

General Requirements	<ol style="list-style-type: none"> 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)
Process for NCA	<ol style="list-style-type: none"> 1. Verifies the authenticity of the FAA pilot certificate (FAA verification) 2. Checks validity (currency) of the rating(s) and the English Language Proficiency validity 3. If applicable, reviews the commenced additional training to meet the PART-FCL requirements, Skill Test and/or TK exams 4. Issues the licence to the pilot 5. Files the documents (record keeping according Part-ARA)
Relevant input/aspects to be considered	<ul style="list-style-type: none"> - Part-FCL PPL(A) licence Chapter VIII or XIII shall contain remark : "" PPL(A) issued on the basis of the EU-US Agreement" - The NAA shall not require the surrender of the FAA pilot certificate based on which the PART-FCL PPL(A) is issued - LPE language validity is counted from the latest flight review, information to be found 1) FAA licence (if licence/rating issued not later than 12/24 months) - Pilot's logbook - Limitations that might appear in the FAA pilot certificate, see below on page 2

Conversion of	Part-FCL	Main Requirements	Additional Requirements	Requirements in case of failure
FAA Pilot Certificate (PPL/CPL/MPL/ATPL)	PPL(A) SEP (land)	<p>Current FAA pilot certificate with associated rating(s) <input type="checkbox"/></p> <p>Current FAA medical and valid EU Class 2 medical certificates <input type="checkbox"/></p> <p>Demonstrate or provide evidence of acquired LP English <input type="checkbox"/></p> <p>Fulfil requirements set in the 'additional requirements' field <input type="checkbox"/></p>	<p>Assessment of TK knowledge - applicant has to demonstrate to the FE(A) the theoretical knowledge for 'Air law' and 'Communication' at private pilot level <input type="checkbox"/></p> <p>Flying Skill Assessment -practical skill assessment conducted by FE(A) <input type="checkbox"/></p>	<p>If applicant fails the theoretical assessment, the Skill Test is considered failed. The failed ST shall be written in the pilot's logbook and ST report from, and shall be sent to the respective AA <input type="checkbox"/></p> <p>The applicant has 2 attempts to pass the TK <input type="checkbox"/></p> <p>If both attempts are failed, TK knowledge training at a DTO or ATO is required <input type="checkbox"/></p> <p>Successful pass of TK test in Air law and Communications subjects at the AA is required, before being released for the flying skill assessment part of the ST <input type="checkbox"/></p>

MEL	MEP (Land)	<p>70 hours as 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. <input type="checkbox"/></p> <p>7 hours TK instruction in MEP aeroplanes can be credited with similar TK in FAA system. <input type="checkbox"/></p> <p>Holders of FAA ME type rating and/or FI(A) privileges on MEP aeroplanes, are deemed to meet the TK instruction requirements. <input type="checkbox"/></p> <p>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. <input type="checkbox"/></p>	<p>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. <input type="checkbox"/></p> <p>Flying Skill Assessment -practical skill assessment conducted by FE(A) <input type="checkbox"/></p>	<p>If applicant fails the theoretical assessment, the Skill Test is considered failed. The failed ST shall be written in the pilot's logbook and ST report from, and sent to the respective AA. <input type="checkbox"/></p> <p>The applicant has 2 attempts to pass the TK. <input type="checkbox"/></p> <p>If both attempts are failed, TK knowledge training at DTO or ATO is required <input type="checkbox"/></p> <p>Successful pass of TK test in Air law and Communications subjects at the AA is required, before being released for the flying skill assessment part of the ST <input type="checkbox"/></p> <p>Note: MEP ST covers also SEP ST, if such privilege is endorsed in FAA certificate</p>
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IR	IR(A) SE or ME or SE/ME	<p>The Acf shall be completed at an ATO before the IR(A) ST <input type="checkbox"/></p> <p>Amount of flying exercises shall be developed based on the need of the applicant. <input type="checkbox"/></p> <p>Flying exercises are to be based on the modular IR(A) flying syllabus as per Appendix 6, Section A to PART-FCL. <input type="checkbox"/></p> <p>Applicant for IR(A) is exempted from the AcF, if: - IFR as PIC experience is more than 50h; or - At least, 10h IFR as PIC flying experience in the EASA MS. <input type="checkbox"/></p>	<p>If applicant has: a) > 50h as PIC, TK assessment before the instrument flying skill assessment <input type="checkbox"/> b) < 50h as PIC, written examinations at the AA (ECQB). Applicant has 2 attempts to pass the exam. <input type="checkbox"/></p> <p>After successful completion of the TK part, IRE (A) confirms it in the applicant's logbook and ST form. <input type="checkbox"/></p> <p>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. <input type="checkbox"/></p>	<p>If 2 attempts are failed - TK training at an ATO is required <input type="checkbox"/></p> <p>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.</p> <p>Note: If pilot 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</p>
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IR Case 2 FAA Pilot Certificate holder, if IR(A) rating issued in the licence has at least 40 hours of flying experience under IFR	IR(A) SE or ME or SE/ME	<p>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). <input type="checkbox"/></p> <p>Missing flying experience can be obtained in the FAA or in the EU Part-FCL system on in combination of both. <input type="checkbox"/></p> <p>Required flying experience may be substituted IFR PIC flight experience obtained in the FAA, or flying experience obtained in EU ATO <input type="checkbox"/></p>	<p>If applicant has: a) > 50h as PIC, TK assessment before the instrument flying skill assessment <input type="checkbox"/> 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. <input type="checkbox"/></p> <p>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. <input type="checkbox"/></p>	<p>If 2 attempts are failed - TK training at an ATO is required <input type="checkbox"/></p> <p>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.</p> <p>Note: IR(A) rating obtained via BASA Annex 3 can only be associated with the PPL(A), no further crediting foreseen.</p> <p>Note: If pilot 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</p>
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Night Flying	Night Rating	<p>At least 5 hours of flight time in the airplane category at night, including: - at least 3 hours of dual instruction, and - 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. <input type="checkbox"/></p>		
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Out of scope of the agreement*	Limitations indicating that the FAA pilot's certificate is not eligible for conversion to a PART-FCL licence*	Other relevant limitations/restrictions that might be printed on the FAA Pilot's certificate	Explanation
Type ratings (including SET aeroplane ratings as per EU definition)			
Experimental aeroplanes	Authorised Experimental Aircraft (Specify:...)	1. Night Flying prohibited	VFR day time only
TMG and SEP/MEP (sea)		2. Airplane Multiengine VFR Only	Refers to TR
FAA sport Pilot and Recreational Pilot certificates	Holder does not meet ICAO requirements (Sport and Recreational Pilots)	3. The (rating) is subject to Pilot In Command Limitations	ME aeroplane VFR (VMC) only
		4. ATP "Circle Approach - VMC ONLY"	Refers to ATP and TR
Any licence, certificate or rating issued by another contracting State to the Chicago Convention which has been rendered valid by FAA via 14 CFR part 61, §61.75	Issued on the basis of and valid only when...		
CPL/ATPL/MPL will be converted into PPL through this agreement			
	Holder does not meet ICAO Cross-Country Flight requirements		
	(Class, Instrument, or Type Rating) U.S. Test passed		

Additional references can be found below - Click on the + sign to scroll text down

Night Flying Prohibited

Aeroplane Multiengine VFR Only

The (rating) is Subject to Pilot in Command Limitations

ATP "Circ Apch - VMC Only"

Authorised Experimental Aircraft (Specify:_____)

Holder does not meet ICAO Cross-Country Flight requirements

(Class, Instrument, or Type Rating) U.S. Test Passed

Issued on the basis of and valid only when accompanied by (Country:____) pilot licence number (Number:____). All limitations and restrictions on the (Country:____) pilot licence apply

Holder does not meet ICAO requirements (Sport and Recreational Pilots)

AA = Aviation Authority
 AcF = Acclimatisation Flying
 ATO = Approved Training Organisation
 DTO = Declared Training Organisation
 FE(A) = Flight Examiner (Aeroplane)

FI(A) = Flight Instructor (Aeroplane)
 IRI(A) = Instrument Rating (Aeroplane)
 MEL = Multi Engine Land
 MEP (Land) = Multi Engine Piston (Land)
 NCA = National Competent Authority

Part-ARA = Part-Authority Requirements Aircrew
 Part-FCL = Part-Flight Crew Licencing
 Part-MED = Part-Medical
 PIC = Pilot In Command
 SEP (Land) = Single Engine Piston (Land)

SP = Single Pilot
 ST = Skill Test
 TK = Theoretical Examinations