


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na Éireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábhálteachta	No. PLAM.031 Revision 0 Area ACW Date 23.07.2020	
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Procedures for the Issuance of an EU Part-FCL Private Pilot Licence, Instrument Rating and/or Night Rating on the Basis of an FAA Pilot Certificate and/or Instrument Rating

0. References

0.1 Applicable Regulations and Guidance

0.1.1 For FAA:

Title 14 of the Code of Federal Regulations (14 CFR) part 61, as amended.

0.1.2 For EASA:

0.1.2.1 Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018.

0.1.2.2 Annex, I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 (Part-FCL), as amended.

0.1.2.3 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.

01.3 EASA-FAA Technical Implementation Procedures -Licensing (TIP-L)

1. Introduction


1.1 The agreement between the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety (the Agreement) with its Pilot Licensing Annex (Annex 3 of the TIP-L Agreement) permits reliance on each other's licensing and oversight systems to the greatest extent possible, within the scope of the Annex.

To that end, the scope of the Technical Implementation Procedures - Licensing (TIP-L) covers private pilot licences (PPL(A)), as well as night and instrument ratings (IR(A)), as specified in Appendix 1 to Annex 3 of the TIP-L Agreement, in the single-engine piston (SEP) land airplane and multi-engine piston (MEP) land airplane categories in single-pilot operations, excluding type ratings.

For further detail refer to the [EASA-FAA Technical Implementation Procedures -Licensing \(TIP-L\) document on the EASA website](https://www.easa.europa.eu/easa-faa-technical-implementation-procedures-licensing-tip-l). (<https://www.easa.europa.eu/easa-faa-technical-implementation-procedures-licensing-tip-l>)

1.2 The United States (U.S.) requirements for the certification of pilots are contained in Title 14 of the Code of Federal Regulations (14 CFR) part 61. Guidance material, policy, and procedures are contained in FAA advisory circulars, orders, notices, and policy memoranda.

1.3 The European Union (EU) requirements for civil aviation aircrew are contained in Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 and in Annex I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 (Part-FCL).

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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). The European Free Trade Association (EFTA) States (Iceland, Norway, Liechtenstein and Switzerland) are not parties to the Agreement and its Annex 3 of the TIP-L Agreement.

1.4 The EU Aviation Authorities (AA) shall issue a pilot licence or rating on the basis of the Federal Aviation Administration licence or rating by complying with the special conditions of the issuing Authority. For the purpose of the TIP-L, 14 CFR part 61 pilot certificates and EU Part-FCL pilot licences are collectively referred to as 'pilot licences' or 'licences'. The TIP-L describes in detail the procedures to implement Annex 3 of the TIP-L Agreement and the exercise of continued compliance assessments.

1.5 The TIP-L is subdivided into five sections;

Section A, Authority Interaction, describes the procedures for EASA, the FAA, and when applicable, for the AA, regarding communication and cooperation. Section A also defines procedures that the FAA and EASA shall employ when conducting confidence assessments to verify continued compliance with Annex 3 of the TIP-L Agreement.

Sections B and C on licence conversion procedures detail the actions to be taken by the AAs, EASA, the FAA, and the applicants for a pilot licence and/or the associated U.S.-EU TIP-L.

Section D contains the entry into force and termination provisions.

Section E, Authority, contains the signatures of the FAA and EASA officials who approved these procedures.

2. Eligibility

Applications will only be accepted from FAA Licence holders using RPPL-F-TIP-L form.


NOTE: Holders of other 3rd country licences are not eligible under this scheme and may not apply under this procedure. Non-FAA licence holders shall apply under ICAO licence conversion procedures in accordance with Article 9 of Commission Delegated Regulation (EU) 2020/723.

3. Applicability and Conditions

3.1.1 These procedures apply to the holders of an FAA pilot certificate and/or instrument rating, excluding type ratings. Instrument ratings acquired through Instrument Rating Foreign Pilot (IFP) test are not subject to this agreement.

NOTE: The Sport and Recreational Pilot Certificate and Touring Motor Glider (TMG) rating are excluded.

3.1.2 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 §61.75 shall not be

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converted into a Part-FCL licence through Annex 3 of the TIP-L Agreement of the Agreement.

3.1.3 Type ratings cannot currently be converted from one system to the other. Therefore, if a pilot holds an FAA type rating, privilege or endorsement for which a type rating is required according to Part-FCL, a Part-FCL type rating will not be issued in accordance with this Agreement.

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

NOTE: Pilots flying under the FAA's BasicMed authorization are not eligible for conversion under Annex 3 of the TIP-L Agreement. BasicMed pilots will be required to get an FAA medical if they wish to take advantage of the Annex.

3.1.5 A person must not hold at any time more than one licence per category of aircraft issued either in accordance with Part-FCL or under Annex 3 of the TIP-L Agreement of the TIP-L Agreement.

3.1.6 An EU PART-FCL licence will not be reinstated through the terms of Annex 3 of the TIP-L Agreement after being surrendered, suspended, or revoked.

3.1.7 An AA, upon converting an FAA pilot certificate in accordance with Annex 3 of the TIP-L Agreement, shall not require the surrender of that FAA pilot certificate.

3.1.8 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 the Commission Regulation (EU) No 1178/2011.