

Modules 3 / 4 and 5

EU Special conditions
AA procedures
FAA Special conditions

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union



TE.GEN.00409-001

Module 3

Section B / EU Special conditions

- Definitions
- Scope of the Agreement
- Applicability
- Ratings

Your safety is our mission.



Definitions 1/2

Definitions Annex 3 and TIP-L 1/2

Acclimatization flying	flight training for the purpose of accustoming applicants for FAA instrument ratings and EU Part-FCL instrument ratings (IR(A)) with the specificities of the airspace in the United States and the EU Member States, respectively.
Flight time under instrument flight rules (IFR)	<p><i>For FAA licence holders</i>, flight time operating the aircraft solely by reference to instruments under actual or simulated instrument meteorological conditions.</p> <p><i>For EU Part-FCL licence holders</i>, all flight time during which the aircraft is being operated under the Instrument Flight Rules</p>
Flight Review	assessment of flying skills taken with a certified flight instructor holding appropriate FAA examining authority.

Definitions Annex 3 and TIP-L 2/2

Class Rating	<p>With respect to EU Part-FCL pilot licence, a rating attached to a pilot licence. The privileges of the holder of a single-engine piston (SEP) and multi-engine piston (MEP) class rating are to act as pilot on the class of aircraft specified in the rating as outlined in the 'EASA type rating and licence endorsement list flight crew-all aircraft excluding helicopters';</p> <p>With respect to FAA pilot certification, a classification of aircraft within a category having similar operating characteristics as outlined in Title 14, Code of Federal Regulations (14 CFR) § 61.5.</p>
Currency	<p>The acceptance of the privileges of a class or type rating on an FAA pilot certificate, based on the recent experience of the certificate holder. (14 CFR Part 61 and Regulation No 1178/2011 Annex III par. C).</p>

TIP-L General layout



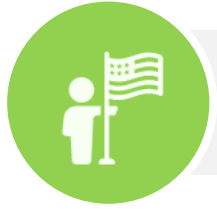
Section A

Authority interaction defines the responsibilities and tasks of the involved parties – FAA, EASA and AA.



Section B

Procedures for the issuance of an EU Part-FCL licence specifies requirements for the PART-FCL licence and rating issue



Section C

Procedures for the issuance of an FAA Private Pilot Certificate specifies requirements for the FAA pilot certificate and rating issue



Section D

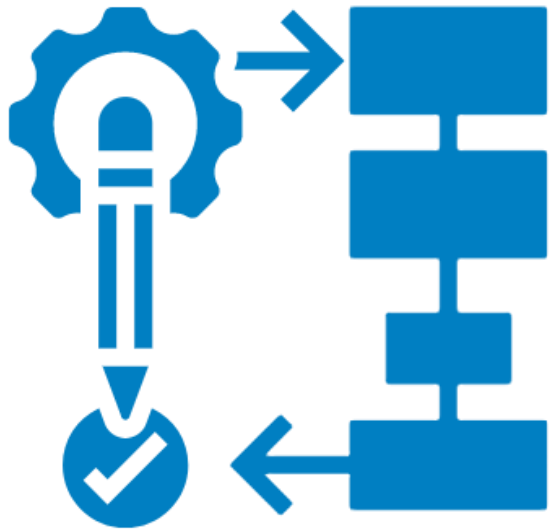
Entry into force and termination



Section E

Authority

Section B



Procedures for the issue of an EU Part-FCL licence based on the FAA pilot certificate

Section B - Applicability



**FAA LICENCE
NO TYPE RATINGS**

Section B applies to the holders of an FAA pilot certificate and/or instrument rating in SEP(A)/MEP(A) land aeroplanes, excluding type ratings.



**FAA LICENCE WITH
TYPE RATINGS**

If a pilot holds an FAA type rating, privilege or endorsement for which a type rating is required according to Part-FCL, an EU Part-FCL type rating will not be issued in accordance with the Agreement.

Section B – comparison table

Conversion scheme to convert an FAA pilot certificate in to PART-FCL licence

CONVERSION OF	PART-FCL
FAA pilot certificate* (PPL/CPL/MPL/ATPL)	PPL(A)
SEL	SEP(land)
MEL	MEP(land)
IR**	IR(A) SE or ME or SE/ME
Night Flying	Night Rating

Out of the scope of the Agreement

OUT OF THE SCOPE OF THE AGREEMENT

1. Conversion is limited to PPL(A) licence level
2. CPL/ATPL/MPL will be converted into PPL through this agreement
3. Any licence, certificate or rating issued by another contracting State to the Chicago Convention which has been rendered valid by the FAA via 14 CFR part 61, § 61.75
4. Type ratings
5. Experimental aeroplanes
6. TMG and SEP/MEP (sea)
7. FAA sport Pilot and Recreational Pilot certificates

FAA pilot certificate limitations (Chapter XIII) 1/3

Limitations indicating that the FAA pilot's certificate is not eligible for conversion to a PART-FCL licence

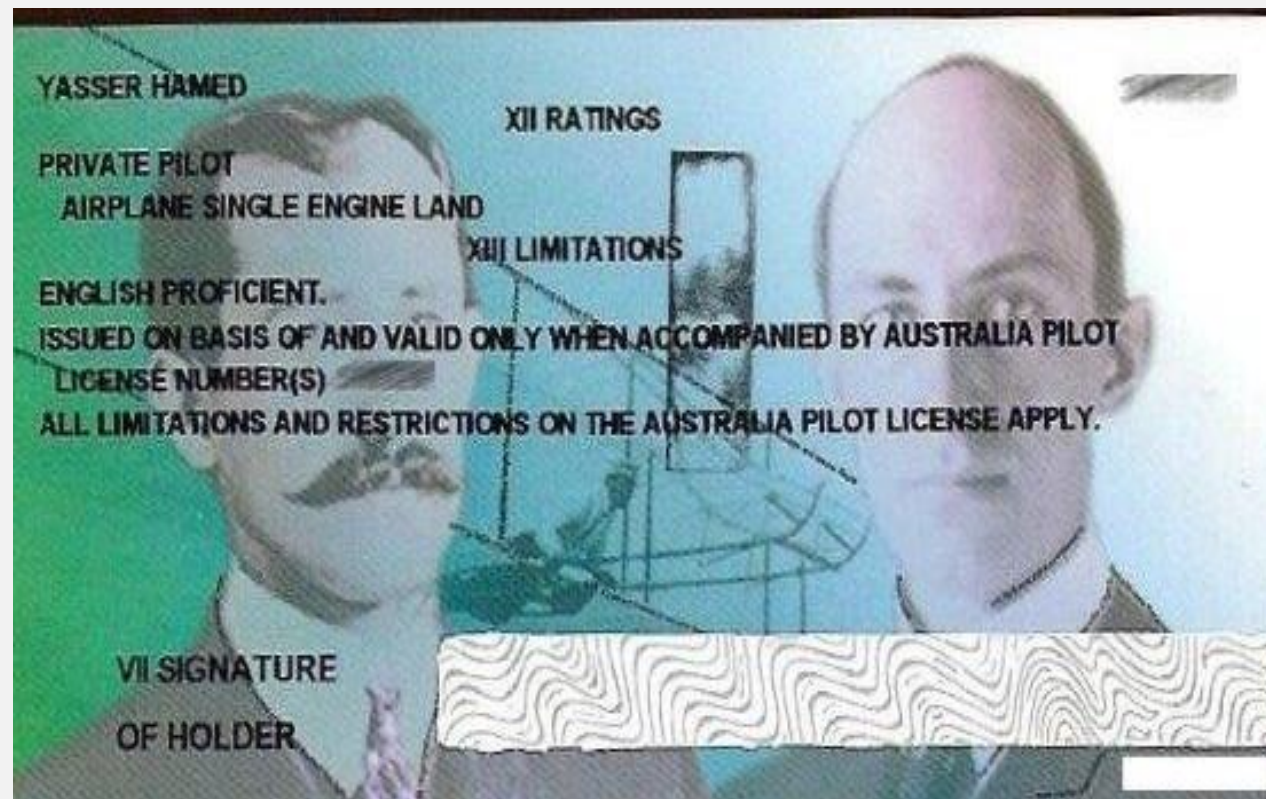
1. Authorized Experimental Aircraft (**Specify:.....**)
2. Holder does not meet Cross-Country Flight requirements of ICAO
3. Holder does not meet ICAO requirements (**Sport and Recreational Pilots**)
4. Issued on the basis of and valid only when

FAA pilot certificate limitations (Chapter XIII) 2/3



ICAO LICENCE
VALIDATED BY FAA

Any licence, certificate or rating issued by another Contracting State to the Chicago Convention which has been rendered valid by the FAA via 14 CFR part 61, § 61.75 shall not be converted into an EU Part-FCL licence through Annex 3 of the Agreement.



FAA pilot certificate limitations (Chapter XIII) 3/3

**Other relevant
limitations/restrictions
that might be printed
on the FAA pilot's
certificate**

1. Night Flying Prohibited
2. Airplane Multiengine VFR Only
3. The (rating) is Subject to Pilot in Command Limitations
4. ATP “Circle Approach – VMC Only”

Link to limitations: [..\Limitations.docx](#)

Section B – Issuance of Part-FCL licence (General) 1/6



FCL RECENCY REQUIREMENTS

In order to exercise the privileges of the EU Part-FCL pilot licence or EU Part-FCL ratings, the pilot must meet the appropriate recency requirements according to Commission Regulation (EU) No 1178/2011.



FAA CURRENCY REQUIREMENTS

A pilot who is exercising the privileges of an FAA pilot certificate is required to meet the FAA currency requirements to exercise the privileges of his/her FAA pilot certificate.

Section B – Issuance of Part-FCL licence (General) 2/6



NUMBER OF FCL LICENCES PER CATEGORY

A person must not hold at any time more than one EU Part-FCL licence per category of aircraft issued either directly in accordance with Part-FCL or as a result of the conversion process converted into a EU Part-FCL licence under Annex 3 of the Agreement.



FAA CURRENCY REQUIREMENTS

The FAA airman needs to be current in accordance with applicable FAA regulations when the conversion process is initiated.

Section B – Issuance of Part-FCL licence (General) 3/6



APPLICATION TO
ANY EU
MEMBER STATE

An applicant may apply to any EU Member State's competent authority for the licence issue;



FORM TO BE USED
FOR THE
APPLICATION

The **application** for a licence or rating has to be submitted in a form and manner established by the AA using the draft form provided in Appendix 1 to Section B of the TIP-L.

Section B – Issuance of Part-FCL licence (General) 4/6

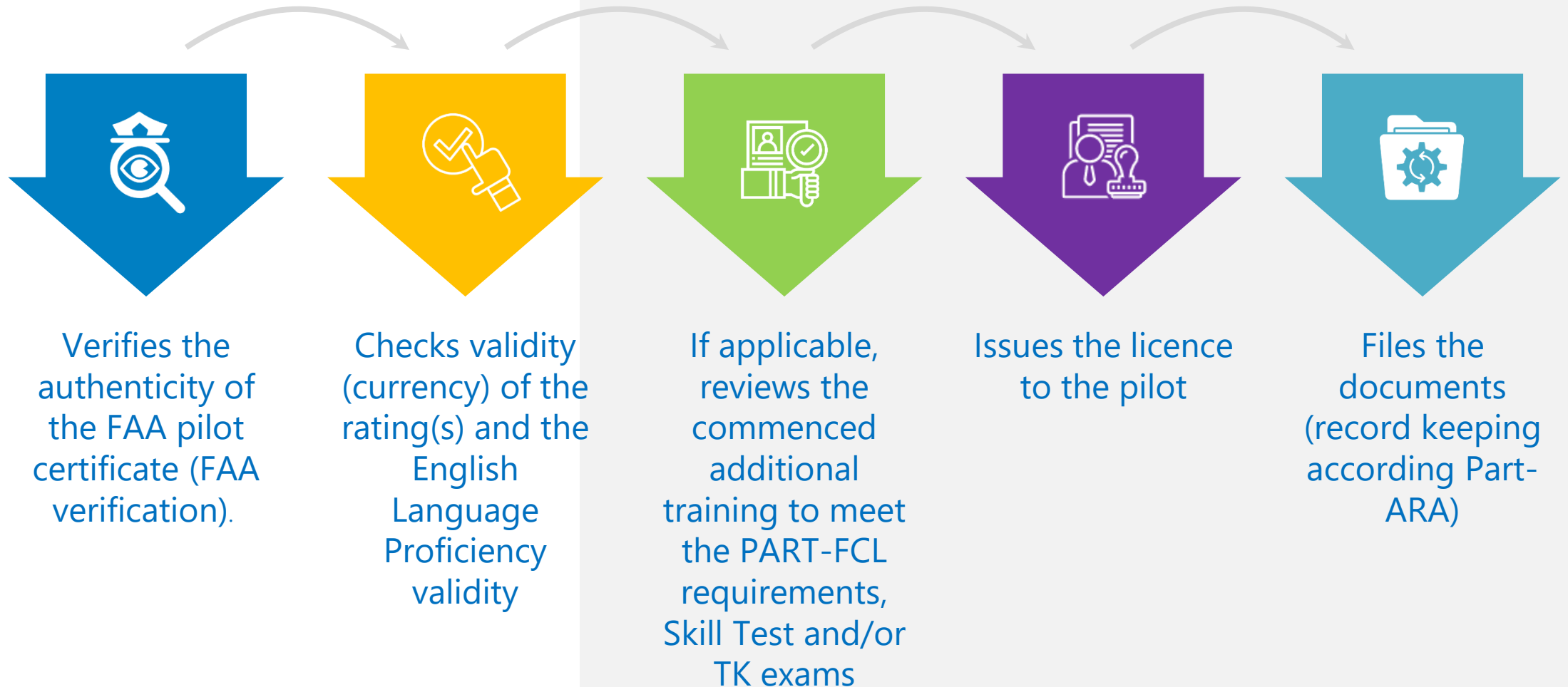
The holder of an FAA pilot certificate to receive a PART-FCL licence must submit to the AA the following...

1. Application form/self-declaration (containing the information as per form in the Appendix 1 of the TIP-L)
2. A copy of the FAA pilot certificate
3. Valid medical certificates (FAA and EU Part-MED)
4. Passport or equivalent proof of identity
5. Logbook to show relevant information, e.g. experience, the last flight review, the training performed
6. Skill test form (if applicable)

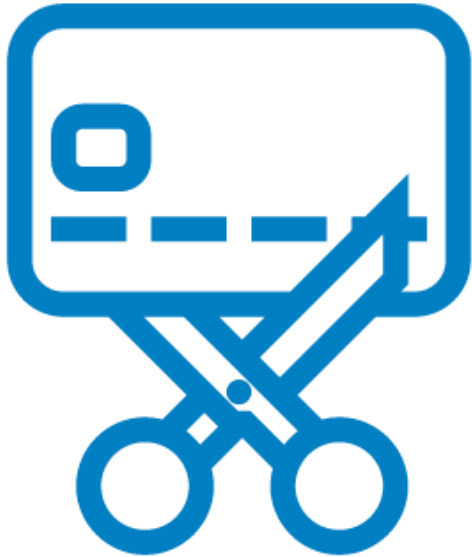
Note: Respective AA may request any additional documentation deemed necessary to complete the conversion process.

Section B – Issuance of Part-FCL licence (General) 5/6

Upon receiving an application, the AA



Section B – Issuance of Part-FCL licence (General) 6/6



An AA, upon converting an FAA pilot certificate in accordance with Annex 3, shall not require the surrender of that FAA pilot certificate

Additional Rating – Night Rating

The following requirements must be fulfilled



REQUIREMENTS

at least **5 hours** of flight time in the airplane category at night, including:



DUAL INSTRUCTION

at least **3 hours** of dual instruction, and



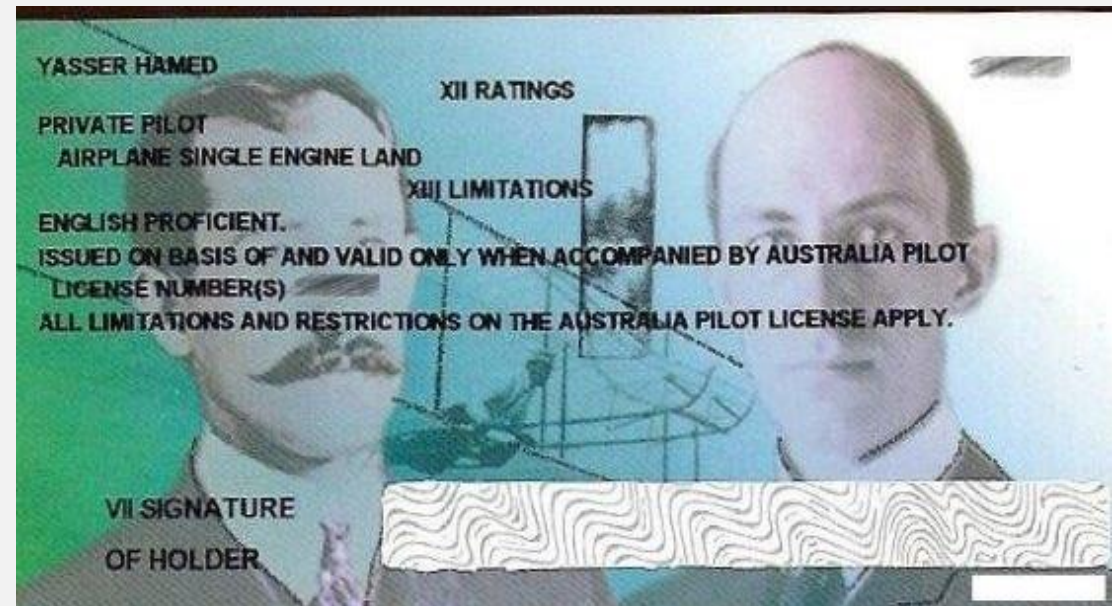
CROSS-COUNTRY

at least **1 hour** of **cross-country** navigation with at least one dual cross-country flight of at least 50 km (27 NM) and **5 solo take-offs**

Verification (Night Rating)

The **absence of a night flight limitation** on an FAA pilot certificate means that the applicant is eligible for the Night Rating endorsement in the PART-FCL licence*

**if provisions of FCL.810 are fulfilled*



Additional Rating – MEP (land)

For the MEP(land) endorsement the applicant shall...



PRIVILEGES

hold class privileges in airplane multi-engine land (MEL) in the FAA pilot certificate



EVIDENCE

provide evidence that minimum training and flight experience on MEP land airplanes as required in **Part-FCL Subpart H** has been conducted.

Note: flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, or in combination of both.

Prerequisites for MEP(A)

REQUIRED HOURS	70 hours PIC flight experience can be gained in FAA or EU Part FCL system, or combination of both, which is defined as prerequisite for the MEP class rating training
THEORETICAL INSTRUCTION	7 hours TK instruction in MEP aeroplanes can be credited with similar TK in FAA system.
MEETING THEORETICAL REQUIREMENTS	 Holders of FAA ME type rating and/or FI(A) privileges on MEP aeroplanes, are deemed to meet the TK instruction requirements.
FLIGHT EXPERIENCE	Flight experience on SP MEP aeroplanes – at least 2h 30min of dual flight instruction; at least 3h 30min dual instruction in engine failure procedures and asymmetric flight techniques.

Additional Rating – NR and MEP



PRIVILEGES

The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, or in combination of both.



EVIDENCE

If the applicant can't provide evidence that the training has been completed, the missing part(s) **of the training will have to be completed at the DTO or ATO.**

Note: *Upon the completion of the missing part of the training, the DTO or ATO has to issue a course completion certificate.*

PPL(A) + SEP and/or MEP – skill test 1/2

The Skill Test for the licence and/or rating issue consists of two stages ...



PRIVILEGES

Assessment of TK knowledge - applicant has to demonstrate to the FE(A) the theoretical knowledge of 'Air law' and 'Communication' at the private pilot level



EVIDENCE

Flying Skill Assessment - practical skill assessment conducted by FE(A)

Note: After successful completion of the TK part, FE(A) confirms it in the applicants logbook and ST form.

PPL(A) + SEP and/or MEP – skill test 2/2

FAILED SKILL TEST	If applicant fails the theoretical assessment part, the Skill Test is considered failed . The failed ST shall be written in the pilot's logbook and ST report form, and sent to the respective AA
ATTEMPTS	The applicant has 2 attempts to pass the TK
ADDITIONAL THEORETICAL TRAINING	If both attempts are failed, TK knowledge training at DTO or ATO is required
AIR LAW and COMMUNICATIONS	Successful conduct of TK test in subjects Air law and Communications at the AA is required, before being released for the flying skill assessment part of the ST

Note: MEP ST covers also SEP ST, if such privilege is endorsed in FAA certificate.

Acclimatization Flying (AcF)

ACF COMPLETION	The AcF shall be completed at an ATO before the IR(A) ST
FLYING EXERCISES	<ul style="list-style-type: none">- Amount of flying exercises shall be developed based on the need of the applicant.- Flying exercises are to be based on the modular IR(A) flying syllabus as per Appendix 6, Section A to PART-FCL
EXEMPTION	Applicant for IR(A) is exempted from the AcF , if: <ul style="list-style-type: none">- IFR as PIC experience is more than 50h; or- At least, 10h IFR as PIC flying experience in the EASA MS

Specificities for the IR(A) rating issued by the FAA

FAA pilot certificate holder, if IR(A) rating issued in the licence, has at least **40 hours of flying experience** under IFR

Applicant has to gain additional flight experience under IFR to meet the necessary minimum flight experience as **per Subpart G of Part-FCL (50h SEP and 55h MEP)**

Missing flying experience can be obtained in the FAA or in the EU Part-FCL system or in combination of both

Required flying experience may be substituted **IFR PIC flight experience obtained in the FAA, or**

flying experience obtained in EU ATO

Note: IR(A) rating obtained via BASA Annex 3 can only be associated with the PPL(A), no further crediting foreseen.

Skill Test(ST) TK IR(A)

The applicant must demonstrate theoretical knowledge of “Air law”, “Flight planning and monitoring” and “Communication” at the instrument rating level

If applicant has:

- a) > 50h as PIC, TK assessment before the instrument flying skill assessment
- b) < 50h as PIC, written examinations at the AA (ECQB)

Applicant has 2 attempts to pass the exam

After successful completion of the TK part, IRE(A) confirms it in the applicant’s logbook and ST form

If applicant fails the TK assessment part, the ST is considered – failed. **The failed ST shall be written in the pilot’s logbook and ST report from, and sent to the respective AA.**

Skill Test(ST) TK IR(A)



FAILED ATTEMPTS

If **2** attempts are failed **TK training at the ATO is required.**

***Note:** The scope of such training programme has to be defined by the ATO.*

Upon the completion of the training course, applicant has to be granted a course completion certificate



WRITTEN EXAMINATIONS

In all other cases, applicant must undergo written examinations at the AA (ECQB)

- Applicant has **4 attempts** to pass the exam, if failed
- TK training at the ATO required before permitted to start TK examinations at the AA

Skill Test (ST) Practical part

PROVISIONS	Applicant for the licence and/or rating issue has to be assessed based on the provisions set out in FCL.235, FCL.725 and relevant Appendix of the Part-FCL
EXAMINER PRIVILEGES	Examiner shall hold the appropriate privilege(s) to conduct the ST: <ul style="list-style-type: none">- FE(A) for PPL(A) and SEP/MEP(A) ratings- IRE(A) for SE IR(A) and ME IR(A) ratings
VERIFICATION	Verify the applicant's previous experience and eligibility (Flight experience, prerequisites for the Part-FCL licence issue, etc.)
PASS-MARK STANDARDS	Examiner shall follow the established 'pass mark' standard in accordance with Part-FCL;

Skill tests - Combinations

If an applicant for the EU Part-FCL licence...



FOR MEP RATING

holds an FAA certificate with **SEP(A) land** rating and is applying for the MEP(A) land rating, the **ST on the MEP aeroplane covers the SEP(Land) ST**



SE/ME IR(A)

holds an FAA certificate with **SEP and MEP ratings** and applies for SE IR(A) and ME IR(A), the completed ST on **MEP aeroplane** covers the **SE IR(A) ST**



PPL(A) and IR(A)

holds an FAA certificate and applies for **PPL(A) and IR(A)**, the ST can be **combined**, as long as all the required ST items are covered

Module 4

Authority procedures

- FAA licence verification
- Licence Restrictions
- Authority interaction

Your safety is our mission.



FAA rating validity (currency)



In order to facilitate the conversion process for pilots who already hold FAA pilot certificates, after discussion with a number of the NAAs, it was decided to enable the self-declaration option as the FAA pilot certification system has a limited capacity to display the data if the licence was issued long ago. It was considered the only option that would allow such pilots to be subject to Annex 3.

As an example, it might be the case that the initial rating validity has been expired in the FAA pilot certificate; therefore, the right place to search for the relevant information is the **logbook** (latest flight review).

Application Form 1/3



The application form (Appendix 1 of the TIP-L) shall be used, for FAA pilot certificate holders, as a self-declaration form in the following circumstances...

Application Form – case No.1 2/3

The pilots holding an FAA certificate that are already residing in an EU Member State before the applicability of Annex 3

1. The **applicant self-declares** that the relevant qualifications are valid and names the date of the last flight review(s), check, etc.

2. The **FAA confirms the authenticity** of the particular FAA pilot certificate

Application Form – case No.2 3/3

Pilots holding an FAA certificate with PPL(A)/IR(A) whose ratings were issued after the applicability of Annex 3

1. The **applicant self-declares** that the qualifications are valid and names the date of the last flight check, verification, etc.

2. The **FAA confirms the validity of the qualification(s) and the authenticity** of the particular pilot certificate.

The AA shall deem the ratings current only in the following cases:
For FAA certificate holders whose qualifications were issued in the last 12 months for IR(A) and MEP(L) or in the last 24 months for SEP(L) respectively.

General note



FAA certificate holders with expired qualifications must meet the requirements set out in Annex III of Part FCL and cannot be the subject of the Annex 3 agreement.

Issue of the PART-FCL licence - verification



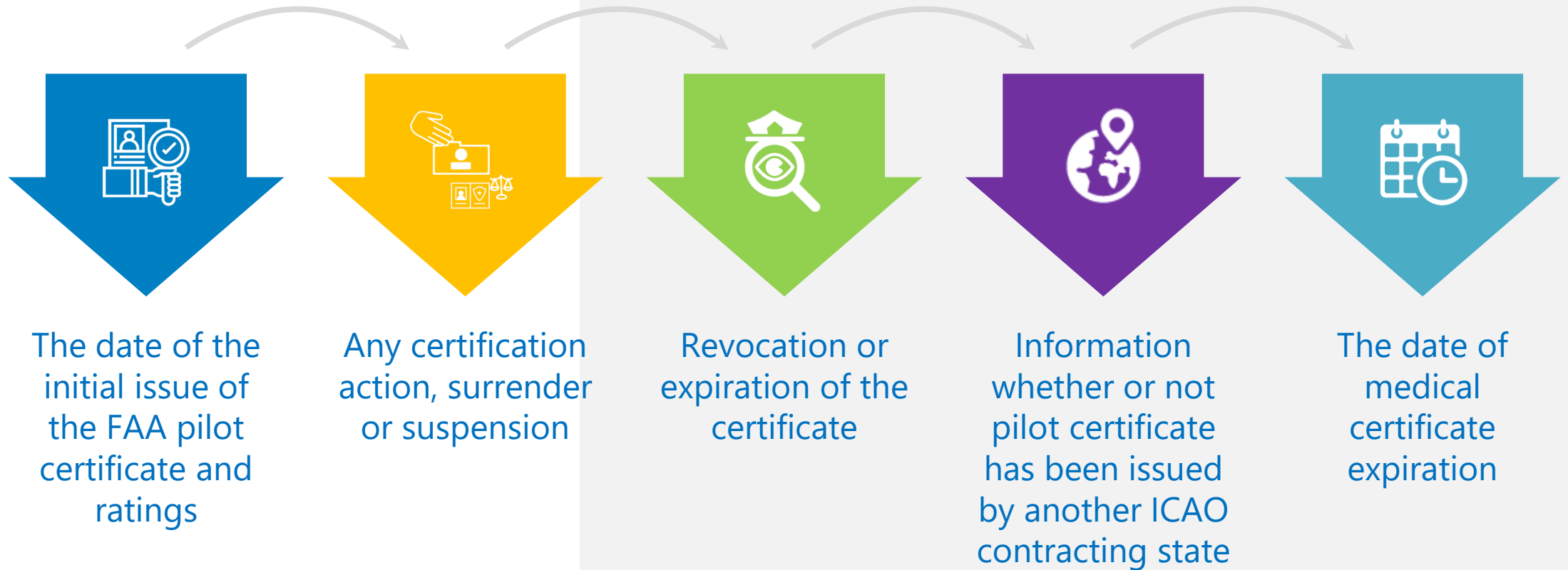
Upon receiving an application from an FAA pilot certificate holder, the NAA shall request a licence confirmation from the FAA's Airman Certification Branch (AFS-720).

Requests to be sent using the following e-mail:


9-AMC-AFS760-Airmen@faa.gov

Verification

FAA verification will contain the following information...



FAA Verification letter - Sample

 U.S. Department of Transportation
Federal Aviation Administration

Aviation Safety

P.O. Box 25082
Oklahoma City, Oklahoma 73125-0082
WEB Address: <http://registry.faa.gov>

April 16, 2020

MR JOHN DOE
CIVIL AVIATION AUTHORITY
CITY
COUNTRY

DEAR JOHN DOE,

OUR OFFICE HAS RECEIVED A REQUEST FROM YOUR OFFICE REQUESTING VERIFICATION OF THE BELOW NAMED AIRMAN'S CERTIFICATE AND RATINGS.

OUR RECORDS SHOW THAT JOHN SMITH WAS ISSUED PRIVATE PILOT CERTIFICATE 001234567 WITH RATINGS AIRPLANE MULTIENGINE LAND, INSTRUMENT AIRPLANE, ISSUED 04/01/2020.

THE ORIGINAL DATES OF ISSUE OF THE RATINGS ARE AS FOLLOWS:

RATING	ISSUE DATE
AIRPLANE MULTIENGINE LAND	MARCH 10, 2020
INSTRUMENT AIRPLANE	APRIL 01, 2020

THIRD CLASS MEDICAL DATED 03/21/2020. MUST WEAR CORRECTIVE LENSES.

A COPY OF YOUR LETTER HAS BEEN REFERRED TO THE FLIGHT STANDARDS REGULATORY SUPPORT DIVISION, AVIATION DATA SYSTEMS BRANCH FOR THEIR DIRECT REPLY REGARDING ACCIDENT, INCIDENT AND ENFORCEMENT INFORMATION.

IF YOU REQUIRE FURTHER ASSISTANCE, PLEASE CONTACT THE AIRMEN CERTIFICATION BRANCH AT (405) 954-3261, FAX AT (405) 954-4105 OR EMAIL AT 9-AMC-AFS760-AIRMEN@FAA.GOV.

SINCERELY,

MANAGER, AIRMEN CERTIFICATION BRANCH

 U.S. Department of Transportation
Federal Aviation Administration

Aviation Safety

P.O. Box 25082
Oklahoma City, Oklahoma 73125-0082
WEB Address: <http://registry.faa.gov>

April 16, 2020

MR JOHN DOE
CIVIL AVIATION AUTHORITY
CITY
COUNTRY

DEAR JOHN DOE,

OUR OFFICE HAS RECEIVED A REQUEST FROM YOUR OFFICE REQUESTING VERIFICATION OF THE BELOW NAMED AIRMAN'S CERTIFICATE AND RATINGS.

OUR RECORDS SHOW THAT JOHN SMITH WAS ISSUED PRIVATE PILOT CERTIFICATE 001234567 WITH RATINGS AIRPLANE MULTIENGINE LAND, INSTRUMENT AIRPLANE, ISSUED 04/01/2020.

THIRD CLASS MEDICAL DATED 03/21/2020. MUST WEAR CORRECTIVE LENSES.

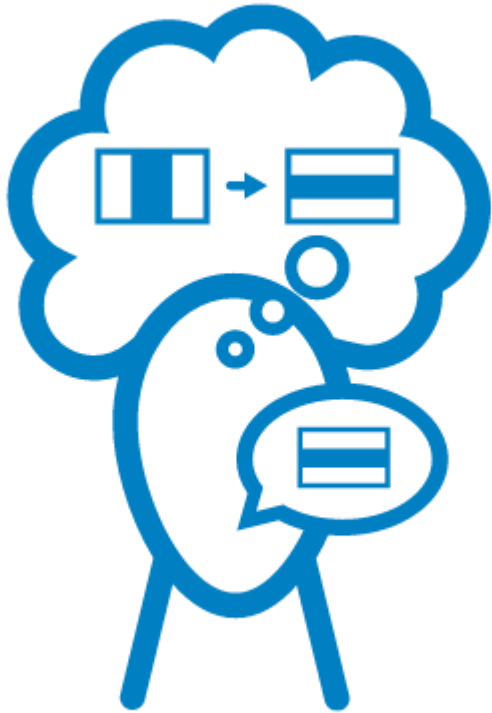
A COPY OF YOUR LETTER HAS BEEN REFERRED TO THE FLIGHT STANDARDS REGULATORY SUPPORT DIVISION, AVIATION DATA SYSTEMS BRANCH FOR THEIR DIRECT REPLY REGARDING ACCIDENT, INCIDENT AND ENFORCEMENT INFORMATION.

IF YOU REQUIRE FURTHER ASSISTANCE, PLEASE CONTACT THE AIRMEN CERTIFICATION BRANCH AT (405) 954-3261, FAX AT (405) 954-4105 OR EMAIL AT 9-AMC-AFS760-AIRMEN@FAA.GOV.

SINCERELY,

MANAGER, AIRMEN CERTIFICATION BRANCH

Verification (English Language Proficiency)



In most cases, the FAA verification will contain only the note - **English Proficient**, as confirmation of English language proficiency (LPE).

This means that the pilot, upon receiving the FAA pilot certificate, has demonstrated a Level 4 LPE knowledge.

Verification (LPE)

How to assess the level of knowledge of the FAA LPE

1. Validity (LPE level 4) must be counted from the date of **initial issue of the licence or the last flight review** carried out

2. If an applicant wants an LPE level higher than 4, or needs to revalidate it, he/she has to undergo the assessment according to FCL.055 at the AA

1. Note: Information of the conducted flight review can be found in the pilot's logbook.

*2. Note: LPE level 4 has **four years validity** in the EU system.*

Authority interaction



For issues related to verification/confirmation of pilot licence authenticity

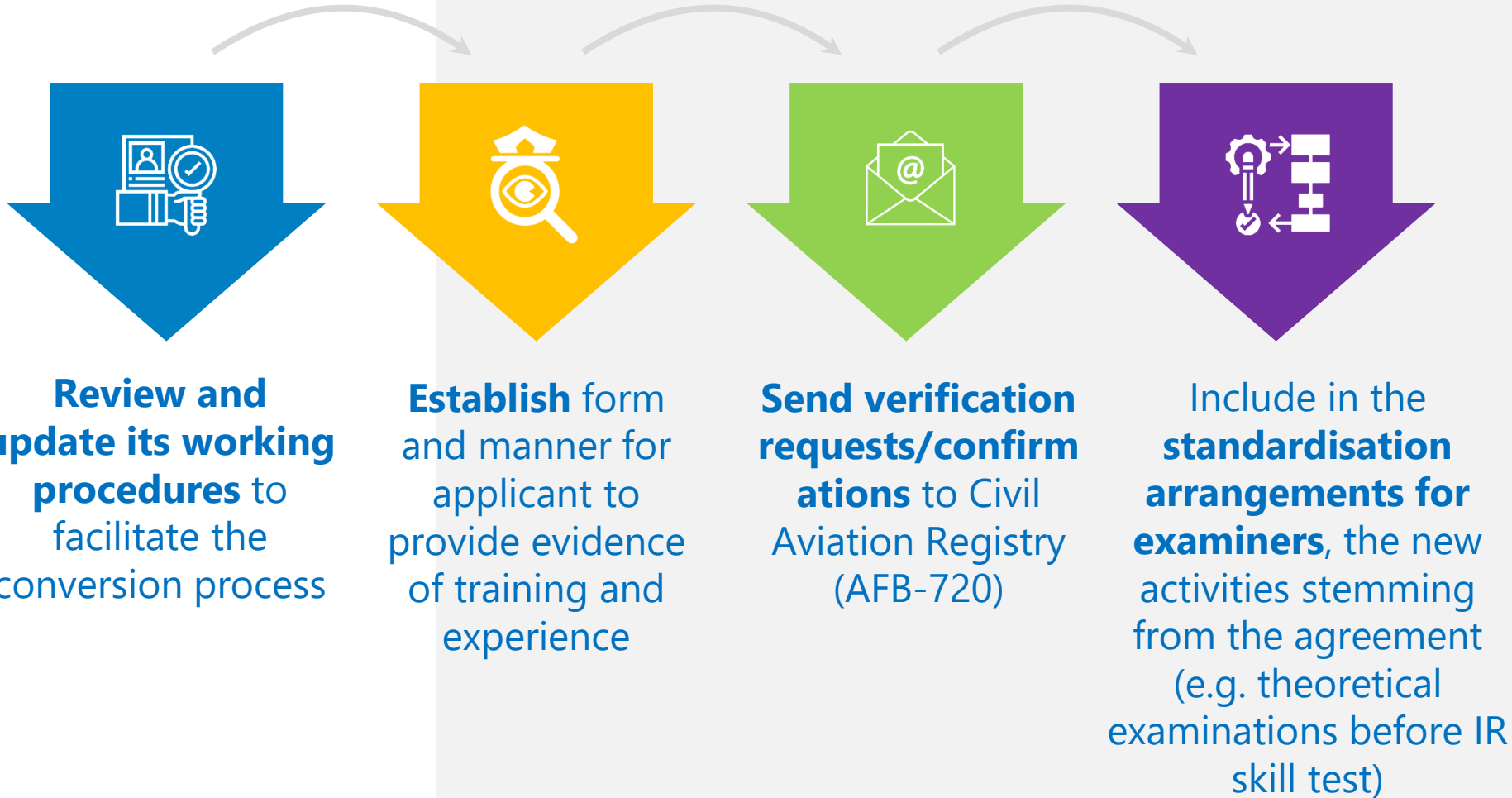
FAA Civil Aviation Registry, Airmen Certification Branch (AFB-720)

For issues related to policy or implementation of the Agreement, Annex 3 and the TIP-L

EASA Flight Standards Directorate

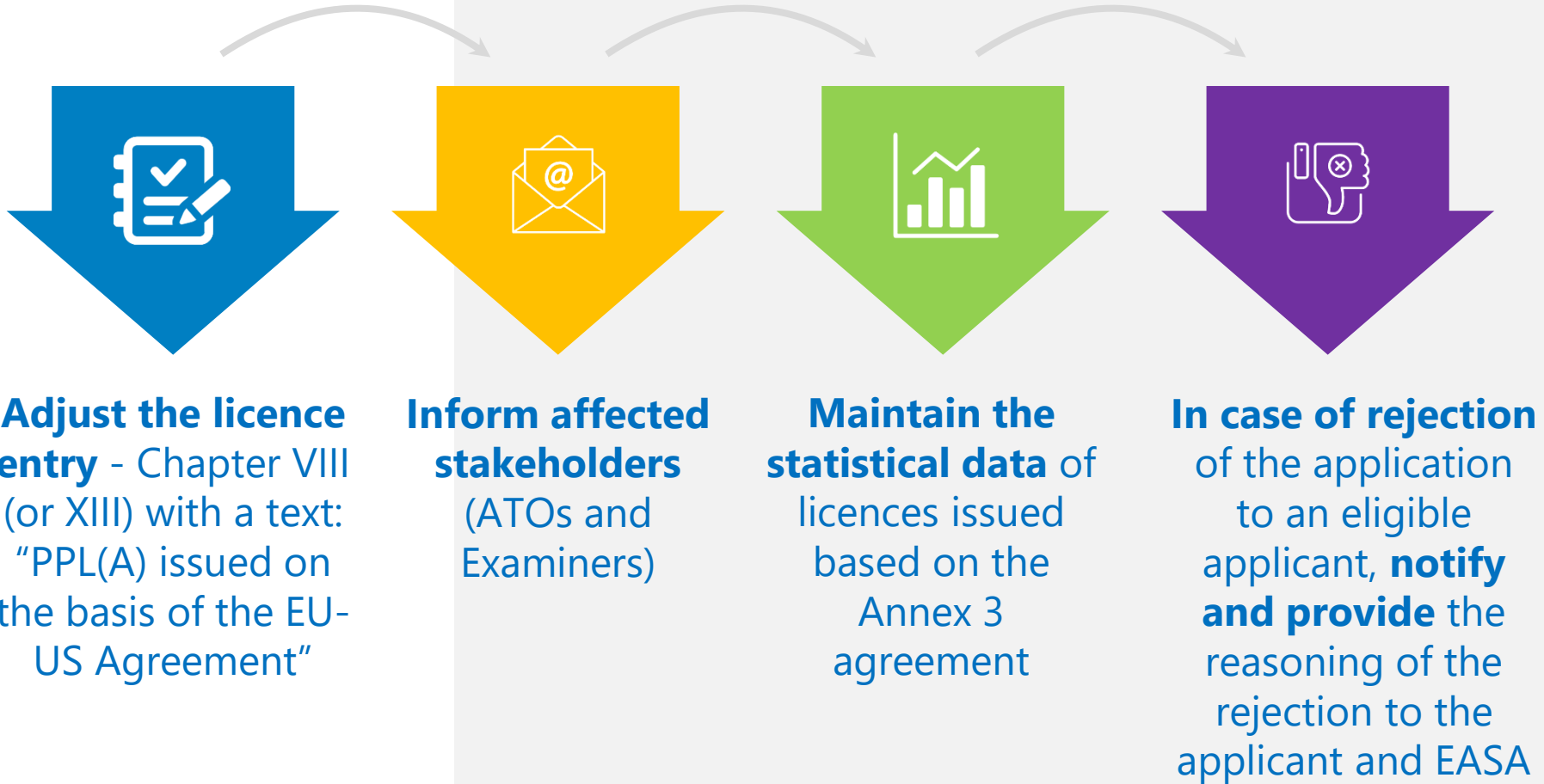
Implementation 1/2

The AA shall...



Implementation 2/2

The AA shall...



Overview

PPL+SE or MEP

- Check experience
- Check medical (class 2)
- LP: automatic level 4
- Pass TK with examiner
- Pass ST with FE(A)
- Submit application

PPL+SEP+IR (SE/ME)

- Check experience
- Acclimatisation Flying at ATO
- Check medical (class 2 +audio)
- LP: automatic level 4
- Pass TK
- Pass ST on SE or ME a/c with FE(A) or IRE(A) respectively.
- Submit application

SE/ME IR only

- Check experience
- Acclimatization Flying (if applicable) at ATO
- Check medical (class 2 + audio)
- LP: automatic level 4
- Pass TK with IRE(A)
- Pass IR ST with IRE(A)
- Submit application

MEP

- Check experience
- Training at DTO/ATO if applicable
- Pass TK with FE
- Pass ST
- Submit application

Night Rating

- Check medical
- Check experience
- Training at DTO/ATO if applicable
- Submit application

Oversight and Contact points



RELEVANT LIST TOPICS

Topics that will be updated concerns:

- **Oversight** (ATO, examiners, persons)
- **Authority requirements** (revision of procedures, record keeping, issuance of licences)
- **Exchange of information**



COMMUNICATION CHANNELS

Communication:

- In case of a concern with an FAA pilot certificate - **contact the FAA**
- In case of issues/clarifications related to TIP-L and Annex 3 - **contact EASA**

Verification of the implementation of BASA Annex 3 and TIP-L provisions will be added into LIST visit agenda (Involvement of FAA possible).

Module 5

- Section C / FAA Special conditions

Your safety is our mission.



Subpart C, FAA – out of scope of agreement

OUT OF THE SCOPE OF THE AGREEMENT

1. Conversion is limited to PPL(A) licence level
2. CPL/ATPL/MPL will be converted into PPL through this agreement
3. Any licence, certificate or rating issued by another Contracting State to the Chicago Convention rendered valid by an AA based on the Commission Delegated Regulation (EU) 2020/723
4. Type ratings
5. Experimental aeroplanes
6. TMG and SEP/MEP (sea)
7. LAPL or any national licence issued by the AA

FAA general provisions 1/2

An applicant for FAA private pilot certificate must...



- Hold a valid EU Part-FCL pilot licence and ratings;
- Hold a valid EU Part-FCL medical certificate and FAA medical certificate;
- Provide documentation of the EU Part-FCL pilot licence with FAA Form 8060-71"



Upon receiving the application form from the EU Part-FCL licence holder, FAA shall request and received a licence verification from the AA.



Upon converting an EU Part-FCL pilot licence in the FAA pilot certificate an applicant does not need to surrender the EU Part-FCL licence.



There is no right to appeal to the EU AA if FAA revokes or limits the FAA pilot's certificate.

FAA general provisions 2/2

REGENCY FOR PART-FCL LICENCE HOLDERS

An **EU Part-FCL licence holder does not need to meet the recency requirements** to carry passengers prior to initiating the application process

CLASS RATING / IR

In order to exercise the privileges of an **FAA pilot certificate, pilot has to meet the FAA recency (currency) requirements set out in 14 CFR part 61**

Verification (LPE)

In order to be issued an FAA private pilot certificate the applicant shall fulfil the following...

1. **Language Proficiency:** Comply with the FAA LP English requirements as per AC 60-28, FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107

2. **Medical:** Meet the appropriate medical certificate requirements prescribed in 14 CFR §§ 61.39 and 60.103, as appropriate (Similar to Class 2, PART-FCL)

1. Note: If the applicant holds an EU Part-FCL English language proficiency endorsement at level 4 or higher it must be deemed to be equal to the 'English Proficient' endorsement for FAA pilot certification.

Limitation - Night Flying Prohibited (NFP)



NIGHT FLYING LIMITATION

FAA pilot certificate will be issued with **NFP limitation** if applicant has no NR endorsement in the EU Part-FCL licence and requirements stipulated in the 14 CFR § 61.109 are not fulfilled



REQUIREMENTS

3 hours night flying in an aeroplane that includes:

- **1 Cross-Country flight** over 100 miles of total distance;
- **10 take-offs and landings to a full stop** (with a each landing involving a flight in the traffic pattern) at an airport

TK Requirements

An applicant for a FAA pilot certificate will have to present the theoretical knowledge test report with a minimum passing grade of 70%.

TK test:

- **computer based (2h duration)**
- **Multi-choice questions**
- Test questions contain subjects addressing rules and regulations relevant to the holder of an FAA pilot certificate and/or IR; rules of the air/airspace; appropriate air traffic services practices, communications and emergency procedures

If the TK test is failed, in order to retake the test an applicant must present to the test administrator the following:

- **Valid Airman Knowledge Test Report**
- **Confirmation by an FAA authorised instructor** that additional instruction has been given and that the applicant has been found competent to pass the test

The TK test may be retaken after 30 days at the earliest

FAA Acclimatization Flying (AcF)



ACCLIMATIZATION FLYING

The **AcF** shall be completed with an **FAA certified flight instructor** in the United States, including its territories, before the **IPC**.

- Amount of flying exercises shall be developed based on the need of the applicant.
- Flying exercises are to be based on the FAA instrument rating Airman Certification Standards.



EXPERIENCE

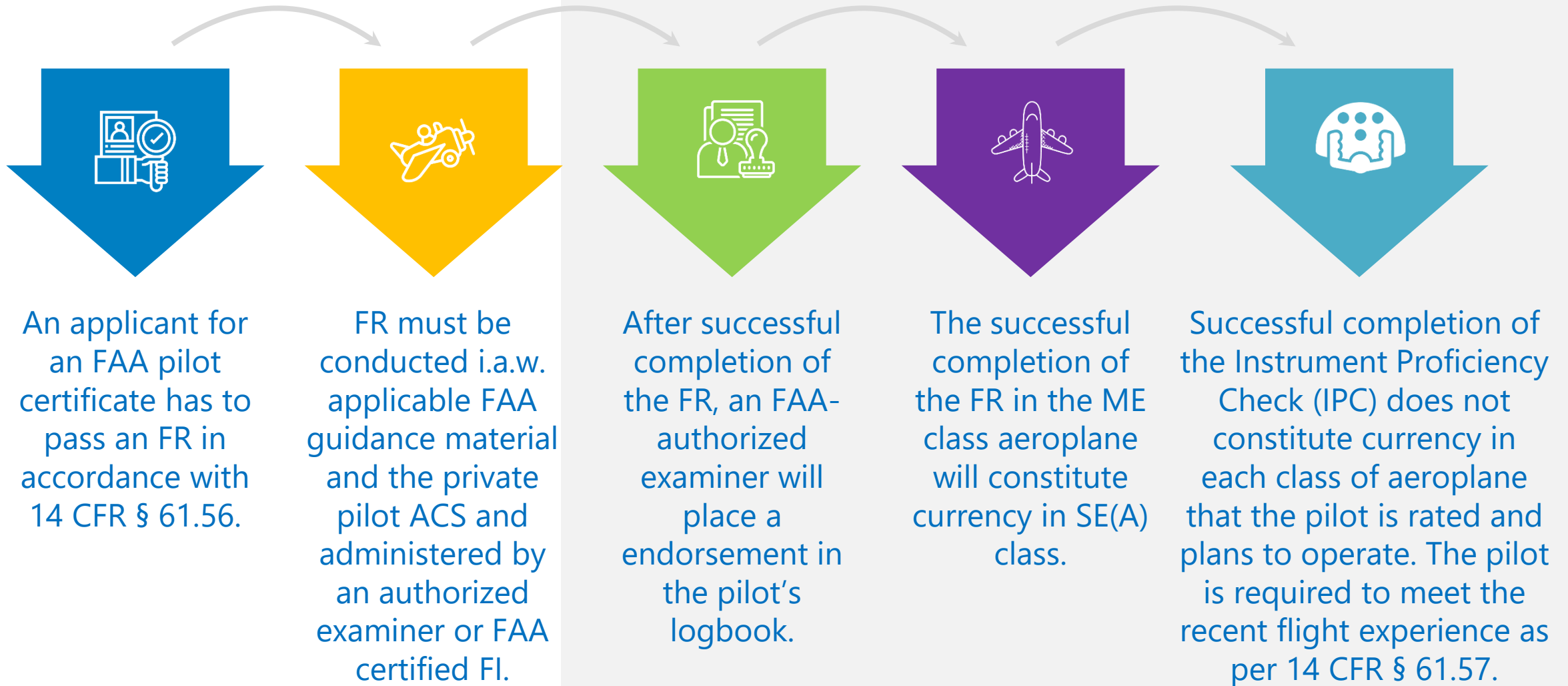
Applicant for IR(A) is **exempted from the AcF**, if:

IR(A) PIC experience is more than **50h after initial issue of the rating**;

or

At least, **10h IFR as PIC** flying experience in the **USA**.

Flight Review (FR)



Useful FAA Web links



FAA Forms Website: <http://www.faa.gov/forms/>.

FAA Form 8710-1, Airman Certificate and/or Rating Application:
<https://www.faa.gov/forms/index.cfm/go/document.information/documentID/1031493>.

FAA Form 8060-71, *Verification of Authenticity of Foreign licence and Medical Certification*:
<https://www.faa.gov/forms/index.cfm/go/document.information/documentID/186251>.

Annex 3 – Pilot Licensing Technical Implementation Procedures for licences (TIP-L)

Queries to be sent:

FCL@easa.europa.eu (With a subject: BASA,.....)

Questions

•Aircrew and Medical Standards & Implementation

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union

