by all members of the military community, it was adapted into a product that could be used by anyone in (or affiliated with) the military to earn the FAA’s Certified Flight Instructor-Airplane (CFI) rating.

Users of this guide who have already been qualified as military instructor pilots in a cockpit aircraft are able to convert their military qualifications into a CFI more quickly. Current and former military pilots of cockpit aircraft who did not or have not upgraded to instructor are able to convert their military qualifications into the FAA’s Commercial Pilot certificate with an Instrument Rating, but may need to provide evidentiary documents of having flown the T-6 in order to add the Single-Engine Land class rating to their certificate before their CFI practical exam.

Those without prior flying experience may also use this guide as a starting point to learning the process of attaining FAA pilot certificates and ratings. Although the principle aim of this guide is to help all users to become a CFI, it can be used to help a student pilot learn the process of becoming a Private Pilot and Commercial Pilot, and earning an Instrument Rating (all of which are requisite certificates and ratings needed to be eligible to become a flight instructor).

Purpose of This Guide

The purpose of this guide is three-fold. It is to provide clear guidance and direction on the process of attaining the CFI rating to:

1. Current and former military instructor pilots to convert their military qualification into its FAA equivalent certificate.
2. Military pilots without an instructor qualification, by helping them to convert their military pilot qualifications into a Commercial Certificate with Airplane, Single-Engine Land, and Instrument ratings, then subsequently earn the CFI rating.
3. RPA-only pilots, military non-aviators, dependents, DOD civilians, et al, by showing a typical way to earn the CFI, to include information on the process of earning the Private Pilot, Commercial Pilot, and Instrument certificates and ratings (all of which are required to become a flight instructor).

Assumptions

For the purposes of this guide, it is assumed that it is being used by the user to earn the Flight Instructor certificate for the Airplane/Single-Engine Land category and class. The Charted Guide on page 14 also assumes that users of this guide already have the requisite civilian credentials to begin the process outlined thereon. It is also assumed the user is eligible for military tuition assistance and the Post 9/11 GI Bill.
**Why Become a CFI?**

Flying is fun and exciting! And as a CFI, you can be paid to provide ground and flight instruction to student pilots. UCM’s Department of Aviation has a growing need for more instructors to meet the needs of its growing student body. This provides additional employment opportunities for military members in the area. Furthermore, if you aspire to becoming more competitive for commercial or airline pilot jobs by logging lots of flying hours, then being a CFI is a great way to do that!

**Source Material**

This document is a guide extracted principally from the U.S. Department of Transportation Title 14 of the Code of Federal Regulations, generally known as Federal Aviation Regulations or FARs. References to these are annotated within this document as “FAR” with the applicable part following (e.g. FAR Part 61.183). This document also references FAA Practical Test Standards, the UCM Undergraduate Course Catalog, and other sources. Refer to the References listed in back for a complete listing. Although this document references federal regulations, it is NOT a regulatory document and its guidance should not be treated as binding or mandatory. Always refer directly to the FARs for regulatory guidance.
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How to Use This Guide

Following the instructions given on page 7, use the “Charted Guide” on pages 14 & 15 (centerfold) to determine your course of action based on your military aeronautical experience. The “Charted Guide” will also refer you to the page containing the detailed guidance applicable to you. The remainder of this document provides information to help you amass documents from your military records, understand your financial benefits as they apply to flight training programs, locate testing centers and schedule FAA exams, and other essential tasks.

Additional Helpful Information

Military Helicopter Pilots

The information and FARs cited in this document also apply to pilots and instructors of military aircraft in other categories/classes, to include the Rotorcraft-Helicopter category/class and Instrument-Helicopter ratings. Accordingly, you can use the information provided herein for the same purposes.

Can I Get Both Single-Engine and Multi-Engine Instructor (CFI and MEI) Ratings if I’ve Been a Military Instructor in Both?

YES! If you are a former military IP of both single- and multi-engine aircraft, it is in your best interests to produce all the necessary documents and receive both FAA flight instructor ratings. As you follow the instructions in the “Charted Guide” (see pages 7 & 14) for prior IPs of SEL airplanes and collect your military documents and records (see pages 17-21), simply add your multi-engine documents to the others.

Who Do I Contact to Submit My Military Documents and Obtain FAA Certificates & Ratings?

You may contact an FAA Examiner or Designated Pilot Examiner (DPE) to submit military documents to obtain a certificate or rating. It is easiest to meet with the UCM Chief Flight Instructor (who is also a DPE). You may also contact the Kansas City FSDO to meet with an FAA examiner.

- UCM DPE: 660-543-4335
- Kansas City FSDO: 800-519-3269

Earning the CFI vs CFII Rating

If your ultimate goal is to become a CFI with an instrument instructor rating (i.e. CFII), UCM recommends pursuing only the CFI initially due to the higher probability of failure on your initial instructor evaluation. This lessens the amount of knowledge you must demonstrate and shortens the length of your ground evaluation with the FAA Examiner. Accordingly, it also makes scheduling with your examiner more flexible.

After earning your CFI, you could then pursue the instrument instructor rating add-on more easily and schedule the evaluation in-house with a DPE.
Instructions for Use of the UCM Charted Guide on Page 14

Go to page 14 and follow the instructions given below

**Instructions:**

Step 1: Enter chart at **top of first column** and **go down** to the block matching your type of military flight experience (check the applicable definition in second column, if necessary).

Step 2: Move to the **right** to the adjacent block in **third column** to ascertain the requisite certificates and ratings needed.

Step 3: Move to the **right** to the adjacent block in **fourth column** for information on ground courses needed.

Step 4: Move to the **right** to the adjacent block in **fifth column** for information on FAA Knowledge Exams required.

Step 5: Move to the **right** to the adjacent block in **sixth column** for information regarding flight training required.

Step 6: Move to the **right** to the adjacent block in **seventh column** for information regarding the FAA Practical Test required.

Step 7: Move to the **right** to the adjacent block in **eighth column** for information regarding the certification process for obtaining the new certificate.

### The UCM Charted Guide to Becoming an FAA Certified Flight Instructor (CFI) for Military Members

<table>
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<tr>
<th>Type of Military Flight Experience</th>
<th>Required Civilian Credentials</th>
<th>FAA Ground Training Required</th>
<th>FAA Knowledge Exams Required</th>
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<td>Commercial Pilot Certificate, Commercial Airplane, Helicopter</td>
<td>Commercial Pilot Certificate, Commercial Airplane, Helicopter</td>
<td>Commercial Pilot Certificate, Commercial Airplane, Helicopter</td>
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<td>None (Ref: FAR Part 61.27(e)) (B) (B)</td>
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<td>Prior IP in Military Aircraft</td>
<td>Commercial Pilot Certificate, Commercial Airplane, Military Aircraft</td>
<td>Commercial Pilot Certificate, Commercial Airplane, Military Aircraft</td>
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<td>Note</td>
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<td>None</td>
<td>None (Ref: FAR Part 61.27(e)) (B) (B)</td>
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Guidance for Prior Military Instructor Pilots of Single-Engine Airplane

Applicability: Current and former military instructor pilots who have held a qualification as instructor pilot in a military single-engine cockpit aircraft (e.g. T-6, T-34, DA-20, F-16, etc.)

FAA Requisites for Eligibility: Must hold an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot, Airplane/Single-Engine Land and Instrument Airplane (if you flew T-6s in UPT (or sister service equivalent) and took the military equivalency exam upon graduation, you should already have this), and at least a Second-Class Medical certificate. You must also pass the Military Competency-Instructor (MCI) knowledge test and provide a copy of your test results with your military documents to a DPE or FAA Examiner. For a complete list of eligibility requirements, see FAR Part 61.183.

Military Equivalency: The only military equivalency exam you must pass is the Military Competency-Instructor knowledge test. For a listing of nearby testing centers, see the listing of Warrensburg- and Kansas City-Area Knowledge Testing Centers on page 23. Military documents and records must satisfy the requirements outlined in FAR Part 61.73 to prove that you held a military qualification of instructor pilot in a single-engine cockpit aircraft. For a list of military documents that meet these requirements, see the Examples of Military Documents and Records that Satisfy the Requirements of FAR Part 61.73 on page 17.

Applicable UCM Courses: None.

Abbreviated Checklist:

- Ensure you possess an FAA Commercial Pilot Cert with Airplane/SEL category/class and Instrument Airplane ratings
- Pass MCI knowledge exam
- Compile military documents proving IP qual in Airplane/SEL and Instrument qual
- Create account/user profile at https://iacra.faa.gov
- Provide the following to a DPE or FAA Examiner
  - FAA Commercial Pilot Certificate w/the following ratings:
    - Commercial Pilot
    - Airplane Single-Engine Land
    - Instrument Airplane
  - MCI Knowledge Test report
  - Military records and documents as required by FAR Part 61.73
  - First- or Second-Class Medical
  - FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Print paper copy of new certificate and retain until plastic license arrives thru postal mail
Guidance for Prior Military Instructor Pilots of Multi-Engine Airplane (with Mil SEL qual)

Applicability: Current/former military instructors who have held a qualification as instructor pilot in a military multi-engine "cockpit" aircraft (e.g. A-10, B-2, C-130, C-135, E-3, F-15, T-1, T-38, etc.) and whose military flight experience also includes training or qualification in a military SEL airplane (e.g. T-6, T-34, F-16, etc.). This process will first add the multi-engine instructor rating to your FAA certificate, then takes you thru the process of acquiring the CFI add-on to that certificate.

FAA Requisites for Eligibility: Must hold an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot, Airplane/Single- and Multi-Engine Land, and Instrument Airplane (if you took the military equivalency exam upon graduation from UPT (or sister service equivalent), you should already have this), and at least a Second-Class Medical certificate. You must also pass the Military Competency-Instructor (MCI) knowledge test and provide a copy of your test results with your military documents to a DPE or FAA Examiner. For a complete list of eligibility requirements, see FAR Part 61.183.

Military Equivalency: The only military equivalency exam you must pass is the Military Competency-Instructor knowledge test. For a listing of nearby testing centers, see the listing of Warrensburg- and Kansas City-Area Knowledge Testing Centers on page 23. Military documents and records must satisfy the requirements outlined in FAR Part 61.73 to prove that you held a military qualification of instructor pilot in a multi-engine cockpit aircraft. For a list of military documents that meet these requirements, see the Examples of Military Documents and Records that Satisfy the Requirements of FAR Part 61.73 on page 17.

Applicable UCM Courses: None. If using Post 9/11 GI Bill benefits, you’ll be enrolled in the certificate program. See page 24.

Abbreviated Checklist:

- Ensure you possess FAA Commercial Pilot Cert w/Airplane/SEL & MEL category/class and Instrument Airplane ratings
- Pass MCI knowledge exam
- Compile military documents proving IP qual in Airplane/MEL and Instrument qual
- Create account/user profile at https://iacra.faa.gov
- Provide the following to a DPE or FAA Examiner
  - FAA Commercial Pilot Certificate w/ratings:
    - Commercial Pilot
      - Airplane SEL and/or MEL
      - Instrument Airplane
  - MCI Knowledge Test report
  - Military records and documents as required by FAR Part 61.73
- First- or Second-Class Medical
- FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Flight training for proficiency in Airplane/SEL in preparation for the CFI practical test
- Prior to practical tests, provide the following to DPE:
  - FAA Pilot Certificate showing MEI/AMEL qual
  - FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Accomplish the CFI practical test with a DPE
- Receive paper copy of new pilot certificate and retain until plastic license arrives thru postal mail
Guidance for Prior Military Instructor Pilots of Multi-Engine Cockpit Airplane (no Mil or Civ SEL qual)

Applicability: Current/former military instructors who have held a qualification as instructor pilot in a military multi-engine cockpit aircraft (e.g. A-10, B-2, C-130, C-135, E-3, F-15, T-1, T-38, etc.) and whose military flight experience is limited to multi-engine airplanes only. This process will first add the multi-engine instructor rating to your FAA certificate, then takes you thru the process of acquiring the single-engine and CFI add-ons to that certificate.

FAA Requisites for Eligibility: Must hold an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot Airplane/Multi-Engine Land, and Instrument Airplane (if you took the military equivalency exam upon graduation from UPT (or sister service equivalent), you should already have this), and at least a Second-Class Medical certificate. You must also pass the Military Competency-Instructor (MCI) knowledge test and provide a copy of your test results with your military documents to a DPE or FAA Examiner. For a complete list of eligibility requirements, see FAR Part 61.183.

Military Equivalency: The only military equivalency exam you must pass is the Military Competency-Instructor knowledge test. For a listing of nearby testing centers, see the listing of Warrensburg- and Kansas City-Area Knowledge Testing Centers on page 23. Military documents and records must satisfy the requirements outlined in FAR Part 61.73 to prove that you held a military qualification of instructor pilot in a multi-engine cockpit aircraft. For a list of military documents that meet these requirements, see the Examples of Military Documents and Records that Satisfy the Requirements of FAR Part 61.73 on page 17.

Applicable UCM Courses: None. If using Post 9/11 GI Bill benefits, you’ll be enrolled in the certificate program. See page 24.

Abbreviated Checklist:

- Possess FAA Commercial Pilot Cert w/Airplane/MEL category/class and Instrument Airplane ratings
- Pass MCI knowledge exam
- Compile military documents proving IP qual in Airplane/MEL and Instrument qual
- Create account/user profile at https://iacra.faa.gov
- Provide the following to a DPE or FAA Examiner
  - FAA Commercial Pilot Certificate w/ratings:
    - Commercial Pilot
      - Airplane MEL
      - Instrument Airplane
  - MCI Knowledge Test report
  - Military records and documents as required by FAR Part 61.73
- First- or Second-Class Medical
- FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Flight training for proficiency in Airplane/SEL in preparation for the Comm/SEL & CFI practical tests (may be done concurrently)
- Prior to practical tests, provide the following to DPE:
  - FAA Pilot Certificate showing MEI/AMEL qual
  - FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Accomplish the Comm/SEL & CFI practical tests concurrently with a DPE
- Receive paper copy of new pilot certificate
Guidance for Prior Military Pilots of Airplanes (vs Non-Cockpit/RPA)

**Applicability:** Current and former military pilots who have held a qualification in a military cockpit aircraft. This plan assumes you have trained or been qualified in a military single-engine airplane (e.g. T-6, T-34, F-16, etc.), have taken the military equivalency test, and as a result have already received an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot, Airplane/Single-Engine Land, and Instrument Airplane.

**FAA Requisites for Eligibility:** Must hold an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot, Airplane/Single-Engine Land, and Instrument Airplane (if you took the military equivalency exam upon graduation from UPT (or sister service equivalent), you should already have all this plus the AMEL rating), and at least a Second-Class Medical certificate. For a complete list of eligibility requirements, see FAR Part 61.183.

**Military Equivalency:** No military equivalency applies UNLESS you did not already take the military equivalency test to receive the certificates and ratings mentioned above upon graduation from military flight training (e.g. UPT, SUPT, etc.) If you still need to do this, contact a local testing center. For a listing of nearby testing centers, see the listing of Warrensburg- and Kansas City-Area Knowledge Testing Centers on page 23. You may also need to show military documents and records proving your training and qualifications. These must satisfy the requirements outlined in FAR Part 61.73 to prove that you held a military qualification as pilot in a single- and/or multi-engine cockpit aircraft. For a list of military documents that meet these requirements, see the Examples of Military Documents and Records that Satisfy the Requirements of FAR Part 61.73 on page 17.

**Applicable UCM Courses:** None. If using Post 9/11 GI Bill benefits, you’ll be enrolled in the certificate program. See page 24.

**Abbreviated Checklist:**

- Possess FAA Commercial Pilot Cert with Airplane/SEL category/class and Instrument Airplane ratings
- Receive ground instruction & endorsement
- Pass the FOI and FIA knowledge exams
- Receive flight training & endorsement
- Create account/user profile at [https://iacra.faa.gov](https://iacra.faa.gov)

- Provide the following documents and credentials to FAA Examiner
  - FAA Commercial Pilot Certificate w/the following ratings:
    - Commercial Pilot
      - Airplane Single-Engine Land
      - Instrument Airplane
  - First- or Second-Class Medical
  - FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)

- Print paper copy of new certificate and retain until plastic license arrives thru postal mail
Guidance for RPA Pilots and Others Not Holding a Military Pilot Qualification in Cockpit Airplane

**Applicability:** This applies to anyone not holding any military pilot rating in cockpit aircraft. This plan also assumes that the user of this guide holds no prior certificates or ratings with the FAA.

**FAA Requisites for Eligibility:** Must hold an FAA Commercial Pilot Certificate with at least the following ratings: Commercial Pilot, Airplane/Single-Engine Land, and Instrument Airplane, and at least a Second-Class Medical certificate. To attain these, you must first become a Student Pilot and earn a Private Pilot Certificate. Upon earning the Private Pilot, you may earn the Commercial Pilot and Instrument-Airplane certificates and ratings separately or concurrently.

**Military Equivalency:** Not applicable.

**Applicable UCM Courses:** All courses listed on the Chronological Index of Applicable UCM Aviation Ground & Flight Courses on page 13.

**Applicable UCM Undergraduate Degree Programs:** Aviation Management-Flight Operations Management and Professional Pilot

**Abbreviated Checklist:**

- Create account/user profile at [https://iacra.faa.gov](https://iacra.faa.gov)
- Obtain a Student Pilot Certificate
- Enroll in Private Pilot Ground & Flight Training courses (i.e. AVIA 1310, 1320, & 1321)
- Obtain at least a Third-Class Medical
- Receive the ground and flight training for Private Pilot
- Pass the Private Pilot Knowledge Test
- Present Logbook, FAA Form 8710-1, and other documents to DPE or FAA Examiner and Pass the Private Pilot Practical Test
- Enroll in Commercial and Instrument Ground & Flight Training courses (i.e. AVIA 3305, 3325, and 3310 thru 3317)
- Obtain at least a Second-Class Medical
- Receive the Commercial/Instrument Ground/Flight Training
- Pass the Commercial/Instrument Knowledge Tests
- Present Logbook, FAA Form 8710-1, and other documents to DPE or FAA Examiner and Pass the Commercial/Instrument Practical Tests
- Enroll in CFI course (i.e. AVIA 3360)
- Receive ground instruction & endorsement
- Pass the FOI and FIA knowledge exams
- Receive flight training & endorsement
- Provide the following documents and credentials to a DPE or FAA Examiner
  - FAA Commercial Pilot Certificate w/ the following ratings:
    - Commercial Pilot
    - Airplane Single-Engine Land
    - Instrument Airplane
  - FAA Form 8710-1 (submit electronically thru Integrated Airman Certification & Rating Application (IACRA) website)
- Print paper copy of new certificate and retain until plastic license arrives thru postal mail
Chronological Index of Applicable UCM Aviation Ground & Flight Courses
(Source: University of Central Missouri 2013 Undergraduate Catalog)

Sample: SMPL 3920 Human Resources (3) Issues related to the effective management of people within organizations. Prerequisite: SMPL 3315 or concurrently. FA, SP, SU. Key: Course descriptions include the prefix (SMPL), course number (3920), course title (Human Resources), and number of credits (3). Following is a brief description, any prerequisites and the semester(s) the course is offered (FA = Fall; SP = Spring; SU = Summer). Some course descriptions may also include fee information.

Private Pilot Courses

AVIA 1310 FAA Private Requirements (4) Basic ground school in support of flight training to prepare for the FAA examination for the Private Pilot Certificate. A fee is charged for pilot supplies and ground school materials. FA, SP.

AVIA 1320 Private Flight A (1) Increase student’s knowledge and experience to operate aircraft in solo flight and night conditions. Third class medical required before class begins. Approximately 20 flight hours required. An additional fee is associated with this course. FA, SP, SU.

AVIA 1321 Private Flight B (1) Increase the student’s knowledge and aeronautical experience to operate an airplane on dual and solo crosscountry flights. Third class medical required. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 1320. An additional fee is associated with this course. FA, SP, SU.

Instrument Courses

AVIA 3325 FAA Instrument Requirements (4) Instrument ground school subjects in support of flight training to prepare for FAA examination for instrument rating. Prerequisite: AVIA 1321. FA, SP.

AVIA 3313 Instrument Flight A (1) Increase the student’s knowledge and aeronautical experience in maneuvering the aircraft solely by reference to the flight instruments. Includes the use of full and partial panel reference. The student should plan to fly approximately 20 hours. Prerequisite: AVIA 1321 or Private Pilot Certificate. An additional fee is associated with this course. FA, SP, SU.

AVIA 3314 Instrument Flight B (1) Increase the student’s knowledge and aeronautical experience in IFR cross-country and emergency procedures. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3313. An additional fee is associated with this course. FA, SP, SU.

Commercial Pilot Courses

AVIA 3305 FAA Commercial Requirements (3) Commercial ground school subjects in support of flight training to prepare for FAA examination for Commercial Pilot Certificate. Prerequisite: AVIA 3314. FA, SP.

AVIA 3310 Commercial Flight A (1) Increase the student’s knowledge and aeronautical experience in dual and solo cross country flying in both day and night conditions. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 1321 or Private Pilot Certificate. An additional fee is associated with this course. FA, SP, SU.

AVIA 3311 Commercial Flight B (1) Increase the student’s knowledge and aeronautical experience in solo and cross country flying. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3310. An additional fee is associated with this course. FA, SP, SU.

AVIA 3312 Commercial Flight C (1) Increase the student’s knowledge and aeronautical experience in solo cross country flying. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3311. An additional fee is associated with this course. FA, SP, SU.

AVIA 3315 Commercial Flight D (1) Increase the student’s knowledge and the skill necessary to safely fly a complex aircraft. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3314. An additional fee is associated with this course. FA, SP, SU.

AVIA 3316 Commercial Flight E (1) Increase the student’s knowledge and provide the skill necessary to safely fly a complex aircraft. Additionally, the commercial flight maneuvers are introduced. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3315. An additional fee is associated with this course. FA, SP, SU.

AVIA 3317 Commercial Flight F (1) Increase the student’s knowledge and provide the aeronautical skill necessary for the issuance of the Commercial Pilot Certificate. Student should plan to fly approximately 20 hours. Prerequisite: AVIA 3316. An additional fee is associated with this course. FA, SP, SU.
The UCM Charted Guide to Becoming an FAA Certified Flight Instructor (CFI) for Military Members

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<tr>
<th>Type of Military Flight Experience</th>
<th>Defined as:</th>
<th>Requisite Civilian Credentials</th>
<th>FAA Ground Training Required</th>
<th>FAA Knowledge Exams Required</th>
<th>Civil Flight Training Required</th>
<th>FAA Practical Tests Required</th>
<th>FAA Certification Process</th>
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<tbody>
<tr>
<td>Prior IP in SEL Airplane</td>
<td>Prior/Current Instructor Pilot in a Single-Engine Airplane (e.g. T-6, T-34, F-16, etc.)</td>
<td>Commercial Pilot Certificate with Commercial Pilot, Airplane, Single-Engine Land, &amp; Instrument Ratings (Ref. FAR Part 61.183c. and 61.73a., b., &amp; q (1) and (2))</td>
<td>None (Ref. FAR Part 61.73a.(3)(iii))</td>
<td>Military Competency-Instructor (MCI) Knowledge Test (Ref. FAR Part 61.73a.(3)(i))</td>
<td>None (Ref. FAR Part 61.73a.(3)(i), (iv), &amp; (v))</td>
<td>None (Ref. FAR Part 61.73a.(3)(i), (iv), &amp; (v))</td>
<td>Present MCI Test Report, Military Documents, FAA Fm 8710-1, etc. to Designated Pilot Examiner (DPE) (Ref. FAR Part 61.13a. and 61.173a.(i) and (ii))</td>
</tr>
<tr>
<td>Prior IP in MEL Airplane</td>
<td>Prior/Current Instructor Pilot in a Multi-Engine Airplane (e.g. A-10, B-2, C-130, C-135, E-3, F-15, T-38, etc.)</td>
<td>Commercial Pilot Certificate with Commercial Pilot, Airplane, Multi-Engine Land, &amp; Instrument Ratings (Ref. FAR Part 61.183c. and 61.73a., b., &amp; q (1) and (2))</td>
<td>None (Ref. FAR Part 61.73a.(3)(iii))</td>
<td>Military Competency-Instructor (MCI) Knowledge Test (Ref. FAR Part 61.73a.(3)(i))</td>
<td>None (Ref. FAR Part 61.73a.(3)(i), (iv), &amp; (v))</td>
<td>None (Ref. FAR Part 61.73a.(3)(i), (iv), &amp; (v))</td>
<td>Present MCI Test Report, Practical results, FAA Form 8710-1, etc., to Designated Pilot Examiner (DPE) (Ref. FAR Part 61.13a. and 61.183)</td>
</tr>
<tr>
<td>Prior IP in MEL Airplane (no Mil or Civ SEL qualification)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Pilot in Cockpit Airplane</td>
<td>Any Pilot or RPA Pilot w/flight experience in cockpit aircraft, but was NOT an IP in cockpit aircraft (e.g. MQ-1, MQ-9, etc. (including UPT-D))</td>
<td>Commercial Pilot Certificate with Commercial Pilot, Airplane, Single-Engine Land, &amp; Instrument Ratings (Ref. FAR Part 61.183c. and 61.73a., b., &amp; q (1) and (2))</td>
<td>CFI Ground School Course Course Title: Flight Instructor-Airplane (Ref. FAR Part 61.183c.)</td>
<td>Fundamentals of Instruction (FOI) Knowledge Exam AND Flight Instructor-Airplane (FIA) Knowledge Exam (Ref. FAR Part 61.183c. and UCM 2013 Undergraduate Course Catalog)</td>
<td>Part 61/Part 141 Syllabus Flight Training in conjunction with: Course ID: AVIA 3360 Course Title: Flight Instructor-Airplane (Ref. FAR Part 61.183c. and UCM 2013 Undergraduate Course Catalog)</td>
<td>CFI Practical Test (Ground Eval and Inflight Eval in C172RG) (Ref. FAR Part 61.183h. and FAA-S-8081-6D (pp. 10-11))</td>
<td>Present FOI and FIA Test Reports, Logbook, FAA Form 8710-1, etc., to FAA Examiner (Ref. FAR Part 61.13a. and 61.183)</td>
</tr>
<tr>
<td>RPA Pilot Only</td>
<td>Any RPA Pilot w/out prior piloting experience in cockpit military aircraft (e.g. prior navigators, 18x, etc.)</td>
<td>Commercial Pilot Certificate with Commercial Pilot, Airplane, Single-Engine Land, &amp; Instrument Ratings (Ref. FAR Part 61.183c. and 61.73a., b., &amp; q (1) and (2))</td>
<td>CFI Ground School Course Course Title: Flight Instructor-Airplane (Ref. FAR Part 61.183c.)</td>
<td>Fundamentals of Instruction (FOI) Knowledge Exam AND Flight Instructor-Airplane (FIA) Knowledge Exam (Ref. FAR Part 61.183c. and UCM 2013 Undergraduate Course Catalog)</td>
<td>Part 61/Part 141 Syllabus Flight Training in conjunction with: Course ID: AVIA 3360 Course Title: Flight Instructor-Airplane (Ref. FAR Part 61.183c. and UCM 2013 Undergraduate Course Catalog)</td>
<td>CFI Practical Test (Ground Eval and Inflight Eval in C172RG) (Ref. FAR Part 61.183h. and FAA-S-8081-6D (pp. 10-11))</td>
<td>Present FOI and FIA Test Reports, Logbook, FAA Form 8710-1, etc., to FAA Examiner (Ref. FAR Part 61.13a. and 61.183)</td>
</tr>
<tr>
<td>Enlisted Aviators</td>
<td>Any Enlisted Aviator (e.g. Sensor Operator, Loadmaster, Boom Operator, etc.)</td>
<td>Note: To become a CFI, you must first obtain a Private Pilot Certificate, then the above certificates and ratings. For more information on obtaining a Private Pilot certificate and other required ratings, see page 12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None (i.e. non-aviator military background)</td>
<td>Any Officer, Enlisted or Civilian Personnel without military flying experience (e.g. Intel/MIC, Admin, Maintenance, Contractors, etc.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
INTENTIONALLY BLANK
Examples of Military Documents and Records that Satisfy the Requirements of FAR Part 61.73

Summary of Acceptable Documents (Note: This list is not all-inclusive. Other documents may also meet the intent of the FARs)

1. Proof of Service Letter (to show military status; obtainable from vMPF website)
2. Aeronautical Orders showing a rating or qualification was awarded (in Flight Records; obtainable from the OSS HARM office)
3. Flying History Report showing PIC (Primary) time in an appropriate airplane (in Flight Records; obtainable from OSS HARM office)
4. Air Force Form 8 (located in your FEF; obtainable from your squadron Stan/Eval office)
5. Signed Summary Record of Training (received from UPT or other schoolhouse)
6. Signed Training Report from training unit (obtainable in your official record on PRDA-Personnel Records Display Application website)
7. Signed Graduation Certificate from training unit (e.g. UPT, FTU, etc.; awarded upon completion of training)
8. FAA Airman Knowledge Test Report for the MCI test

Following is a Listing Showing the Applicable Documents by FAR

To apply for Commercial, Instrument and Type Certificates/Ratings:

   FAR Part 61.73b.(1): Item 1 above
   FAR Part 61.73b.(2): Item 8 above
   FAR Part 61.73b.(3): Items 3, 4 or 5 above
   FAR Part 61.73d.: Item 2 or 4 above

To apply for Instructor Certificates/Ratings:

   FAR Part 61.73g.(3)(i): Item 8 above
   FAR Part 61.73g.(3)(ii): Items 2 or 4 above
   FAR Part 61.73g.(3)(iii): Items 5, 6 or 7 above
   FAR Part 61.73g.(3)(iv): Item 4 above

Acceptable Documents as Outlined in the FAR Part 61.73h.

   FAR Part 61.73h.(1): Items 2, 4, or 7 above
   FAR Part 61.73h.(2): Items 2, 5, 6 or 7 above
   FAR Part 61.73h.(3): Item 4 above (preferably the most recent)
Images of Sample Military Documents

1. Proof of Service Letter

2. Aeronautical Orders
Images of Sample Military Documents

3. Flying History Report

4. Air Force Form 8
Images of Sample Military Documents

5. Signed Summary Record of Training

6. Signed Training Report
Images of Sample Military Documents

7. Signed Graduation Certificate

8. FAA Airman Knowledge Test Report
Integrated Airman Certification and/or Rating Application (IACRA) Guide

All pilots must be registered in IACRA to apply for certificates and ratings. The following is a quick guide to finding the IACRA website and registering. Refer to the instruction manual cited below or see an instructor for details on applying for certificates and ratings.

1. Go to https://iacra.faa.gov/iacra/
2. In the upper right corner, click on Register
3. Under Select Role, select Applicant and click on Agree to TOS and Continue
4. Under Certificate Information, enter your Airman Certificate Number and Date of Issuance. If you do not have a certificate, leave blank.
5. Under Personal Information, provide the personal data and contact information. Providing your SSN is not mandatory.
6. Under Citizenship and Place of Birth, provide the applicable information
7. Under Permanent Mailing Address, provide your address information
8. Under Special Mailing Address, only provide this if it is different from your permanent mailing address
9. Under Security Questions, select the desired security questions and provide your answers
10. Under User Name / Password, provide your desired username and password to access the IACRA website
11. Select Register

Source: IACRA Instruction Manual 8.5 (https://iacra.faa.gov/iacra/)

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Obtaining an FAA Medical Certificate

To Find an FAA Medical Examiner (AME):

1. Go to www.faa.gov
2. In the upper right corner, hover over I Am A … and select Pilot
3. On the left side side, under Medical Certification, select Find an Aviation Medical Examiner
4. Select your desired search method to obtain a listing of AMEs in your area

Registering with and Using MedXPress

1. Again, under Medical Certification, select Get a Medical Certificate (MedXPress)
2. Select Request an Account
3. Fill in the required personal, contact and security question information and click Submit
4. You will receive an e-mail with a link and login information necessary to complete the registration process
5. Once logged in, click on Form 8500-8 in the upper left corner and complete the electronic form as part of your FAA medical examination process
6. Save and print the document when complete, and click Submit to submit the document
7. You will receive a confirmation number by e-mail. Provide this number to your AME at your appointment

Source: www.faa.gov
Warrensburg- and Kansas City-Area Knowledge Testing Centers
(Source: Airman Knowledge Testing Center List, May 2013, www.faa.gov)

<table>
<thead>
<tr>
<th>City</th>
<th>Site ID</th>
<th>Site</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kansas City</td>
<td>ABS64103</td>
<td>ATD Flight Systems</td>
<td>601 Lou Holland Dr., Hangar 6B</td>
<td>816-221-8455</td>
</tr>
<tr>
<td>Kansas City</td>
<td>ABS64104</td>
<td>Aviation Institute of Maintenance</td>
<td>4100 Raytown Rd</td>
<td>816-753-9920</td>
</tr>
<tr>
<td>Lee’s Summit</td>
<td>LAS64002</td>
<td>Air Charter</td>
<td>2525 NE Douglas</td>
<td>816-525-3330</td>
</tr>
</tbody>
</table>

To Locate Another Testing Center:

1. Go to [www.faa.gov](http://www.faa.gov)
2. In the upper right corner, hover over I Am A … and select Pilot
3. Under Testing, expand Knowledge Test Centers
4. Select Airmen Knowledge Testing Center List

Recommended Process for Scheduling a Knowledge Test

1. Contact the testing center directly to ascertain proctor availability
2. Schedule date/time with testing center, if possible
3. Contact the applicable national testing service (CATS or PSI) to confirm appointment date/time and pay by phone with a credit card
   a. Typical exams cost $150 each.
   b. Ask about available discounts for military, AOPA members, etc.

OR, for one-stop shopping to locate, schedule and pay by phone, call either of the following:

- Computer Assisted Testing Service (CATS). Call 800-947-4228 and select Option 3
- PSI/LaserGrade Computer Testing. Call 800-211-2753
  o Closest location is in Olathe, KS at Johnson County Executive Airport
Military Funding Options

The UCM Aviation program is very unique because it offers four-year undergraduate degree programs, owns its airport, and has programs that include flying. Accordingly, both Tuition Assistance and GI Bill benefits under both the Certificate and Degree-Seeking programs are authorized funding options. The following information assumes you qualify for VA education benefits under the Post-9/11 GI Bill and are entitled to full benefits (i.e. you have served at least 36 months on active-duty since 10 Sep 2001). If your entitlements fall under another chapter of the GI Bill (e.g. Montgomery GI Bill), contact the on-campus VA Certifying Official for details at 660-543-8990 or vets@ucmo.edu. If you will be using your GI Bill benefits under the Certificate Program, contact the UCM Aviation Office Professional for guidance at 660-543-4333.

Typical Cost Breakdown for Flight Training Programs *

(Note: Expenses/rates are typical for flight programs, but the number of hours and courses/credits vary. Hours/totals below reflect CFI program.)

<table>
<thead>
<tr>
<th>Nature of Expense</th>
<th>Cost/Unit</th>
<th>Est. Cost</th>
<th>Applicable Entitlement</th>
<th>Form of Payment</th>
<th>Cost to Student</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application for Admission (N/A under cert prgm)</td>
<td>$30/one-time</td>
<td>$30</td>
<td>Military Tuition Pkg</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>AVIA 3360 Tuition (N/A under cert prgm)</td>
<td>$213/credit</td>
<td>$639</td>
<td>TA</td>
<td>Direct to School</td>
<td>$0</td>
</tr>
<tr>
<td>Ground Instruction (N/A under degree-seeking prgm)</td>
<td>$40/hour</td>
<td>$1600</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Flight Hours (C172RG Aircraft Rate)</td>
<td>$150/hour</td>
<td>$4600</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Flight Instruction</td>
<td>$40/hour</td>
<td>$1230</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Student Fees (N/A under cert prgm)</td>
<td>$86/semester</td>
<td>$86</td>
<td>UCM Military Tuition Pkg</td>
<td>Direct to School</td>
<td>$0</td>
</tr>
<tr>
<td>Parking Pass (N/A under cert prgm)</td>
<td>$50/semester</td>
<td>$50</td>
<td>UCM Military Tuition Pkg</td>
<td>Direct to School</td>
<td>$0</td>
</tr>
<tr>
<td>Books (N/A under cert prgm)</td>
<td>$42/credit</td>
<td>$125</td>
<td>GI Bill (up to $125)</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Pro Gear (e.g. GA headset, kneeboard, etc.)</td>
<td>Variable</td>
<td>$700</td>
<td>None</td>
<td>Out of Pocket</td>
<td>$700</td>
</tr>
<tr>
<td>Knowledge Test(s)</td>
<td>$150/each</td>
<td>$300</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Practical Tests:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft Rental</td>
<td>$139/hour</td>
<td>$210</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>Examiner Fee</td>
<td>$0/checkride</td>
<td>$400</td>
<td>GI Bill</td>
<td>Reimburse Student</td>
<td>$0 after reimbursement</td>
</tr>
<tr>
<td>FAA Examiner (no cost)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPE (flies for hire)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>$8370 to $9040</td>
<td>$700</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Prices and Estimated Costs are approximate and subject to change

UCM’s Military Tuition Package
(Source: www.ucmo.edu/vets/tuition)

UCM's Military Tuition Package applies to those who are using military tuition assistance or the G.I. Bill to fund their education. The tuition package applies to members of all five service branches of the military, including reservists, who are "benefit eligible" and seeking a UCM degree. Benefits include granting veterans the in-state tuition rate, exemption from the Application for Admission fee, New Student Fee, per credit-hour mandatory general student fee, and parking permit fee. To receive this benefit, you must apply at the beginning of each semester.

To apply, go to www.ucmo.edu/vets/tuition and click on the Veterans Certification Request Form link. Complete, sign, and print. Submit the form along with your companion TA and/or GI Bill documents to the on-campus VA Certifying Official located at Elliott Union 117.
Obtaining TA Benefits

Tuition Assistance provides up to $4500/year for degree-seeking programs, and pays up to $250/credit. For certificate programs, it provides a one-time benefit of up to $4500 for acquiring a certificate and pays up to $250/credit (or up to $250 per 45 contact hours). However, the certificate program in which you are enrolled must be directly related to your AFSC. For these reasons, using TA to obtain FAA certificates is not recommended. To receive benefits, you must:

- Apply for admission and get accepted by UCM
- Enroll in classes
- Go to Air Force Portal and link to the AFVEC website (or go to service equivalent) and apply for the benefit
- Electronically sign and submit your application
- Once it is authorized by the Base Education Office, return to the AFVEC website and print the form
- Submit the form to the on-campus VA Certifying Official located at Elliott Union 117.

If you need assistance, contact the Whiteman Base Education Office at 660-687-1695 or 660-687-5750.

Obtaining Post-9/11 GI Bill Benefits

The Post-9/11 GI Bill is an excellent benefit because it will pay 100% of the member’s flight hours and instruction. To apply for benefits, go to the VA website at www.gibill.va.gov and select Apply for Benefits to launch the Veterans Online Application (VONAPP) and do the following:

- Complete the VONAPP registration and application
- Print your VONAPP and submit to the on-campus VA Certifying Official located at Elliott Union 117
- Provide a copy of your FAA Medical Certificate to the UCM Aviation Office Professional at Skyhaven Airport Flight Operations hangar

If you need assistance, contact the on-campus VA Certifying Official for details at 660-543-8990 or vets@ucmo.edu.

Obtaining Reimbursements for FAA Knowledge Tests and Practical Tests


- Thoroughly complete & sign VA Form 22-0803, Application for Reimbursement of Licensing or Certification Test Fees
  - For Block 8, use: Federal Aviation Administration, Kansas City FSDO, 901 Locust St, Kansas City, MO 64106
- Attach copies of your receipt (or proof of payment) and your knowledge test report (or copy of the license or certificate)
- Mail to: CENTRAL REGION, VA Regional Office, PO Box 66830, St. Louis, MO 63166-6830

Post 9/11 GI Bill Basic Comparison of Certificate vs. Degree-Seeking Programs

<table>
<thead>
<tr>
<th>Certificate Program</th>
<th>Degree-Seeking Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds paid by student, then student reimbursed by VA</td>
<td>Funds paid directly to school</td>
</tr>
<tr>
<td>Covers 100% of flight hours and ground/flight instruction</td>
<td>Covers 100% of flight hours and ground/flight instruction</td>
</tr>
<tr>
<td>No enrollment in AVIA courses. May apply benefit to any certificate or rating offered by UCM.</td>
<td>Must be enrolled in four-year program in which you will earn a minimum of two certificates/ratings not including CFI/MEI (i.e. Pvt, Comm, and/or Inst)</td>
</tr>
</tbody>
</table>

POC: UCM Aviation Office Pro, 660-543-4333 or aviaeditor@ucmo.edu. POC: VA Certifying Official, 660-543-8990 or vets@ucmo.edu.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 CFR</td>
<td>Title 14 of the Code of Federal Regulations</td>
</tr>
<tr>
<td>AF</td>
<td>Air Force</td>
</tr>
<tr>
<td>AFSC</td>
<td>Air Force Specialty Code</td>
</tr>
<tr>
<td>AMEL</td>
<td>Airplane Multi-Engine Land</td>
</tr>
<tr>
<td>ASEL</td>
<td>Airplane Single-Engine Land</td>
</tr>
<tr>
<td>AVIA</td>
<td>Course ID Prefix for UCM Aviation Courses</td>
</tr>
<tr>
<td>C172RG</td>
<td>Cessna 172 RG (Retractable Gear)</td>
</tr>
<tr>
<td>CFI</td>
<td>Certified Flight Instructor</td>
</tr>
<tr>
<td>Civ</td>
<td>Civilian</td>
</tr>
<tr>
<td>Comm</td>
<td>Commercial Pilot (certificate &amp; rating)</td>
</tr>
<tr>
<td>DPE</td>
<td>Designated Pilot Examiner</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Aviation Regulations (aka 14 CFR)</td>
</tr>
<tr>
<td>FIA</td>
<td>Flight Instructor-Airplane knowledge test</td>
</tr>
<tr>
<td>Fm</td>
<td>Form</td>
</tr>
<tr>
<td>FOI</td>
<td>Fundamentals of Instruction knowledge test</td>
</tr>
<tr>
<td>FSDO</td>
<td>Flight Standards District Office</td>
</tr>
<tr>
<td>FTU</td>
<td>Flying Training Unit</td>
</tr>
<tr>
<td>GA</td>
<td>General Aviation</td>
</tr>
<tr>
<td>HARM</td>
<td>Host Aviation Resource Management</td>
</tr>
<tr>
<td>Inst</td>
<td>Instrument Rating</td>
</tr>
<tr>
<td>IP</td>
<td>Instructor Pilot</td>
</tr>
<tr>
<td>MCI</td>
<td>Military Competency-Instructor knowledge test</td>
</tr>
<tr>
<td>MEI</td>
<td>Multi-Engine Instructor certificate/rating</td>
</tr>
<tr>
<td>MEL</td>
<td>Multi-Engine Land (aka AMEL)</td>
</tr>
<tr>
<td>MIC</td>
<td>Mission Intelligence Coordinator</td>
</tr>
<tr>
<td>Mil</td>
<td>Military</td>
</tr>
<tr>
<td>OSS</td>
<td>Operations Support Squadron</td>
</tr>
<tr>
<td>Pvt</td>
<td>Private Pilot (certificate &amp; rating)</td>
</tr>
<tr>
<td>RPA</td>
<td>Remotely-Piloted Aircraft</td>
</tr>
<tr>
<td>SEL</td>
<td>Single-Engine Land (aka ASEL)</td>
</tr>
<tr>
<td>Stan/Eval</td>
<td>Standardization &amp; Evaluation</td>
</tr>
<tr>
<td>TA</td>
<td>Tuition Assistance</td>
</tr>
<tr>
<td>UCM</td>
<td>University of Central Missouri</td>
</tr>
<tr>
<td>UPT</td>
<td>Undergraduate Pilot Training</td>
</tr>
<tr>
<td>UPT-D</td>
<td>UPT-Direct (refers to graduates of Undergraduate Pilot Training whose first assignment after training was to fly RPA rather than a cockpit aircraft)</td>
</tr>
<tr>
<td>vMPF</td>
<td>Virtual Military Personnel Flight</td>
</tr>
</tbody>
</table>
References


Web Resources

www.faa.gov

https://iacra.faa.gov/iacra/ (IACRA Instruction Manual 8.5)

http://www.faa.gov/training_testing/testing/media/test_centers.pdf (Airman Knowledge Testing Center List)

www.gibill.va.gov

http://www.vba.va.gov/pubs/forms/VBA-22-0803-ARE.pdf (VA Form 22-0803)

www.ucmo.edu

www.ucmo.edu/vets/tuition (UCM Military Tuition Package)

http://www.ucmo.edu/academics/catalogs/documents/2013UGCatalog.pdf (UCM 2013 Undergraduate Catalog)