

**VOLUME 5 AIRMAN CERTIFICATION****CHAPTER 2 TITLE 14 CFR PART 61 CERTIFICATION OF PILOTS AND FLIGHT INSTRUCTORS****Section 15 Issue a Part 61 Pilot and/or Flight Instructor Certificate Based on Military Pilot Qualifications****Source Basis:**

- **Section 61.1, Applicability and Definitions.**
- **Section 61.33, Tests: General Procedure.**
- **Section 61.63, Additional Aircraft Ratings (Other Than for Ratings at the Airline Transport Pilot Certification Level).**
- **Section 61.73, Military Pilots or Former Military Pilots: Special Rules.**
- **Section 61.197, Renewal Requirements for Flight Instructor Certification.**
- **Section 61.199, Reinstatement Requirements of an Expired Flight Instructor Certificate.**

**5-616 REPORTING SYSTEM(S).** Use Safety Assurance System (SAS) Activity Recording (AR) and use activity code 1532, as appropriate.

**5-617 OBJECTIVE.** The objective of this task is to determine if an applicant is eligible for a pilot or flight instructor certificate and associated ratings based on military pilot qualifications. Completion of this task results in the issuance or denial of a pilot and/or flight instructor certificate.

**5-618 GENERAL.****A. Applicability.**

**1) Pilot Certificate.** Per Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.73(a) and (b), the Federal Aviation Administration (FAA) may issue the following on the basis of military pilot qualifications to military pilots and former military pilots in the U.S. Armed Forces (Army, Navy, Marine Corps, Air Force, and Coast Guard). Note that the United States Public Health Service Commissioned Corps and the National Oceanic and Atmospheric Administration (NOAA) Commissioned Officer Corps are not armed services and are not eligible for the following based on their qualifications in those uniformed services:

- A Commercial Pilot Certificate with the appropriate aircraft category and class rating,
- An instrument rating with the appropriate aircraft rating, or
- A type rating.

**2) Foreign Pilot.** Per § 61.73(a) and (c), a Commercial Pilot Certificate and ratings under paragraph (a) of this section may be issued to a military pilot currently in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation assigned to pilot duties in the U.S. Armed Forces, for purposes other than receiving flight training. For a

list of applicable International Civil Aviation Organization (ICAO) Member States, refer to <https://www.icao.int/about-icao/Pages/member-states.aspx>.

**3) Flight Instructor.** Per § 61.73(g), a flight instructor certificate with appropriate ratings may be issued to a U.S. military instructor pilot, a former U.S. military instructor pilot, a U.S. military pilot examiner, or a former U.S. military pilot examiner.

**4) Night Vision Goggles (NVG) Endorsement.** The FAA does not issue NVG endorsements based on military qualifications. The only items authorized to be issued based on military qualifications are listed in § 61.73. Refer to § 61.31(k)(3)(i), which states that the endorsements required under § 61.31(k)(1) and (2) do not apply if a person can document satisfactory completion of a pilot proficiency check on NVG operations conducted by the U.S. Armed Forces.

**5) Unmanned Aircraft System (UAS) or Remotely Piloted Aircraft (RPA) Pilots.** The following guidance applies to UAS and RPA pilots interested in obtaining FAA pilot certificates and ratings. The U.S. Armed Forces use various designations for their UAS pilots. Some military UAS pilots are dual-rated. This means they graduated from a military manned aircraft pilot training program and received an aeronautical designation as a military pilot in addition to graduating from an unmanned pilot training program and received a designation as a remote pilot. Some military UAS pilots have only graduated from an unmanned pilot training program. Although some of the military unmanned pilot training programs contain manned aircraft familiarization curriculum segments, a military UAS pilot trainee does not graduate as a military manned aircraft pilot. Flight Standards District Offices (FSDO) have reported an increased level of interest by military UAS pilots in obtaining FAA pilot certificates and ratings. Some offices have erroneously assumed that § 61.73 allows military UAS pilots to apply for FAA pilot certificates and ratings based on their military experience.

a) **Military Pilot Training.** Only those persons who graduate from a military manned aircraft pilot training program are eligible for part 61 pilot certificates or ratings under the provisions of § 61.73. Military UAS pilot experience does not qualify for any pilot or flight instructor certificate with an airplane, rotorcraft, glider, lighter-than-air, or powered-lift category rating, nor does it currently qualify for an FAA Remote Pilot Certificate. FAA regulations do not currently permit the experience acquired while operating an unmanned aircraft (UA) to be logged to meet the aeronautical experience requirements for FAA certification for manned aircraft or to meet the recency-of-experience requirements of part 61. Manned aircraft flight time accrued in the military during a training course for a UA can count towards the experience requirements of part 61 for a certificate or rating outside of § 61.73, provided it meets the definitions of pilot time and/or flight time, as defined in § 61.1.

b) **FAA Instrument Rating.** Military UAS experience time does not qualify for an initial instrument rating or for adding an instrument rating to any FAA pilot certificate. There is no provision to do so in § 61.65 or § 61.73.

c) **FAA Remote Pilot Certificate.** There is no avenue for the issuance of an FAA Remote Pilot Certificate based on military UAS experience. There is no provision to do so in part 61 or 14 CFR part 107.

**6) Aviation Safety Inspector (ASI)/Aviation Safety Technician (AST)/Military Competency Examiner (MCE) Actions.**

- a) Do not accept an application for an airman certificate or rating in a manned aircraft under part 61 if the applicant is seeking to credit military UAS experience towards the aeronautical experience requirements.
- b) Do not accept an official U.S. Armed Forces record to meet the requirements of § 61.73(h)(2) that shows the person graduated from a U.S. Armed Forces undergraduate pilot training school and received a rating qualification as a remote aircraft pilot.
- c) Only accept an official U.S. Armed Forces record to meet the requirements of § 61.73(h)(2) that shows the person graduated from a U.S. Armed Forces undergraduate pilot training school and received a rating qualification as a manned aircraft pilot. (See Table 5-7, Acceptable Records for Various Armed Services, and Figure 5-105, U.S. Air Force Form Job Aid; Figure 5-106, U.S. Army Forms Job Aid; and Figure 5-107, U.S. Marines, U.S. Navy, and U.S. Coast Guard Forms Job Aid).
- d) Only accept an official U.S. Armed Forces record showing the person passed a pilot proficiency check and instrument proficiency check (IPC) in an aircraft as a military pilot from a U.S. Armed Forces undergraduate pilot training school to meet § 61.73(h)(3). (See Table 5-7 and Figures 5-105 through 5-107).
- e) Do not accept recorded military flight simulation training device (FSTD) time that does not meet 14 CFR part 60, § 60.11 requirements. Military FSTDs are not qualified and maintained in accordance with FAA standards.
- f) Do not accept personal logbook entries in place of official records to meet the requirements of § 61.73.

**B. General Information for Pilot and Flight Instructor Certificates Issued on the Basis of Military Pilot Qualifications.**

- 1) No practical test is required for the issuance of a certificate based on military pilot qualifications.
- 2) Actions to issue a pilot certificate based on military qualifications apply to current and former military pilots in the U.S. Armed Forces and certain military pilots from a foreign contracting State to the Convention on International Civil Aviation. These military pilots must present official U.S. military records as defined in § 61.73(b) through (f). Other applicants may appear to be military pilots when they are not. Applicants, such as civilians employed by the U.S. Armed Forces, contractors to the U.S. Armed Forces, police, and employees of other government agencies, are not to be issued pilot certificates based on § 61.73 and their employment.
- 3) Actions to issue a flight instructor certificate based on military qualifications apply to current and former U.S. military instructor pilots, and current and former U.S. military pilot examiners. Unlike applicants for pilot certificates, military pilots from a foreign contracting

State to the Convention on International Civil Aviation are not eligible for a flight instructor certificate based on § 61.73. These military flight instructor applicants must present official U.S. military records as defined in § 61.73(g). Other applicants may appear to be pilots and flight instructors in the U.S. Armed Forces when they are not. Applicants, such as civilians employed by the U.S. Armed Forces, contractors to the U.S. Armed Forces, police, and employees of other government agencies, are not to be issued pilot certificates based on § 61.73 and their employment.

4) New or existing airman certificates may have aircraft category, class, type ratings, and instrument ratings, if applicable, added under § 61.73. Only the ratings that meet the § 61.73 criteria can be issued through this process.

5) Aircraft category and class ratings based on military pilot qualifications may be added to an Airline Transport Pilot Certificate (ATPC) as commercial pilot privileges.

6) All type ratings shown on the superseded certificate carry forward to the higher certificate level within that category and class of aircraft without further testing. For example, a military pilot applying under the provisions of § 61.73(b) who holds a B-737, DC-3, and SK-61 type rating at the Commercial Pilot Certificate level satisfactorily completes at a later date an airline transport pilot (ATP) practical test in a CE-750. At that time, the B-737 and DC-3 type ratings would elevate to the ATP level. The SK-61 would not elevate because the practical test was in a multiengine airplane. When the person satisfactorily completes an ATP practical test in a helicopter, the SK-61 would elevate to the ATP level. Similarly, when adding an aircraft type rating using military pilot qualifications to an existing ATPC with the same category and class rating, that type rating would match the ATP level without further testing.

7) There is no time limit on being a “current” or “former” U.S. military pilot, instructor pilot, or U.S. military pilot examiner in applying for and being issued a certificate under § 61.73.

8) An applicant is not eligible for a pilot certificate, flight instructor certificate, instrument rating, or type rating based on military pilot qualifications if the applicant has been removed from flying status because of lack of proficiency or disciplinary action involving aircraft operations while on active flying status. Refer to § 61.73(a).

9) The applicant does not need to possess a valid medical certificate when applying for a certificate or rating under § 61.73.

10) An applicant must have been enrolled in a military pilot training program and received instruction from a flight instructor of the Armed Forces while enrolled in that military pilot training program in accordance with § 61.41. Persons receiving flight instruction as part of a non-pilot training program are not eligible to credit flight time towards a certificate or rating under part 61.

**5-619 COMMERCIAL PILOT CERTIFICATE ELIGIBILITY.** The following provides the general eligibility criteria for the issuance of a Commercial Pilot Certificate on the basis of military pilot qualifications and without reference to the applicant’s flight time.

**A. Current Military Pilots and Former Military Pilots in the U.S. Armed Forces.**

Per § 61.73(b), these applicants must present the following:

- 1) Evidentiary documents as described in § 61.73(h)(1) through (3):
  - a) An official U.S. Armed Forces record that shows the person graduated from a U.S. Armed Forces pilot training program/school and was awarded aeronautical designation as a military pilot, typically evidenced by issuance of aeronautical orders (see Table 5-7); and
  - b) An official U.S. Armed Forces record that shows the pilot passed a pilot proficiency check and IPC (if the applicant wants to add an instrument rating) in a manned aircraft as a military pilot. These checks are not specific to the ratings sought by the applicant.
- 2) An unexpired knowledge test report that shows the person passed the appropriate knowledge test, if applicable. See subparagraph C below for further guidance.
- 3) Official U.S. military records showing compliance with either of the following regulatory requirements:
  - a) Section 61.73(b)(3)(i). Before the date of the application, passing an official U.S. military pilot proficiency check and IPC in a U.S. Armed Forces operated aircraft of the kind of aircraft category, class, and type, if class or type of aircraft is applicable, for the ratings sought; or
  - b) Section 61.73(b)(3)(ii). Before the date of application, logging 10 hours of pilot time as a military pilot in a U.S. Armed Forces operated aircraft in the kind of aircraft category, class, and type, if a class rating or type rating is applicable, for the aircraft rating. For the purposes of meeting § 61.73(b)(3), the FAA considers pilot time as a military pilot to be any pilot time obtained during the successful completion of a manned U.S. military pilot training program resulting in the designation as a military pilot, or manned military pilot time after completion of their training.

**B. Military Pilots in the Armed Forces of a Foreign Contracting State to ICAO.** A person who is a military pilot in the Armed Forces of a foreign contracting State to ICAO and is assigned to pilot duties in the U.S. Armed Forces, for purposes other than receiving flight training, may apply for a Commercial Pilot Certificate and ratings under § 61.73(a), provided that person complies with the following:

- 1) Presents the following evidentiary documents as described in § 61.73(h)(4):
  - a) An official U.S. Armed Forces record that shows the person is a military pilot in the U.S. Armed Forces (§ 61.73(h)(4)(i));
  - b) An official U.S. Armed Forces record that shows the person is assigned as a military pilot in the U.S. Armed Forces for purposes other than receiving flight training (§ 61.73(h)(4)(ii));

c) An official record that shows the person graduated from a military pilot training program/school from the Armed Forces from a foreign contracting State to the Convention on International Civil Aviation or from the U.S. Armed Forces, and received a qualification as a military pilot; and

d) An official U.S. Armed Forces record that shows that the person passed a U.S. Armed Forces pilot proficiency check and IPC in an aircraft as a military pilot in the U.S. Armed Forces. These checks are not specific to the ratings sought by the applicant.

2) Presents a report that shows successful passing of the appropriate knowledge test, if applicable. See subparagraph C below for further guidance.

3) Provides official U.S. military records showing compliance with either of the following regulatory requirements:

a) Section 61.73(c)(3)(i). Before the date of the application, passing an official U.S. military pilot proficiency check and IPC in a U.S. Armed Forces operated aircraft of the kind of aircraft category, class, or type, if class or type of aircraft is applicable, for the ratings; or

b) Section 61.73(c)(3)(ii). Before the date of the application, logging 10 hours of pilot time as a military pilot in a U.S. Armed Forces operated aircraft of the kind of category, class, and type of aircraft, if a class rating or type rating is applicable, for the aircraft rating. For the purposes of meeting § 61.73(c)(3), the FAA considers pilot time as a military pilot to be any military pilot time obtained during the successful completion of a manned U.S. military pilot training program resulting in the designation as a military pilot or manned military pilot time after training completion. For foreign pilots to log pilot time, the pilot must be assigned to pilot duties in the U.S. Armed Forces for purposes other than receiving flight training.

### **C. Knowledge Test Requirements.**

1) An applicant for original issuance of a Commercial Pilot Certificate based on military pilot qualifications must pass a military competence knowledge test within 24 calendar-months preceding the month of application. The most current information about testing requirements for all pilot certificates is located at [https://www.faa.gov/training\\_testing/testing/media/testing\\_matrix.pdf](https://www.faa.gov/training_testing/testing/media/testing_matrix.pdf).

2) A knowledge test is required per § 61.63(b)(4) if an applicant currently holds a glider or lighter-than-air balloon rating on a pilot certificate and wants to add one of following aircraft category ratings: airplane, rotorcraft, or powered-lift.

3) An additional knowledge test is not required under the following instances:

a) When adding an additional class rating onto an existing pilot certificate, provided the applicant already holds an airplane, rotorcraft, powered-lift, weight-shift-control, Powered Parachute (PPC), or airship rating at that pilot certificate level per § 61.63(c)(4); or

b) When adding an additional aircraft type rating to an existing pilot certificate, if the applicant holds airplane, rotorcraft, powered-lift, or airship rating on the pilot certificate per § 61.63(d)(5).

**D. Instrument Rating Requirements.** An instrument rating may be issued only if the applicant meets the requirements in § 61.73(d):

1) Has passed an IPC in the U.S. Armed Forces in the aircraft category for the instrument rating sought, and

2) Has an official U.S. Armed Forces record that shows the person is qualified by the U.S. Armed Forces to conduct instrument flying on Federal airways in that aircraft category for the instrument rating sought.

**E. Type Rating Requirements.** An aircraft type rating may only be issued for a type of aircraft that has a comparable civilian type designation issued by the FAA Administrator. Civil type designations and their approved equivalent military aircraft may or may not have been evaluated by the Aircraft Evaluation Division (AFS-100). Those approved by the Administrator must be on the published FAA type designations list. Only the military aircraft in the Equivalent Military Designation column are eligible for a civil aircraft type rating. This list is located at <https://registry.faa.gov/typeratings/>.

**F. Glider Rating Requirements.** Consider the following information before issuing a glider category rating based on military pilot qualifications:

1) An applicant may receive an initial Commercial Pilot Certificate with a glider category rating on the basis of military pilot qualifications. The applicant must pass the military competency aeronautical knowledge test. There is no specific test for the glider category. The applicant need not hold an FAA pilot certificate at the time of application.

2) Many military pilot training programs contain glider training. However, this glider training may not result in a military glider rating qualification. As with all ratings obtained on the basis of military pilot qualifications, an official U.S. Armed Forces record that shows the person graduated from a U.S. Armed Forces pilot training program and was awarded an aeronautical designation as a military pilot is required. A record or order that states that the applicant has been assigned pilot duties in a glider aircraft may be used to satisfy this requirement. Note that a student pilot record/order does not satisfy this requirement.

**G. Powered-Lift Rating Requirements.** The following should be considered before issuing a powered-lift rating based on military pilot qualifications:

1) The following are powered-lift category aircraft:

- The Bell-Boeing V-22 Osprey,
- The McDonnell Douglas AV-8 Harrier,
- The F-35B STOVL (short takeoff/vertical landing) variant, and
- Aircraft type certificated (TC) as powered-lift.

2) The training and testing completed by pilots operating airplanes are also necessary for those operating powered-lift aircraft. Therefore, an applicant may be issued an airplane category rating with a class rating that corresponds to the powered-lift aircraft flown.

The following examples illustrate this point:

a) Applicants who meet the criteria for a powered-lift rating based on experience in the Osprey V-22 are also qualified to receive an Airplane Multiengine Land (AMEL) rating. Such applicants would receive both the powered-lift category and the airplane category with multiengine land class ratings at the commercial level.

b) Applicants who meet the criteria for a powered-lift rating based on experience in the F-35B STOVL and AV-8 Harrier are also qualified to receive an Airplane Single-Engine Land (ASEL) rating. Such applicants would receive both the powered-lift category and the airplane category with single-engine land class rating at the commercial level.

c) Applicants may not use military experience in a powered-lift aircraft to obtain an FAA pilot or flight instructor certificate with a rotorcraft category.

#### **H. Previous “Limited to Center Thrust” Limitation.**

1) Previous guidance required a “Limited to Center Thrust” limitation to be placed on the pilot certificate if the applicant could only demonstrate experience in an airplane that did not have a published minimum controllable airspeed with the critical engine inoperative ( $V_{MC}$ ) established by the manufacturer. The FAA reconsidered this policy and removed all military airplanes from the list of center thrust aircraft. Applicants may be issued a Commercial Pilot Certificate with an airplane multiengine rating with no limitations. Reasons for this change include:

a) Military aircraft are not certificated under the same standards found for civilian aircraft. The manufacturer of a military aircraft is not required to determine or publish a  $V_{MC}$ , even if the same design would require the manufacturer to establish a  $V_{MC}$  under 14 CFR parts 23 and 25.

b) Military pilots operating multiengine airplanes are trained and tested on in-flight single-engine failure. This training and testing includes the accompanying issues of asymmetrical thrust and potential loss of control during single-engine operations.

2) No “Limited to Center Thrust” limitation should be placed on a pilot certificate or rating that is issued on the basis of military pilot qualifications. Airmen who currently have a “Limited to Center Thrust” restriction may have that restriction removed by reapplying for the Commercial Pilot Certificate. The applicant will be required to show all of the documentation required by § 61.73 and described by this guidance.

**I. Acceptable Records for a Pilot Certificate.** For a list of acceptable records that an applicant may present as evidence of piloting record and status in the U.S. Armed Forces, see Table 5-7 and Figures 5-105 through 5-107. The applicant may supplement these records with electronic pilot logbooks as additional evidence of meeting the requirements for a pilot certificate or rating. Documents in Table 5-7 and Figures 5-105 through 5-107 are typical forms

that should be presented to the office processing the certification request. However, it is possible that other forms issued by the U.S. Armed Forces set forth in § 61.73 would provide evidence of qualification. In such cases, consult with the Airmen Certification Branch (AFB-720).

**J. Logging Cross-Country Flight Time.** The FAA recognizes that pilots who logged flight time acquired in a military aircraft may not have distinguished cross-country flight time from total flight time. In that case, the FAA will allow applicants to make a reasonable estimation of their cross-country flight time as defined in § 61.1. The applicant may use this time, which cannot exceed the pilot's total time in the applicable category and class, to meet the aeronautical experience requirements in the applicable 14 CFR section. Pilots who annotate their estimation of cross-country time in their logbook will be considered to have logged this time for the purposes of meeting the aeronautical experience requirements of part 61.

**5-620 FLIGHT INSTRUCTOR CERTIFICATE ELIGIBILITY.** The following provides the general eligibility criteria for a flight instructor certificate issued on the basis of military pilot qualifications. This guidance applies only to current or former U.S. military instructor pilots and U.S. military pilot examiners. Unlike the Commercial Pilot Certificate, a flight instructor certificate may not be issued on the basis of military pilot qualifications to a military aviator in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation.

**A. Documentation.** Per § 61.73(g), applicants seeking a flight instructor certificate must present the following information:

- 1) A Commercial Pilot Certificate or ATPC with the appropriate aircraft category and class rating, if a class rating is appropriate, for the flight instructor rating sought. Private pilot privileges on the airman's Commercial Pilot Certificate or ATPC do not qualify for a rating on the applicant's flight instructor certificate.
- 2) An instrument rating, or instrument privileges, on the pilot certificate that is appropriate to the flight instructor rating sought.
- 3) A knowledge test report that shows the person passed the Military Competence Instructor (MCI) knowledge test within the 24 calendar-months prior to the month of application. If the U.S. military instructor pilot or pilot examiner already holds an FAA-issued flight instructor certificate, the knowledge test report is not required. Applicants should refer to testing information at [https://www.faa.gov/training\\_testing/testing/media/testing\\_matrix.pdf](https://www.faa.gov/training_testing/testing/media/testing_matrix.pdf).
- 4) An official U.S. Armed Forces record or order that shows the person is (or was) qualified as a U.S. Armed Forces military instructor pilot or pilot examiner for the flight instructor rating sought.
- 5) An official U.S. Armed Forces record or order that shows the person completed a U.S. Armed Forces instructor pilot or pilot examiner training course and received an aircraft rating qualification as a military instructor pilot or pilot examiner in a manned aircraft that is appropriate to the flight instructor rating sought.

6) An official U.S. Armed Forces record or order that shows that the person passed a U.S. Armed Forces instructor pilot or pilot examiner proficiency check in a manned aircraft as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought. For U.S. Navy and Marine Corps aviators, a letter signed by a squadron commander showing Naval Air Training and Operating Procedures Standardization (NATOPS) instructor pilot or flight examiner designation will meet the requirements of subparagraph 4) above.

**B. Knowledge Test Requirements for a Flight Instructor Certificate.** Except for the holder of an existing flight instructor certificate issued under part 61 subpart H, an applicant must pass the MCI knowledge test within the preceding 24 calendar-months to be eligible for an original issuance of the flight instructor certificate issued under § 61.73(g). The MCI knowledge test satisfies the knowledge test requirement of § 61.73(g)(3)(i).

1) A military applicant is not required to take any other knowledge tests associated with the flight instructor certificate, such as the fundamentals of instructing (FOI) knowledge test or the traditional instructor knowledge test associated with the category sought.

2) An applicant is not authorized to substitute another knowledge test in lieu of the MCI knowledge test.

3) An applicant who holds a flight instructor certificate with only a sport pilot rating is required to take and pass the MCI knowledge test before being issued additional ratings under § 61.73(g).

**C. Instrument Rating on the Instructor Certificate.** An applicant may apply for an instrument rating on the applicant's flight instructor certificate in accordance with the provisions of § 61.73(g). The applicant must present satisfactory documentation showing that the applicant was designated as an instrument instructor pilot or as a military pilot examiner qualified to evaluate instrument proficiency.

**D. Glider Rating on the Flight Instructor Certificate.** Consider the following before issuing a glider rating based on military pilot qualifications:

1) The applicant must present satisfactory documentation showing that the applicant was designated as a glider instructor pilot or as a military pilot examiner qualified to evaluate glider proficiency.

2) It is permissible for an applicant to receive a glider rating on the basis of military pilot qualifications without holding or applying for an additional category.

**E. Powered-Lift Rating on the Flight Instructor Certificate.** Consider the following before issuing a powered-lift rating based on military pilot qualifications:

1) The following are powered-lift category aircraft:

- The Bell-Boeing V-22 Osprey,
- The McDonnell Douglas AV-8 Harrier,

- The F-35B STOVL (short takeoff/vertical landing) variant, and
- Aircraft TC'd as powered-lift.

2) Applicants may not use military experience in a powered-lift aircraft to obtain an FAA-issued flight instructor certificate with any other aircraft category.

**F. Add Additional Ratings to an Existing Flight Instructor Certificate.** A military instructor pilot or military pilot examiner applicant who holds a current flight instructor certificate may apply for additional flight instructor ratings in accordance with § 61.73(g).

Consider the following when reissuing a flight instructor certificate with additional ratings:

1) The existing flight instructor certificate cannot be expired and must not currently be surrendered, cancelled, suspended, or revoked.

2) A military instructor pilot can add a rating to an expired flight instructor certificate if the applicant has obtained the new qualifying military instructor rating within the previous 6 calendar-months of the date of application. Refer to § 61.199(a)(3)(ii). This will permit the applicant to add the instructor rating and reinstate their flight instructor certificate concurrently.

3) If eligible, the applicant will have the new category and/or class ratings added on the flight instructor certificate. However, the new certificate will be issued with the same expiration date as found on the certificate held at the time of application, unless the applicant is also eligible for renewal in accordance with one of the provisions in § 61.197(a)(2).

**EXAMPLE:** An applicant currently holds a flight instructor certificate with an Airplane Single Engine (ASE) rating. The applicant applies for and presents satisfactory documentation for a rotorcraft helicopter rating in accordance with § 61.73(g), but has not met any of the requirements for flight instructor certificate renewal. The date of application is January 12, 2013, and the current flight instructor certificate expires March 31, 2014. The applicant may be issued a flight instructor certificate containing the ASE rating and rotorcraft helicopter rating but will keep the same expiration date of March 31, 2014.

**G. Renew an Existing Flight Instructor Certificate.**

1) Military instructors who hold a flight instructor certificate may renew their certificates by presenting a record showing that, within the preceding 24 calendar-months from the month of application, they passed an official U.S. Armed Forces military instructor pilot proficiency check (refer to § 61.197(a)(2)(iv)). Outside of the provisions found in § 61.197(a)(2)(iv), an applicant may not renew his or her flight instructor certificate on the basis of military pilot qualifications.

2) An instructor who meets one of the renewal criteria specified in § 61.197(a)(2) may simultaneously apply for renewal and an additional flight instructor certificate rating. These two activities can be accomplished on one copy of FAA Form 8710-1, Airman Certificate and/or Rating Application; however, both tasks must be clearly identified.

3) In cases where an applicant is eligible for certificate renewal, indicate the expiration date on the new certificate in accordance with § 61.197(b). Except as provided below, if an applicant makes this application within the 3 calendar-months preceding the month of the current flight instructor certificate expiration date, the new expiration date will be 24 calendar-months from the current date of expiration. If the application is made outside of the 3 calendar-months preceding the current month of expiration, the new expiration date will be 24 calendar-months from the date of the application. For those applicants renewing on the basis of completing a flight instructor refresher clinic (FIRC), both the FIRC graduation certificate and the application must be within 3 calendar-months preceding the expiration month of the current flight instructor certificate.

#### **H. Reinstate an Expired Flight Instructor Certificate.**

1) A military instructor pilot who holds an expired flight instructor certificate can reinstate that certificate in the following ways. The military instructor pilot must show a record showing that within the previous 6 calendar-months from the date of application for reinstatement the applicant either passed a U.S. Armed Forces instructor pilot or pilot examiner proficiency check, or completed a U.S. Armed Forces instructor pilot or pilot examiner training course. A military instructor pilot may also reinstate an expired flight instructor certificate, if they provide a record that they received an additional aircraft rating qualification as a military instructor pilot or pilot examiner within the previous 6 calendar-months that is appropriate to the flight instructor rating sought (refer to § 61.199).

2) Special Federal Aviation Regulation (SFAR) 100-2 allows the FAA to accept expired flight instructor certificates for renewals from eligible U.S. military and civilian personnel who are assigned outside the United States in support of U.S. Armed Forces operations. This action is necessary to avoid penalizing U.S. military and civilian personnel who are unable to meet the regulatory time limits in the current regulations. Refer to SFAR 100-2 for further guidance.

3) If a military instructor pilot has allowed their FAA flight instructor certificate to expire for more than 6 calendar-months, and does not qualify for reinstatement as described in this section, the applicant would then need to accomplish an FAA airman certification standards flight instructor practical test in order to reinstate their flight instructor certificate.

**I. Acceptable Records for a Flight Instructor Certificate.** For a list of acceptable records that may be presented by the applicant as evidence of piloting record and status in the U.S. Armed Forces, see Table 5-7 and Figures 5-105 through 5-107. Records may also be supplemented with electronic pilot logbooks as additional evidence of meeting the requirements for a pilot certificate or rating.

#### **5-621 PREREQUISITES AND COORDINATION REQUIREMENTS.**

**A. Prerequisites.** This task requires knowledge of the regulatory requirements of part 61 and FAA policies and qualification as an ASI (Operations), AST, or MCE. When differences in guidance appear between this order and FAA Order 8900.2, General Aviation Airman Designee Handbook, MCEs must use the document with the most current revision date.

**B. Coordination.**

- 1) This task may require coordination with AFB-720.
- 2) If clarification on any of the guidance or procedures is needed, contact AFS-810.

**5-622 REFERENCES, FORMS, AND JOB AIDS.****A. References (current editions):**

- Title 14 CFR Parts 1, 61, and 91.
- PTRS Procedures Manual (PPM).
- Advisory Circular (AC) 60-28, FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107.
- AC 61-65, Certification: Pilots and Flight and Ground Instructors.
- SFAR 100-2, Relief for U.S. Military and Civilian Personnel Who Are Assigned Outside the United States in Support of U.S. Armed Forces Operations.
- Volume 1, Chapter 3, Section 1, Safety Assurance System: Responsibilities of Aviation Safety Inspectors.
- Volume 10, Safety Assurance System Policy and Procedures.
- Volume 14, Chapter 1, Section 2, Flight Standards Service Compliance Action Decision Procedure.

**B. Forms:**

- FAA Form 8060-4, Temporary Airman Certificate (see Figures 5-69, 5-71, and 5-104).
- FAA Form 8710-1, Airman Certificate and/or Rating Application (see Figures 5-67, 5-68, 5-70, and 5-103).

**C. Job Aids:**

- Tables 5-7 and 5-8.
- Figures 5-67 through 5-71 and 5-103 through 5-107.

**5-623 ISSUE A PILOT CERTIFICATE.**

**A. Open the SAS AR Database (ASI or AST Only).** If an applicant is applying for both a pilot certificate and a flight instructor certificate, the applicant must submit two applications and separate SAS AR entries must be made.

**B. Integrated Airman Certification and Rating Application (IACRA).** The applicant should use the IACRA system whenever possible for all applications for Commercial Pilot Certificates and ratings.

- 1) IACRA can be accessed at <https://iacra.faa.gov/iacra/>.

2) The guidance contained in the rest of this paragraph can be applied to applications made through IACRA as well as through the paper FAA Form 8710-1, although the process steps may be performed in a different order. References to the instructions for FAA Form 8710-1 should be taken to also include the IACRA work instructions.

3) Notwithstanding the guidance below, no documentation should be mailed to AFB-720 when completing the application via IACRA. See Volume 5, Chapter 2, Section 4, subparagraph 5-287C for guidance on how to process corrected IACRAs.

**C. Review the Front Side of FAA Form 8710-1.** Verify which certificate and/or rating the applicant is applying for before reviewing the application. Check FAA Form 8710-1 to ensure the applicant filled out sections I through V accurately. The instructions for completing the form are attached to the application. See the samples at the end of this section for further guidance, including Figure 5-67, Sample FAA Form 8710-1, Page 1, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications.

1) Section I: If the applicant is qualified for a pilot certificate, the applicant should check the “Commercial” block and “Instrument” block (if applicable). Section I, Blocks A through O, must be completed.

2) Section IIB: Blocks 1 through 4 must be completed. Special emphasis should be made to section IIB to ensure it has been completed appropriately.

a) Block 1: Should contain the Branch of Service of the U.S. Armed Forces.

b) Block 2: Should contain the date rated as a military pilot.

c) Block 3: Should contain the rank or grade.

d) Block 4a and/or 4b: Should contain the specific military aircraft for each specific category/class or type rating that was used in logging pilot time or for which the military proficiency checks were obtained.

3) Completion of section III is recommended but not required. Sections IV and V are self-explanatory.

4) On the reverse side of FAA Form 8710-1, the instructor’s action or air agency’s recommendation is not required.

**D. Verify Applicant’s Identity.**

1) Inspect the applicant’s military identification or other acceptable forms of identification to establish the applicant’s identity. (See Volume 5, Chapter 1, Section 3 and AC 61-65).

2) Compare the identification with the information provided on FAA Form 8710-1.

a) If the applicant's identity cannot be verified for lack of documentation or inadequate documentation, request that the applicant return with the appropriate identification.

b) If the applicant's identity appears to be falsified, do not proceed (see Volume 5, Chapter 1, Section 3, paragraph 5-54). If an MCE suspects the applicant's identity appears to be different from the information supplied on FAA Form 8710-1, or it appears that an attempt at falsification has been made, discontinue the task and immediately report the matter to the FSDO.

#### **E. Establish Eligibility for the Commercial Pilot Certificate and/or Additional Ratings.**

1) The applicant must present the applicable documents required by § 61.73 and described in paragraph 5-619 and Table 5-7.

2) If a discrepancy that cannot be immediately corrected exists in any of the documents, return the application and all submitted documents to the applicant. Inform the applicant of the reasons why the certificate or rating cannot be issued, and explain how the applicant may correct the discrepancies. If the applicant is not eligible for the certificate or rating sought, inform the applicant of the reasons for ineligibility and explain how the applicant may obtain the certificate or rating.

#### **F. Issue a Temporary Airman Certificate for a Commercial Pilot.**

1) If the applicant is eligible, issue a Commercial Pilot Certificate for the appropriate category, class, and/or aircraft type rating(s). Aircraft category and class ratings are listed in § 61.5; aircraft type ratings are listed at <https://registry.faa.gov/typeratings/>. Notwithstanding the preceding, if the applicant holds an ATPC, issue the category and class ratings obtained through military pilot qualifications at the commercial pilot level. Type ratings may be added to an existing ATPC with no additional notation.

2) Prepare FAA Form 8060-4, in duplicate, indicating the grade of certificate in Block IX and the ratings in Block XII. See Figure 5-69, Sample FAA Form 8060-4 Issued by ASI/AST.

a) Below are the category and class ratings that the applicant may be eligible to receive on FAA Form 8060-4, Block XII:

- ASEL,
- AMEL,
- Rotorcraft Helicopter,
- Glider, and
- Powered-Lift.

b) If the applicant is qualified for an instrument rating, issue the following ratings as appropriate:

- Instrument Airplane,
- Instrument Helicopter, or
- Instrument Powered-Lift.

c) Enter the following operating limitations, as appropriate, in Block XIII on the certificate:

1. If the applicant is not qualified for an instrument rating, but is qualified for a Commercial Pilot Certificate with an airplane rating, issue the limitation, “THE CARRIAGE OF PASSENGERS FOR HIRE IN (airplanes) (powered-lifts) ON CROSS-COUNTRY FLIGHTS IN EXCESS OF 50 NAUTICAL MILES OR AT NIGHT IS PROHIBITED.”

2. If the applicant holds an ATPC and is adding a class and/or category rating, enter “COMMERCIAL PRIVILEGES” before the appropriate rating.

d) If the applicant is qualified in a military aircraft that has a civilian type designation, issue the appropriate type rating (see subparagraph 5-619E). A list of civilian type designations is provided at <https://registry.faa.gov/typeratings/>.

NOTE: As an example, section IIB on FAA Form 8710-1 might indicate that a C-12 aircraft was flown in the military. According to the type rating table, the manufacturer serial number of the C-12 determines whether a type rating should be awarded to the applicant. In the case where the category and class will be the only rating placed on the certificate, it would be beneficial to add a note to the application package when the type rating will not be awarded. This will help alleviate unnecessary returns from AFB-720, since the type rating table indicates that the applicant may be entitled to an airplane multiengine class rating along with an associated type rating. Without this indication, AFB-720 would have no way to determine if this type rating was omitted in error.

3) Sign, and have the applicant sign, both the original and the copy of FAA Form 8060-4 in ink. The typewritten original Temporary Airman Certificate will be mailed in with the application package to AFB-720. The date the ASI, AST, or designee signs the Temporary Airman Certificate must match the date reflected in the appropriate report completed on the back of FAA Form 8710-1.

a) For ASIs and ASTs, ensure the ASI’s or AST’s certificate number and FAA office is shown in the lower portion of FAA Form 8060-4. If the AST does not hold a certificate number, enter “AST” (in the “Examiner’s Designation No. or Inspector’s Reg. No.” field).

b) For MCEs, mark all the appropriate blocks and enter the designation number and “Designation Expires” (see Figure 5-70, Sample FAA Form 8710-1, Page 2, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications and Completed by DPE Authorized as MCE).

- 4) Issue the copy to the applicant.
- 5) Return to the applicant all submitted documents (except the application).

#### **G. Additional Information Requirements.**

1) Inform the applicant that an appropriate FAA-issued medical certificate may be required before the privileges of the certificate can be exercised. The applicant should refer to § 61.23 for a complete description. Note specifically that a medical certificate is not required when a military pilot of the U.S. Armed Forces possesses a current medical examination authorizing pilot flight status issued by the U.S. Armed Forces and the flight does not require higher than a third-class medical certificate, per § 61.23(b)(9).

2) Inform the applicant that all of the applicable recent experience requirements found in §§ 61.56, 61.57, and 61.58 must be obtained before acting as pilot in command (PIC) or a required crewmember.

#### **H. Complete the Back of FAA Form 8710-1 and Prepare the Certification File.**

1) Complete either the “Aviation Safety Inspector or Technician Report” or the “Designated Examiner or Airman Certification Representative Report” section, as appropriate, on the reverse side of FAA Form 8710-1. See the samples in Figure 5-68, Sample FAA Form 8710-1, Page 2, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications Completed by ASI/AST, and Figure 5-70. The following should be noted:

a) Only check blocks that are in the report that correspond to the position of the person conducting the certification (see Figures 5-68 and 5-70). Only an ASI or AST may fill in any of the blocks in the “Aviation Safety Inspector or Technician Report” section. This includes the blocks found under the “Certification Activities” and “Certificate or Rating Based on” area.

b) Check the applicable blocks in the report, including:

- The “Written Notification under the Pilot’s Bill of Rights” block, and
- The “Approved” or “Disapproved” block.

c) Complete the “Certificate or Rating Being Applied For” block. This block should contain the commercial certificate and a description of the associated ratings. For example:

1. For someone who is applying for a Commercial Pilot Certificate with an airplane category, multiengine class, and instrument airplane rating, place “Commercial Pilot, AMEL/INSTA” in the block and type rating if appropriate, such as BE-400/MU-300.

2. For someone who is applying for a Commercial Pilot Certificate with a rotorcraft category, helicopter class, and instrument helicopter rating, place “Commercial Pilot, Rotorcraft Helicopter & Instrument Helicopter” in the block and type rating if appropriate, such as S-70 or SK-64.

d) The other fields in the report above the signature row do not need to be completed (“Location of Test,” “Duration of Practical Test,” “Type(s) of Aircraft Used,” and “Registration No.(s)”).

2) Date, print name, and sign the application in the appropriate report section. Complete the following:

a) For an ASI or AST, complete the “Date,” “Inspector’s Signature (Print Name & Sign),” “Certificate Number,” and “FAA Office” fields (see Figure 5-68). If the AST does not hold a certificate number, enter “AST” in the “Certificate Number” field.

b) For a designee, complete the “Date,” “Examiner’s Signature (Print Name & Sign),” “Certificate Number,” “Designation Number,” and “Designation Expires” fields (see Figure 5-70). The date the ASI, AST, or designee signed the report must match the date of the Temporary Airman Certificate.

3) Complete the following sections located at the bottom of the form:

a) Check the appropriate blocks in the “Attachments” section.

b) Complete the “Airman’s Identification (ID)” section. The telephone number is not required but is highly recommended in case it becomes necessary to contact the airman later concerning the application or temporary certificate.

c) Complete the “Applicant Information” section only if the copy of FAA Form 8710-1 is on a two-page application consisting of two separate pieces of paper (i.e., it is not printed on the front and back of one piece of paper).

d) Complete the “REMARKS” section if necessary.

### **I. Complete the SAS AR Database (ASI or AST Only).**

#### **5-624 ISSUE A FLIGHT INSTRUCTOR CERTIFICATE.**

**A. Open the SAS AR Database (ASI or AST Only).** If an applicant is applying for both a pilot certificate and a flight instructor certificate, then two applications must be processed and separate SAS AR entries must be made.

**B. IACRA.** IACRA possesses the ability to process flight instructor certificates issued on the basis of military pilot qualifications. In this case, an individual applying for both a pilot certificate and a flight instructor certificate may use IACRA or the paper FAA Form 8710-1 for each certificate.

**C. Review the Front Side of FAA Form 8710-1.** Verify which certificate and/or rating the applicant is applying for before reviewing the application. Check FAA Form 8710-1 to ensure the applicant filled out sections I through V accurately. The instructions for completing the form are attached to the application. See the samples at the end of this section for further

guidance, including a sample original flight instructor certificate (Figure 5-104, Sample FAA Form 8060-4 for Flight Instructor Based on Military Pilot Qualifications, Issued by ASI/AST).

1) Section I: If the applicant is qualified for a flight instructor certificate, the applicant should check the “Flight” instructor block and the “Initial” or “Renewal” block as appropriate. Section I, Blocks A through O, must be completed.

2) Section IIB: Blocks 1 through 4 must be completed. Special emphasis should be made to section IIB to ensure it has been completed appropriately.

a) Block 1: Should contain the Branch of Service of the U.S. Armed Forces.

b) Block 2: Should contain the date rated as a military flight instructor/examiner.

c) Block 3: Should contain the rank or grade.

d) Block 4a and/or 4b: Should contain the military aircraft specific to the rating(s) sought that was used in logging pilot time or for which the military proficiency checks were obtained.

3) Sections IV and V are self-explanatory.

4) On the reverse side of FAA Form 8710-1, the instructor’s action or air agency’s recommendation is not required.

#### **D. Verify Applicant’s Identity.**

1) Inspect the applicant’s military identification or other acceptable forms of identification to establish the applicant’s identity (see Volume 5, Chapter 1, Section 3 and AC 61-65).

2) Compare the identification with the information provided on FAA Form 8710-1.

a) If the applicant’s identity cannot be verified for lack of documentation or inadequate documentation, request that the applicant return with the appropriate identification.

b) If the applicant’s identity appears to be falsified, do not proceed (see Volume 5, Chapter 1, Section 3, paragraph 5-54). If an MCE suspects the applicant’s identity appears to be different from the information supplied on FAA Form 8710-1, or it appears that an attempt at falsification has been made, discontinue the task and immediately report the matter to the FSDO.

#### **E. Establish Eligibility for the Flight Instructor Certificate and/or Additional Ratings.**

1) The applicant must present the applicable documents required by § 61.73(g) and described in paragraph 5-620.

2) If a discrepancy that cannot be immediately corrected exists in any of the documents, return the application and all submitted documents to the applicant. Inform the applicant of the reasons why the certificate or rating cannot be issued, and explain how the applicant may correct the discrepancies. If the applicant is not eligible for the certificate or rating sought, inform the applicant of the reasons for ineligibility and explain how the applicant may obtain the certificate or rating.

**F. Establish Expiration Date for Flight Instructor Certificate.** See subparagraphs 5-620F–H for additional information.

1) An applicant for an initial flight instructor certificate should be issued a Temporary Airman Certificate indicating an expiration date that is 24 calendar-months from the date of issuance.

2) An applicant who is applying to add a rating to an existing and current flight instructor certificate, who does not meet one of the renewal criteria specified in § 61.197(a)(2), should be issued a Temporary Airman Certificate indicating the expiration date on the existing flight instructor certificate.

3) An applicant who is applying for either of the following should be issued a Temporary Airman Certificate indicating an expiration date that is in accordance with § 61.197(b).

a) Adding a rating and simultaneously renewing a flight instructor certificate (through one of the renewal criteria listed in § 61.197(a)(2)); or

b) Renewing based on the military proficiency check described by § 61.197(a)(2)(iv) without adding an additional rating.

**G. Issue a Temporary Airman Certificate for a Flight Instructor Certificate.**

1) If the applicant is eligible, issue a flight instructor certificate for the appropriate category and class rating(s). Aircraft category and class ratings are listed in § 61.5.

2) Prepare FAA Form 8060-4 in duplicate, indicating “flight instructor certificate” in Block IX and the appropriate category and class ratings in Block XII. See Figure 5-104.

a) Below are the category and class ratings that the applicant may be eligible to receive on FAA Form 8060-4, Block XII:

- ASE,
- Airplane Multiengine,
- Rotorcraft Helicopter,
- Glider, or
- Powered-Lift.

b) For an instrument instructor rating, indicate the following ratings, as appropriate, on FAA Form 8060-4, Block XII:

- Instrument Airplane,
- Instrument Helicopter, or
- Instrument Powered-Lift.

c) Enter the following operating limitations, as appropriate, in Block XIII on the certificate: “Valid only when accompanied by pilot certificate number [insert pilot certificate number]. Expires [enter the appropriate expiration date].”

**3)** Type name and sign, and have the applicant sign, both the original and the copy of FAA Form 8060-4 in ink. The typewritten original Temporary Airman Certificate will be mailed in with the application package to AFB-720. The date the ASI, AST, or designee signs the Temporary Airman Certificate must match the date reflected in the appropriate report completed on the back of FAA Form 8710-1.

a) For ASIs and ASTs, ensure the ASI’s or AST’s certificate number and FAA office is shown in the lower portion of FAA Form 8060-4. If the AST does not hold a certificate number, enter “AST” (in the “Examiner’s Designation No. or Inspector’s Reg. No.” field).

b) For MCEs, mark all the appropriate blocks and enter the designation number and “Date Designation Expires.”

**4)** Issue the copy to the applicant.

**5)** Return to the applicant all submitted documents (except the application).

#### **H. Complete the Back of FAA Form 8710-1.**

**1)** Complete either the “Aviation Safety Inspector or Technician Report” or the “Designated Examiner or Airman Certification Representative Report” section, as appropriate, on the reverse side of FAA Form 8710-1. See Figure 5-103, Sample FAA Form 8710-1 Application for Flight Instructor Based on Military Pilot Qualifications, Processed by ASI/AST. The following should be noted:

a) Only check blocks that are in the report that correspond to the position of the person conducting the certification.

b) Check the applicable blocks in the report, including:

- The “Written Notification under the Pilot’s Bill of Rights” block, and
- The “Approved” or “Disapproved” block.

c) Complete the “Certificate or Rating Being Applied For” field. This field should contain the flight instructor certificate and a description of the associated ratings. For example:

1. For someone who is applying for a flight instructor certificate with an airplane category, multiengine class, and instrument airplane rating, place “Flight Instructor, AME & INST-A” in the block.

2. For someone who is applying for a flight instructor certificate with a rotorcraft category, helicopter class, and instrument helicopter rating, place “Flight Instructor, RH & INST-H” in the block.

d) The other fields in the report above the signature row do not need to be completed (“Location of Test,” “Duration of Practical Test,” “Type(s) of Aircraft Used,” and “Registration No.(s)”).

2) Date, print name, and sign the application in the appropriate report section. Complete the following:

a) For an ASI or AST, complete the “Date,” “Inspector’s Signature (Print Name & Sign),” “Certificate Number,” and “FAA Office” fields. If the AST does not hold a certificate number, enter “AST” in the “Certificate Number” field.

b) For a designee, complete the “Date,” “Examiner’s Signature (Print Name & Sign),” “Certificate Number,” “Designation Number,” and “Designation Expires” fields. The date the ASI, AST, or designee signed the report must match the date of the Temporary Airman Certificate.

3) Complete the following sections located at the bottom of the form:

a) Check the appropriate blocks in the “Attachments” section.

b) Complete the “Airman’s Identification (ID)” section. The telephone number is not required but is highly recommended in case it becomes necessary to contact the airman later concerning the application or temporary certificate.

c) Complete the “Applicant Information” section only if the copy of FAA Form 8710-1 is on a two-page application consisting of two separate pieces of paper (i.e., it is not printed on the front and back of one piece of paper).

d) Complete the “REMARKS” section if necessary.

4) Attach the applicable documents that are listed in the “Attachments” column to the application.

5) Forward the completed file to AFB-720 as described below:

a) For ASIs or ASTs, within 5 business-days after processing.

b) For designees, forward the certification file to the managing FAA office for review within 7 business-days after completion of the file.

**I. Complete the SAS AR Database (ASI or AST Only).**

**5-625 TASK OUTCOMES.** Completion of this task results in the issuance or denial of a Temporary Airman Certificate.

**5-626 FUTURE ACTIVITIES.**

- The applicant may return for added class and/or category ratings.
- The applicant may return for an added type rating. See paragraph 5-618.

**Table 5-7. Acceptable Records for Various Armed Services**

Records may also be supplemented with electronic pilot logbooks as additional evidence of meeting the requirements for a pilot certificate or rating.

SERVICE	ACCEPTABLE RECORDS
U.S. Air Force	Aeronautical Orders Awarding: Pilot, Senior Pilot, Command Pilot AF Form 8, Certificate of Aircrew Qualification AF Form 942, Record of Evaluation
U.S. Army	Aeronautical Orders Awarding: Army Aviator Badge, Senior Aviator Badge, Master Aviator Badge DA Form 759, Individual Flight Record and Flight Crew Certificate–Army DA Form 7120, Commander’s Task List DA Form 7122, Crew Member Training Record Instructor Pilot Course/Instrument Examiner Course Diploma with reference to DA Form 1059, Service School Academic Evaluation Report for specific course qualified in.
U.S. Coast Guard	OPNAV 3710/31, Aviators Flight Log Book  Note: Verification of instrument qualification is located in the section designated “Qualification and Achievements” per COMDTINST M3710.1G, Coast Guard Air Operations Manual, Appendix E.
U.S. Marines and U.S. Navy	OPNAV 3710/2, NATOPS Instrument Rating Request OPNAV 3710/7, NATOPS Qualification Rating OPNAV 3760/31, Aviators Flight Log Book OPNAV 3760/32, NATOPS Flight Personnel Training/Qualification Jacket  Note: For instructor pilot or examiner, a letter from a Squadron Commander showing NATOPS instructor pilot or examiner designation.

**Table 5-8. Acceptable Military Competency Knowledge Tests for Commercial Pilot Certificate Eligibility**

<b>Commercial Pilot</b>	<b>Acceptable From 10/15/2018 to 10/31/2020</b>	<b>Acceptable After 10/31/2020</b>
Airplane (only)	MCA or MCN	MCN only
Helicopter (only)	MCH or MCN	MCN only
Powered-Lift (only)	MCA, MCH, or MCN	MCN only
Glider (only)	MCA, MCH, or MCN	MCN only
Qualified in any combination listed above	MCA, MCH, or MCN	MCN only

**Figure 5-67. Sample FAA Form 8710-1, Page 1, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications**

Form approved OMB No. 2120-0021  
08/31/2019

TYPE OR PRINT ALL ENTRIES IN INK

U.S. Department of Transportation  
**Federal Aviation Administration**

## Airman Certificate and/or Rating Application

**I. APPLICATION INFORMATION** (Mark 'X' in all the blocks applicable to the certificate or rating for which you are applying):

Certificates	Ratings	Other Information/Requests
Pilot: <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Flight <input type="checkbox"/> Private <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> ATP-Restricted <input type="checkbox"/> ATP Instructor: <input type="checkbox"/> Flight <input type="checkbox"/> Ground	Category and/or Class: <input type="checkbox"/> ASE <input checked="" type="checkbox"/> AME <input checked="" type="checkbox"/> Land <input type="checkbox"/> Sea <input type="checkbox"/> Helicopter <input type="checkbox"/> Balloon <input type="checkbox"/> Glider <input type="checkbox"/> Gyroplane <input type="checkbox"/> Airship <input type="checkbox"/> Powered-Lift <input type="checkbox"/> Added Rating Instrument: <input checked="" type="checkbox"/> Airplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Powered-Lift Ground Instructor: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Reexamination <input type="checkbox"/> Instrument Proficiency Check <input type="checkbox"/> Renewal <input type="checkbox"/> Reissuance <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reinstatement <input type="checkbox"/> Flight Review <input type="checkbox"/> Limitation Removal Specify other: Military Qualifications <input type="checkbox"/> IPL	<input type="checkbox"/> Reexamination <input type="checkbox"/> Instrument Proficiency Check <input type="checkbox"/> Renewal <input type="checkbox"/> Reissuance <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reinstatement <input type="checkbox"/> Flight Review <input type="checkbox"/> Limitation Removal Specify other: Military Qualifications <input type="checkbox"/> IPL

A. Name (Last, First, Middle): **DOE, JOHN FRANK**  
 B. SSN (US only): Do not use  
 C. Date of Birth: 12/01/1980  
 D. Place of Birth (City and State) or (City and Country): Tulsa, OK

E1. Residential Address (Including City, State, Zip Code, and Country):  
 3912 NW 18th Street  
 Oklahoma City, OK 73111

E2. Mailing Address (This address will be printed on the permanent airman certificate, if different than block E1.)

F. Citizenship / Nationality:  USA  Other  
 G. Do you read, speak, write, & understand the English language?  Yes  No

H. Height (inches): 72  
 I. Weight (pounds): 195  
 J. Hair Color: Brown  
 K. Eye Color: Brown  
 L. Sex:  Male  Female

M. Do you hold, or have you ever held an FAA pilot certificate?  Yes  No  
 M1. Grade of Certificate  
 M2. Certificate Number  
 M3. Date Issued

N. Do you hold, or have you ever held a Medical Certificate?  Yes - FAA  Yes - Foreign  Yes - Military  No  
 N1. Class of Certificate  
 N2. Name of Medical Examiner  
 N3. Date Issued

O. Have you ever been convicted for violation of any Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? Do not include alcohol offenses involving motor vehicle mode of transportation as those offenses are covered on the FAA Form 8500-8, Airman Medical Application Form.  Yes  No  
 O1. Date of Final Conviction

**II. CERTIFICATE OR RATING APPLIED FOR ON BASIS OF:**

A. Completion of Test or Activity  
 1. Aircraft to be used (if flight test required)  
 2. Total time in this aircraft and/or approved FFS or FTD (hours):  
 a. Flight Time  
 b. As Pilot-in-Command

B. U.S. Military Service  
 1. U.S. Military Service: US Air Force  
 2. Date Rated in U.S. Military: 12/15/2013  
 3. Rank or Grade: Major, O-4  
 4. List Military aircraft for which you have:  
 a. logged pilot time or provided flight instruction (IP) (make and model): T-1A  
 b. passed an Instrument Proficiency Check (Pilot or CFI) - (make and model): T-1A

C. Graduate of an Approved Course  
 1. Training Agency or Training Center:  
 1a. Name  
 1b. Location (City and State)  
 1c. Certification Number  
 1d. Part 142?  Yes  No  
 2. Curriculum From Which Graduated (Level, Category, and Class and/or Type Rating)  
 3. Date

D. Holder of Foreign License  
 1. Country that Issued the Foreign Pilot License  
 2. Grade of Foreign Pilot License  
 3. Foreign Pilot License Number  
 4. Ratings Held on Foreign Pilot License (FAA equivalent only - e.g. ASE/L, AMEL, Type rating, etc.)

E. Air Carrier Training Program  
 1. Name of Air Carrier  
 2. Date Training Began  
 3. Accomplished Training Program:  Initial  Upgrade  Transition  Recurrent

**III. RECORD OF PILOT TIME** (Do not write in the shaded areas)

	Total	Instruction Received	Solo	Cross Country		Instrument	Night Instruction Received	Night Take-Off / Landing	Night PIC/SIC	Night Take-Off/Landing PIC/SIC	Number of				
				Instruction Received	Solo						Flights	Aero-Tows	Ground Launches	Powered Launches	
Airplanes				PC		PC			PC	PC	Glider				
				SC		SC			SC	SC		Lighter-than-air			
Rotorcraft				PC		PC			PC	PC	Class Totals				
				SC		SC			SC	SC	Airplane	SEL	MEL	SES	MES
Powered Lift				PC		PC			PC	PC		PC	PC		
				SC		SC			SC	SC	SC	SC			
Glider				PC					PC	PC	Rotorcraft	Helicopter		Gyroplane	
				SC		SC			SC	SC		Lighter-than-air	Balloon		Airship
Lighter-Than-Air				PC		PC			PC	PC	FFS		SE	ME	Helicopter
				SC		SC			SC	SC		FTD			
FFS											ATD				

IV. Have you previously received a Notice of Disapproval or been denied for any reason for the certificate AND/OR rating for which you are applying?  Yes  No

**V. APPLICANT'S CERTIFICATION:** I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have received the Pilot's Bill of Rights Written Notification of Investigation that accompanies this form. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant: John Frank Doe  
 Date: 04/20/2018

FAA Form 8710-1 (10-17) Supersedes Previous Edition

Page 1 of 2

26

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Check with FSIMS to verify current version before using

**Figure 5-68. Sample FAA Form 8710-1, Page 2, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications Completed by ASI/AST**

Instructor Action			
<input type="checkbox"/> Accepted Student Pilot Application - I have personally reviewed the applicant's information and verified the person meets the eligibility requirements and verified applicants identification		<input type="checkbox"/> Rejected Student Pilot Application	
<input type="checkbox"/> Flight Review		<input type="checkbox"/> Instrument Proficiency Check	
<input type="checkbox"/> Recommendation - I have personally instructed the applicant and consider this person ready to take the test.			
Date	Authorized Flight Instructor's Signature (Print Name and Sign)	Flight Instructor Certificate Number	Certificate Expiration Date
Air Agency's Recommendation			
The applicant has successfully completed our _____ course, and is recommended for certificate or rating without further practical test.			
Date	Agency Name and Number	Official Signature	
Designated Examiner or Airman Certification Representative Report			
<input type="checkbox"/> Accepted Student Pilot Application		<input type="checkbox"/> Rejected Student Pilot Application	
<input type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and I certify that the individual meets the applicable requirements of 14 CFR Part 61 for the certificate or rating sought.			
<input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. (Original ATP CTP graduation certificate must be attached)			
<input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below.			
<input type="checkbox"/> I have personally delivered the Written Notification under the Pilot's Bill of Rights to the applicant.			
<input type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached)		<input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)	
Location of Test (Name of Facility or Airport, City, State)		Duration of Test	
		Ground / Oral	FFS / FTD
		Flight	
Certificate or Rating Being Applied For (Grade, Category, Class and/or Type Rating)		Type(s) of Aircraft Used	Registration Number(s)
Date	Examiner's Signature (Print Name & Sign)	Certificate Number	Designation Number
		Designation Expires	
Evaluator's Record (Use for All ATP Certificate(s) and/or Type Rating(s))			
	Inspector	Examiner	Date
Ground / Oral	<input type="checkbox"/>	<input type="checkbox"/>	_____
Approved FFS/FTD Check	<input type="checkbox"/>	<input type="checkbox"/>	_____
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>	_____
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>	_____
Aviation Safety Inspector or Technician Report			
I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with, pertinent procedures, standards, policies, and or necessary requirements with the result indicated below. (The approved box need only checked if the Inspector is the one that issued the temporary airman certificate)			
<input checked="" type="checkbox"/> I have personally delivered the Written Notification under the Pilot's Bill of Rights to the applicant.			
<input checked="" type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached)		<input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)	
<input type="checkbox"/> Accepted - Student Pilot Application		<input type="checkbox"/> Rejected - Student Pilot Application	
Location of Test (Name of Facility or Airport, City, State)		Duration of Practical Test	
		Ground / Oral	FFS / FTD
		Flight	
Certificate or Rating Being Applied For (Grade, Category, Class and/or Type Rating)		Type(s) of Aircraft Used	Registration No. (s)
<b>Commercial AMEL INSTA BE-400, MU-300</b>			
Certification Activities:		Certificate or Rating Based on	
<input type="checkbox"/> Examiner's Recommendation Provided/Reviewed		<input type="checkbox"/> Approved FAA Qualification Criteria not Identified on Page 1	
<input type="checkbox"/> Accepted <input type="checkbox"/> Rejected		<input checked="" type="checkbox"/> Military Competency <input type="checkbox"/> Foreign License	
<input type="checkbox"/> Application for Student Pilot Certificate Accepted		<input type="checkbox"/> Special medical test conducted - report forwarded to issuing medical office or AAM-300	
<input type="checkbox"/> Reissue or exchange of pilot, CFI, or G.I. certificate		<input type="checkbox"/> Special Test-Reexamination (44709) conducted	
<input type="checkbox"/> Change of name, nationality, gender or date of birth		<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	
<input type="checkbox"/> SIC Type Rating issued under § 61.55(b) (Part 91)			
Training Course (FIRC) Name		Graduation Certificate Number	Date of FIRC Graduation Certificate
Date	Inspector's Signature (Print Name & Sign)	Certificate Number	FAA Office (e.g. SO-15, WP-15)
04/20/2018	Rey G. Johnson <i>Rey G. Johnson</i>	6543211	SW-11
Attachments:		Applicant Information (required if printed on 2 pages)	
<input type="checkbox"/> Certifying Statement		Form of ID	
<input type="checkbox"/> College Transcript (Official)		Oklahoma Drivers License	
<input type="checkbox"/> ATP CTP Graduation Certificate		Date of Birth	
<input checked="" type="checkbox"/> Knowledge Test Report		12/01/1980	
<input checked="" type="checkbox"/> Temporary Airman Certificate		Certificate Number	
<input type="checkbox"/> Notice of Disapproval		Pending	
<input type="checkbox"/> Suspended Airman Certificate		E-Mail Address	
		<input checked="" type="checkbox"/> Meets Aviation English Language Standard <input type="checkbox"/> Does Not Meet Aviation English Language Standard <input type="checkbox"/> Referred to FSO for Aviation English Language Standard Determination	
REMARKS:			

Figure 5-69. Sample FAA Form 8060-4 Issued by ASI/AST

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION						III. CERTIFICATE NO.  Pending	
II. <b>TEMPORARY AIRMAN CERTIFICATE</b>							
THIS CERTIFIES THAT		IV. John Frank Doe V. 3912 NW 18th Street Oklahoma City, OK 73111					
DATE OF BIRTH 12/01/1980	HEIGHT 72 IN	WEIGHT 195	HAIR Brown	EYES Brown	SEX M	NATIONALITY USA	VI.
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of  Commercial Pilot							
RATINGS AND LIMITATIONS Airplane Multiengine Land XII. Instrument Airplane							
XIII. BE-400, MU-300							
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE					DATE OF SUPERSEDED AIRMAN CERTIFICATE		
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. SW-11 6543211	
X. DATE OF ISSUANCE 04/20/2018		X. SIGNATURE OF EXAMINER OR INSPECTOR <i>Rey G. Johnson</i> Rey G. Johnson				DATE DESIGNATION EXPIRES	
VII. AIRMAN'S SIGNATURE <i>John Frank Doe</i>							
FAA Form 8060-4 (8-79) USE PREVIOUS EDITION							
Electronic Forms (PDF)							

**Figure 5-70. Sample FAA Form 8710-1, Page 2, Application for Commercial AMEL, Instrument Airplane Based on Military Pilot Qualifications and Completed by DPE Authorized as MCE**

NOTE: Page 1 remains the same as shown in Figure 5-67.

<b>Instructor Action</b>				
<input type="checkbox"/> Accepted Student Pilot Application - I have personally reviewed the applicant's information and verified the person meets the eligibility requirements and verified applicants identification <input type="checkbox"/> Rejected Student Pilot Application <input type="checkbox"/> Flight Review <input type="checkbox"/> Instrument Proficiency Check <input type="checkbox"/> Recommendation - I have personally instructed the applicant and consider this person ready to take the test.				
Date	Authorized Flight Instructor's Signature (Print Name and Sign)	Flight Instructor Certificate Number	Certificate Expiration Date	
<b>Air Agency's Recommendation</b>				
The applicant has successfully completed our _____ course, and is recommended for certificate or rating without further practical test.				
Date	Agency Name and Number	Official Signature		
<b>Designated Examiner or Airman Certification Representative Report</b>				
<input type="checkbox"/> Accepted Student Pilot Application <input type="checkbox"/> Rejected Student Pilot Application <input checked="" type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and I certify that the individual meets the applicable requirements of 14 CFR Part 61 for the certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. (Original ATP/CTP graduation certificate must be attached) <input checked="" type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below. <input checked="" type="checkbox"/> I have personally delivered the Written Notification under the Pilot's Bill of Rights to the applicant. <input checked="" type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)				
Location of Test (Name of Facility or Airport, City, State)			Duration of Test	
			Ground / Oral	FFS / FTD
			Flight	
Certificate or Rating Being Applied For (Grade, Category, Class and/or Type Rating)		Type(s) of Aircraft Used	Registration Number(s)	
Commercial AMEL INSTA BE-400, MU-300				
Date	Examiner's Signature (Print Name & Sign)	Certificate Number	Designation Number	Designation Expires
04/20/2018	Emmett L. Hughes	1123456	SW-11-1551	12/31/2018
<b>Evaluator's Record (Use for All ATP Certificate(s) and/or Type Rating(s))</b>				
	Inspector	Examiner	Signature and Certificate Number	Date
Ground / Oral	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____
Approved FFS/FTD Check	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____
<b>Aviation Safety Inspector or Technician Report</b>				
I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with, pertinent procedures, standards, policies, and or necessary requirements with the result indicated below. (The approved box need only checked if the Inspector is the one that issued the temporary airman certificate)				
<input type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)				
<input type="checkbox"/> Accepted - Student Pilot Application <input type="checkbox"/> Rejected - Student Pilot Application				
Location of Test (Name of Facility or Airport, City, State)			Duration of Practical Test	
			Ground / Oral	FFS / FTD
			Flight	
Certificate or Rating Being Applied For (Grade, Category, Class and/or Type Rating)		Type(s) of Aircraft Used	Registration No. (s)	
<b>Certification Activities:</b>				
<input checked="" type="checkbox"/> Examiner's Recommendation Provided/Reviewed <input checked="" type="checkbox"/> Accepted <input type="checkbox"/> Rejected <input type="checkbox"/> Application for Student Pilot Certificate Accepted <input type="checkbox"/> Reissue or exchange of pilot, CFI, or G.I. certificate <input type="checkbox"/> Change of name, nationality, gender or date of birth <input type="checkbox"/> SIC Type Rating issued under § 61.55(b) (Part 91)		<input type="checkbox"/> Ground Instructor Certificate Issued <input type="checkbox"/> Basic <input type="checkbox"/> Advanced <input type="checkbox"/> Instrument		<input type="checkbox"/> Flight Instructor Certificate Issued <input type="checkbox"/> Initial <input type="checkbox"/> Renewal <input type="checkbox"/> Reinstatement Instructor Renewal Based On: <input type="checkbox"/> Activity <input type="checkbox"/> Training Course <input type="checkbox"/> Test <input type="checkbox"/> Duties and Responsibilities <input type="checkbox"/> Military Instructor Proficiency Check
Certificate or Rating Based on				
<input type="checkbox"/> Approved FAA Qualification Criteria not Identified on Page 1 <input type="checkbox"/> Military Competency <input type="checkbox"/> Foreign License <input type="checkbox"/> Special medical test conducted - report forwarded to issuing medical office or AAM-300 <input type="checkbox"/> Special Test/Reexamination (44709) conducted <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved				
Training Course (FIRC) Name		Graduation Certificate Number	Date of FIRC Graduation Certificate	
Date		Inspector's Signature (Print Name & Sign)	Certificate Number	FAA Office (e.g. 80-15, WAF-13)
04/20/2018		Rey G. Johnson		
<b>Attachments:</b>		<b>Airman's Identification (ID)</b> (US driver's license or passport recommended)		<b>Applicant Information</b> (required if printed on 2 pages)
<input type="checkbox"/> Certifying Statement <input type="checkbox"/> College Transcript (Official) <input type="checkbox"/> ATP/CTP Graduation Certificate <input checked="" type="checkbox"/> Knowledge Test Report <input checked="" type="checkbox"/> Temporary Airman Certificate <input type="checkbox"/> Notice of Disapproval <input type="checkbox"/> Suspended Airman Certificate		Form of ID <b>Oklahoma Drivers License</b> ID Number (If issued by State, include State) <b>456663232</b> Expiration Date (must be valid) <b>12/31/2018</b> Telephone Number <b>555-555-5555</b>		Name <b>JOHN FRANK DOE</b> Date of Birth <b>12/01/1980</b> Certificate Number <b>Pending</b> E-Mail Address
		<input checked="" type="checkbox"/> Meets Aviation English Language Standard <input type="checkbox"/> Does Not Meet Aviation English Language Standard <input type="checkbox"/> Referred to FSO for Aviation English Language Standard Determination REMARKS:		

Figure 5-71. Sample FAA Form 8060-4 Issued by DPE Authorized as MCE

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		III. CERTIFICATE NO.  Pending	
II. TEMPORARY AIRMAN CERTIFICATE			
THIS CERTIFIES THAT		IV. John Frank Doe V. 3912 NW 18th Street Oklahoma City, OK 73107	
VI. AIRMAN'S SIGNATURE  John Frank Doe	DATE OF BIRTH 12/01/1980	HEIGHT 72 IN	WEIGHT 195
	HAIR Brown	EYES Brown	SEX M
	NATIONALITY USA		VI.
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of  Commercial Pilot			
RATINGS AND LIMITATIONS			
XII. Airplane Multiengine Land Instrument Airplane			
XIII. BE-400, MU-300			
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS		DATE OF SUPERSEDED AIRMAN CERTIFICATE	
GRADE OF CERTIFICATE			
BY DIRECTION OF THE ADMINISTRATOR		EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. SW-11-1551	
X. DATE OF ISSUANCE 08/20/2018	X. SIGNATURE OF EXAMINER OR INSPECTOR <i>Emmet L. Hughes</i> Emmett L. Hughes		DATE DESIGNATION EXPIRES
FAA Form 8060-4 (8-79) USE PREVIOUS EDITION			
Electronic Forms (PDF)			

**Figure 5-103. Sample FAA Form 8710-1 Application for Flight Instructor Based on Military Pilot Qualifications, Processed by ASI/AST**

Form approved OMB No. 2120-0021  
08/31/2019

TYPE OR PRINT ALL ENTRIES IN INK

U.S. Department of Transportation  
**Federal Aviation Administration**

## Airman Certificate and/or Rating Application

**I. APPLICATION INFORMATION** (Mark "X" in all the blocks applicable to the certificate or rating for which you are applying):

Certificates	Ratings	Other Information/Requests
Pilot: <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Flight <input type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> Ground <input type="checkbox"/> ATP-Restricted <input type="checkbox"/> ATP	Instructor: <input type="checkbox"/> ASE <input checked="" type="checkbox"/> AIME <input checked="" type="checkbox"/> Land <input type="checkbox"/> Sea <input type="checkbox"/> Helicopter <input type="checkbox"/> Balloon <input type="checkbox"/> Glider <input type="checkbox"/> Gyroplane <input type="checkbox"/> Airship <input type="checkbox"/> Powered-Lift Type Rating: BE-400 <input type="checkbox"/> Added Rating	Instrument:    Ground Instructor: <input type="checkbox"/> Airplane <input type="checkbox"/> Basic <input type="checkbox"/> Helicopter <input type="checkbox"/> Advanced <input type="checkbox"/> Powered-Lift <input type="checkbox"/> Instrument
A. Name (Last, First, Middle) DOE, JOHN FRANK		<input checked="" type="checkbox"/> Initial <input type="checkbox"/> Reexamination <input type="checkbox"/> Instrument Proficiency Check <input type="checkbox"/> Renewal <input type="checkbox"/> Reissuance <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reinstatement <input type="checkbox"/> Flight Review <input type="checkbox"/> Limitation Removal Specify other: Military Qualifications <input type="checkbox"/> IPL
B. SSN (us only) Do not use		C. Date of Birth 12/01/1980
D. Place of Birth (City and State) or (City and Country) Tulsa, OK		
E1. Residential Address (Including City, State, Zip Code, and County) 3912 NW 18th Street Oklahoma City, OK 73111		E2. Mailing Address (This address will be printed on the permanent airman certificate, if different than block E1.)
F. Citizenship / Nationality <input checked="" type="checkbox"/> USA <input type="checkbox"/> Other specify:		G. Do you read, speak, write, & understand the English language? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
H. Height (inches) 72		I. Weight (pounds) 195
J. Hair Color Brown		K. Eye Color Brown
L. Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female		
M. Do you hold, or have you ever held an FAA pilot certificate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		M1. Grade of Certificate Commercial
N. Do you hold, or have you ever held a Medical Certificate? <input type="checkbox"/> Yes - FAA <input type="checkbox"/> Yes - Foreign <input type="checkbox"/> Yes - Military <input checked="" type="checkbox"/> No		M2. Certificate Number Pending
O. Have you ever been convicted for violation of any Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? Do not include alcohol offenses involving motor vehicle mode of transportation as those offenses are covered on the FAA Form 8500-8, Airman Medical Application Form. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		MB. Date Issued 04/20/2018
N1. Class of Certificate		N2. Name of Medical Examiner
N3. Date Issued		O1. Date of Final Conviction

**II. CERTIFICATE OR RATING APPLIED FOR ON BASIS OF:**

<input type="checkbox"/> A. Completion of Test or Activity	1. Aircraft to be used (if flight test required)	2. Total time in this aircraft and/or approved FFS or FTD (hours):	a. Flight Time	b. As Pilot-in-Command
<input checked="" type="checkbox"/> B. U.S. Military Competence or Experience	1. U.S. Military Service US Air Force	2. Date Rated in U.S. Military 11/01/2015	3. Rank or Grade Major, O-4	
<input type="checkbox"/> C. Graduate of an Approved Course	4. List Military aircraft for which you have:	a. logged pilot time or provided flight instruction (IP) (make and model) T-1A	b. passed an Instrument Proficiency Check (Pilot or CFI) - (make and model) T-1A	
<input type="checkbox"/> D. Holder of Foreign License	1. Training Agency or Training Center:	1a. Name	1b. Location (City and State)	1c. Certification Number
<input type="checkbox"/> E. Air Carrier Training Program	2. Curriculum From Which Graduated (Level, Category, and Class and/or Type Rating)		1d. Part 142? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	1. Country that Issued the Foreign Pilot License	2. Grade of Foreign Pilot License	3. Foreign Pilot License Number	
	4. Ratings Held on Foreign Pilot License (FAA equivalent only - e.g. ASEL, AMEL, Type rating, etc.)			
	1. Name of Air Carrier	2. Date Training Began	3. Accomplished Training Program <input type="checkbox"/> Initial <input type="checkbox"/> Upgrade <input type="checkbox"/> Transition <input type="checkbox"/> Recurrent	

**III. RECORD OF PILOT TIME** (Do not write in the shaded areas)

	Total	Instruction Received	Solo	PIC and SC	Cross Country Instruction Received	Cross Country Solo	Cross Country PIC/SC	Instrument	Night Instruction Received	Night Take-Off / Landing	Night PIC/SC	Night Take-Off / Landing PIC/SC	Number of				
													Flights	Aero-Tows	Ground Landings	Powered Landings	
Airplanes				PK			PK				PK	PK	Gliders				
				SC			SC				SC	SC	Lighter-than-air				
Rotorcraft				PK			PK				PK	PK	Class Totals				
				SC			SC				SC	SC	Airplane	SEL	MEL	SES	MES
Powered Lift				PK			PK				PK	PK		PK	PK	PK	PK
				SC			SC				SC	SC		SC	SC	SC	SC
Glider				PK			PK				PK	PK	Rotorcraft	Helicopter		Gyroplane	
				SC			SC				SC	SC	Lighter-than-air	Balloon		Airship	
Lighter-Than-Air				PK			PK				PK	PK					
				SC			SC				SC	SC	FFS	SE	ME	Helicopter	
FFS																	
FTD																	
ATD																	

**IV.** Have you previously received a Notice of Disapproval or been denied for any reason for the certificate AND/OR rating for which you are applying?     Yes     No

**V. APPLICANT'S CERTIFICATION:** I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have received the Pilot's Bill of Rights Written Notification of Investigation that accompanies this form. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant: John Frank Doe    Date: 04/20/2018

FAA Form 8710-1 (10-17) Supersedes Previous Edition

Page 1 of 2

31

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Check with FSIMS to verify current version before using



**Figure 5-104. Sample FAA Form 8060-4 for Flight Instructor Based on Military Pilot Qualifications, Issued by ASI/AST**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>II. TEMPORARY AIRMAN CERTIFICATE</b>						III. CERTIFICATE NO.  Pending		
John Frank Doe           VII. AIRMAN'S SIGNATURE	THIS CERTIFIES THAT		IV. John Frank Doe 3912 NW 18th Street V. Oklahoma City, OK 73111					
	DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
	12/01/1980	72 IN	195	Brown	Brown	M	USA	
	IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of  Flight Instructor							
	RATINGS AND LIMITATIONS Airplane Multiengine							
	XII.  Valid only when accompanied by Pilot Certificate number							
	XIII. pending. Expires April 30, 2020							
	THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE					DATE OF SUPERSEDED AIRMAN CERTIFICATE		
	BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.	
	X. DATE OF ISSUANCE  04/20/2018		X. SIGNATURE OF EXAMINER OR INSPECTOR <i>Rey G. Johnson</i> Rey G. Johnson				SW-11 6543211  DATE DESIGNATION EXPIRES	

FAA Form 8060-4 (8-79) USE PREVIOUS EDITION

Electronic Forms (PDF)

**Figure 5-105. U.S. Air Force Form Job Aid**

The following guidance applies to U.S. Air Force (AF) Form 8, Certificate of Aircrew Qualification.

U.S. AF Form 8 is the AF form the FAA accepts to show pilot certification based on military competency. Its content and form is governed by the source document, Air Force Instruction (AFI) 11-202, Volume 2, Aircrew Standardization and Evaluation Program. Any text in quotations is from AFI 11-202, Volume 2. For more information, refer to the document at [https://static.e-publishing.af.mil/production/1/af\\_a3/publication/afi11-202v2/afi11-202v2.pdf](https://static.e-publishing.af.mil/production/1/af_a3/publication/afi11-202v2/afi11-202v2.pdf).

When issuing FAA pilot certifications based on military competency, the ASI should look for the following to ensure proper category, class, and rating:

1. Ensure the name matches the name of the applicant.
2. Aircraft is the “MDS (type of aircraft) in which the Aircrew Evaluation was given.” Crew Position is the “examinee’s highest qualification in the MDS that the Aircrew Evaluation was given.”

NOTE: The following are acronyms specific to the U.S. AF: Copilot (CP) (this is the same as an Airline First Officer), Mission Pilot (MP) (this is the same as an Aircraft Commander (AC), and Instructor Pilot (IP).

3. Evaluation type. A qualification (QUAL) evaluation is accomplished to “assess an aircrew member's ability to perform the basic duties of a particular crew position within the specified MDS and to obtain/maintain Basic Qualification in that MDS.” This evaluation is what should be referenced for the proficiency check required by § 61.73 for a commercial certificate in the appropriate category and class. Instrument (INSTM) evaluation is to “assess an aircrew member's ability to operate under instrument flight rules (IFR) and to obtain/maintain Instrument Qualification.” This should be referenced when verifying the instrument proficiency check required by § 61.73 for an instrument rating.

NOTE: Mission (MSN) is to “assess an aircrew member's ability to employ the assigned MDS in accomplishing the unit’s operational or DOC statement mission(s). Successful completion of a MSN Evaluation results in Mission Qualification.” This is not required, nor applicable to § 61.73. An ASI should not accept an AF Form 8 for military competency based solely on a MSN checkride. However, it is highly unlikely that a pilot could complete a MSN check without having done a QUAL check. Ensure the applicant is submitting the correct documentation.

NOTE: Instructor (INSTR) is to “assess an aircrew member's instructional ability in their MDS/crew position and to obtain/maintain Instructor Qualification.” Usually, this will only be in this area for initial (INIT) INSTR checks. Recurrent instructor pilot (IP) evaluations are shown with INSTM/QUAL/MSN and IP for the crew position in area B. This is what should be referenced for the flight INSTR check required by § 61.73 for an instructor certificate for the appropriate category and class of certificate being applied for.

NOTE: Other annotations may include:

- SPOT: An evaluation of a specific event or requirement without intending to satisfy the requirements of a periodic evaluation,
- RQ: Requalification to remedy a loss of qualification for various reasons (equivalent to a QUAL), and
- N/N: No Notice a sampling of daily aircrew performance (this does not meet the proficiency check requirements of § 61.73).

4. Q1 or 1 means the pilot met desired performance criteria for flying skills and knowledge (EQ means Exceptionally Qualified). Q2 or 2 means the pilot demonstrated the ability to perform duties safely, but had several downgraded areas that usually require additional or remedial training. Q3 or 3 means the pilot demonstrated an unacceptable level of safety, performance, or knowledge. This qualification level Q3 is unacceptable for granting military competency.

5. The back of AF Form 8 includes brief text regarding mission, downgrades, discrepancies, additional training, or other general remarks. Usually, INSTR checks can be verified by looking for instructor related remarks in the “Mission Description” or “Additional Comments” blocks.

Figure 5-105. U.S. Air Force Form Job Aid (Continued)

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED		
				28 Jun 18		
<b>I. EXAMINEE IDENTIFICATION</b>						
NAME (Last, First, Middle Initial) Babbitt, Nathan C.		RANK Capt	SSAN XXXX	ELIGIBILITY PERIOD Feb - Jul 18		
ORGANIZATION AND LOCATION 422 TES, Nellis AFB, NV 89191		ACFT/CREW POSITION A-10C/1P				
<b>II. QUALIFICATION</b>						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
EPE	28 Jun 18	1	MSN	28 Jun 18		
Boldface	28 Jun 18	Q				
QUALIFICATION LEVEL		ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED	DUE DATE(S)	DATE ADDITIONAL TRAINING COMPLETED			
1		N/A	N/A			
EXPIRATION DATE OF QUALIFICATION	CERTIFYING OFFICIAL, RANK AND ORGANIZATION		SIGNATURE		DATE	
Nov 19	N/A					
<input type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)			
<b>III. CERTIFICATION</b>						
TYPED NAME AND RANK	ORGANIZATION	CHECK			SIGNATURE	DATE
		RECORDED	INDEXED	RECORDED		
1 FLIGHT EXAMINER Christopher N. Johns, Maj	422 TES/DOA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	JOHNS, CHRISTOPHER N. 1285148983 <small>Digitally signed by JOHN CHRISTOPHER N. JOHNS, RN 1285148983 Date: 2018.07.05 13:08:30 -0700</small>	05 Jul 18
2 REVIEWING OFFICER Tyrone M. Cofield, Lt Col	422 TES/DO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	COFIELD, TYRON E. MARCEL .11872 37927 <small>Digitally signed by TYRON E. MARCEL, RN 1187237927 Date: 2018.07.18 01:00:34 -0700</small>	18 Jul 18
3 FINAL APPROVING OFFICER Bradley D. Darling, Lt Col	422 TES/CC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DARLING, BRADLEY D. 1092506661 <small>Digitally signed by BRADLEY D. DARLING, RN 1092506661 Date: 2018.07.19 11:03:31 -0700</small>	19 Jul 18
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE		
20 Jul 18	Nathan C. Babbitt, Capt 422 TES			BABBITT, NATHAN C. 1234610143 <small>Digitally signed by NATHAN C. BABBITT, RN 1234610143 Date: 2018.07.20 09:33:55 -0700</small>		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET											
IV. COMMENTS											
EXAMINER'S REMARKS:											
<p><b>A. Mission Description.</b> Captain Babbitt flew a Combat Search and Rescue mission and accomplished all required areas IAW AFI 11-2A-10C Vol 2. The instructional topic was Combat Search and Rescue tactics, techniques, and procedures. Captain Babbitt's squadron leadership was debriefed on the evaluation.</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Air-to-Ground</th> </tr> <tr> <th style="width: 50%;">Weapon</th> <th style="width: 50%;">Score</th> </tr> </thead> <tbody> <tr> <td>MAV</td> <td>HIT/HIT*</td> </tr> <tr> <td>STRAFE</td> <td>HIT/HIT/HIT**</td> </tr> <tr> <td colspan="2">* VTR Assessed ** Air Scored</td> </tr> </tbody> </table>		Air-to-Ground		Weapon	Score	MAV	HIT/HIT*	STRAFE	HIT/HIT/HIT**	* VTR Assessed ** Air Scored	
Air-to-Ground											
Weapon	Score										
MAV	HIT/HIT*										
STRAFE	HIT/HIT/HIT**										
* VTR Assessed ** Air Scored											
<p><b>B. Discrepancies.</b> None.</p>											
<p><b>C. Recommended Additional Training.</b> None.</p>											
<p><b>D. Additional Comments.</b> Commendable. Area 35. Instructor Performance (Briefing/Debriefing). Captain Babbitt's briefing and debriefing were commendable.</p> <p>Commendable. Area 35. Instructor Performance (Instructor Knowledge). Captain Babbitt's instructor knowledge was commendable.</p> <p>Commendable. Area 35. Instructor Performance (Ability to Instruct). Captain Babbitt's ability to instruct was commendable.</p>											
<p><b>REVIEWING OFFICER'S REMARKS:</b> None.</p>											
<p><b>APPROVING OFFICER'S REMARKS:</b> None.</p>											
<p><b>ADDITIONAL REVIEWS:</b> 53 TEG/TGV: <u>CN</u></p>											
<p>PRIVACY ACT STATEMENT</p>											
<p>AUTHORITY: 16 USC 8013; EO 9397                  PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification.                  DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</p>											

E

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 8 Aug 2017	
<b>EXAMINEE IDENTIFICATION</b>					
NAME (Last, First, Middle Initial) Babbitt, Nathan C. <b>A</b>		RANK Capt	SSAN XXX-XX-9261	ELIGIBILITY PERIOD N/A	
ORGANIZATION AND LOCATION 422 TES, Nellis AFB, NV		ACFT/CREW POSITION A-29B/IP <b>B</b>			
<b>II. QUALIFICATION</b>					
<b>GROUND PHASE</b>			<b>FLIGHT PHASE</b>		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
EPE	20 Jul 17	1	INIT INSTM/QUAL/MSN	20 Jul 17	
Boldface	20 Jul 17	Q	INIT INSTR/MSN <b>C</b>	8 Aug 17	
<b>III. QUALIFICATION LEVEL</b> <b>D</b>					
QUALIFIED 1	UNQUALIFIED	DUE DATE(S) N/A	DATE ADDITIONAL TRAINING COMPLETED N/A		
EXPIRATION DATE OF QUALIFICATION Mar 19	CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A		SIGNATURE		DATE
<input type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)	<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)		
TYPED NAME AND GRADE	ORGANIZATION	CHECK			DATE
		COMB	DOC	REVIEW	
1 FLIGHT EXAMINER Brian D. Meas	SNC/FE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	09 Aug 2017
2 REVIEWING OFFICER Jesse S. Jahn, Lt Col	ACC A3/A3TV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	25 Aug 2017
3 FINAL APPROVING OFFICER Brian M. Schafer, Col	53 TEG/CC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE 20170920	TYPED NAME AND GRADE OF EXAMINEE Nathan C. Babbitt, Capt		SIGNATURE BABBITT.NATHAN.C.12346 10143 Digitally signed by BABBITT.NATHAN.C.12346 13143 Date: 2017.08.26 08:37:59 -07'00'		

AF FORM 8, 20061208

PREVIOUS EDITIONS ARE OBSOLETE.

AF FORM 8 CONTINUATION SHEET													
IV.	COMMENTS												
<p><b>EXAMINER'S REMARKS:</b></p> <p>A. Mission Description: Capt Babbitt flew a single-ship, day, Surface Attack mission. Static take-off, VFR departure North from KHMN to F-37 for SFO landing; closed to overhead pattern; straight-in, no-flap pattern. Systems and sensor check en-route to Oscura Range. Sensor operations to find, fix, track and target. Weapons delivery to include CCRP, CCIP Dive-Glide, CCIP High Altitude Tactical Rocket, <u>CCIP High Angle Strafe to engage the target. Sensor operations for Battle Damage Assessment. Off-target maneuvering. RTB for vectors ILS, touch and go, RNAV approach to full stop.</u> Capt Babbitt instructed a single-ship close air support initial instructor and mission evaluation IAW Light Attack Experiment guidance. <span style="float: right; border: 1px solid red; padding: 2px;">E</span></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">Air-to-Ground</td> </tr> <tr> <td style="width: 70%;">Weapon</td> <td style="text-align: center;">Score</td> </tr> <tr> <td>Level/CCRP (sim) GBU-12</td> <td style="text-align: center;">Hit</td> </tr> <tr> <td>25/15 DG/CCIP (sim) GBU-12</td> <td style="text-align: center;">Hit</td> </tr> <tr> <td>30 HATR/CCIP (sim) Mk-151</td> <td style="text-align: center;">Hit</td> </tr> <tr> <td>30 HAS/CCIP (sim) .50 cal</td> <td style="text-align: center;">Hit</td> </tr> </table> <p>B. Discrepancies. None.</p> <p>C. Recommended Additional Training. None.</p> <p>D. Additional Comments. Commendable. Capt Babbitt demonstrated commendable performance in Airmanship and Situational Awareness.</p> <p>REVIEWING OFFICER'S REMARKS. This evaluation was administered under the authority of the Light Attack Aircraft Experiment Training Syllabus and Evaluation, 20 June 2017.</p> <p>APPROVING OFFICER'S REMARKS. None.</p> <p>ADDITIONAL REVIEWS: None.</p> <p>53 TEG/TGV: JGM</p>		Air-to-Ground		Weapon	Score	Level/CCRP (sim) GBU-12	Hit	25/15 DG/CCIP (sim) GBU-12	Hit	30 HATR/CCIP (sim) Mk-151	Hit	30 HAS/CCIP (sim) .50 cal	Hit
Air-to-Ground													
Weapon	Score												
Level/CCRP (sim) GBU-12	Hit												
25/15 DG/CCIP (sim) GBU-12	Hit												
30 HATR/CCIP (sim) Mk-151	Hit												
30 HAS/CCIP (sim) .50 cal	Hit												
<p><b>PRIVACY ACT STATEMENT</b></p> <p><small>AUTHORITY: 10 USC 8013; EO 9397</small></p> <p><small>PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification</small></p> <p><small>DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</small></p>													

**Figure 5-106. U.S. Army Forms Job Aid**

The following guidance applies to Department of the Army (DA) Form 759, Individual Flight Record and Flight Crew Certificate–Army (Flight Hours); DA Form 1059, Service School Academic Evaluation Report; DA Form 7120, Commander’s Task List; DA Form 7122, Crew Member Training Record.

Aeronautical Orders and DA Forms 759, 1059 (with Course Diploma), 7120, and 7122 will contain adequate information to show the applicant meets the requirements of § 61.73(b)(1) through (3) and (h). These forms will give the ASI evidentiary documentation of the applicant’s military qualification for a Commercial Pilot Certificate with Instrument rating in the applicable category, class, and type rating sought, as well as evidentiary documentation of the applicant’s military qualification for a Certified Flight Instructor (CFI) Certificate and CFI–Instrument Certificate.

**Aeronautical Orders Awarding: Army Aviator Badge, Senior Aviator Badge, Master Aviator Badge**

Verify airman’s identity with appropriate presented identification information. If there are disparities, do not issue the military competency.

**DA Form 759, Individual Flight Record and Flight Crew Certificate–Army (Flight Hours)**

The U.S. Army DA Form 759 content and form is governed by the source document, Training Circular (TC) 3-04.11, Commander’s Aviation Training and Standardization Program, dated September 2018.

DA Form 759 is issued to rated aviators. Centralized Aviation Flight Records System (CAFRS) generates DA Form 759 for all individuals on flying status. This form is required to be signed and updated once a year.

- A. Verify that the airman’s identity corresponds with documentation provided. If there are disparities, do not issue the certificate.
- B. Part I, Block 12 indicates if the individual is in an operational flying duty position (must say yes) and the date the person was assigned to that position.
- C. Part II, Block A indicates the aircraft the individual is qualified in, ordered by the date the individual qualified in each aircraft. Department of Defense (DOD) aircraft are listed, followed by simulators, followed by any other aircraft the airman is not qualified in but has flight time. These will all be separated by a blank line. Aircraft qualification must be appropriate to the category, class, and type rating sought. For type rating issuance, see Volume 5, Chapter 2, Section 19, Figure 5-88, Pilot Certificate Aircraft Type Designations – Airplane.
- D. Qualification date of each specific approved DOD aircraft the individual is qualified in. Verify this matches the category and class for which the individual is applying for.

- E. Part III, Block 7, Primary Aircraft (Acft) indicates the airframe the aircrew member (ACM) was/is assigned operational flying duty to. In order to receive qualification in a DOD aircraft operated by the U.S. Army, the applicant would have passed a “Standardization Flight Evaluation” and “Instrument Flight Evaluation.” This information is also located on DA Form 7120, Part IV, Annual Requirements as “Standardization Flight Evaluation” and “Instrument Flight Evaluation.” These evaluations will also be listed as events on DA Form 7122 with the date, aircraft, and outcome.
- F. Signature block must be signed by the commander or relevant representative.

NOTE: When utilizing DA Form 759 to determine instructor qualifications, IP, IE, and SP are relevant columns (Part II, Flight Hours, i. and j.). It is possible that there be no time in this column if the ACM just graduated from the Instructor Pilot (IP) Course/Instrument Examiner (IE) Course. However, as long as there is a DA Form 1059 with diploma this will suffice for military qualification. For example, a CFI can pass a practical test and never log time as a CFI. This does not mean they aren’t qualified as a CFI.

**IP Course/IE Course Diploma (with reference to DA Form 1059, Service School Academic Evaluation Report, for the specific airframe qualified in)**

DA Form 1059 is governed by Army Regulation (AR) 623-3, Army Publishing Directorate, dated June 14, 2019. This form should be issued alongside a diploma for the course title that is described in Part I, Block f.

- A. Verify airman’s identity with appropriate presented identification information. If there are disparities, do not issue the military competency.
- B. It is important the office processing the application verify this form along with Course Diploma. In Part I, Block f, details should be a manned aircraft followed by the words IP Course. For example, UH-60 IP Course.
- C. The reason for submission should be indicated as course completion.
- D. All applicable skills should indicate “Met Standards.”
- E. Overall Academic Achievement: Achieved Course Standards.
- F. Review remarks and make sure they support the ACM satisfactorily completed the course.

NOTE: The example provided is the newest version of DA Form 1059. All the information applies if presented with DA Form 1059, dated prior to March 2019. On the previous form, the course title is under Block 6 instead of Block f. All other pertinent information applies.

- G. Part IV: Authentication signed.

**DA Form 7120, Commander's Task List**

The U.S. Army DA Form 7120 content and form is governed by the source document, TC 3-04.11, dated September 2018.

DA Form 7120 designates the authorized duties and flight stations the ACMs may occupy and the hours, tasks, iterations, evaluation requirements, and other training requirements the ACMs must accomplish during the training year:

- A. Verify applicant's information is accurate with presented identification.
- B. Verify aircraft matches the category, class, and type for rating sought.
- C. Applicant must show "Standardization Flight Evaluation and Instrument Flight Evaluation" completed as satisfactory.
- D. Verify the documentation has been signed.

**DA Form 7122, Crew Member Training Record**

The U.S. Army DA Form 7122 content and form is governed by the source document, TC 3-04.11, dated September 2018.

- A. Verify the applicant's information is accurate with presented identification.
- B. Verify the events "Standardization Flight Evaluation and Instrument Flight Evaluation" are entered in the ACM's record as satisfactory.

## Figure 5-106. U.S. Army Forms Job Aid (Continued)

DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY AVIATION CENTER AND FORT RUCKER  
FORT RUCKER, ALABAMA 36362-5000

ORDERS 055 00320

24 FEB 1998

PILOT, PETER 123-45-6789 W01 COB 1-145TH AVN REGT  
{WOU9 1F} 1AB FT RUCKER, AL 36362 5000

ACTION: AWARD OF ARMY AVIATOR BADGE AND AERONAUTICAL DESIGNATION  
OF ARMY AVIATOR.  
AUTHORITY: SECTION B, CHAP 2, PART 2, AR 37-104-3, DODPM, AR 600-105  
AR 672-5-1, AND AR 680-29  
ADDITIONAL PAY CODE: NOT APPLICABLE  
EFFECTIVE DATE: 27 MARCH 1998  
TFOS: SEE ADDITIONAL INSTRUCTIONS  
ASED: SEE ADDITIONAL INSTRUCTIONS  
DATE ACIP TERMINATED: NOT APPLICABLE  
ADDITIONAL INSTRUCTIONS: (A) INDIVIDUAL IS A GRADUATE OF WOBC,  
CLASS 98-05. (B) TFOS/ASED DATES PREVIOUSLY FURNISHED IN AVIATION  
CAREER INCENTIVE PAY (ACIP) ORDERS.

FORMAT: 331

FOR THE COMMANDER:

\*\*\*\*\*  
\* DA HQS, USAAVNC \*  
\* OFFICIAL \*  
\* FORT RUCKER, AL \*  
\*\*\*\*\*  
M. J. WESLEY  
ADJUTANT GENERAL

## DISTRIBUTION:

5-INDIV (RTN TO 1-145TH AVN REGT)  
1-CDR, 1ST AVN BDE ATTN: S-1  
1-PERS SGT, 1 145TH AVN REGT  
1 CDR, CO B, 1 145TH AVN REGT  
2-MPD/AG, PMB (OFF RCDS SEC)  
1-MPD/AG, MPD SPT (RECORD SET)  
1-DPT (FLIGHT RECORDS)  
1-PERSCOM (TAPC-OPW-AV) ALEX, VA 22332  
1-PERSCOM (TAPC-OPD-D) ALEX, VA 22332  
1-CDR, RCPAC (DARP-OPL-C) 9700 PAGE BLVD, ST LOUIS, MO 63132  
1 PERSCOM (TAPC-MSR) ALEX, VA 22332  
2-CDR, NAT'L GUARD BUREAU (NGB-AVN-OP) 111 SOUTH GEORGE MASON DR,  
ARLINGTON, VA 22204-1382

///PMB/LD///



<b>INDIVIDUAL FLIGHT RECORDS AND FLIGHT CERTIFICATE -- ARMY (Cont'd)</b> For use of this form, TC 3-04.11; the proponent agency is USAACE.				1. Sheet No. <div style="border: 1px solid black; padding: 2px; display: inline-block;">3</div>	
2. Name Doe, John M.		3. Rank WOI		4. Period 25 Apr 17 - 31 Feb 18	
<b>PART III. ATP</b>					
1. FAC N/A	2. MTFE	3. Phys Exam	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-60M	8. RL		9. Std Fit Eval		10. Inst Eval
11. Alternate Acft	12. RL		13. Std Fit Eval		14. Inst Eval
15. Additional Acft	16. RL		17. Std Fit Eval		
<b>PART IV. REMARKS</b>					
Records close 30 Apr 18 due to end of birth month.  Aviator has completed 24 months of total operational flying duty credit.  ACT Initial Qualification complete.					
Commander's Typed Name, Rank, Branch James C. White MAJ, AV			Signature		Date (YYYYMMDD) <div style="border: 1px solid black; padding: 2px; display: inline-block;">20180430</div>

HQDA#:

**SERVICE SCHOOL ACADEMIC EVALUATION REPORT**

For use of this form, see AR 623-3; the proponent agency is DCS, G-1.

See Privacy Act Statement in AR 623-3.

**PART I - ADMINISTRATIVE DATA**

a. NAME (Last, First, Middle Initial)		b. DOD ID No.	c. RANK	d. BRANCH	e. SPECIALTY/PMOSC
f. COURSE TITLE			g. NAME AND LOCATION OF SCHOOL		
h. DURATION OF COURSE		i. COMPONENT	j. NO. OF ENCLOSURES	k. RATED STUDENT'S EMAIL ADDRESS (.gov or .mil)	
FROM (YYYYMMDD)	THRU (YYYYMMDD)				

**I. REASON FOR SUBMISSION**

<input type="checkbox"/> COURSE COMPLETION	<input type="checkbox"/> INTERIM REPORT	<input type="checkbox"/> AHRC DIRECTED	<input type="checkbox"/> DID NOT GRADUATE
MILITARY EDUCATION LEVEL: _____	<input type="checkbox"/> PHASE COMPLETION / PHASE # _____ OF _____	<input type="checkbox"/> RELEASED EARLY (NO FAULT OF STUDENT)	

**PART II - ACADEMIC ACHIEVEMENT (ACADEMIC RATER)**

a. DOES SOLDIER FULLY SUPPORT SHARP, EO, AND EEO: <input type="checkbox"/> Yes <input type="checkbox"/> No (comments are required)	b. APFT PASS / FAIL / PROFILE: _____ DATE: _____
d. OVERALL GRADE POINT AVERAGE: _____ of _____	c. HEIGHT: _____ WEIGHT: _____ WITHIN STANDARD? _____

Comments required below, for "Failed" APFT, or "Profile" when it precludes performance of duty, and "No" for Army Weight Standards. Reset item b. APFT / PASS / FAIL / PROFILE

e1. ASI/SQI AWARDED:	l. COMMENTS:
SKILL IDENTIFIER: _____	
e2. CODE: _____	
<b>f. CHARACTER/ACCOUNTABILITY:</b>	
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	
<b>g. PRESENCE/COMPREHENSIVE FITNESS:</b>	
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	
<b>h. INTELLECT/CRITICAL THINKING &amp; PROBLEM SOLVING:</b>	
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	
<b>i. LEADS/COMMUNICATION &amp; ENGAGEMENT:</b>	
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	
<b>j. DEVELOPS/COLLABORATION:</b>	
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	
<b>k. ACHIEVES/LIFE LONG LEARNER:</b>	m. SPECIAL PROJECT(S) OR PAPER(S):
FAR EXCEEDED STANDARDS <input type="checkbox"/> EXCEEDED STANDARDS <input type="checkbox"/> MET STANDARDS <input type="checkbox"/> DID NOT MEET STANDARDS <input type="checkbox"/> NOT EVALUATED <input type="checkbox"/>	1) _____
	2) _____
	3) _____

**PART III - OVERALL ACADEMIC ACHIEVEMENT (REVIEWING OFFICIAL)**

a. Select one box representing Rated Student's overall academic achievement. Rated Student's class standing is # _____ of _____ (Class Standing use is limited to top 40%)	b. COMMENTS:
<input type="checkbox"/> Commandant's List (limited to 20%)	
<input type="checkbox"/> Superior Academic Achievement (21% to 40%)	
<input type="checkbox"/> Achieved Course Standards	
<input type="checkbox"/> Failed to Achieve Course Standards	
c. RATED STUDENT HAS DEMONSTRATED APTITUDE FOR THE FOLLOWING ASSIGNMENT(S):	
1) _____	2) _____
	3) _____

HQDA#:

**PART IV - AUTHENTICATION**

a1. NAME OF ACADEMIC RATER (Last, First, Middle Initial)		a2. DOD ID No.	a3. ACADEMIC RATER'S SIGNATURE	a4. DATE (YYYYMMDD)
a5. RANK PMOSC/BRANCH TITLE		a6. ACADEMIC RATER'S EMAIL ADDRESS (.gov or .mil)		
b1. NAME OF REVIEWING OFFICIAL (Last, First, Middle Initial)		b2. DOD ID No.	b3. REVIEWING OFFICIAL'S SIGNATURE	b4. DATE (YYYYMMDD)
b5. RANK PMOSC/BRANCH TITLE		b6. REVIEWING OFFICIAL'S EMAIL ADDRESS (.gov or .mil)		
c1. THIS IS A REFERRED REPORT, DO YOU WISH TO MAKE COMMENTS? <input type="checkbox"/> Referred <input type="checkbox"/> Yes, comments are attached. <input type="checkbox"/> No		d1. RATED STUDENT'S SIGNATURE		d2. DATE (YYYYMMDD)
c2. RATED STUDENT'S COMMENTS (Referred Report Only)				





**Figure 5-107. U.S. Marines, U.S. Navy, and U.S. Coast Guard Forms Job Aid**

The following guidance applies to OPNAV 3710/7, NATOPS Evaluation Report, and OPNAV 3710/2, NATOPS Instrument Rating Request.

**OPNAV 3710/7 (NATOPS Evaluation Report) and OPNAV 3710/2 (NATOPS Instrument Rating Request)**

OPNAV 3710/7 (NATOPS Evaluation Report) and OPNAV 3710/2 (NATOPS Instrument Rating Request) are the U.S. Navy forms that show pilot certification based on military competency. Their content and form is governed by the source document, Commander Naval Air Forces Manual (CNAF M)-3710.7. The text in quotations are from CNAF M-3710.7, dated July 15, 2017. For issuance of a flight instructor certificate, either the OPNAV 3710/7 form or a unit designation letter is used. For a flight instructor with instrument rating based on military competency, the OPNAV 3710/2 form is used. For a commercial pilot with instrument rating, both forms are used.

When issuing FAA pilot certifications based on military competency, the ASI should look for the following to ensure proper category, class, and rating.

**OPNAV 3710/7 (NATOPS Evaluation Report)**

1. Ensure the name matches the name of the applicant.
2. AIRCRAFT MODEL is the category, class, and type if applicable of aircraft the applicant is qualified to operate.
3. CREW POSITION should be "PILOT." "NFO" and "AIRCREW" are not pilots and do not qualify for military competency.
4. OVERALL FINAL GRADE should be "QUALIFIED" or "Conditionally Qualified." "Conditionally Qualified" means "That degree of standardization demonstrated by a flight crewmember who meets the minimum acceptable standards. The individual is considered safe enough to fly as pilot in command or to perform normal duties without supervision, but more practice is needed to become Qualified." "Unqualified" means "That degree of standardization demonstrated by a flight crewmember who fails to meet minimum acceptable criteria."
5. Instructor status may be granted by a commander issued letter or by noting on the OPNAV 3710/7 that the applicant is a "NATOPS INSTRUCTOR." A "NATOPS" instructor is a special status versus an ordinary line instructor that serves the unit commander. A commander issued letter indicates that the applicant has fulfilled all military requirements to be qualified as an instructor, including an instructor syllabus and check flight. A statement that the applicant is "NATOPS qualified" in the aircraft does not qualify for CFI military competency but does qualify for Commercial Pilot military competency.
6. The unit commander should sign the form. Other signatures are not required.

**OPNAV 3710/2 (NATOPS Instrument Rating Request)**

1. Ensure the name matches the name of the applicant.
2. REMARKS should include the phrase “fully qualified for an INSTRUMENT rating” or “fully qualified for a special INSTRUMENT rating.” To qualify for CFI with instrument rating status the form must state the applicant is “fully qualified for an INSTRUMENT INSTRUCTOR rating.”
3. “INSTRUMENT RATING/QUALIFICATION ISSUED” should be “STANDARD” or “SPECIAL.” “NFO” is not a pilot and does not qualify for military competency.
4. The commanding officer should sign the form. Other signatures are not required.

NOTE: The OPNAV 3710/2 form is not aircraft-specific.

NOTE: A “special” instrument rating is available to pilots who have more than 5 years flying experience, over 1,500 hours of military and civil pilot time, and 100 hours of military actual instrument time. It is “recognition of a pilot’s experience, demonstrated flight ability, and judgement.” It DOES NOT mean the pilot is an instructor.

NOTE: NATOPS stands for Naval Air Training and Operating Procedures Standardization.

NOTE: CNAF M-3710.7 is available online at:  
<https://www.cnatra.navy.mil/tw5/ht28/assets/docs/university/cnaf-3710.7.pdf>.

Figure 5-107. U.S. Marines, U.S. Navy, and U.S. Coast Guard Forms Job Aid (Continued)

NATOPS EVALUATION REPORT				
OPNAV 37107(4-90) S/N0107-LF-009-800				
NAME ( Last, first, initial )		GRADE	SSN	
<b>MORGAN, PETER A.</b>		<b>O-4</b>	[REDACTED]	
SQUADRON/UNIT	AIRCRAFT MODEL	CREW POSITION		
<b>VFA-14</b>	<b>F/A-18E/F B</b>	<b>PILOT C</b>		
TOTAL PILOT/FLIGHT HOURS	TOTAL HOURS IN MODEL	DATE OF LAST EVALUATION		
<b>2457.7</b>	<b>2035.2</b>	<b>21 MAR 2012</b>		
NATOPS EVALUATION				
REQUIREMENT	DATE COMPLETED	GRADE		
		Q	CQ	U
OPEN BOOK EXAMINATION	20 JUN 2012	<b>Q</b>		
CLOSED BOOK EXAMINATION	26 JUN 2012	<b>Q</b>		
IMMEDIATE ACTION EXAMINATION	1 AUG 2012	<b>Q</b>		
ORAL EXAMINATION	17 AUG 2012	<b>Q</b>		
*EVALUATION FLIGHT	17 AUG 2012	<b>Q</b>		
FLIGHT DURATION	AIRCRAFT BUNO	OVERALL FINAL GRADE		
<b>1.0</b>	<b>000001</b>	<b>QUALIFIED D</b>		
REMARKS OF EVALUATOR/INSTRUCTOR				
<p><b>LCDR MORGAN COMPLETED THE F/A-18E/F NATOPS CHECK FLIGHT IN THE VFYB TACTICAL OPERATIONAL FLIGHT TRAINER (TOFT).</b></p> <p><b>ALL ASPECTS OF THE BRIEF, FLIGHT, AND DEBRIEF WERE IN ACCORDANCE WITH NATOPS, OPNAV 3710.7U, AND SOP.</b></p> <p><b>CREW RESOURCE MANAGEMENT WAS CONDUCTED IN ACCORDANCE WITH OPNAVINST 1542.7C.</b></p> <p><b>LCDR MORGAN HAS COMPLETED THE 1V0 ADVANCED HANDLING CHARACTERISTICS FLIGHT.</b></p> <p><b>LCDR MORGAN IS QUALIFIED TO BE A NATOPS INSTRUCTOR IN ACCORDANCE WITH OPNAVINST 3710.7U.</b></p> <p style="text-align: center;"><b>E</b></p>				
GRADE, NAME OF EVALUATOR/INSTRUCTOR	SIGNATURE	DATE		
<b>LT JEFFREY SWEITZER, USN</b>	<i>[Signature]</i>	<b>17 AUG 2012</b>		
GRADE, NAME OF EVALUÉE	SIGNATURE	DATE		
<b>LCDR PETER MORGAN, USN</b>	<i>[Signature]</i>	<b>17 AUG 2012</b>		
REMARKS OF UNIT COMMANDER				
<b>LCDR MORGAN IS NATOPS INSTRUCTOR QUALIFIED IN THE F/A-18E/F.</b>				
EXPIRES: 31 AUG 2013				
GRADE, NAME OF UNIT COMMANDER	SIGNATURE	DATE		
<b>CDR K.M. MCLAUGHLIN, CO, USN</b>	<i>[Signature]</i> <b>F</b>	<b>21 AUG</b>		

**NATOPS INSTRUMENT RATING REQUEST**  
OPNAV 3710/2 (REV. 1-74) S/N 0107-LF728-2903

REF: OPNAVINST 3710.7 SERIES  
OPNAVINST 3510.9 SERIES  
NATOPS INSTRUMENT FLIGHT MANUAL

NAME (Last, First, Middle Initial) <b>MORGAN, PETER A</b> <b>A</b>	GRADE <b>LCDR / O-4</b>	SSN [REDACTED]	DATE OF GROUND SCHOOL <b>11 APR 2012</b>
UNIT <b>VFA-14</b>			
APPLICATION IS HEREBY MADE FOR AN INSTRUMENT RATING (Check one) <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> NFO			

MISCELLANEOUS SUMMARY				INSTRUMENT PILOT TIM		
ITEM	LAST 6 MOS.	LAST 12 MOS.		PAST 12 MOS.	LAST 6 MOS.	TOTAL ALL YEARS
PRECISION APPROACHES	33 <small>≥ 6</small>	56 <small>≥ 12</small>	ACTUAL	46.6	39.7	352.9
			SIMULATED	2.7	1.5	57.4
NON-PRECISION APPROACHES			<b>INSTRUMENT PILOT TIME TOTAL</b> <small>≥ 12 49.3    ≥ 6 41.2</small>			<b>410.3</b>
<input checked="" type="checkbox"/> <b>TOTAL PILOT TIME</b> <input type="checkbox"/> NFO TIME			<b>2383.6</b>			
AIRCREW'S BIRTHDAY <b>7 JUN 1978</b>			<b>WRITTEN EXAMINATION</b>			
CURRENT RATING <b>SPECIAL</b>			THIS IS TO CERTIFY THAT THE APPLICANT HAS .... <input checked="" type="checkbox"/> SATISFACTORILY <input type="checkbox"/> UNSATISFACTORILY ...COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL 1 <sup>ST</sup> EXAM (GRADE)    2 <sup>ND</sup> EXAM (GRADE)    3 <sup>RD</sup> EXAM (GRADE) <b>PASS</b>			
SIGNATURE OF APPLICANT 			SIGNATURE OF EXAMINING OFFICER (GRADE) <b>ON FILE AT VFA-122</b>			
UNIT <b>VFA-122</b>			DATE <b>11 APR 12</b>			

PART ONE (Basic Instruments)			PART TWO (Instrument Flight within control areas with Emphasis on VOR/TACAN where feasible)		
	QUAL	UNQUAL		QUAL	UNQUAL
1 INSTRUMENT TAKEOFF (Optional)	X		1 FLIGHT PLANNING	X	
*2 CLIMBING, DESCENDING AND TIMED TURNS	X		2 CLEARANCE COMPLIANCE	X	
*3 STEEP TURNS	X		3 INSTRUMENT APPROACHES	X	
*4 RECOVERY FROM UNUSUAL ATTITUDES	X		4 COMMUNICATIONS AND NAVIGATION EQUIPMENT	X	
5 VOR/TACAN POSITIONING	X		5 EMERGENCY PROCEDURES	X	
*6 PARTIAL PANEL AIRWORK	X		6 VOICE PROCEDURES	X	
7 ADF/MDF ORIENTATION	X				

\* Not required when evaluation is conducted under actual instrument conditions.

REMARKS  
LCDR MORGAN'S INSTRUMENT CHECK WAS FLOWN IN THE F/A-18 OFT. THE FLIGHT INCLUDED FLIGHT PLANNING, FILING, AIRWAYS, POINT TO POINT NAVIGATION, TWO NON-PRECISION APPROACHES, AND TWO PRECISION APPROACHES. LCDR MORGAN'S INSTRUMENT CHECK WAS FLOWN IAW OPNAVINST 3710.7U, NATOPS AND SOP. LCDR MORGAN IS FULLY QUALIFIED FOR A SPECIAL INSTRUMENT INSTRUCTOR RATING.

DATE OF FLIGHT CHECK <b>12 APR 2012</b>	AIRCRAFT MODEL <b>F/A-18E/F</b>	BUNO <b>000001</b>	INSTRUMENT RATING / QUALIFICATION ISSUED <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> NFO <b>C</b>	(Expires) <b>30 APR 2013</b>
NAME OF FLIGHT EXAMINER (Grade and title) <b>LT R. CHAMBERLAIN, USN</b>			SIGNATURE OF OFFICER ISSUING CARD (Grade and title)  <b>CDR K. M. MCLAUGHLIN, CO, USN</b> <b>D</b>	

RESERVED. Paragraphs 5-627 through 5-640.