

Conversion of FAA to EASA license (according to Tip-L)

The agreement between the FAA and EASA has simplified the validation of the FAA PPL.

Validation of FAA PPL (VFR)

The previously required 100 hours of total flight time are no longer required and the theoretical test is no longer required in writing, but orally as part of the flight test.

You submit an application for a validation (PPL VFR) to the local aviation authority. Many local aviation authorities have this application form on their website (otherwise please contact them). The class ratings SEP (land) and MEP (land) can be validated. If the requirements specified in the Tip-L are met, the night flight authorization can also be validated.

You need the following documents for license validation:

- Valid FAA License (Valid Flight Review, FAA Medical)
- Valid FAA Medical
- Valid EASA Medical
- Flight radio certificate BZF / AZF
- Valid identity card or passport
- Current information from the driving register of the Federal Motor Transport Authority (not older than 3 months), to be requested at: <https://kba.de> (-> Central Register -> Driving Aptitude Register)
- Reliability check/ZÜP according to § 7 LuftSiG (for application form or link see website of the competent local aviation authority)
- PPL flight test with an examiner appointed by the competent aviation authority Upon receipt of the application, a license confirmation will be obtained from the FAA.

Local aviation authorities:

https://www.lba.de/DE/Presse/Landesluftfahrtbehoerden/Landesluftfahrtbehoerden_Uebersicht.html?nn=701672

Recognition of a radio certificate

You can apply to the Federal Network Agency (Bundesnetzagentur) for recognition of your radio license based on your FAA license. Information on this can be found on the website of the Federal Network Agency:

https://www.bundesnetzagentur.de/DE/Sachgebieten/Telekommunikation/Unternehmen_Institutionen/Frequenzen/Funkzeugnisse/Flugfunk/start.html (recognition of foreign aeronautical radio certificates / Anerkennung von ausländischen Flugfunkzeugnissen)

https://www.bundesnetzagentur.de/SharedDocs/Downloads/DE/Sachgebieten/Telekommunikation/Unternehmen_Institutionen/Frequenzen/Funkzeugnisse/Flugfunkzeugnisse/Antrag_AnerkennAusZeugnis_pdf.pdf?__blob=publicationFile&v=14 (application form)

In order to do radiotelephony in German, you have to take a simplified test. Without an examination you will receive the BZF E or, if you have an IFR rating, the AZF E. If you would like to receive the BZF / AZF without the "English" restriction, tick "BZF" or "AZF" and "Admission to simplified examination" in the application form ". The simplified exam only consists of the oral part only, there is no written exam. This is useful for VFR flights at airports where English is not spoken.

Validation of the night flight authorization

The EASA night rating can be issued at the same time as the EASA PPL, or the rating can be added to an existing EASA license provided the appropriate requirements are met:

- At least 5 hours flight time in the aircraft category at night, including at least 3 hours with flight instructor and at least 1 hour cross-country flight (with at least one cross-country flight with flight instructor of at least 50 km (27 NM))
- and 5 solo take-offs and 5 solo landings with full stop.

Validation of FAA IFR rating

Please refer to the attached TIP-L document for details on FAA IFR rating recognition. The relevant information can be found in Section B, 2.4 Instrument Rating-Eligibility Requirements (p.23). The application for validation of the IFR rating is submitted to the LBA:

https://www.lba.de/SharedDocs/Downloads/DE/Formulare/L4/Licensing/Antrag_Erteilung_License_Authorization_US-EU_TIP-L.html?nn=2091000

If you have less than 50 hours instrument flight time as PIC after having obtained the rating, a written theory test must be taken:

(b) If the applicant has a minimum experience of at least 50 hours of flight time under Instrument Flight Rules (IFR) as PIC on airplanes, he/she will demonstrate to the examiner before the assessment of instrument flying skills that he/she has acquired at an adequate level of the required theoretical knowledge. The demonstration will be completed according to paragraph 2.1.5 and Appendix 2 to Section B of the TIP-L. (c) In all other cases, the demonstration of the level of theoretical knowledge will be completed by written examination under the responsibility of an AA.

With more than 50 hours PIC IFR time, an oral theoretical examination will be conducted by the examiner .

Flight training / flight experience: see p.26, "Acclimatization Flying".

2.4.8 Acclimatization Flying

(a) The applicant for an instrument rating for single-pilot single-engine or single-pilot multi-engine land airplanes does not need to complete acclimatization flying, if he/she has:

- (i) Prior experience of at least 50 hours of flight time under IFR as PIC on airplanes gained after initial issue of the IR(A); or*
- (ii) Prior experience of at least 10 hours of flight time under IFR as PIC on airplanes in any of the EU Member States or any European State that participates in EASA (in accordance with art. 129 of Regulation (EU) No 2018/1139), gained after initial issue of the IR(A).*
- (iii) The instrument flight time on airplanes, during which a pilot has been*

piloting an aircraft solely by reference to instruments and without external reference points, gained after initial issue of the IR, will be credited towards the flight time under IFR requirements in points 2.4.8(a)(i) and (ii) by having the pilot log the time spent under an IFR clearance in his/her logbook and certifying this with their signature.