

Add on CFI ratings- MEI and CFII.

It is a common misconception that having the commercial MEL skills and flying the right seat or Instrument rating flying from the right seat will get you through the add on CFI rating.

Unfortunately, this is not true. Also problematic are initial CFI whose training was completed via a high volume accelerated course gets the CFI certificate but does not know how to instruct.

Then when applying for the add on CFI rating has to use the services of a DPE not associated with the accelerated course and then fails because they do not know the how to apply the fundamentals of instruction on the ground or in the air.

It is highly recommended you review the basic principles of the FOI and practice prior to your add on CFI rating. Also helpful is to actually instruct a hundred or more hours on your initial CFI certificate before doing the add on CFI rating.

I also recommend reviewing the last section of the Fundamentals of Instructions. Practical Applications for the CFI available on Amazon. This last 15 or 20 pages gives a cookbook recipe for preparing and delivering both a ground and flight lesson.

While applicants are not required to produce a lesson plan on a ground and flight maneuver, they are required to “Teach” the subject areas and flight maneuvers. Therefore, it is recommended that the applicants prepare lesson plans for their reference during the check ride so when the examiner ask “ Teach me about...” the applicant is prepared.

See the initial CFI brief on this site for more information.