



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Conversion Process for Pilot
Certificates in Accordance With
the Technical Implementation
Procedures—Licensing as Part of
the Bilateral Aviation Safety
Agreement Between the FAA and
EASA

Date: 11/12/24

AC No: 61-143

Initiated by: AFS-800

Change: 1

1. PURPOSE OF THIS ADVISORY CIRCULAR (AC). This AC describes the procedures for converting a European Union Part-Flight Crew Licensing (EU Part-FCL) pilot license to a Federal Aviation Administration (FAA) pilot certificate. It also contains information on whom to contact and where to find the process for converting an FAA pilot certificate to an EU Part-FCL pilot license. This AC describes how this conversion process is different from the process for obtaining an FAA pilot certificate issued on the basis of a foreign pilot license under Title 14 of the Code of Federal Regulations (14 CFR) part [61](#), § [61.75](#) and for which the FAA certificate is limited by the foreign license.

2. PRINCIPAL CHANGES. This change incorporates information from 14 CFR part [3](#) subpart [C](#), requiring any individual who has a foreign address and no U.S. physical address of record on file with the Federal Aviation Administration (FAA) to designate a U.S. agent for service if they apply for a certificate, rating, or authorization issued under 14 CFR part [47](#), [61](#), [63](#), [65](#), [67](#), or [107](#), or hold a certificate, rating, or authorization issued under any of these parts.

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Robert M. Ruiz for
Lawrence Fields
Executive Director, Flight Standards Service



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1.1 Effects of Guidance. This guidance is not legally binding in its own right and will not be relied upon by the FAA as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance is voluntary only, and nonconformity will not affect rights and obligations under existing statutes and regulations. This AC uses mandatory terms, such as “must,” when the language is describing an established statutory or regulatory requirement or to reflect the special conditions of Annex [3](#), Pilot Licensing, and/or the procedures in the [Technical Implementation Procedures - Licensing](#) (TIP-L). Adherence to this AC provides an acceptable method by which the FAA may convert an EU Part-FCL pilot license to an FAA pilot certificate.

2 AUDIENCE. This AC is intended for persons converting an EU Part-FCL license to an FAA pilot certificate and persons converting an FAA pilot certificate to an EU Part-FCL license.

3 WHERE YOU CAN FIND THIS AC. You can find this AC on the FAA’s website at https://www.faa.gov/regulations_policies/advisory_circulars.

4 REFERENCES.

4.1 Related Code of Federal Regulations (CFR) Parts.

- Title 14 CFR Part [61](#), Certification: Pilots, Flight Instructors, and Ground Instructors.
- The CFRs can be found at <https://www.ecfr.gov>.

4.2 Bilateral Aviation Safety Agreement (BASA).

- Agreement Between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (“The Agreement”), available at https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing.
- Annex 3, Pilot Licensing, to The Agreement, available at https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/eu/annex3.
- Technical Implementation Procedures - Licensing (TIP-L), available in the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>.

4.3 European Union (EU) Requirements.

- Regulation (EU) No. [2018/1139](#) of the European Parliament and of the Council, and in Annex I to Commission Regulation (EU) No. [1178/2011](#), (Part-FCL).
- Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-FCL are published as Decision No. [2011/016/R](#) of the Executive Director of the European Union Aviation Safety Agency (EASA).

5 BACKGROUND. The FAA and EASA entered into an agreement titled “The Agreement Between the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety,” and referred to as “The Agreement.” Annex 3 to The Agreement permits reliance on each other’s pilot licensing and oversight systems to the greatest extent possible. On November 19, 2020, the United States and the EU approved the TIP-L, which details the conversion of an EU Part-FCL private pilot license (PPL(A)), and night and instrument rating (IR(A)) for single-engine piston (SEP) land airplane and multiengine piston (MEP) land airplane categories for single-pilot operations, excluding type ratings. The TIP-L also details and provides the technical requirements for converting an FAA pilot certificate at the private pilot certificate level or higher with privileges for the airplane category rating and/or instrument rating for single-engine land airplane and multiengine land airplanes for single-pilot operations, excluding type ratings. The TIP-L only allows conversion to the private pilot license/certificate level regardless of whether or not the applicant holds a higher level of pilot license/certificate.

6 DEFINITIONS. The following defined terms are used throughout this AC:

- 6.1 Acclimatization Flying.** Flight training for the purpose of accustoming applicants for FAA instrument ratings and EU Part-FCL IR(A) with the specificities of the airspace in the United States and the EU Member States, respectively.
- 6.2 Aviation Authority (AA).** A responsible government agency or entity of an EU Member State that exercises legal oversight on behalf of the European Community over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within the jurisdiction of the European Community.
- 6.3 Annex 3.** This is an addition to an agreement between the United States and the European Community titled “The Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety.” Annex 3 is titled “Pilot Licensing.” It lists the basic requirements for the conversion process and calls for a TIP-L agreement to detail the procedures used to accomplish this conversion process.
- 6.4 Class Rating.**
- 6.4.1** With respect to an EU Part-FCL pilot license, a valid rating attached to a pilot license. The privileges of the holder of an SEP and MEP class rating are to act as pilot on the class of aircraft specified in the rating as outlined in the “List of Aeroplanes – Class and Type Ratings and Endorsement List” published on the EASA website.
- 6.4.2** With respect to an FAA pilot certificate, a classification of aircraft within a category having similar operating characteristics as outlined in part 61, § [61.5\(b\)](#) (e.g., single-engine land and multiengine land).
- 6.5 Conversion.** The issuance of an EU Part-FCL license on the basis of an FAA pilot certificate or the issuance of an FAA pilot certificate on the basis of an EU Part-FCL license, in accordance with the provisions of the TIP-L.
- 6.6 Currency.** 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 (part 61 and Regulation No. 1178/2011, Annex III, Part C).
- 6.7 European Union Part-Flight Crew Licensing (EU Part-FCL).** This refers to the EU FCL rules and regulations in the same way that the United States uses part 61 to contain its pilot licensing rules and regulations.
- 6.8 Flight Review.** An assessment in which the airman is required to demonstrate the safe exercise of the privileges of the airman’s pilot certificate to an authorized instructor.

6.9 Flight Time Under Instrument Flight Rules (IFR).

- 6.9.1** For FAA pilot certificate holders, flight time during which the aircraft is being operated solely by reference to instruments under actual or simulated instrument meteorological conditions (IMC).¹
- 6.9.2** For EU Part-FCL pilot license holders, all flight time during which the aircraft is being operated under IFR.
- 6.10 Instrument Flight Rules (IFR).** The rules governing the procedures for conducting flight under IMC.²
- 6.11 Instrument Meteorological Conditions (IMC).** The weather conditions below the minimums prescribed for flight under visual flight rules (VFR).
- 6.12 Instrument Proficiency Check (IPC).** As set forth in the TIP-L procedures, an FAA aeronautical knowledge and experience check for an FAA instrument rating that consists of the areas of operation and instrument tasks required in the Instrument Rating—Airplane Airman Certification Standards (ACS) found at https://www.faa.gov/training_testing/testing/acs/.
- 6.13 Instrument Rating.**
- 6.13.1** With respect to an EU Part-FCL instrument rating, a valid rating on an EU Part-FCL pilot license allowing for operation under IFR or in weather conditions less than the minimums prescribed for VFR that is restricted to single-engine or multiengine operation or, in the case of a multicrew pilot license (MPL), additionally restricted to multicrew operation.
- 6.13.2** With respect to a part 61 instrument rating, means a valid rating on an FAA pilot certificate subject to currency and class of aircraft requirements, allowing for flight under IFR or in weather conditions less than the minimums prescribed for flight under VFR.
- 6.14 Knowledge Test.** A test on the aeronautical knowledge areas required for a pilot license or rating conversion that will be administered in a written form or by a computer format.
- 6.15 Multiengine Piston (MEP) Land.** With respect to an EU Part-FCL pilot license, those airplanes for which the holder of an EU Part-FCL MEP land class rating has privileges to act as pilot.
- 6.16 Night Rating.** A night rating is attached to an EU Part-FCL pilot license, and it authorizes a private pilot license holder to exercise license privileges in VFR conditions at night. The night rating is issued without an expiration date.

¹ For the FAA, a person does not have to operate under IFR to operate an aircraft solely by reference to instruments in simulated IMC as long as that person complies with 14 CFR part [91](#), § [91.109\(c\)](#).

² This definition for IFR is from 14 CFR part [170](#), § [170.3](#). While a person that meets the applicable requirements of part 61 may operate under IFR during visual meteorological conditions (VMC), the rules themselves allow for flight in IMC. See paragraph 7.9 for the differences between the FAA and EU for flight time under IFR.

- 6.17 Single-Engine Piston (SEP) Land.** With respect to an EU Part-FCL pilot license, those airplanes for which the holder of an EU Part-FCL SEP land class rating has privileges to act as pilot.
- 6.18 Skill Test.** A demonstration of skill for a license or rating issued, including such oral examination as may be required in accordance with Annex I to Commission Regulation (EU) No. 1178/2011, (Part-FCL).
- 6.19 Special Conditions.** These are requirements that have been found, based on a comparison of the respective regulatory licensing systems, not to be common to both systems and that are significant enough to be addressed in Annex 3. The list of Special Conditions is contained in Appendix 1 to Annex 3.
- 6.20 Valid Pilot License or Pilot Certificate.** With respect to an FAA pilot certificate or an EU Part-FCL pilot license, validity means that the certificate or license is not surrendered, suspended, or revoked. For an EU Part-FCL rating, it also means that a rating's validity period stated on the pilot license has not expired.
- 6.21 Visual Flight Rules (VFR).** The rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, "VFR" is used by pilots and controllers to indicate the type of flight plan.

7 RELATED READING MATERIAL. The following is a list of reference materials to supplement the information found in this AC.

7.1 FAA Resources (current editions).

7.1.1 ACs. You can find the current editions of the following publications on the FAA's website at https://www.faa.gov/regulations_policies/advisory_circulars/.

1. AC [60-28](#), FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, [63](#), [65](#), and [107](#). This AC introduces the FAA Aviation English Language Standard (AELS) and provides guidance to applicants, airmen, training organizations, designated examiners, and flight and ground instructors on how to determine that an applicant for an FAA certificate or person holding an FAA certificate meets the FAA AELS.
2. AC [61-98](#), Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check. This AC provides information for FAA-certificated pilots and authorized flight instructors to use in complying with the flight review required by § [61.56](#) and the recent flight experience requirements of § [61.57](#).

7.1.2 Additional FAA Online Sources.

1. FAA Aeronautical Center (AC) Form [8060-71](#), Verification of Authenticity of Foreign License and Medical Certification. The form is available at https://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verific

[ation/](#). You may also submit the form through the following website at <https://iacra.faa.gov>.

2. Pilot Certification Frequently Asked Questions. This website provides certain questions and answers that stakeholders posed to the FAA: <https://www.faa.gov/pilots/become/faq>.
3. Medical Certification Information. This website provides stakeholders information related to FAA medical certification: https://www.faa.gov/licenses_certificates/medical_certification/.
4. Training and Testing Information. This website provides all pilots useful training handbooks, knowledge test guides, and a listing of FAA knowledge test center locations: https://www.faa.gov/training_testing/.
5. Flight Standards District Offices (FSDO). This website provides all stakeholders information regarding the FAA's FSDO locations: https://www.faa.gov/about/office_org/field_offices/fsdo/.
6. FAA Handbooks, Manuals, and Other Publications. You can find handbooks, manuals, and other publications on the FAA website at https://www.faa.gov/regulations_policies/handbooks_manuals/.
7. Aeronautical Information Manual (AIM). All pilots operating in the U.S. National Airspace System (NAS) are encouraged to review the information contained in the AIM. You may find a copy of the latest revision at https://www.faa.gov/air_traffic/publications/.

7.2 EASA Documents (current editions).

1. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018: <https://www.easa.europa.eu/document-library/regulations/regulation-eu-20181139>.
2. Annex I to Commission Regulation (EU) No 1178/2011, (Part-FCL), as amended: <https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-11782011>.
3. Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-FCL as per Decision No. 2011/016/R of the Executive Director of EASA, as amended: <https://www.easa.europa.eu/document-library/acceptable-means-of-compliance-and-guidance-materials>.

- 8 CONTACT INFORMATION.** The following FAA and EASA offices are responsible for administering this pilot conversion process.

8.1 FAA Certificates. For questions pertaining to pilot certification issues for converting EASA pilot licenses to FAA pilot certificates:

For questions involving procedures or how to accomplish any of the required steps in this process, your first point of contact should be your responsible FSDO, which can be found at https://www.faa.gov/about/office_org/field_offices/fsdo/.

For policy questions, the offices listed below may be of assistance.

International Program Division

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs050/

800 Independence Avenue SW

Washington, DC 20591 USA

Tel: (202) 267-0962

Email: 9-AWA-AVS-AFS-050@faa.gov

General point of contact to be copied on all FAA inquiries.

General Aviation and Commercial Division

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs800/

800 Independence Avenue SW

Washington, DC 20591 USA

Tel: (202) 267-1100

Email: 9-AFS-800-Correspondence@faa.gov

To be contacted for airman training and certification questions.

Airmen Certification Branch

P.O. Box 25082

Oklahoma City, OK 73125-0082

Tel: (405) 954-3261

Email: <https://registry.faa.gov/Airmenemail/AirmenEmail.aspx>

To be contacted for license verification questions.

Office of Aerospace Medicine (AAM)

800 Independence Avenue SW

Washington, DC 20591

To be contacted for medical certification questions.

8.2 EU Part-FCL Licenses. For questions pertaining to pilot licensing issues for converting FAA pilot certificates to EU Part-FCL pilot licenses:

European Union Aviation Safety Agency Flight Standards Directorate Postfach 10 12 53 - 50452 Cologne Germany Visiting address: Konrad-Adenauer-Ufer 3 D-50668 Cologne Germany Tel: +49 221 8999 000 https://www.easa.europa.eu/home FCL@easa.europa.eu

Table 1. Countries Eligible for Conversion

Austria	France	Malta
Belgium	Germany	Netherlands
Bulgaria	Greece	Poland
Croatia	Hungary	Portugal
Cyprus	Ireland	Romania
Czech Republic	Italy	Slovakia
Denmark	Latvia	Slovenia
Estonia	Lithuania	Spain
Finland	Luxembourg	Sweden
Note: For questions about the specific pilot license/certificate conversion process for a country listed above, contact the AA for that country.		

Table 2. Countries Not Eligible for Conversion

United Kingdom (UK)	The UK is no longer a member of the EU as of December 31, 2020. Therefore, a UK pilot license may not be converted to an FAA pilot certificate under the TIP-L. UK pilots may still apply for an FAA private pilot certificate based on a foreign license under § 61.75.
Iceland Liechtenstein Norway Switzerland	These countries are European Free Trade Association States, but not EU Member States and, as such, are not parties to The Agreement and its Annex 3. Therefore, pilot licenses issued by these countries may not be converted to FAA pilot certificates under the TIP-L. Pilots from these countries may still apply for an FAA private pilot certificate based on a foreign license under § 61.75.

- 9 ISSUING AN FAA PRIVATE PILOT CERTIFICATE AND/OR INSTRUMENT RATING ON THE BASIS OF AN EU PART-FCL PILOT LICENSE, INSTRUMENT RATING, AND/OR NIGHT RATING.** This section details how a pilot licensed in accordance with EU Part-FCL at the private pilot level or higher in the airplane category with or without an instrument rating, and/or night rating, may qualify for an FAA private pilot—airplane category and/or instrument rating, subject to the terms of the TIP-L.

9.1 Applicability and Conditions.

- 9.1.1** These procedures are available to holders of an EU Part-FCL private pilot license or higher-level license with SEP land airplane and/or MEP land airplane class ratings for single-pilot operations, excluding type ratings. Lower-level pilot licenses similar to a sport pilot or a recreational pilot certificate are not eligible for this conversion. An EU Part-FCL private pilot license holder or higher may also be eligible for conversion of an instrument rating. Ratings such as the touring motor glider (TMG) rating are not eligible for this conversion.
- 9.1.2** Aircraft type ratings cannot be converted from one system to the other. If a pilot holds an EU Part-FCL type rating for which an endorsement is required according to part 61, the privileges of the type rating will not be issued in accordance with this Agreement.
- 9.1.3** The EU Part-FCL pilot license and/or associated ratings must be valid prior to initiating the conversion process. Expired ratings may not be converted under any circumstances. The FAA will reference the Verification of Authenticity Letter and the EU-Part FCL pilot license at the time of application for this purpose.
- 9.1.4** A person may credit flight training toward the requirements of an FAA private pilot certificate or rating, if that person received the training from an EU Part-FCL flight instructor outside the United States under § [61.41\(a\)\(2\)](#).
- 9.1.5** An FAA pilot certificate that has been surrendered, suspended, or revoked will not be reinstated through this process.
- 9.1.6** The FAA will not use this conversion process to convert an EU Part-FCL pilot license or rating that has been issued on the basis of another country's license or rating. An FAA certificate might be able to be issued based upon the provision in § 61.75 using a pilot license from the original country that has not been issued on the basis of a pilot license from a different country.
- 9.1.7** The FAA, upon converting an EU Part-FCL pilot license, will not require the surrender of that EU Part-FCL pilot license.
- 9.1.8** A person who is exercising the privileges of an FAA pilot certificate is required to meet the FAA flight review and recent flight experience requirements of part 61 to exercise the privileges of the person's FAA pilot certificate.

9.2 General Requirements. The FAA will follow these procedures to determine eligibility for conversion of an EU Part-FCL pilot license to an FAA pilot certificate.

9.2.1 Compliance With Regulations. The conversion process will require compliance with a variety of general and specific requirements. The general requirements are:

9.2.1.1 In order to apply for an FAA private pilot certificate with the associated category/class (airplane single-engine land and/or airplane multiengine land) and/or instrument rating issued on the basis of an EU Part-FCL pilot license and/or instrument rating, the applicant must apply with the FAA as described in § [61.13\(a\)](#).

9.2.1.2 An applicant who already holds an FAA pilot certificate (other than one issued on the basis of a foreign pilot license) may utilize this process for the conversion of a rating on an EU Part-FCL pilot license. The applicant must apply with the FAA as described in § 61.13(a).

9.2.1.3 The applicant must demonstrate, as per AC 60-28, English language proficiency or provide evidence that they have acquired English language proficiency (§ [61.103\(c\)](#)). If the applicant holds an EU Part-FCL English language proficiency endorsement at level 4 or higher, it is deemed to be equal to the “English Proficient” endorsement for FAA pilot certification.

9.2.1.4 The applicant must meet the appropriate medical certificate requirements prescribed in § [61.39](#). The applicant must also possess a current and valid EU medical certificate.

9.2.2 Valid Pilot License and Ratings.

9.2.2.1 Per § 61.13(a), an applicant who holds a valid EU Part-FCL pilot license and associated ratings, if applicable, must complete and submit FAA AC Form 8060-71 as described in this AC. This form may be found at https://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/.

9.2.2.2 As set forth in the TIP-L procedures, an applicant must hold both a valid EU medical certificate and a valid FAA medical certificate.

9.2.2.3 The FAA uses AC Form 8060-71 to request a license verification from the applicant’s country’s AA to ensure that the EU Part-FCL pilot license is valid and that there are no current investigations of the airman, nor a suspension or revocation of the license.

9.2.2.4 Prior to initiating the application process, an EU Part-FCL pilot does not need to meet the EU recent experience requirements to carry passengers (e.g., FCL.060).

- 9.2.2.5** An applicant must hold a valid MEP class rating on the EU Part-FCL pilot license in order for the FAA to issue an FAA private pilot certificate with airplane category and multiengine land class ratings. An EU Part-FCL pilot type rating for multiengine airplanes does not fulfill this requirement.
- 9.2.2.6** An applicant must hold both a valid MEP class rating and an IR(A) rating on the EU Part-FCL pilot license in order for the FAA to issue an FAA private pilot certificate with airplane category, multiengine land class, and instrument ratings. An EU Part-FCL type rating for multiengine aircraft and an instrument rating does not fulfill the requirement above.

9.2.3 Knowledge Test Requirement.

- 9.2.3.1** The FAA will require all applicants to present a valid, unexpired knowledge test report with a minimum passing grade of 70 percent at the time of application (§ [61.35\(b\)](#)). A knowledge test report is valid for 24 calendar months. The knowledge test will only be available in the English language.
- 9.2.3.2** Knowledge tests will be administered through a written, computer-based format.
- 9.2.3.3** Questions for the knowledge test will address specific FAA requirements relating to:
- Rules and regulations relevant to the holder of an FAA pilot certificate and/or instrument rating;
 - Rules of the air/airspace; and
 - Appropriate air traffic services practices, communications, and emergency procedures.
- 9.2.3.4** The following are the authorized knowledge tests:
- For Private Pilot Airplane, an applicant must take and pass the Private Pilot Airplane EU Part-FCL Conversion knowledge test with the code “PEP” (§§ [61.71\(c\)](#) and 61.103(e)).
 - For the Instrument Airplane, an applicant must take and pass the Instrument Rating Airplane EU Part-FCL Conversion knowledge test with the code “IEP” (§§ [61.65\(a\)\(7\)](#) and 61.71(c)). As set forth in the TIP-L procedures, an applicant who already holds an FAA instrument rating in another aircraft category must still take and pass the IEP knowledge test.

Note: Only tests with the titles above are authorized for the conversion process. Other exams with different titles cannot be substituted in their place.

- 9.2.3.5** Per § 61.35(a)(3), an applicant will not be permitted to begin a knowledge test without providing proper identification to the testing center proctor that shows:
- A photograph of the applicant;
 - The applicant's signature;
 - The applicant's date of birth; and
 - If the permanent mailing address on the identification is a post office box number, then the applicant must provide a current residential address.
- 9.2.3.6** The FAA follows strict security procedures to avoid test compromise. If an applicant is suspected of cheating, the test will be terminated. An FAA investigation will then be conducted. If the investigation determines that cheating or unauthorized conduct has occurred, then any FAA airman certificate or rating that is held by the applicant may be revoked. The applicant will be prohibited for 1 year, from the date of committing the act, from applying for or taking any test for a certificate or rating under § [61.37](#).
- 9.2.3.7** If the applicant receives a grade lower than 70 percent and wishes to retest, there is no mandatory waiting period to attempt the retest. The applicant must present the following to the knowledge testing center proctor prior to taking the retest:
- The failed Airman Knowledge Test Report (AKTR); and
 - Written endorsement from an FAA-authorized instructor certifying that additional instruction has been given, and the instructor has found the applicant competent to pass the knowledge test.
- 9.2.3.8** If the applicant decides to retake the knowledge test in anticipation of a higher passing score, the FAA allows the applicant to retake the same knowledge test 30 days after the date of the last attempt. The FAA will not allow an applicant to retake a passed knowledge test before the 30-day period has lapsed. Prior to retesting, the knowledge testing center proctor will request the valid, unexpired knowledge test report. The last test taken will reflect the official score.
- 9.2.3.9** If the knowledge test report has expired, the knowledge testing center proctor will request the expired knowledge test report (pass or fail), prior to retaking the same knowledge test. If the applicant no longer has possession of the original knowledge test, the applicant may contact the knowledge testing center to obtain a duplicate copy.

9.3 Private Pilot Certificate—Eligibility Requirements.

9.3.1 General.

9.3.1.1 The FAA will not issue an FAA private pilot certificate in the airplane category with single-engine land and/or multiengine land class rating(s) to a person who holds a valid EU Part-FCL pilot license for airplanes with a single-pilot SEP land and/or single-pilot MEP land class rating unless the applicable requirements are met.

9.3.1.2 An applicant for an FAA private pilot certificate in the airplane category multiengine land class must have fulfilled the minimum aeronautical experience requirements under § [61.109](#).

9.3.2 Flight Review.

9.3.2.1 As set forth in the TIP-L procedures, at the time of the application, the applicant must present documentation showing the applicant has satisfactorily completed a flight review in accordance with § 61.56. The flight review may be conducted in accordance with applicable FAA guidance material as administered by an FAA-authorized flight instructor. After satisfactory completion of the flight review, the authorized instructor will enter an endorsement in the applicant's logbook certifying that this person has satisfactorily completed the flight review.

9.3.2.2 The successful completion of a flight review in a multiengine airplane will satisfy currency requirements in both single-engine and multiengine airplanes.

9.3.2.3 An applicant who is converting an EU Part-FCL instrument rating simultaneously with an EU Part-FCL pilot license will need to complete the FAA private pilot conversion and FAA instrument rating conversion knowledge tests as well as an IPC with an FAA-authorized examiner, an aviation safety inspector (ASI), or an FAA-authorized instructor prior to submitting an application for the conversion. The requirements of the flight review may be accomplished in combination with the requirements of the IPC and other applicable recent flight experience requirements at the discretion of the reviewer.

9.3.3 Limitations: Night Flying.

9.3.3.1 The FAA will issue a private pilot certificate with the limitation "Night Flying Prohibited" unless the applicant holds an EU Part-FCL night rating or meets the FAA night experience requirement, per § 61.109, of 3 hours of night flight training in an airplane that includes:

- One cross-country flight over 100 nautical miles (NM) total distance; and
- 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

9.3.3.2 If the certificate is issued with a night limitation, in accordance with § 61.13(b), the applicant will not be permitted to exercise the privileges of the certificate at night (as defined in 14 CFR part [1](#), § [1.1](#)).

9.3.3.3 As set forth in the TIP-L procedures, the aeronautical experience requirements may be completed in the EU Part-FCL system, the FAA system, or a combination of both. This means that an applicant who has prior training and/or aeronautical experience at night in the EU system may credit that time towards the requirements mentioned in paragraph [10.3.3.1](#) above with a similar amount of hours.

9.3.3.4 The requirement of flight instruction and cross-country navigation at night may be fulfilled with pilot-in-command (PIC) aeronautical experience in airplanes at night.

9.4 Instrument Rating Application—Eligibility Requirements.

9.4.1 General.

9.4.1.1 The FAA will issue an FAA private pilot certificate in the airplane category with single-engine land and/or multiengine land class rating(s) to a person who holds a valid EU Part-FCL IR(A) and a valid EU Part-FCL pilot license for airplanes with a single-pilot SEP land and/or single-pilot MEP land class rating, excluding type ratings, only when the applicable requirements are met.

9.4.1.2 An applicant is not required to apply for an FAA private pilot certificate and instrument rating simultaneously. However, if the applicant applies for both, a single application (FAA Form [8710-1](#), Airman Certificate and/or Rating Application) needs to be completed that displays that the applicant meets the eligibility, knowledge, and experience requirements for all ratings sought.

9.4.2 Acclimatization Flying and IPC.

9.4.2.1 The purpose of this flight training is to have the applicants become accustomed to the specifics of U.S. airspace.

Note: EU Part-FCL licensed pilots seeking an FAA private pilot certificate with an instrument-airplane rating must have a current flight review under § 61.56 and meet the currency requirements of § 61.57 to exercise the privileges of the FAA pilot certificate and/or rating.

9.4.2.1.1 As set forth in the TIP-L procedures, an applicant applying for an instrument rating must have completed acclimatization flying in the United States,

including its territories, with an FAA-authorized instructor before the IPC is administered under § 61.57(d).

9.4.2.1.2 The applicant for an instrument rating utilizing this process does not need to complete acclimatization flying, if that person has:

- Prior experience of at least 50 hours of flight time under IFR as PIC in airplanes gained after initial issue of the EU Part-FCL IR(A); or
- Prior experience of at least 10 hours of flight time under IFR as PIC in airplanes in the United States gained after initial issuance of the EU Part-FCL IR(A).

9.4.2.1.3 As set forth in the TIP-L procedures, the instrument flight time in airplanes, during which a pilot has been piloting an aircraft solely by reference to instruments and without external reference points, gained after initial issuance of the IR(A), will be credited towards the flight time under IFR requirements in paragraph 10.4.2.1.2 above by documenting time under IMC or simulated IMC by having the pilot log the time spent under these conditions in that pilot's logbook and certifying this information with that pilot's signature.

Note: An EU Part-FCL licensed pilot is required to log flight time in accordance with FCL.050. This regulation allows pilots to log any PIC flight time in airplanes operating under an IFR flight plan as instrument time, regardless of the meteorological conditions.

9.4.2.1.4 As set forth in the TIP-L procedures, the acclimatization flying will be completed as follows:

1. The acclimatization flying will include training from an FAA-authorized instructor on the areas of operation listed in § 61.65(c).
2. The FAA-authorized instructor will determine the amount of acclimatization flying needed based on whether or not the applicant meets the standards in the Instrument Rating—Airplane ACS for the required areas of operation in an aircraft, full flight simulator, or flight training device that represents an airplane.
3. The acclimatization flying must be completed within the United States by an FAA-authorized instructor with an instrument-airplane rating on that pilot's flight instructor certificate before the IPC is conducted.

9.4.2.2 The applicant must also complete an IPC in the United States with an FAA-authorized examiner, an ASI, or an FAA-authorized instructor prior to application (§ 61.57(d)(3) and TIP-L procedures). The authorized person will conduct the IPC in accordance with § 61.57(d) and the Instrument Rating—Airplane ACS. The authorized person will also enter an endorsement in the applicant's pilot logbook that the applicant has completed the IPC successfully.

9.4.2.3 The successful completion of an IPC does not constitute currency in each category of aircraft that the pilot is rated. In addition, the pilot must continue to maintain the instrument experience required by § 61.57(c) in order to act as PIC of the aircraft under IFR or in weather conditions less than the minimums prescribed for VFR.

9.4.3 Limitations. The applicant must fulfill the requirement in paragraph [10.3.3](#) above.

9.5 Revalidation and Renewal of the Ratings. An FAA pilot certificate is issued without an expiration date. However, the privileges of an FAA pilot certificate are dependent upon the currency requirements within the FAA's aviation system. All pilots must adhere to the currency requirements prescribed in part 61.

9.6 Conversion of Additional Ratings After Initial Conversion. Additional ratings which are in the scope of Annex 3 may be included on the FAA private pilot certificate after the initial conversion. The applicant needs to fulfill the relevant requirements for the rating. All ratings which are outside the scope of the process described in this AC cannot be converted and will only be issued according to the applicable rule.

9.7 Appeal and Conflict Resolution. There is no right of appeal to the EU Member State when the FAA revokes or limits any FAA pilot certificate.

10 ADMINISTRATIVE PROCEDURE TO APPLY FOR AN FAA PRIVATE PILOT CERTIFICATE AND/OR INSTRUMENT RATING ON THE BASIS OF AN EU PART-FCL PILOT LICENSE, INSTRUMENT RATING, AND/OR NIGHT RATING.

10.1 Verification of an EU Part-FCL Licenses and Instrument Ratings.

10.1.1 The FAA will verify the validity of the EU Part-FCL pilot license with the appropriate EU AA before an FAA certificate and/or rating application is accepted. To do so, the pilot, per § 61.13(a), may submit a completed FAA AC Form 8060-71 through the Integrated Airman Certification and Rating Application (IACRA) website at <https://iacra.faa.gov>. The form may also be found at https://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/.

10.1.2 Additionally, the application for verification letter must include a legible copy of the EU Part-FCL license and EU medical certificate or endorsement, under § 61.13(a).

10.1.3 The applicant should submit a completed FAA AC Form 8060-71 to the FAA Airmen Certification Branch at least 90 days before a meeting with an FAA-authorized examiner, or at the FSDO where the applicant intends to apply for the FAA pilot certificate once the applicant has met all the requirements for license conversion.

10.1.4 An applicant may submit FAA AC Form 8060-71 and the associated documents to the Airmen Certification Branch (the preferred method via the IACRA website or by mail).

1. By IACRA: <https://iacra.faa.gov>.
2. By Mail: Federal Aviation Administration
Airmen Certification Branch
P.O. Box 25082
Oklahoma City, OK 73125-0082

For courier services that cannot deliver to a P.O. Box, use:

Federal Aviation Administration
Airmen Certification Branch
6425 South Denning Avenue
Oklahoma City, OK 73169-6937
3. FAA Airmen Certification Web Page: https://www.faa.gov/licenses_certificates/airmen_certification/contact_airmen_certification/.

- 10.1.5** The applicant must provide the location of the FSDO or responsible Flight Standards office in which an FAA-authorized examiner has been designated where application may be anticipated. The FAA will not conduct the conversion process under the TIP-L outside of the United States. In addition, the FAA-authorized examiner, ASI, or aviation safety technician (AST) may not process the application remotely using Video and Communication Technology (VCT) (§ 61.13(a)).
- 10.1.6** If the application and documentation for the verification process is received with missing and/or illegible information, the applicant will be notified and required to resend the missing or illegible documents.
- 10.1.7** Although the applicant must hold at least an FAA third class medical certificate at the time of application for the conversion, as set forth in the TIP-L procedures, the applicant does not need to hold an FAA third class medical certificate to submit FAA AC Form 8060-71.
- 10.1.8** The FAA will request verification from the AA of original issuance and the Transportation Security Administration (TSA) will conduct a security threat assessment.
- 10.1.9** Individual AAs may require additional forms to be completed and a fee to be paid prior to submitting a completed FAA AC Form 8060-71. Any forms or fees that are required by the AA of original issuance must be sent directly to the AA.
- 10.1.10** The security threat assessment conducted by TSA does not satisfy the requirements of a foreign pilot training clearance.
- 10.1.11** The applicant will receive a Verification of Authenticity Letter from the FAA once the verification process is complete. Upon the applicant's positive receipt of the Verification of Authenticity Letter, the applicant may schedule an appointment with an authorized examiner or FSDO.
- 10.1.12** Due to security restrictions, if the applicant will be entering a FSDO, the applicant must make an appointment directly with the FSDO.

10.1.13 If the applicant will be applying with an FAA examiner in a location other than a FSDO, they will need to schedule with an examiner. An examiner may be found at <https://www.faa.gov/av-info>.

10.1.14 The Verification of Authenticity Letters are normally valid for a period of 6 months unless the pilot license expiration date is earlier. Some AAs verify the license for less than 6 months.

10.2 Application for an FAA Pilot Certificate and/or Instrument Rating.

10.2.1 An application for an FAA pilot certificate must be made in person at an FAA FSDO or with an FAA-authorized examiner. Per § 61.13(a), the application must be made using FAA Form 8710-1. The form may be found at <https://www.faa.gov/forms/index.cfm/go/document.information/documentID/1031493>.

10.2.2 The FSDO or FAA-authorized examiner scheduled for processing of the EU Part-FCL pilot license conversion will verify that FAA Form 8710-1 has been completed in accordance with the instructions.

10.2.3 The applicant will need to show proof of identity. Acceptable methods of identification include, but are not limited to, non-expired U.S. driver's licenses, government-issued identification cards, passports, and other forms of identification that enable verification of the applicant's identity. The method used must be current and valid.

10.2.4 Such identification must include an official photograph of the applicant, the applicant's signature, and the applicant's residential address, if different than the mailing address. This information may be presented in more than one form of identification.

10.2.5 The FAA-authorized examiner, ASI, or AST will request that the applicant present the following:

- A valid PEP and/or IEP knowledge test report, as appropriate.
- A valid Verification of Authenticity Letter that the Airmen Certification Branch sent to the applicant.
- A current and valid EU-Part FCL pilot license being used for the conversion at the time of application.
- A current and valid FAA medical certificate and current and valid EU medical certificate.
- If the applicant is applying for conversion of an EU-Part FCL IR(A) to an FAA instrument-airplane rating, the applicant must present a valid endorsement for the required IPC.
- If the applicant is applying for conversion of an EU-Part FCL private pilot or higher-level license to an FAA private pilot certificate, the applicant must present a valid endorsement for the required flight review.

- If the applicant is using flight experience to meet any of the requirements in this AC, the applicant must show this experience in the applicant's pilot logbook and/or other record and document this experience in FAA Form 8710-1, Section III, Record of Pilot Time.
- Applicants with a foreign address for official record purposes must comply with the U.S. agent for service requirements in 14 CFR part [3](#) subpart [C](#), which require any individual who has a foreign address and no U.S. physical address of record on file with the FAA to designate a U.S. agent for service if they apply for a certificate, rating, or authorization issued under 14 CFR part [47](#), 61, 63, 65, 67, or 107, or hold a certificate, rating, or authorization issued under any of these parts. Refer to AC 3-1, U.S. Agents for Service on Individuals with Foreign Addresses Who Hold or Apply for Certain Certificates, Ratings, or Authorizations, for information on designating a U.S. agent for service.

10.3 Issuance of an FAA Pilot Certificate and Instrument Rating.

10.3.1 Temporary Pilot Certificates and Instrument Ratings.

- 10.3.1.1** If the applicant meets the requirements described in this AC, a temporary FAA private pilot certificate and/or instrument rating will be issued by the FAA-authorized examiner or FSDO.
- 10.3.1.2** The Temporary Airman Certificate is valid for a period of 120 days. If that time period has elapsed since issuance and a permanent airman certificate has not been received by the applicant, it is no longer valid. The applicant should contact the FAA-authorized examiner or FSDO that issued the Temporary Airman Certificate to ensure the application was processed correctly.

10.3.2 Permanent Pilot Certificates and Instrument Ratings.

- 10.3.2.1** Within 120 days, a permanent airman certificate will be mailed to the pilot at the address listed on FAA Form 8710-1.
- 10.3.2.2** Contact the Airmen Certification Branch at the following with any questions:
- Office Hours: Monday through Friday
7:30 a.m. to 4:00 p.m. Central Time
 - By Telephone: (866) 878-2498
 - By Email: <https://registry.faa.gov/Airmenemail/AirmenEmail.aspx>
 - By Mail: Federal Aviation Administration
Airmen Certification Branch
P.O. Box 25082
Oklahoma City, OK 73125-0082

10.3.3 Where to Find FAA Forms.

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

11 **OBTAINING AN EU PART-FCL PRIVATE PILOT LICENSE, INSTRUMENT RATING, AND/OR NIGHT RATING ON THE BASIS OF AN FAA PILOT CERTIFICATE AND/OR INSTRUMENT RATING.**

11.1 General. The TIP-L, Section B, details how a pilot certificated by the FAA at the private pilot certificate level or higher with privileges for the airplane category and/or instrument rating may qualify to be licensed in accordance with EU Part-FCL for a private pilot license, instrument rating, and/or night rating for the airplane category. Please review the EASA website for guidance on obtaining an EU Part-FCL license based on your FAA pilot certificate. Contact the appropriate AA to obtain more detailed information on the FAA to EU conversion process and to submit an application for conversion.

11.2 EASA Contact Information. Contact EASA at the following with any questions:

1. By Telephone: +49 221 8999 000
2. By Email: FCL@easa.europa.eu
3. By Mail: European Union Aviation Safety Agency
Flight Standards Directorate
Postfach 10 12 53
50452 Cologne
GERMANY
4. By Person: Konrad-Adenauer-Ufer 3
D-50668 Cologne
Germany
5. By Website: <https://www.easa.europa.eu/home>

12 REQUEST FOR INFORMATION. Direct comments and suggestions for improving this publication to:

Federal Aviation Administration
General Aviation and Commercial Division
800 Independence Avenue SW
Washington, DC 20591 USA

- 13 AC FEEDBACK FORM.** For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the General Aviation and Commercial Division at 9-AFS-800-Correspondence@faa.gov or the Flight Standards Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov.

Subject: AC 61-143 CHG 1, Conversion Process for Pilot Certificates in Accordance With the Technical Implementation Procedures—Licensing as Part of the Bilateral Aviation Safety Agreement Between the FAA and EASA

Date: _____

Please check all appropriate line items:

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____

Date: _____