

Process of Validation FAA PPL / CPL / ATP airplane single or multi engine land to EASA PPL

1. General Requirements for Validation

To validate an FAA PPL into an EASA PPL, the pilot must:

1. Obtain FAA License Verification Letter

- The EASA Aviation Authority (AA) must request verification from the FAA.
- The pilot applies to the EASA authority and provides a copy of their FAA PPL.
- The FAA issues a **Verification Letter** to confirm the authenticity of the license (TIP-L, Section B, 2.1.2).

2. Hold a Valid EASA Class 2 Medical Certificate

- An **EASA Class 2 Medical** is required.
- An FAA medical certificate is **not accepted** for EASA PPL validation (TIP-L, Section B, 2.1.3).
- **EASA Class 2 Medical** exam can be done in Florida.

3. Ensure Currency of Flight Experience

- The pilot must be **current** per FAA regulations at the time of the validation process (TIP-L, Section B, 1.1.4).

Final Process for FAA PPL Validation to EASA PPL

1. **Request a Verification Letter** from the FAA.
2. **Obtain an EASA Class 2 Medical Certificate.**
3. **Confirm ICAO English Level 4+** (if not already indicated on the FAA PPL).
4. **Pass a Skill Test** with an EASA examiner (can be in the USA).
5. **Receive temporary EASA PPL validation.**

 **Thus, to validate an FAA PPL into an EASA PPL, NO separate RT exam or full theoretical exams are required, but a Skill Test is mandatory.**

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FAQ

If a pilot holds an **FAA PPL with both Single Engine Land (SEL) and Multi Engine Land (MEL) ratings**, the **validation process remains largely the same**, but there are **additional requirements** for the **Multi Engine (MEP) validation** under EASA.

1. If a pilot holds **both Single Engine and Multi Engine ratings in an FAA PPL**, then:

- A **Skill Test is required for both classes** (SEP and MEP).
- **MEP will not be validated** if the FAA Multi Engine Rating was issued **more than 12 months ago** or recent flight experience confirmation is required.
- **The test can be taken in the USA**, if an **EASA-certified examiner** is available.

2. **Is a Radio Telephony (RT) Exam Required?**

- **No, an RT exam is NOT required.**
- The **TIP-L document does not mandate** a separate RT test.
- However, the pilot **must demonstrate theoretical knowledge**, including communication procedures (TIP-L, Section B, Appendix 2).

3. **Is an ICAO English Proficiency Test Required?**

- **Yes, ICAO English Level 4+ is required.**
- TIP-L (Section B, 2.1.3) **explicitly states** that applicants must demonstrate English proficiency at **ICAO Level 4 or higher.**
- If the FAA PPL already includes an **"English Proficient"** endorsement, no additional test is needed unless pilot want to get higher level of ICAO English (for example, Level 6)

4. **Is a Skill Test with an EASA Examiner Required?**

- **Yes, a Skill Test with an EASA examiner is required** (TIP-L, Section B, 2.1.5).
- Before the flight test, the pilot must **demonstrate theoretical knowledge**, but **no written theory exams are required.**

5. **Where Can the Skill Test Be Conducted? Only in Europe or in the USA as Well?**

- **The Skill Test can be conducted in the USA if an EASA-certified examiner is available.**
- **TIP-L, Section B, 2.1.5** does not specify territorial restrictions, but the examiner must be **EASA-approved.**

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