

IMPLEMENTATION PROCEDURES
FOR LICENSING

Under the Agreement between

The Government of the United States of America

and

The Government of Switzerland

For the Promotion of Aviation Safety

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Table of Contents

CHAPTER I – GENERAL	1
1.0 Purpose and Authorization	1
1.1 Scope	2
1.2 Transitional Provisions	3
1.3 Amendments to This IPL, Regulations, Policies, or Guidelines.....	3
1.4 National Legislative and Regulatory Basis	4
1.5 Protection of Proprietary Data	4
1.6 Resolution of Disagreements	4
1.7 Definitions	5
CHAPTER II – COMMUNICATION AND COOPERATION	9
2.0 Periodic Meetings.....	9
2.1 Information Sharing	9
2.2 Technical Evaluation Support.....	10
2.3 Cooperation in Quality Assurance and Standardization Activities	10
2.4 Notification of Noncompliance and Safety Issues	12
2.5 Accident and Incident Investigation Requests.....	12
CHAPTER III – PROCEDURES FOR OBTAINING FAA PILOT CERTIFICATES OR RATINGS UNDER THIS IPL	13
3.0 Introduction	13
3.1 Application for an FAA Pilot Certificate and/or Instrument Rating	14
3.2 Initial Issuance and Subsequent Rating Applications	14
3.3 Private Pilot License/Certificate — Eligibility Requirements	17
3.4 Instrument Rating – Eligibility Requirements.....	20
3.5 Issuance of an FAA Pilot Certificate and Instrument Rating.....	23
CHAPTER IV – PROCEDURES FOR OBTAINING FOCA LICENSES UNDER THIS IPL	24
4.0 General	24
4.1 Application for a CH Part-FCL Private Pilot License and/or Instrument Rating	24
4.2 Initial Issuance and Subsequent Rating Applications	25
4.3 Private Pilot License/Certificate — Eligibility Requirements	27
4.4 Instrument Rating – Eligibility Requirements.....	31
4.5 Issuance of a CH Part-FCL Pilot License	36

CHAPTER V – ENTRY INTO FORCE AND TERMINATION..... 37
CHAPTER VI – AUTHORITY..... 38
**APPENDIX A — SUMMARY OF PROVISIONS FOR ISSUANCE OF
LICENSES/CERTIFICATES AND RATINGS A-1**
APPENDIX B — DEMONSTRATION OF THEORETICAL KNOWLEDGE (FOCA)... B-1
APPENDIX C — RELATED FORMS C-1
APPENDIX D — CONTACT INFORMATION FOR FAA, FOCA D-1

CHAPTER I – GENERAL

1.0 Purpose and Authorization

(a) The purpose of this document is to set forth the Federal Aviation Administration (FAA) and the Swiss Federal Office of Civil Aviation (FOCA) procedures for issuing private pilot certificates or licenses on the basis of equivalent documents issued by the other authority under the Agreement between the Government of the United States of America and the Government of Switzerland for Promotion of Aviation Safety (Agreement), dated September 26, 1996. In accordance with Article III of the Agreement, the FAA and the FOCA have assessed each other's standards, rules, practices, and procedures related to private pilot licensing, including night and instrument ratings for the single-engine piston (SEP) land airplane and multi-engine piston (MEP) land airplane categories, but excluding the type ratings, and concluded that they are sufficiently compatible to permit acceptance of each other's approvals and findings. These Implementation Procedures for Licensing (IPL) cover the acceptance of findings of compliance and documentation, and the provision of technical assistance regarding private pilot licensing and compliance monitoring.

(b) This IPL is negotiated between the FAA and the FOCA with the aim to ensure a coherent application of similar elements as those contained in the *Technical Implementation Procedures – Licensing (TIP-L)* between the FAA and the European Union Aviation Safety Agency (EASA). However, the TIP-L is a separate and distinct agreement and is independent of this FAA/FOCA IPL.

(c) Subject to the provisions contained in Chapters III and IV of this IPL, the FAA and the FOCA agree to issue a standalone pilot certificate or license to the holder of a certificate or license issued by the other authority. Further, the FAA and the FOCA shall issue certain ratings associated with those licenses and certificates, as specified in this IPL.

(d) In order to facilitate the acceptance of a certificate or license for issuance by the other authority, the FAA and the FOCA shall provide each other with a verification of authenticity of that pilot license or certificate and of the associated medical certificate prior to the issuance of a license or certificate from the other country.

(e) For the holder of an FAA pilot certificate, the successful completion of this IPL process will result in the issuance of a standalone Swiss (CH) Part-FCL pilot license in accordance with Commission Regulation (EU) No 1178/2011. This is not to be confused with the process of rendering valid a foreign license according to Commission Delegated Regulation (EU) 2020/723 which requires continually holding and maintaining that foreign pilot license.

(f) For the holder of a CH Part-FCL pilot license, the successful completion of this IPL process will result in the issuance of a standard FAA private pilot certificate in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.71(c). This is not to be confused with the issuance of an FAA certificate in accordance with § 61.75 that allows the issuance of an FAA certificate on the basis of a

foreign pilot license. That certificate requires continually holding and maintaining the foreign certificate it is based on in order to exercise the privileges of it.

1.1 Scope

(a) These procedures apply to the following aircraft categories and class ratings:

(1) For the FAA, the airplane single engine land (ASEL), airplane multiengine land (AMEL), and the instrument rating airplane at the private pilot certificate level.

(2) For the FOCA, the aeroplane single-engine piston land (SEP (land)), the aeroplane multiengine piston land (MEP (land)) licenses, and the aeroplane instrument rating and night rating at the private pilot license level.

(b) Exclusions.

(1) The sport and recreational pilot certificate and touring motor glider (TMG) rating are excluded from the scope of this IPL.

(2) Type ratings are excluded from the scope of this IPL. Aircraft type ratings cannot currently be issued from one system to the other. Therefore, if a pilot holds a CH 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 IPL, and if a pilot holds an FAA type rating, privilege, or endorsement for which a type rating is required according to Part-FCL, a CH Part-FCL type rating will not be issued in accordance with this IPL.

(3) Seaplane ratings are excluded from this IPL.

(4) For the FOCA, turboprop privileges are excluded from the scope of this IPL. MEP (land) and SEP (land) airplanes are piston only, and as such do not include turbopropeller-powered aircraft.

(5) FAA private pilot certificates issued in accordance with § 61.75 on the basis of holding a foreign license are excluded from the scope of this IPL.

(6) FAA instrument ratings issued in accordance with § 61.75(d) are excluded from the scope of this IPL.

(7) Any license or rating issued by another Contracting State to the Chicago Convention which has been rendered valid by the FOCA according to Section 2 of Commission Delegated Regulation (EU) No 2020/723 is not eligible for issuance of an FAA pilot certificate through this IPL.

(8) Pilots flying under the FAA BasicMed authorization are not eligible for issuance of pilot certificates. BasicMed pilots will be required to obtain at least a current FAA third-class medical certificate to be covered within the scope of this IPL.

(9) An FAA pilot certificate will not be reinstated through the terms of this IPL after being surrendered, suspended, or revoked.

(10) A CH Part-FCL license will not be reinstated through the terms of this IPL after being surrendered, suspended, or revoked.

(11) A CH Part-FCL expired license or rating may not be issued through the terms of this IPL under any circumstances.

(12) Type ratings cannot be used to meet the multiengine requirements of this IPL. One must hold an MEP rating on the CH Part-FCL license.

(13) Multicrew licenses are not included in the scope of this IPL.

1.2 Transitional Provisions

Applicants for a CH Part-FCL license under this IPL who hold a CH validation of their FAA certificate in accordance with Commission Delegated Regulation (EU) 2020/723 issued after June 20, 2022, and preceding the entry into force of this IPL shall be deemed to meet the requirements according to Chapter IV of this IPL, provided that all the requirements are met.

1.3 Amendments to This IPL, Regulations, Policies, or Guidelines

(a) This IPL may be amended at any time by mutual agreement between the FAA and the FOCA. Each amendment must specify its effect, if any, on activities conducted under this IPL prior to the amendment.

(b) In order to ensure a coherent application of similar elements as those contained in the TIP-L, the FAA and the FOCA shall review changes to the TIP-L to identify corresponding modifications that should be made to this IPL.

(c) The FAA and the FOCA shall direct suggestions for improvement to this IPL to the offices indicated in Appendix D.

(d) Significant revision by either authority to its organization, regulations, procedures, or standards may affect the basis upon which this IPL is executed. Accordingly, each authority shall advise the other promptly of plans for such changes and to give an opportunity for comment. Upon notice of such changes by one authority, the other authority may request consultation to review the need for amendment to the IPL.

(e) To the extent permitted by their national laws and administrative procedures, the FAA and the FOCA shall provide technical support to each other in the development and issuance of regulations, policies, guidance, practices, and interpretations relevant to this IPL.

1.4 National Legislative and Regulatory Basis

(a) The legal standards for safety regulation by the FOCA are based on Switzerland's participation in EASA under the Agreement between the European Community and the Swiss Confederation on Air Transport and based on Decision 3/2006 of 27 October 2006 of the Joint European Union/Switzerland Air Transport Committee, contained in the Regulation (EU) 2018/1139 and the Commission Regulation (EU) No 1178/2011, and are explained in ancillary documents and procedures applicable to Switzerland.

(b) The legal standards for safety regulation by the FAA are contained in 14 CFR and are explained in ancillary documents and procedures.

(c) The authority to issue a CH Part-FCL pilot license via this IPL is authorized by the agreement between the Swiss Confederation and the European Community on Air Transport (RS 748.127.192.68, as referred to in letter (a)) and by article 3b letter g of the Federal Aviation Act (RS 748.0).

(d) The authority to issue an FAA certificate via this IPL is authorized by § 61.71(c).

1.5 Protection of Proprietary Data

Certain data contained in a pilot's profile or data submitted by a training organization may be the property of that facility or another person, and release of that data by the FAA or the FOCA may be restricted under their national laws. Subject to any applicable laws that would require the release of the information, the FAA and the FOCA shall not copy, release, or show such proprietary data obtained from each other to anyone other than an FAA or FOCA employee without written consent of the owner of the proprietary data. This written consent shall be obtained by the FAA or the FOCA from the owner of the proprietary data and shall be provided to the other authority.

1.6 Resolution of Disagreements

(a) Pursuant to Article IV of the Agreement, any disagreement regarding the interpretation or application of this IPL shall be resolved by consultation between the FAA and the FOCA. In accordance with paragraph 1.3, resolution of such disagreements may be recorded as an amendment to this IPL.

(b) Interpretations and Resolution of Issues between the FAA and the FOCA.

(1) The FAA and the FOCA shall seek to resolve issues arising from disagreements and interpretations in this IPL through consultation or any other mutually agreed upon means. This may include conducting and reporting on investigations upon request and obtaining and providing data where requested. Every effort shall be made to resolve any issues at the lowest possible level of the hierarchy within the FAA and the FOCA respectively.

(2) For issues related to verification/confirmation of pilot certificate/license authenticity, the first point of contact for the FOCA is the FAA Civil Aviation Registry, Airmen Certification Branch (AFB-720). For the FAA, the first point of contact is the FOCA Section Flight Personnel.

(3) For internal issues related to policy or implementation of the IPL, the first point of contact for the FOCA is the Section Legal and International Affairs LERI. For the FAA, the first point of contact is the General Aviation and Commercial Division (AFS-800).

(4) In the case of conflicting interpretations between the FAA and the FOCA regarding the laws, regulations, standards, requirements, or Acceptable Means of Compliance (AMC) pertaining to licenses and certificates under this IPL, the interpretation of the authority whose laws, regulations, standards, requirements, or AMCs are being interpreted shall prevail.

1.7 Definitions

For the purposes of this IPL, the following definitions apply. Additional definitions can be found in Article II of the Agreement.

(a) **14 CFR:** Title 14 of the Code of Federal Regulations; a subset of the United States Code of Federal Regulations that contains the FAA aviation regulations.

(b) **Acclimatization Flying:** Flight training for the purpose of accustoming applicants for FAA instrument ratings and CH Part-FCL instrument ratings (IR(A)) with the specificities of the airspace in the United States and the airspace of EASA Member States, respectively.

(c) **Airplane/Aeroplane:** An engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

(d) **Approved Training Organization (ATO):** A training organization approved in accordance with Organisation Requirements for Aircrew "Part-ORA" of Commission Regulation (EU) No 1178/2011.

(e) **Certificate:** An FAA pilot certificate. The FAA issues pilot certificates and ratings, not licenses.

(f) **Certificate Action:** FAA authority to issue orders amending, modifying, suspending, or revoking any part of a certificate issued under Title 49 of the United States Code (49 U.S.C.) § 44709 if the Administrator decides after conducting a reinspection, reexamination, or other investigation that safety so requires.

(g) **CH Part-FCL License:** CH (Switzerland) Part-FCL (Flight Crew Licensing) License; a valid flight crew license issued by the FOCA that complies with the requirements of Part-FCL of Commission Regulation (EU) No 1178/2011.

(h) **Class Rating:**

(1) With respect to a CH Part-FCL license, a valid rating attached to a pilot license. The privileges of the holder of a single-engine piston land (SEP (land)) and multiengine piston land (MEP (land)) 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 at <https://www.easa.europa.eu/downloads/11737/en>.

(2) With respect to an FAA pilot certificate, a classification of aircraft within a category having similar operating characteristics as outlined in § 61.5 (e.g., Single-Engine Land (SEL) and Multiengine Land (MEL)).

(i) **Commission Regulation (EU) No 1178/2011:** The EU Aircrew Regulations applicable in Switzerland.

(j) **Currency:** For the FOCA, refers to the acceptance of an FAA pilot certificate whose holder meets the recent flight experience requirements in 14 CFR part 61 (Commission Delegation Regulation (EU) No 2020/723, Section 4). The FAA does not use the term currency; its equivalent is the term “recent flight experience.”

(k) **Declared Training Organization (DTO):** A training organization declared in accordance with the requirements of Part DTO of Commission Regulation (EU) No 1178/2011.

(l) **EU Part-FCL License:** A valid flight crew license that complies with the requirements of Part-FCL of Commission Regulation (EU) No 1178/2011.

(m) **FAA Pilot Certificate:** A valid FAA pilot certificate that complies with the appropriate requirements in 14 CFR part 61.

(n) **Flight Review:** For the FAA, means an assessment of flying skills and aeronautical knowledge conducted by a certificated flight instructor (CFI) holding an appropriate rating on the FAA flight instructor certificate.

(o) **Flight Time Under Instrument Flight Rules (IFR):**

(1) For FAA certificate holders, flight time during which the aircraft is being operated solely by reference to instruments under actual or simulated instrument meteorological conditions.

(2) For CH Part-FCL license holders, all flight time during which the aircraft is being operated under the Instrument Flight Rules.

(p) **Instrument Meteorological Conditions (IMC):** Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling less than the minimums specified for visual meteorological conditions, requiring operations to be conducted under IFR.

(q) **Instrument Proficiency Check:** For the FAA, with respect to § 61.57(d), means an aeronautical knowledge and experience check for an FAA instrument rating. It will be conducted by an authorized flight instructor. It will consist of at least the areas of operation listed in § 61.57(d)(1). With respect to the FOCA, an instrument rating proficiency check conducted by an appropriately certified flight examiner.

(r) **Instrument Rating:**

(1) With respect to a CH Part-FCL instrument rating, a valid rating on a CH Part-FCL license allowing for operation under IFR or in weather conditions less than the minimums prescribed for visual flight rules (VFR) that is restricted to single-engine or multiengine operation. In the case of a multicrew pilot license (MPL), the holder is restricted to multicrew operations.

(2) With respect to an FAA instrument rating, means a valid rating on an FAA pilot certificate subject to recency of experience in aircraft category requirements, allowing for operation under IFR or in weather conditions less than the minimums prescribed for VFR.

(s) **Knowledge Test:** A test on the aeronautical knowledge areas required by the FAA for the issuance of a pilot certificate, license, or rating that can be administered in written form or by a computer.

(t) **License:** A CH Part-FCL license. Switzerland issues pilot licenses and ratings, not certificates (except instructor and examiner certificates).

(u) **Multiengine Piston Land (MEP (Land)):** With respect to a CH Part-FCL pilot license, means those airplanes for which the holder of a CH Part-FCL MEP (land) class rating has privileges to act as pilot.

(v) **Night Rating:** A rating attached to a CH Part-FCL license with which the privileges of the private pilot license for airplanes are to be exercised in VFR conditions at night. The night rating is issued without an expiration date.

(w) **Recent Flight Experience:** Used by the FAA to determine if a pilot meets the requirements to act as pilot in command (PIC). For the FOCA, recency has another meaning that is not to be confused with recent flight experience as defined here.

(x) **Single-Engine Piston Land (SEP (Land)):** With respect to a CH Part-FCL pilot license, means those airplanes for which the holder of a CH Part-FCL SEP (land) class rating has privileges to act as pilot.

(y) **Skill Test:** A demonstration of skill for the issuance of a license or rating, including such oral examination as may be required in accordance with Annex I to Commission Regulation (EU) No 1178/2011, (Part-FCL).

(z) **Technical Agent:** For the United States, the FAA; and for Switzerland, the FOCA.

(aa) **Theoretical Knowledge Examination:** Examination of the aeronautical knowledge required by the FOCA for the issuance of a pilot license or rating that can be administered in a written, computer-based format or demonstrated orally to an examiner.

(bb) **Type Rating:**

(1) With respect to a CH Part-FCL license, a rating attached to a pilot license. The holder of a type rating may act as PIC on the type of aircraft specified by the EASA publication titled *List of Aeroplanes – Class and Type Ratings and Endorsement List*.

(2) With respect to an FAA pilot certificate, a rating on an FAA pilot certificate for any large aircraft (except lighter than air), turbojet powered airplane, or other aircraft specified by the FAA Administrator. The holder of a type rating may act as PIC on the type of aircraft specified in *FAA Order 8900.1, Volume 5, Chapter 2, Section 19, Figure 5-88, Pilot Certificate Aircraft Type Designations – Airplane*.

(cc) **Valid:**

(1) With respect to an FAA pilot certificate or a CH Part-FCL license, that such certificate or license is not surrendered, suspended, revoked, or expired.

(2) With respect to a CH Part-FCL rating, the rating's validity period has not expired. The validity date of a rating is stated on the pilot license.

CHAPTER II – COMMUNICATION AND COOPERATION

2.0 Periodic Meetings

(a) Annual IPL Meeting. The FAA and the FOCA shall meet to discuss this IPL when considered necessary by either party, but not less than once a year. The meetings will address ongoing projects, changes in the FAA or the FOCA organizations, any revisions to FAA or FOCA requirements, or any other relevant matters relating to this IPL.

(b) Annual Technical Experts Meeting. An annual meeting between FAA and FOCA technical experts to review the results of the annual audits and inspections and other relevant considerations will be scheduled. This meeting may be combined with the Annual IPL Meeting described above.

2.1 Information Sharing

(a) The FAA and the FOCA shall provide each other information and assistance regarding the licenses and certificates of pilots under the terms of this IPL and shall develop appropriate documentation and circulate these documents in the customary manner in their respective countries to:

(1) Inform the public of the terms of this IPL and subsequent amendments.

(2) Explain the procedures to be followed by pilots interested in applying for the issuance of a license or certificate under this IPL.

(3) Provide a list of pilot licenses or certificates issued under this IPL at least annually.

(4) Obtain and provide data for reports regarding pilot licensing or certification upon request.

(b) Statistical Data.

(1) The FAA and the FOCA shall provide each other statistical data of the licenses issued in accordance with this IPL on an annual basis no later than the end of the first calendar quarter of the following year. The electronic transfer of data is preferred.

(2) The statistical data mentioned above must include the number and types of certificates/licenses and ratings issued by the FAA (as recorded by AFB-720) and the FOCA. Names of pilots or license identification numbers will not be included in the data.

(c) Rejected Application Data.

(1) If the FOCA does not issue a license or rating to an eligible applicant who has demonstrated compliance with the applicable provisions, the FOCA shall

notify and provide the reasoning of the rejection to the applicant. If the FOCA notices a trend in rejected applications for this process, they shall report those trends to the Section Flight Personnel, who shall then discuss these issues with the FAA.

(2) If the FAA does not issue a certificate or rating to an eligible applicant who has demonstrated compliance with the applicable provisions, the FAA shall notify and provide the reasoning of the rejection to the applicant. If the FAA notices a trend in rejected applications for this process, they shall report those trends to the General Aviation and Commercial Division (AFS-800), who shall then discuss these issues with the FOCA.

2.2 Technical Evaluation Support

The FAA and the FOCA shall provide technical evaluation support to each other, upon request, to further the purposes and objectives of this IPL. Such areas of assistance may include, but are not limited to, providing verification of a license or certificate that is used for an application for the issuance of a license or certificate under this IPL.

2.3 Cooperation in Quality Assurance and Standardization Activities

To ensure and maintain mutual confidence, the FAA and the FOCA shall:

(a) Perform surveillance and provide reports regarding continued compliance with the requirements described in this IPL.

(b) Conduct and report on investigations and enforcement actions.

(c) Provide recommendations relating to evaluations conducted by the FAA or the FOCA.

2.3.1 Conduct of Inspections in Switzerland — FAA Involvement as Observers

(a) FAA subject matter experts (SME), as designated by the Flight Standards Service (FS), shall have the right to participate as observers in the EASA Standardization Inspection at the FOCA. The FOCA is responsible for obtaining permission from EASA for the FAA to participate as observers. This participation is limited to observe the standardization activities only on areas pertinent to the Agreement and the provisions of this IPL. These are expanded upon in Annex I to Commission Regulation (EU) No 1178/2011. The inspection will be scheduled as required by Commission Implementing Regulation (EU) No 628/2013. The FAA shall not have an active role in conducting the inspections. As observers of the Inspection Team, FAA SMEs shall follow the appropriate EASA working procedures as referred in subparagraphs 2.3.1(b), (c), and (d) below.

(b) The FAA shall notify the FOCA in writing (email acceptable) at least 2 months in advance indicating which audits FAA representatives wish to attend as observers. If mutually agreeable dates/locations cannot be reached, FAA attendance may be postponed until agreement can be reached. Once dates are agreed upon, the FOCA

focal point shall provide the FAA focal point with the proposed itinerary and pertinent location information.

(c) FAA observer representatives shall be allowed to attend the initial and closing sessions of the respective visits, related to the scope of the IPL.

(d) The FOCA Flight Standards Directorate shall, upon request of the FAA, provide a summary of the inspection report in Switzerland as relevant to areas pertinent to the Agreement and this IPL as contained in Annex I to Commission Regulation (EU) No 1178/2011 and EU Special Conditions under the conditions and according to the provisions of Article 21 of Reg. (EU) 628/2013. The FOCA shall be responsible for coordinating requests from the FAA with EASA as necessary.

2.3.2 Conduct of Inspections in the United States — FOCA Involvement as Observers

(a) The FOCA shall accept any findings made by EASA under the provisions of the TIP-L.

(b) FOCA SMEs shall have the right to participate as observers in the EASA Standardization Inspection of FAA processes under the framework of TIP-L. This participation is limited to observe the standardization activities only on areas pertinent to this IPL. The FOCA shall not have an active role in conducting the inspections. As observers of the Inspection Team, FOCA SMEs shall follow the appropriate EASA working procedures as defined in the TIP-L.

(1) Schedule and Coordination. At the beginning of the fiscal year (or other agreed upon date), the FAA Flight Standards Safety Risk Management Division (AFB-400) shall provide the FOCA an annual schedule of FAA offices selected for FAA internal audits during the next fiscal year.

(2) Process. Once the FOCA has identified the audits they wish to participate in, the FOCA shall notify the AFB-400 focal point in writing (email acceptable) at least 2 months in advance, indicating which audits the FOCA representatives wish to attend as observers. If mutually agreeable dates/locations cannot be reached, FOCA attendance may be postponed until agreement can be reached. Once dates are agreed upon, the AFB-400 focal point shall provide the FOCA with the proposed itinerary and pertinent location information.

(3) Reports and Debriefings. The FOCA observer representatives shall be allowed to attend in-briefings and out-briefings at the Flight Standards District Office (FSDO) for the portions of the briefings related to this IPL. As an option, AFB-400 may provide the FOCA with a summary of the audit if the FOCA chooses not to attend. The summary is to be provided in a timeframe agreed to by the FOCA and the FAA. Upon request from the FOCA, AFB-400 shall provide audit reports to document that quality audits are being conducted, including a summary showing measurement against audit standards.

(4) Annual Summary of Audits. AFB-400 shall provide the FOCA with an annual summary of all audits carried out during the year. The summary is to be limited to the portions of the audits pertaining to this IPL.

2.3.3 System for Ad Hoc Mutual Assessment

In addition to Quality Assurance and Standardization activities under FAA or FOCA, the parties may verify that the IPL is being implemented in accordance with its terms through a system of ad hoc assessments. The procedures for ad hoc assessments will be established as needed.

2.4 Notification of Noncompliance and Safety Issues

(a) The FOCA and the FAA shall review the list of pilot licenses or certificates issued under this IPL (identified in paragraph 2.1(a)(3) above) prior to providing notification of noncompliance under paragraph 2.4. Such notification will be sent to the other authority's representative of the office identified in Appendix D. The obligation to send such a notification will provide critical data to assist in measuring the safety performance of this IPL.

(b) The FAA and the FOCA retain the right to take enforcement action, as appropriate, against their respective certificate or license holders. Any enforcement action will follow existing national prescribed procedures. In some cases, where permitted under the applicable laws, the authority may choose to defer to an enforcement action taken by the other authority. The enforcement consultation process under this IPL will be subject to a regular joint review by both the FAA and the FOCA.

2.5 Accident and Incident Investigation Requests

When the FAA and the FOCA need information concerning pilot licenses or certificates in connection with the investigation of accidents or incidents, the request for information will be directed to the office identified in Appendix D. The other authority shall, subject to any law that would prohibit the disclosure of the information, provide the information in a timely manner.

CHAPTER III – PROCEDURES FOR OBTAINING FAA PILOT CERTIFICATES OR RATINGS UNDER THIS IPL

3.0 Introduction

A person holding a valid CH Part-FCL pilot license, and who has complied with the applicable provisions set forth in this IPL, is eligible for an FAA pilot certificate. This section details how a pilot licensed by the FOCA in accordance with EU Part-FCL at the private pilot level or higher in the airplane category and with an instrument rating and/or night rating may qualify to be certificated in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 61 as an FAA private pilot – airplane category and/or instrument rating.

3.0.1 Applicability and Conditions

(a) A pilot who is exercising the privileges of an FAA pilot certificate is required to meet the FAA recent flight experience required by 14 CFR part 61, § 61.57 in order to exercise the privileges of their FAA pilot certificate. The flight review required in accordance with § 61.56 must be conducted by an FAA CFI, otherwise referred to as an “FAA-authorized flight instructor.” A flight review accomplished in the European Union (EU) will not meet this requirement unless given by an appropriately rated FAA CFI.

(b) These procedures are available to the holders of a CH Part-FCL pilot license, including night rating and/or instrument rating, for single-pilot single-engine piston land (SEP (land)) airplanes and/or for single-pilot multiengine piston land (MEP (land)) airplanes, excluding type ratings.

(c) Validations issued by the FOCA on the basis of Commission Delegated Regulation (EU) 2020/723 (also known as rendering valid) are not eligible for issuance of an FAA pilot certificate under this IPL.

(d) The CH Part-FCL pilot license and/or associated ratings must be valid prior to initiating this process. Expired ratings may not be issued under any circumstances.

(e) If a person receives flight training outside of the United States from a European Union Aviation Safety Agency (EASA) Part-FCL flight instructor under § 61.41(a)(2), that person may credit the training toward the requirements of an FAA private pilot certificate or rating.

(f) An applicant may apply for both an FAA private pilot certificate and instrument rating at the same time.

3.0.2 License and Certification Considerations

(a) The CH Part-FCL pilot license and/or associated ratings must be valid prior to initiating the issuance process under this IPL.

(b) A person must not hold at any time more than one EASA Part-FCL license per category of aircraft.

(c) The FAA, upon issuing a CH Part-FCL pilot license in accordance with this IPL, shall not require the surrender of that CH Part-FCL pilot license.

3.1 Application for an FAA Pilot Certificate and/or Instrument Rating

(a) The applicant must submit an application for issuance for an FAA pilot certificate in a standardized form and manner as specified in this IPL.

(b) An application for an FAA pilot certificate must be made in person at an FAA FSDO or in person in the United States with an FAA-authorized examiner on FAA Form 8710-1. The Airman Certificate or Rating Application may be found electronically at <https://www.faa.gov/forms/index.cfm/go/document.information/documentID/1031493> or through IACRA at <https://iacra.faa.gov>.

(c) The aviation safety inspector (ASI), aviation safety technician (AST), or authorized examiner scheduled for processing of the FAA pilot license shall verify that FAA Form 8710-1 has been completed in accordance with the instructions page and FAA Order 8900.1, Volume 5, Chapter 1, Section 3.

(d) The ASI, AST, or authorized examiner is required by FAA Order 8900.1, Volume 5, Chapter 2, Section 23 and the U.S. Transportation Security Administration (TSA) security requirements to verify the identification of the applicant at the time of application.

(1) 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 the examiner to verify the applicant's identity. The method used must be current and valid.

(2) 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.

(e) A valid knowledge test report shall be collected for the applicant's permanent airman record.

(f) A valid *Verification of Authenticity* Letter must accompany the application package.

3.2 Initial Issuance and Subsequent Rating Applications

The FAA shall issue, subject to the terms of this IPL, an FAA private pilot certificate with single-engine (SE), multiengine (ME), and/or instrument rating on the acceptance of a CH Part-FCL private pilot or higher-grade license and applicable valid ratings under the terms of this IPL.

3.2.1 General Eligibility Requirements — Preliminary Considerations

(a) Only valid CH Part-FCL pilot licenses are eligible under the terms of this IPL. If the applicant holds a Part-FCL license that was not issued by the FOCA, they must submit the application to the EASA Member State Aviation Authority (AA) or competent authority which initially issued the pilot license, except when the pilot has requested a change of competent authority and a transfer of their licensing and medical records to that authority.

(b) In order to be issued an FAA private pilot certificate with the associated category/class (airplane SEL and/or airplane MEL) and/or instrument rating under the terms of this IPL, the applicant must apply in the United States with the FAA as described in this IPL and in accordance with § 61.13(a).

(c) If an applicant already holds an FAA-issued pilot certificate (other than one issued on the basis of a foreign license (§ 61.75)) and seeks issuance of an additional rating, they may use this IPL by following the process described herein.

3.2.2 Certificate and License Verification

(a) The FAA Civil Aviation Registry shall ensure the applicant holds a valid CH Part-FCL pilot license and ratings by verifying the CH Part-FCL pilot license with the FOCA. The applicant should submit FAA Form AC 8060-71, *Verification of Authenticity of Foreign License and Medical Certification*, as described in paragraphs (g) through (l) below. The EASA Part-MED medical certificate needs to be valid and the applicant needs to hold an FAA medical certificate. That form may be found online at https://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/. A copy of the CH Part-FCL license must be attached to the form.

(b) Upon receiving a completed FAA Form AC 8060-71 from a FOCA license holder, the FAA shall request and receive a license verification from the FOCA to ensure that there is no current FOCA investigation of the applicant, that the CH Part-FCL license is authentic and valid, and that it is not suspended nor revoked.

(c) A CH Part-FCL pilot license holder does not need to meet the recent flight experience requirements to carry passengers prior to initiating the application process (e.g., FCL.060 does not need to be met).

(d) In order to be issued an FAA private pilot certificate in the airplane category MEL class rating, the pilot needs to hold a valid MEP (land) class rating on their CH Part-FCL pilot license. Since type ratings are excluded from this IPL, a valid CH Part-FCL pilot license using a pilot type rating for multiengine airplanes does not fulfil the above requirement.

(e) In order to be issued an FAA private pilot certificate in the airplane category MEL class and instrument rating, the pilot needs to hold both a valid MEP (land) class rating and an IR(A) rating on their CH Part-FCL license. Since type ratings are excluded from this IPL, a valid CH Part-FCL type rating for multiengine aircraft and an instrument rating does not fulfil the above requirement.

(f) The applicant should submit a completed FAA Form AC 8060-71 to AFB-720 at least 90 days before the intended meeting date with the FAA-authorized examiner with whom the applicant intends to apply for the FAA pilot certificate.

(g) An applicant may submit FAA Form AC 8060-71 and the associated documents to AFB-720 via mail, or the preferred method of the Integrated Airman Certification and Rating Application (IACRA) system (<https://iacra.faa.gov>). See contact information in Appendix D.

(h) An applicant can apply at either a FSDO or with an FAA-authorized pilot examiner operating within the jurisdiction of a FSDO. On FAA Form AC 8060-71, the pilot must provide the location of the FSDO where the application and in-person meeting may be anticipated.

NOTE: There are no FSDOs located outside of the United States. An application cannot be made at an FAA International Field Office (IFO).

(i) The pilot must include a legible copy of the CH Part-FCL pilot license and medical certificate or endorsement under § 61.13(a).

(1) 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.

(2) The applicant must hold at least an FAA third-class medical certificate at the time of application. The applicant does not need to hold an FAA third-class medical certificate to complete FAA Form AC 8060-71.

(j) The FAA shall request verification from the FOCA of the original issuance of the applicant's CH Part-FCL pilot license, and the TSA will conduct a security threat assessment of the applicant.

(1) The FOCA may require additional forms to be completed and a fee to be paid prior to submitting a completed FAA Form AC 8060-71. Any forms or fees that are required by the FOCA must be sent directly to the FOCA.

(2) The security assessment conducted by the TSA does not satisfy the requirements of a foreign pilot training clearance.

(k) The applicant will receive a *Verification of Authenticity* Letter from the FAA once the verification process is complete. Upon the pilot's positive receipt of the *Verification of Authenticity* Letter, the pilot may schedule an appointment with an authorized examiner.

(1) If the applicant will be entering a FSDO, an appointment must be made due to security restrictions.

(2) The applicant must apply at a U.S. location. If the applicant will be applying with an FAA-authorized Designated Pilot Examiner (DPE) at a location

other than a FSDO, an examiner may be contacted directly. If the applicant chooses to meet with a DPE, the meeting must take place within U.S. borders. A list of DPEs can be found at <https://av-info.faa.gov/DesigneeSearch.asp>.

(l) The *Verification of Authenticity Letters* are valid for a period of 6 months unless the pilot license expiration date is earlier.

3.2.3 Medical Certificate Requirements

(a) The applicant must meet the appropriate medical certificate requirements prescribed in § 61.39.

(b) The FAA shall ensure the applicant holds a valid and unexpired CH Part-MED medical certificate by verifying the EASA Part-MED medical certificate with FAA Form AC 8060-71. Additionally, the applicant needs to hold an FAA medical certificate. The applicant must present both medical certificates at the time the pilot certificate is issued.

3.2.4 Language Proficiency

The applicant must demonstrate language proficiency as per § 61.103(c) or provide evidence that they have acquired English language proficiency. If the applicant holds a Part-FCL English language proficiency endorsement at level 4 or higher, it must be deemed to be equal to the “English Proficient” endorsement for FAA pilot certification. Guidance material is located in FAA Advisory Circular (AC) 60-28, *FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107*. FAA inspectors will also refer to FAA Order 8900.1, Volume 5, Chapter 14, Section 1, *Determine If an Applicant/Certificated Airman Meets the English Language Eligibility Requirement for an FAA Certificate*.

3.2.5 Issuance of Additional Ratings after Initial Certificate Issuance

(a) Additional ratings that are in the scope of this IPL may be included on the FAA private pilot certificate after the initial issuance. The applicant needs to fulfil the relevant requirements for the rating.

(b) Any ratings that are outside of the scope of this IPL will be issued according to the applicable FAA regulation.

3.2.6 Appeal and Conflict Resolution

There is no right of appeal to the FOCA when the FAA limits, suspends, or revokes any FAA pilot certificate.

3.3 Private Pilot License/Certificate — Eligibility Requirements

(a) A person who holds a valid CH Part-FCL pilot license for airplanes with a single-pilot SEP (land) and/or single-pilot MEP (land) class rating who wishes to apply for an FAA private pilot certificate must meet the applicable requirements of this IPL.

(b) An applicant for an FAA private pilot certificate in the airplane category multi-engine land class must have fulfilled the minimum aeronautical experience requirements of § 61.109.

3.3.1 Medical Certificate Requirements

The applicant must hold a current FAA medical certificate and must hold at least a valid Class 2 EASA medical certificate appropriate to the license and ratings requested.

3.3.2 Language Proficiency

The applicant must meet the requirements in paragraph 3.2.4.

3.3.3 Testing Requirements — Knowledge Test

(a) Per § 61.103(e), the FAA shall require all original applicants to present a valid, unexpired FAA *Private Pilot Airplane Foreign Pilot via BASA (61.71)* (test code: PFB) or *Instrument Rating Foreign Pilot via BASA (61.71)* (test code: IFB) knowledge test report with a minimum passing grade of 70% at the time of application. A knowledge test report is valid for 24 calendar months. The knowledge test will only be available in the English language.

(b) Examinations will be administered through a computer-based format.

(c) Questions for the knowledge test will address specific U.S. requirements relating to:

(1) Rules and regulations relevant to the holder of an FAA pilot certificate and/or instrument rating;

(2) Rules of the air/airspace; and

(3) Appropriate air traffic services practices, communications, and emergency procedures.

(d) If the applicant receives a grade lower than 70% and wishes to retest, the applicant must present the following:

(1) Failed Airman Knowledge Test Report; and

(2) 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 test.

3.3.4 Flight Review and Instrument Proficiency Check Requirements

(a) An FAA-authorized flight instructor shall administer the review consistent with the requirements described in paragraphs (b) through (d) below.

(b) Prior to the issuance of an FAA private pilot certificate, an applicant must satisfactorily complete a flight review in accordance with § 61.56. Applicable FAA guidance material includes AC 61-98, *Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check*, and the *Private Pilot Airman Certification Standards (ACS)*. Upon successful completion of the flight review, the FAA-authorized flight instructor shall endorse the pilot's logbook. AC 61-98, Appendix J, provides guidance for a sample endorsement for completion of a flight review.

(c) The successful completion of a flight review in a multiengine airplane will satisfy the flight review requirement for both multiengine and single-engine airplanes.

(d) An applicant for issuance from a CH Part-FCL instrument rating simultaneously with a CH Part-FCL pilot license will need to complete the knowledge test requirements for both the FAA private pilot process and FAA instrument rating process as well as completing an instrument proficiency check (IPC) prior to FAA certificate issuance. The requirements of the flight review may be accomplished in combination with the requirements of other applicable recent experience requirements at the discretion of the FAA-authorized flight instructor. For example, an applicant who is required to complete an IPC for the initial issuance of an instrument rating on the FAA private pilot certificate may, at the discretion of the FAA-authorized flight instructor, complete the IPC at the same time as the flight review or other applicable recent experience requirements.

(e) An FAA pilot certificate is issued without an expiration date; however, the privileges of an FAA pilot certificate are dependent upon the recent flight experience requirements within the FAA's aviation system. All pilots must adhere to recent flight experience requirements prescribed in §§ 61.56 and 61.57.

3.3.5 Night Rating – Eligibility Requirements

(a) A person may apply for an FAA pilot certificate without a night restriction if they hold a valid CH Part-FCL night rating for airplanes without a limitation.

(b) The absence of a night flying limitation on an FAA pilot certificate means that the FAA has found the person qualified to operate an aircraft during the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time (refer to 14 CFR part 1, § 1.1).

3.3.5.1 Medical Certificate

The applicant must fulfil the requirement in paragraph 3.3.1 above.

3.3.5.2 Flight Training and Experience

(a) The FAA shall issue a private pilot certificate with the limitation "Night flying prohibited" unless the applicant holds a CH Part-FCL night rating or meets the FAA night experience requirement listed in § 61.109. That requirement is 3 hours night flight training in an airplane that includes:

(1) One cross-country flight over 100 nm total distance; and

(2) Ten takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(b) If the certificate is issued with a night limitation, the applicant will not be permitted to exercise the privileges of the certificate during night (as defined in § 1.1).

(c) The aeronautical experience requirements may be completed either in the EU Part-FCL system or in the FAA system or in 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 experience towards the requirements mentioned in paragraph 3.3.5.2(a) above with a similar amount of hours.

(d) The requirement of dual instruction and cross-country navigation at night must be fulfilled with PIC aeronautical experience in airplanes at night.

3.4 Instrument Rating – Eligibility Requirements

(a) A pilot who holds a valid CH Part-FCL IR(A) who wishes to apply for an FAA instrument rating for airplanes must meet the applicable requirements stated in this IPL.

(b) 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*) may be submitted that indicates the applicant meets the eligibility, knowledge, and experience requirements for the certificate and ratings sought.

(c) A person applying for an FAA instrument rating must apply in accordance with this IPL and § 61.13(a).

3.4.1 Medical Certificate

The applicant must fulfil the requirements of paragraph 3.3.1 above.

3.4.2 Language Proficiency

The applicant must fulfil the requirements of paragraph 3.2.4 above.

3.4.3 Testing Requirements

3.4.3.1 Knowledge Test

(a) An applicant must pass the FAA PFB or IFB knowledge test appropriate for the FAA certificate and/or rating sought, as described in paragraphs 3.3.3 above and 3.4.3.1(b)–(e) below.

(b) Per § 61.65(a)(7), the FAA shall require all original applicants to present a valid, unexpired knowledge test report with a minimum passing grade of 70% at the time

of application. A knowledge test report is valid for 24 calendar months. The knowledge test will only be available in the English language.

(c) Examinations will be administered through a computer-based format.

(d) Questions for the knowledge test will address specific U.S. requirements relating to:

(1) Rules and regulations relevant to the holder of an FAA pilot certificate and/or instrument rating;

(2) Rules of the air/airspace; and

(3) Appropriate air traffic services practices, communications, and emergency procedures.

(e) If the applicant receives a grade lower than 70% and wishes to retest, the applicant must present the following:

(1) Failed Airman Knowledge Test Report; and

(2) 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 test.

3.4.3.2 Acclimatization Flying

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

(b) An applicant applying for an instrument rating must have completed acclimatization flying in the United States, including its territories, with an FAA-authorized flight instructor before the IPC is administered.

(c) The applicant for an instrument rating for airplane single-engine land (ASEL) or airplane multiengine land (AMEL) does not need to complete acclimatization flying, if they have:

(1) Prior experience of at least 50 hours of instrument flight time as PIC in airplanes gained after initial issuance of the IR(A); or

(2) Prior experience of at least 10 hours of instrument flight time as PIC in airplanes in the United States gained after initial issuance of the IR(A).

(d) Time flown in IMC (actual or simulated—piloting an airplane solely by reference to instruments and without external reference points) after the initial issuance of the IR(A) may be logged in accordance with § 61.51(g) and credited as instrument time for the IFR requirements of paragraphs 3.4.3.2(c)(1) and (2) above. The pilot must have logged the time spent under these conditions in their logbook and must certify this with their signature.

NOTE: A CH Part-FCL licensed pilot is required to log flight time in accordance with FCL.050 to Part-FCL. The regulation allows pilots to log instrument PIC in airplanes while operating on an IFR flight plan regardless of the meteorological conditions.

(e) The acclimatization flying shall be completed as follows:

(1) The flight training shall be comprised of Areas of Operation and Tasks in the instrument rating ACS. There are no minimum flight hours prescribed.

(2) The amount of flight training and the specific Areas of Operation and Tasks needed shall be determined by the judgement of an FAA-authorized flight instructor.

(3) The acclimatization flying shall be completed by an FAA-authorized flight instructor with instrument airplane privileges on their instructor certificate within the United States, including its territories. The training must be conducted in accordance with § 61.65(a)(5).

3.4.3.3 Instrument Proficiency Check

(a) Prior to the issuance of an FAA instrument rating, the applicant must complete an IPC with an authorized flight instructor that consists of at least the areas of operation listed in § 61.57(d)(1). Guidance material is found in the Instrument Rating-Airplane ACS and AC 61-98, *Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check*.

(b) Upon successful completion of the IPC, a logbook endorsement shall be placed in the pilot's logbook by the FAA-authorized instructor in accordance with § 61.13(a).

(c) The successful completion of an IPC does not constitute currency in each category of aircraft that the pilot is rated and plans to operate as PIC. The pilot is required to meet the recent flight experience to operate as a PIC as prescribed in § 61.57(d).

(d) The applicant must submit all paperwork described in this chapter of this IPL to the FAA-authorized examiner, ASI, or AST for processing of FAA Form 8710-1.

NOTE: The ASI, AST, or FAA-authorized examiner shall verify that the Instrument Proficiency Check box is marked in addition to all other relevant information in Section I of FAA Form 8710-1 upon successful completion of an IPC. This will signify that the requirements of this IPL have been met prior to FAA issuing an instrument rating.

3.4.3.4 Night Limitations

The applicant must fulfil the requirement in paragraph 3.3.5.2 above.

3.5 Issuance of an FAA Pilot Certificate and Instrument Rating

(a) Prior to the issuance of an FAA private pilot certificate, an applicant must submit FAA Form 8710-1, a valid *Verification of Authenticity* Letter, and a valid knowledge test report, and they must satisfactorily complete a flight review as described in AC 61-65, as amended.

(1) If the applicant meets the requirements of this IPL, the ASI, AST, or authorized examiner shall issue a temporary FAA private pilot certificate and/or instrument rating.

(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 FSDO or authorized examiner that issued the temporary airman certificate to ensure the application was processed correctly.

(3) Within 120 days, a permanent airman certificate will be mailed to the pilot at the address listed on FAA Form 8710-1.

CHAPTER IV – PROCEDURES FOR OBTAINING FOCA LICENSES UNDER THIS IPL

4.0 General

A person holding a valid FAA pilot certificate, and who has complied with the applicable provisions set forth in this IPL, is eligible for a CH Part-FCL pilot license. This section of the IPL details how a pilot certificated by the FAA at the private pilot level or higher with privileges for the airplane category and/or instrument rating may qualify to be licensed by the FOCA in accordance with Commission Regulation (EU) No 1178/2011 for a private pilot license, instrument rating, and/or night rating for the airplane category.

4.0.1 Applicability and Conditions

(a) These procedures apply to the holders of an FAA pilot certificate and/or instrument rating, for Single-Engine Land (SEL) airplanes and/or for Multiengine Land (MEL) airplanes, excluding type ratings.

(b) FAA pilot certificates issued on the basis of a foreign license (refer to 14 CFR part 61, § 61.75) are not eligible for issuance of a CH Part-FCL pilot license under this IPL.

€ A pilot who is exercising the privileges of a CH Part-FCL pilot license is required to meet the relevant recent flight experience required by Commission Regulation (EU) No 1178/2011 in order to exercise the privileges of their CH Part-FCL pilot license.

(d) An applicant may apply for both a CH FCL Private pilot license and Instrument Rating at the same time.

4.0.2 License and Certification Considerations

(a) An FAA certificate holder must meet the recent flight experience requirements in accordance with applicable FAA regulations before the application is submitted.

(b) The FOCA, upon issuing an FAA pilot certificate in accordance with this IPL, shall not require the surrender of that FAA pilot certificate.

4.1 Application for a CH Part-FCL Private Pilot License and/or Instrument Rating

(a) The applicant must submit an application for issuance for a CH Part-FCL license in a standardized form and manner as specified in this IPL.

(b) An applicant for a CH Part-FCL pilot license must contact an EASA-certified flight examiner to schedule and complete the required skill test for the privileges sought. The application must contain FOCA Form 69.972, including the required attachments.

(c) The EASA flight examiner shall conduct the skill test including, if applicable, the theoretical knowledge examination, according to the procedures defined in the FOCA Examination Guide Aeroplane and the EASA Examiner Differences Document.

(d) The EASA flight examiner shall document the test details including the result on FOCA Form 69.972.

(e) The FOCA shall verify the validity of the FAA pilot certificate.

4.2 Initial Issuance and Subsequent Rating Applications

The FOCA shall issue, subject to the terms of this IPL, a CH Part-FCL private pilot license with SEP (land) airplane, MEP (land) airplane, instrument, and/or night rating on the acceptance of a valid FAA private pilot or higher-level certificate and applicable ratings.

4.2.1 General Eligibility Requirements — Preliminary Considerations

(a) In order to be issued a CH Part-FCL private pilot license (PPL(A)), associated class and night ratings, and/or an instrument rating under the terms of this IPL, the applicant must apply to the FOCA.

(b) The application for a license or rating will be submitted in a form and manner established by the FOCA using FOCA Form 69.972 provided in Appendix C, Related Forms.

4.2.2 Certificate and License Verification

(a) Upon receiving an application from an FAA certificate holder, the FOCA shall request and receive a certificate and rating verification from the FAA to ensure that the FAA certificate is authentic, is valid, and that it has not been surrendered, suspended, or revoked. It must also contain the details of the certificate, including the ratings, the issue dates of the certificate and ratings, whether or not the certificate has been issued on the basis of another International Civil Aviation Organization (ICAO) Contracting State, and the medical class and expiration date. The request will be sent to the Airmen Certification Branch (AFB-720). See contact information in Appendix D.

(b) The applicant must provide proof of the existing FAA certificate (or photocopy) to the FOCA.

(c) Residence of certificate holder and age of certificate.

(1) The applicant must provide a completed FOCA Form 69.972, *Application and Skill Test Form BASA Part FCL Licence Conversion*, and copies of the pilot logbook(s).

(2) The pilots holding an FAA certificate that are already residing in an EASA Member State before the applicability date of this IPL must prove their

currency by self-declaration that is contained in the application form. The proof of residency is determined on the basis of the applicable national regulations.

(3) All other pilots holding an FAA certificate with PPL(A)/IR(A) equivalents whose ratings were issued after the applicability date of this IPL must prove their currency through means of the self-declaration and through the FAA-issued verification letter. The FOCA shall deem the ratings current only in the following cases:

(i) For the instrument and AMEL ratings: if the initial FAA rating has been issued within the last 12 months.

(ii) For ASEL rating: if the initial FAA rating has been issued within the last 24 months.

(4) The FAA verification letter will include the initial issue dates for certificates and ratings issued after the applicability date of this IPL.

(5) Airmen who do not satisfy the conditions defined in (3)(i) or (ii) above do not qualify for issuance of a CH Part-FCL license under the terms of this IPL.

(6) An FAA pilot does not need to meet the passenger-carrying recent flight experience requirements prior to initiating the application process (e.g., § 61.57(a) and (b) need not be met).

(d) An applicant may submit FOCA Form 96.972 and the associated documents to sb_licenzen@bazl.admin.ch or to Federal Office of Civil Aviation, Section Flight Personnel (Bundesamt für Zivilluftfahrt, Sektion Flugpersonal), CH-3003 Bern.

4.2.3 Medical Certificate Requirements

(a) The applicant must meet the relevant EU medical requirements as stipulated in Commission Regulation (EU) No 1178/2011 for the privileges sought by the applicant. The applicant must obtain at least a Class 2 EASA Part-MED medical certificate appropriate to the license and ratings requested.

(b) For applicants seeking an instrument rating, the applicant must meet the relevant EU medical requirements stipulated in Commission Regulation (EU) No 1178/2011 for the privileges sought by the applicant. The applicant must obtain a Class 2 EASA Part-MED medical certificate, including the provisions for an instrument rating and appropriate to the license and other ratings requested.

(c) The FOCA shall ensure the applicant holds a valid FAA medical certificate by verifying the medical certificate with AFB-720. The FAA medical certificate must be current at the time of application.

4.2.4 Language Proficiency

(a) The applicant must demonstrate or provide evidence that they have acquired language proficiency in accordance with FCL.055 unless the applicant holds an “English proficient” endorsement on their FAA pilot certificate. The “English proficient” endorsement is deemed to be equal to English language proficiency level 4, according to Part-FCL. The validity period for English language proficiency level 4 will start from the date of the last documented flight review.

(b) If the applicant wishes to have English language proficiency level 5 or 6 endorsed on their license under Part-FCL, they need to follow the method of language assessment established by the FOCA in accordance with FCL.055.

4.2.5 FOCA Requirements for Revalidation and Renewal

The revalidation and renewal of the ratings and the language proficiency endorsements associated with the CH Part-FCL license issued, according to this IPL, must be conducted according to relevant EU Part-FCL rules.

4.2.6 Issuance of Additional Ratings after Initial License Issuance

(a) Additional ratings that are in the scope of this IPL may be included on the CH Part-FCL license after the initial issuance. The applicant needs to fulfil the relevant requirements for the rating.

(b) Any ratings that are outside of the scope of this IPL will be issued according to Commission Delegated Regulation (EU) 2020/723, as amended.

4.2.7 Appeal and Conflict Resolution

There is no right of appeal to the FAA when the FOCA limits, suspends, or revokes any CH Part-FCL pilot license.

4.2.8 Recordkeeping

(a) Upon receiving an application and any supporting documentation for the issue of a license or rating, the FOCA shall verify whether the applicant meets the applicable requirements. When satisfied that the applicant meets the applicable requirements, the FOCA shall issue the CH Part-FCL license and/or rating.

(b) The FOCA shall enter the records of the application and supporting documentation into its recordkeeping system according to the recordkeeping requirements of Annex VI (Part-ARA) to Commission Regulation (EU) No 1178/2011.

4.3 Private Pilot License/Certificate — Eligibility Requirements

A person who holds a valid FAA pilot certificate in the airplane category who wishes to apply for a CH Part-FCL private pilot license for airplanes must meet the applicable requirements of this IPL.

4.3.1 Medical Certificate Requirements

The applicant must hold a current FAA medical certificate and must hold at least a valid Class 2 EASA medical certificate appropriate to the license and ratings requested.

4.3.2 Language Proficiency

The applicant must meet the requirements in paragraph 4.2.4.

4.3.3 Testing Requirements — Theoretical Knowledge

(a) The applicant must demonstrate to the examiner before the skill test that they have acquired an adequate level of theoretical knowledge of “air law” and “communication” at the private pilot level.

(b) There is no requirement for a written knowledge test. In lieu of a written knowledge test, the applicant must demonstrate theoretical knowledge to an examiner during the skill test in paragraph 4.3.4 below.

(c) Demonstration of the Theoretical Knowledge to an Examiner.

(1) The examiner should follow the guidance provided in Appendix B and verify the logbook or other record of flight experience of the applicant when conducting the theoretical knowledge demonstration.

(2) The demonstration should be completed before the flight and should cover all the subjects and learning objectives of the theoretical knowledge as detailed in Appendix B.

(3) After a successfully completed demonstration, the examiner shall provide a written confirmation that the applicant has demonstrated an adequate level of required knowledge. This confirmation will be marked on the skill test form and in the applicant’s logbook as established by the FOCA.

(4) If the demonstration reveals a lack in theoretical knowledge, the flight will not be conducted and the skill test is failed. This failed skill test must be written in the candidate’s logbook and the skill test report with the fail endorsed will be sent to the FOCA.

(5) If the applicant has failed to pass the demonstration of the theoretical knowledge after two (2) attempts, they must undertake appropriate theoretical knowledge training at an ATO or DTO, as applicable, in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that training organization, based on the needs of the applicant. After the completion of such training, the level of theoretical knowledge will be completed by written examination under the responsibility of any EASA Member State AA.

4.3.4 Testing Requirements — Skill Test

(a) The applicant must pass the skill test in accordance with the requirements of Commission Regulation (EU) No 1178/2011 as written in FCL.235, and FCL.725 and the relevant Appendix, with an EU Part-FCL flight examiner FE (A), who has privileges to conduct skill tests for the issuance of the PPL(A) or single-pilot MEP (land) class rating, as applicable.

(b) Before the skill test is taken, the applicant must have passed the demonstration of required theoretical knowledge in accordance with paragraph 4.3.3, completed the relevant flight training, if applicable, and fulfilled the relevant experience requirements as stated in this IPL. The records of training and experience, including a pilot logbook, will be made available to the examiner.

(c) The applicant must complete the skill test in the same class of airplane (i.e., SEP (land) or MEP (land)) for which they are seeking a class rating.

(d) If the applicant already holds the privilege to act as a pilot in a SEP (land) airplane on their FAA certificate and they apply for both the MEP and SEP (land) class ratings, the skill test for the MEP (land) airplane also meets the requirement for the skill test for the SEP (land) airplane.

4.3.4.1 Single-Pilot Multiengine Piston Land (MEP (Land)) Class Rating

(a) The applicant for a single-pilot MEP (land) class rating must hold class privileges in airplane Multiengine Land (MEL) on their FAA certificate.

(b) In addition to the requirements in paragraphs 4.3.1 through 4.3.4 above, the applicant must provide evidence that they have acquired the minimum training and flight experience on MEP (land) airplanes as required in EU Part-FCL Subpart H.

(c) The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in a combination of both. The applicant must provide evidence of the training and experience in the form and manner established by the FOCA.

(d) The prior training and flight experience of the applicant will be credited as follows:

(1) Flight experience of 70 hours as PIC in airplanes may have been gained either in the FAA system or in the EU Part-FCL system or in a combination of both.

(2) Theoretical knowledge examination and at least 7 hours of theoretical knowledge instruction in multiengine airplane operations may be fulfilled with similar theoretical knowledge in the FAA system. Applicants who hold a valid FAA multiengine type rating may be deemed as having completed the theoretical knowledge portion.

(3) The requirement of at least 2 hours and 30 minutes of dual flight instruction under normal conditions of single-pilot MEP airplane operations, and not less than 3 hours and 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques may be fulfilled with similar dual instruction exercises in the FAA system or with similar flight experience as PIC in single-pilot MEP airplanes.

(4) An applicant who has not fulfilled the theoretical knowledge and flight training requirements as stated in paragraphs 4.3.4.1(d)(1)–(3) above in the FAA system must complete the missing training at the DTO or ATO in accordance with Commission Regulation (EU) No 1178/2011.

(e) The CH Part-FCL single-pilot MEP (land) class rating may be issued at the same time with the CH Part-FCL pilot license in accordance with the license issuance process described in this section, or the rating may be added to an existing Part-FCL license, provided that the applicable requirements are fulfilled.

4.3.4.2 Pilot Training (when additional training is required)

(a) When the applicant needs to complete training in order to fulfil the requirements in paragraph 4.3.4.1, the flight instruction must be completed at a training organization, according to Part-ORA or Part-DTO, as applicable. The flight instruction will be documented in a specific training record and signed by the instructor(s) who provided the training. Should the training be conducted in the EU system, the instructor must be qualified in accordance with Commission Regulation (EU) No 1178/2011.

(b) The training record must at least specify the aircraft type and registration (e.g., HB-XXX, N123XX, etc.) used for the training, the number of flights, the total amount of flight time under instruction, and, if applicable, instrument flight time under instruction. It must also specify all the exercises completed during the training by using the syllabi contained in Commission Regulation (EU) No 1178/2011.

(c) The training organization that provided the training should keep the training records containing all the details of the flight training given for a period of at least three (3) years after the completion of the training.

(d) The airplane used for the flight time under instruction provided must be:

(1) Fitted with primary flight controls that are instantly accessible by both the student and the instructor (e.g., dual flight controls or a center control stick) (Swing-over flight controls should not be used.);

(2) Suitably equipped to simulate instrument meteorological conditions (IMC); and

(3) Registered in an ICAO Contracting State in accordance with ICAO Standards and Recommended Practices (SARP) and match the definition and criteria of the respective Part-FCL aeroplane category.

4.3.5 Night Rating — Eligibility Requirements

(a) A person who holds a valid FAA pilot certificate for airplanes without a limitation regarding night flying privileges and wishes to apply for the CH Part-FCL night rating for airplanes must meet the relevant requirements stated in this section.

(b) The CH Part-FCL night rating may be issued at the same time with the Part-FCL pilot license in accordance with the process described in this section, or the rating may be added to an existing CH Part-FCL license, provided that the applicable requirements are fulfilled.

4.3.5.1 Medical Certificate

The applicant must fulfil the requirement in paragraph 4.2.3 above.

4.3.5.2 Flight Training and Experience

(a) The applicant for the CH Part-FCL night rating must have fulfilled at least 5 hours of flight time in the airplane category at night, including:

(1) At least 3 hours of dual instruction, and

(2) At least 1 hour of cross-country navigation with at least 1 dual cross-country flight of at least 50 km (27 nm) and 5 solo take-offs and 5 solo full-stop landings.

(b) The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system or in a combination of both. The applicant must provide evidence of the training and experience in the form and manner established by the FOCA.

(c) The applicant, who has not fulfilled the training and flight experience requirements as stated in paragraphs 4.3.5.2(a)(1) and (2) above in the FAA system, must complete the missing training at the DTO or ATO in accordance with Commission Regulation (EU) No 1178/2011.

4.4 Instrument Rating – Eligibility Requirements

(a) A pilot who holds a valid FAA instrument rating for airplanes who wishes to apply for the CH Part-FCL instrument rating for airplanes must meet the applicable requirements stated in this IPL.

(b) The CH Part-FCL instrument rating may be issued at the same time with the CH Part FCL pilot license in accordance with the process described in this section, or the rating may be added to an existing CH Part-FCL license, provided that the applicable requirements are fulfilled.

4.4.1 Medical Certificate

The applicant must fulfil the requirements of paragraph 4.2.3 above.

4.4.2 Language Proficiency

The applicant must fulfil the requirements of paragraph 4.2.4 above.

4.4.3.1 Theoretical Knowledge Demonstration

(a) The applicant must demonstrate theoretical knowledge of “air law,” “flight planning and performance,” and “communication” at the instrument rating level.

(b) An applicant who has at least 50 hours of flight time under instrument flight rules (IFR) as PIC in airplanes does not need to complete a written knowledge test and may provide an oral demonstration of the required theoretical knowledge to an EASA examiner. The demonstration will be completed according to paragraph 4.4.3.2 below.

(c) In all other cases, the demonstration of the level of theoretical knowledge will be completed by written examination under the authority of the FOCA.

(d) The written examination referred to in paragraph 4.4.3.1(c) above will be completed as follows:

(1) The examination will be comprised of multiple-choice questions selected from the European Central Question Bank (ECQB) according to the theoretical knowledge procedures stated in the Part-ARA (number of questions per subject and examination time) and corresponding AMC/GM material for modular IR(A), completed according to FCL.625 and Annex 6 Section A to Part-FCL.

(2) A pass in an examination will be awarded to the applicant achieving a score of at least 75%. There is no penalty marking.

(3) The applicant has successfully completed the required theoretical knowledge examination when they have passed the examination within the 24-calendar-month period preceding the month of application.

(4) If the applicant has failed to pass the examination within 4 attempts, they must undertake appropriate theoretical knowledge training at an ATO approved in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that ATO, based on the needs of the applicant.

(5) The FOCA follows strict security procedures to avoid test compromise. If the FOCA finds that the applicant is not complying with the examination procedures during the examination, this will be assessed with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole. The FOCA shall ban applicants who are proven to be cheating from taking any further examination for a period of at least 12 months from the date of the examination in which they were found cheating.

(e) If the applicant is applying for both a private pilot license and instrument rating according to this IPL, they need to demonstrate the level of theoretical knowledge for

both the private pilot license (see paragraph 4.3.3 above) and the instrument rating (see paragraph 4.4.3.2).

4.4.3.2 Demonstration of the Theoretical Knowledge to an Examiner

(a) The examiner should follow the guidance provided in Appendix B and verify the logbook of the candidate when conducting the theoretical knowledge demonstration.

(b) The demonstration should be completed before the flight and should cover all the subjects and learning objectives of the theoretical knowledge as detailed in Appendix B.

(c) After a successfully completed demonstration, the examiner shall provide a written confirmation that the applicant has demonstrated an adequate level of required knowledge. This confirmation will be marked in the skill test form and logbook as established by the FOCA.

(d) If the demonstration reveals a lack in theoretical knowledge, the flight will not be conducted and the skill test is failed. This failed skill test must be written in the candidate's logbook and the skill test report with the fail endorsed will be sent to the FOCA.

(e) If the applicant has failed to pass the demonstration of the theoretical knowledge after two (2) attempts, they must undertake appropriate theoretical knowledge training at an ATO or DTO, as applicable, in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that training organization, based on the needs of the applicant. After the completion of such training, the level of theoretical knowledge will be completed by written examination under the responsibility of an EASA Member State AA.

4.4.3.3 Acclimatization Flying

(a) The applicant for an instrument rating for single-pilot SEP (land) or single-pilot MEP (land) airplanes must complete acclimatization flying unless they have:

(1) Prior experience of at least 50 hours of flight time under IFR as PIC in airplanes gained after initial issuance of the IR(A); or

(2) Prior experience of at least 10 hours of flight time under IFR as PIC in airplanes in any of the EU Member States or any European State that participates in EASA (in accordance with article 129 of Regulation (EU) No 2018/1139), gained after initial issuance of the IR(A).

(3) 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, will be credited towards the flight time under IFR requirements in this paragraph by having the pilot log the time spent under an IFR clearance in their logbook and certifying this with their signature.

(b) When applicable, the acclimatization flying will be completed as follows:

(1) The flying exercises will be based on the modular IR(A) flying training syllabus established in Appendix 6 Section A to Part-FCL.

(2) The amount of flying exercises needed to reach the level of proficiency as prescribed in Appendix 7 and Appendix 9 to Part-FCL necessary to safely operate the aircraft shall be decided by a training organization approved in accordance with Commission Regulation (EU) No 1178/2011.

(3) The acclimatization flying will be completed within a training organization approved in accordance with Commission Regulation (EU) No 1178/2011 in one of the EU Member States before the skill test is taken.

4.4.3.4 Skill Test

(a) The applicant must pass the skill test with a qualified Part-FCL Instrument Rating Examiner (IRE) (A) according to Appendix 7 and, if necessary, Appendix 9 to Commission Regulation (EU) No 1178/2011.

(b) Before the skill test is taken, the applicant must have demonstrated an adequate level of required theoretical knowledge according to paragraph 4.4.3.1(c) above; completed the relevant flight training, if applicable; and fulfilled the relevant experience requirements as stated in this IPL. The records of training and experience, including a pilot logbook, must be made available to the examiner.

(c) For an IR(A) for MEP (land) airplane, the applicant must complete the skill test in an MEP airplane. For an instrument rating for an SEP (land) airplane, the applicant must complete the skill test in an SEP aircraft. If the applicant already holds class privileges in airplane SEP and MEP (land) on their FAA certificate and they apply for the Part-FCL instrument rating for both the MEP (land) and SEP (land) airplanes, a successful skill test in an MEP (land) airplane must also meet the requirements for the skill test on SEP (land) airplanes, as written in point FCL.620(c) of EU Regulation 1178/2011.

(d) If the applicant is applying for both a private pilot license and instrument rating according to this IPL, the skill test may be combined, as long as all the requested items will be completed. In this case, the combined skill test must be flown with a qualified Part-FCL examiner, as stated in paragraph 4.3.4 above.

4.4.3.5 Training and Flight Experience Requirements – Instrument Rating for Single-Pilot SEP and/or MEP (Land) Airplanes

(a) The applicant for an instrument rating for single-pilot SEP and/or MEP (land) airplanes must hold the relevant CH Part-FCL land class rating or have it issued with such class rating(s) in accordance with this IPL.

(b) In addition to other requirements under paragraph 4.3.4 above, the applicant must provide evidence that they have acquired the minimum instrument training on

single-engine or multiengine airplanes, as appropriate, to meet the requirements of Appendix 6 to Part-FCL. The training may be replaced by similar instrument flight experience as PIC on single-pilot SEP and/or MEP airplanes, as specified below.

(c) The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in a combination of both. The applicant will provide evidence of the training and experience in a form and manner established by the FOCA.

(d) The prior instrument flight training and flight experience of the applicant may have been acquired either in the FAA system or in the EU Part-FCL system or in a combination of both.

(1) The requirement of instrument flying training, as stated in the Section A of Appendix 6 to Part-FCL, may be fulfilled in the FAA system with a similar amount of instrument flight experience as PIC on multiengine airplanes after initial issuance of the IR(A) rating.

(2) The applicant, who has not fulfilled the flight experience requirements as stated in (1) above in the FAA system, must complete the missing training at an ATO approved to do so in accordance with Commission Regulation (EU) No 1178/2011.

4.4.3.6 Pilot Training (when additional training is required)

(a) When the applicant needs to complete training in order to fulfil the requirements of paragraphs 4.3.4.1 and 4.3.5, the flight instruction shall be completed at a training organization, according to Part-ORA or Part-DTO, as applicable. The flight instruction will be documented in a specific training record and signed by the instructor(s) who provided the training. Should the training be conducted in the EU system, the instructor must be qualified in accordance with Commission Regulation (EU) No 1178/2011.

(b) The training record must at least specify the aircraft type and registration used for the training, the number of flights, the total amount of flight time under instruction, and, if applicable, instrument flight time under instruction. It must also specify all the exercises completed during the training by using the syllabi contained in Commission Regulation (EU) No 1178/2011.

(c) The training organization having provided the training should keep the training records containing all the details of the flight training given for a period of at least three (3) years after the completion of the training.

(d) The airplane used for the flight time under instruction provided must be:

(1) Fitted with primary flight controls that are instantly accessible by both the student and the instructor (e.g., dual flight controls or a center control stick). (Swing-over flight controls should not be used.);

(2) Suitably equipped to simulate IMC; and

(3) Registered in an ICAO Contracting State in accordance with ICAO SARPs and match the definition and criteria of the respective Part-FCL aeroplane category.

4.5 Issuance of a CH Part-FCL Pilot License

(a) Prior to the issuance of a CH Part-FCL private pilot license or associated rating, an applicant must submit FOCA Form 69.972 and satisfactorily complete a skill test in accordance with EASA Part-FCL.

(b) Upon receiving the application, the FOCA shall verify the validity of the FAA pilot certificate and compliance with the applicable requirements.

(c) When all the requirements are fulfilled, the FOCA shall issue a CH Part-FCL private pilot license.

(d) After the issuance of a pilot license or certificate, pilots must meet the recent flight experience and operational requirements of Switzerland in order to exercise the privileges of the license, certificate, and ratings obtained through the process.

CHAPTER V – ENTRY INTO FORCE AND TERMINATION

(a) This IPL shall enter into force on May 1, 2024, provided that it has been signed by the duly authorized representatives of both the FAA and the FOCA. The FAA and the FOCA agree to begin accepting applications for and processing the issuance of certificates and licenses in accordance with this IPL no later than ninety (90) days from the date of entry into force.

(b) This IPL shall remain in effect contingent upon the Agreement of 1999 between the European Community and the Swiss Confederation on Air Transport remaining in effect, unless this IPL is otherwise terminated in accordance with paragraph (d) below.

(c) This IPL shall remain in effect contingent upon the Agreement between the United States and the European Union (EU) on Cooperation in the Regulation of Civil Aviation Safety (U.S.-EU Agreement) and the Agreement between the Government of the United States of America and the Government of Switzerland for promotion of Aviation Safety (BASA) remaining in effect, unless this IPL is otherwise terminated in accordance with paragraph (d) below.

(d) This IPL shall remain in force until terminated. Either the FAA or the FOCA may terminate this IPL at any time by giving ninety (90) days written notice to the other Party. Termination of this IPL will not affect the validity of activity conducted thereunder prior to termination.

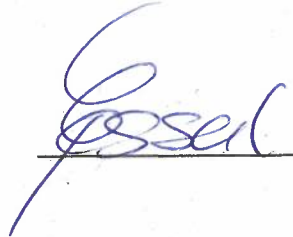
CHAPTER VI – AUTHORITY

The FAA and the FOCA agree to the provisions of this IPL as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration
Department of Transportation
United States of America

Federal Office of Civil Aviation of
Switzerland

 11/09/23

 4/15/24

Lawrence Fields Date
Executive Director
Flight Standards Service, AFX-1

Fritz Messerli Date
Director Safety Division Flight Operations
Federal Office of Civil Aviation

**APPENDIX A — SUMMARY OF PROVISIONS FOR ISSUANCE OF
LICENSES/CERTIFICATES AND RATINGS**

**Figure A.1 Private Pilot — Airplane Rating (ASEL) and Aeroplane Rating
(SEP (Land))**

FOCA to FAA	Topic	FAA to FOCA
Minimum age: 17	Age	Minimum age: 17
Hold at a minimum: FAA 3rd class medical certificate and an EASA Class 2 medical certificate.	Medical Certificate	Hold at a minimum: EASA Class 2 medical certificate and a valid FAA Third Class medical certificate.
<p>Hold a valid and unexpired CH Part-FCL private pilot license with single-engine piston land (SEP (land)) aeroplane rating.</p> <p>Must have fulfilled the minimum aeronautical experience requirements under 14 CFR § 61.109(a) or (b) in an airplane:</p> <ul style="list-style-type: none"> • 3 hours cross-country flight. • 3 hours of night flight training. • 1 night cross-country flight over 100 nm. • 10 takeoffs and landings to full stop. • 3 hours instrument training. 	Eligibility and Flight Experience (Hours)	Hold a valid FAA private pilot certificate with ASEL rating.
No requirements.	Residency Requirements	No requirements.
<p>To verify the required flight hours above.</p> <p>To verify completion of the flight review.</p>	Presentation of Logbook or Other Record	To verify the currency and that the skill test has been completed, by handing in the logbook copies as required on FOCA Form 69.972.
Pass the PFB test on rules, regulations, airspace, ATC, communications, and emergency procedures.	Knowledge Test/Theoretical Knowledge	Pass an oral exam on theoretical knowledge of air law and communications before taking the flight portion of the skill test.
Satisfactorily complete a flight review in either a single-engine or multiengine airplane in accordance with 14 CFR § 61.56 before certificate issuance.	Flight Review/Skill Test	Pass a skill test in accordance with the requirements of Commission Regulation (EU) No 1178/2011.

FOCA to FAA	Topic	FAA to FOCA
		<p>The applicant must complete the skill test in the same class of airplane (e.g., SEP (land) or multiengine piston (MEP) (land)) for which they are seeking a class rating.</p> <p>If the applicant already holds a privilege to act as a pilot in an SEP (land) airplane on their FAA certificate and they apply for both the MEP and SEP (land) class ratings, the skill test on MEP (land) airplane also covers the skill test on SEP (land) airplane.</p>
<p>Issue with the limitation “Night Flying Prohibited” unless the CH Part-FCL pilot license has night privileges or the night experience required in the Night Rating table below.</p>	<p>Additional Requirements Night Qualification</p>	<p>Hold an FAA pilot certificate without a limitation regarding night flying privileges.</p> <p>(a) 5 hours flight time at night, of which:</p> <ul style="list-style-type: none"> (i) 3 hours dual instruction, and (ii) 1 hour cross-country navigation with at least 1 dual cross-country flight of at least 50 km (27 nm) and 5 solo take-offs and 5 solo full-stop landings.
<p>Have a Level 4 or higher English language endorsement on the CH Part-FCL license or meet FAA AC 60-28 requirements.</p>	<p>English Language Proficiency Endorsement</p>	<p>Hold an EASA Language Proficiency Endorsement or an FAA pilot certificate at the Private level or higher that has an English language proficiency endorsement. English proficient endorsement is valid for 4 years, starting from the date of the last documented flight review.</p>
<p>Revalidation and renewal not applicable to certificates and ratings. Comply with recent flight experience requirements in 14 CFR §§ 61.56 and 61.57.</p>	<p>Revalidation and Renewal, and Recent Flight Experience</p>	<p>The revalidation and renewal of the ratings and the language proficiency endorsements associated with the CH Part-FCL license issued according to this IPL must be conducted according to relevant Part-FCL rules.</p>

NOTE: Before exercising the privileges of the pilot license/certificate or ratings under this IPL, the pilot must meet the recency and operational requirements of the issuing state.

Figure A.2 Private Pilot — Airplane Rating (AMEL) and Aeroplane Rating (MEP (Land))

FOCA to FAA	Topic	FAA to FOCA
Minimum age: 17	Age	Minimum age: 17
Hold at a minimum: FAA 3rd class medical certificate and an EASA Class 2 medical certificate.	Medical Certificate	Hold at a minimum: EASA Class 2 medical certificate and a valid FAA Third Class medical certificate.
<p>Hold a valid and unexpired CH Part-FCL Private pilot license with single pilot, multiengine piston land (MEP (land)) aeroplane rating.</p> <p>Must have fulfilled the minimum aeronautical experience requirements under 14 CFR § 61.109 in an airplane:</p> <ul style="list-style-type: none"> • 3 hours cross-country flight. • 3 hours of night flight training. • 1 night cross-country flight over 100 nm. • 10 takeoffs and landings to full stop. • 3 hours instrument training. 	Eligibility and Flight Experience (Hours)	<p>Hold a valid FAA private pilot or higher certificate with AMEL class rating and 70 hours of PIC flight time in airplanes.</p> <p>2 hours and 30 minutes of dual flight instruction under normal conditions of single-pilot MEP airplane operations, and not less than 3 hours and 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.</p>
No requirements.	Residency Requirements	No requirements.
<p>To verify completion of the training requirement above.</p> <p>To verify completion of the flight review.</p>	Presentation of Logbook or Other Record	To verify flight review.
Pass the FAA PFB test on rules, regulations, airspace, ATC, communications, and emergency procedures.	Knowledge Test/Theoretical Knowledge	Pass an oral exam on theoretical knowledge of air law and communications before taking the flight portion of the skill test.

FOCA to FAA	Topic	FAA to FOCA
<p>Flight review per 14 CFR § 61.56 before FAA certificate issuance.</p>	<p>Flight Review/Skill Test</p>	<p>Pass a skill test in accordance with the requirements of Commission Regulation (EU) 1178/2011.</p> <p>The applicant must complete the skill test in the same class of airplane (e.g., SEP (land) or MEP (land)) for which they are seeking a class rating.</p> <p>If the applicant already holds a privilege to act as a pilot in an SEP (land) airplane on their FAA certificate and they apply for both the MEP and SEP (land) class ratings, the skill test on MEP (land) airplane also covers the skill test on SEP (land) airplane.</p>
<p>Have a Level 4 or higher English language endorsement on the CH Part-FCL license or meet FAA AC 60-28 requirements.</p>	<p>English Language Proficiency Endorsement</p>	<p>Hold an EASA Language Proficiency Endorsement, or have the FAA private pilot certificate contain the English language proficiency endorsement. English proficient endorsement is valid for 4 years, starting from the date of the last documented flight review. Have the FAA Commercial Pilot Certificate contain the English language proficiency endorsement.</p>
<p>Revalidation and renewal not applicable to certificates and ratings. Comply with recent flight experience requirements in 14 CFR §§ 61.56 and 61.57.</p>	<p>Revalidation and Renewal, and Recent Flight Experience</p>	<p>The revalidation and renewal of the ratings and the language proficiency endorsements associated with the CH Part-FCL license issued according to this IPL must be conducted according to relevant Part-FCL rules.</p>

Figure A.3 Private Pilot — Night Rating/Night Privileges

FOCA to FAA	Topic	FAA to FOCA
Minimum age: 17 for private pilot certificate holder	Age	Minimum age: 17 for CH Part-FCL license holder
Hold at a minimum: FAA 3rd class medical certificate and an EASA Class 2 medical certificate.	Medical Certificate	Hold at a minimum: EASA Class 2 medical certificate appropriate to the license and ratings being requested and a valid FAA Third Class medical certificate.
<p>Hold a CH Part-FCL night rating or meet the following 14 CFR § 61.109 FAA requirements:</p> <ul style="list-style-type: none"> • 3 hours night flight training in an airplane that includes: <ul style="list-style-type: none"> ○ 1 cross-country flight over 100 nm total distance; and ○ 10 full-stop takeoffs and landings in airport traffic pattern. <p>The aeronautical experience requirements may be completed in either the EU Part-FCL system or in the FAA system or in a combination of both.</p>	Eligibility and Flight Experience (Hours)	<p>(a) The applicant for the CH Part-FCL night rating must have fulfilled at least 5 hours of flight time in the airplane category at night, including:</p> <ul style="list-style-type: none"> (i) At least 3 hours of dual instruction, and (ii) 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 and 5 solo full-stop landings. <p>(b) The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system or in a combination of both. The applicant will provide evidence of the training and experience in the form and manner established by the AA.</p> <p>(c) The applicant, who has not fulfilled the training and flight experience requirements as stated in paragraphs 4.3.5.2(a)(1) and (a)(2) of this IPL must complete the missing training at the DTO or ATO in accordance with Commission Regulation (EU) No 1178/2011.</p>

FOCA to FAA	Topic	FAA to FOCA
The FAA shall 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 14 CFR § 61.109(a)(2).	Limitations/ Issuance	The CH Part-FCL night rating may be issued at the same time with the CH Part-FCL license in accordance with the process described in this IPL, or the rating may be added to an existing CH Part-FCL license, provided that the applicable requirements are fulfilled.
To verify the 14 CFR § 61.109(a)(2) night experience above, if the holder does not already possess a night rating on the CH Part-FCL license.	Presentation of Logbook or Other Record	To verify night experience.
N/A	Knowledge Test/Theoretical Knowledge	N/A
N/A	Flight Review/Skill Test	N/A
Have a Level 4 or higher English language endorsement on the CH Part-FCL license or meet FAA AC 60-28 requirements.	English Language Proficiency Endorsement	Hold an EASA Language Proficiency Endorsement, or have the FAA private pilot certificate contain the English language proficiency endorsement. English proficient endorsement is valid for 4 years, starting from the date of the last documented flight review.
Revalidation and renewal not applicable to certificates and ratings. Comply with recent flight experience requirements in 14 CFR §§ 61.56 and 61.57.	Revalidation and Renewal, and Recent Flight Experience	N/A/ for night rating.

Figure A.4 Instrument Rating — Aeroplane/Airplane

FOCA to FAA	Topic	FAA to FOCA
Minimum age: 17 for private pilot certificate holder	Age	Minimum age: 17 for PPL holder
Hold at a minimum: FAA 3rd class medical certificate and an EASA Class 2 medical certificate.	Medical Certificate	Hold at a minimum: EASA Class 2 medical certificate with IR privileges and a valid FAA 3rd class medical certificate.
Hold a CH Part-FCL Instrument Rating – Aeroplane.	Eligibility and Flight Experience (Hours)	Hold an FAA Instrument-Aeroplane rating and have an FAA instrument proficiency check - airplane within the past 24 months.
<p>Accomplish acclimatization flying. Not needed if:</p> <ul style="list-style-type: none"> (i) Prior experience of at least 50 PIC airplane flight time hours under IFR after initial issue of the IR(A); or (ii) 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 IR(A). 	Additional Flight Experience	<p>Accomplish acclimatization flying. Not needed if:</p> <ul style="list-style-type: none"> (a) Prior experience of at least 50 PIC airplane flight time hours under IFR after initial issue of the IR(A); or (b) Prior experience of at least 10 hours of flight time under IFR as PIC in 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). <p>If needed, the acclimatization flying will be completed as follows:</p> <ul style="list-style-type: none"> (a) The flying exercises will be based on the modular IR(A) flying training syllabus established in Appendix 6 Section A to Part-FCL. (b) The amount of flying exercises needed to reach the level of proficiency as prescribed in Appendix 7 and Appendix 9 to Part-FCL necessary to safely operate the aircraft will be decided by a training organization approved in accordance with

FOCA to FAA	Topic	FAA to FOCA
		<p>Commission Regulation (EU) No. 1178/2011.</p> <p>(c) The acclimatization flying will be completed within a training organization approved in accordance with Commission Regulation (EU) No 1178/2011 in one of the Member States before the skill test is taken.</p>
<p>To verify completion of the Instrument Proficiency Check (IPC) and acclimatization flying requirement above.</p>	<p>Presentation of Logbook or Other Record</p>	<p>To verify the relevant experience requirements.</p>
<p>Pass the IFB exam on rules, regulations, airspace, ATC, communications, and emergency procedures.</p>	<p>Knowledge Test/Theoretical Knowledge</p>	<p>(a) The applicant must demonstrate theoretical knowledge of “air law,” “flight planning and performance,” and “communication” at the instrument rating level.</p> <p>(b) If the applicant has a minimum experience of at least 50 hours of flight time under Instrument Flight Rules (IFR) as PIC in airplanes, they will demonstrate to the EASA examiner before the assessment of instrument flying skills that they have acquired an adequate level of the required theoretical knowledge. The demonstration will be completed according to Appendix B of this IPL.</p> <p>(c) In all other cases, the demonstration of the level of theoretical knowledge will be completed by written examination under the responsibility of the FOCA.</p>
<p>Must pass an Instrument Proficiency Check (IPC) before FAA certificate issuance.</p>	<p>Instrument Proficiency Check/Skill Test</p>	<p>Pass a skill test in accordance with the requirements of Commission Regulation (EU) No 1178/2011.</p>

FOCA to FAA	Topic	FAA to FOCA
<p>Have a Level 4 or higher English language endorsement on the CH Part-FCL license or meet FAA AC 60-28 requirements.</p>	<p>English Language Proficiency Endorsement</p>	<p>Hold an EASA Language Proficiency Endorsement or have the FAA private pilot certificate contain the English language proficiency endorsement. English proficient endorsement is valid for 4 years, starting from the date of the last documented flight review. Have the FAA Commercial Pilot Certificate contain the English language proficiency endorsement.</p>
<p>Revalidation and renewal not applicable to certificates and ratings. Comply with recent flight experience requirements in 14 CFR §§ 61.56 and 61.57.</p>	<p>Revalidation and Renewal, and Recent Flight Experience</p>	<p>The revalidation and renewal of the ratings and the language proficiency requirements associated with the CH Part-FCL license issued according to this IPL must be conducted according to relevant Part-FCL rules.</p>

APPENDIX B — DEMONSTRATION OF THEORETICAL KNOWLEDGE (FOCA)

I Demonstration of Theoretical Knowledge for the PPL(A)

(a) The examiner should use the syllabus of theoretical knowledge for the PPL(A) as stated in AMC1 FCL.210; FCL.215 to Commission Regulation (EU) No 1178/2011 as a basis for the examination.

(b) The examination should last between 30 and 60 minutes.

(c) At least one question for each of the following items should be asked:

(1) Subject: Air Law and ATC Procedures. The differences of national law to relevant ICAO Annexes and relevant EU regulations should be emphasized.

(i) The Convention on International Civil Aviation (Chicago) Doc. 7300/6.

(ii) Airworthiness of aircraft (ICAO Annex 8).

(iii) Aircraft nationality and registration marks (ICAO Annex 7).

(iv) Personnel licensing (ICAO Annex 1).

(v) Rules of the air (ICAO Annex 2).

(vi) Procedures for air navigation (PANS Ops).

(vii) Air Traffic Management (ICAO Annex 11- DOC 4444).

- Special emphasis on: classification of airspace; general provisions for air traffic services; and procedures related to emergencies, communication failure and contingencies.

(viii) Aeronautical information service (ICAO Annex 15).

- Special emphasis on: essential definitions; AIP, NOTAM, AIRAC and AIC.

(ix) Aerodromes (ICAO Annex 14, Volumes 1 and 2).

- Special emphasis on: emergency and other services.

(x) Search and rescue (ICAO Annex 12).

- Special emphasis on: essential definitions; procedures for a PIC at the scene of an accident; procedures for a PIC intercepting a distress transmission.

(xi) Security (ICAO Annex 17).U.S./EU TIP-L, Section B
May 18, 2021 page 30.

(xii) Aircraft accident investigation (ICAO Annex 13).

(2) Subject: Communication.

(a) Definition.

(b) General operating procedures.

(c) Relevant weather information terms (VFR).

(d) Action required to be taken in case of communication failure.

(e) Distress and urgency procedures.

(f) General principles of VHF propagation and allocation of frequencies.

II Demonstration of Theoretical Knowledge for the Instrument Rating

(a) The examiner should use the syllabus of theoretical knowledge corresponding AMC/GM material for modular IR(A) / CB-IR(A) according FCL.625 and Appendix 6 Section Aa of Part-FCL as a basis for the examination.

(b) The examination should last between 30 and 60 minutes.

(c) As a guide for an applicant's knowledge evaluation in subjects "Air law," "Flight planning and monitoring," and "Communications," the examiner is encouraged to use topics set out in the GM1 to Appendix 6 Modular training courses for the IR(A) and Amendment 8 or later in AMC/GM material of Part-FCL, respectively.

APPENDIX C — RELATED FORMS

FAA:

- Online FAA forms can be found at https://www.faa.gov/licenses_certificates/airmen_certification/.
- Applications for FAA medical certificates can be found at https://www.faa.gov/pilots/medical_certification.
- The Integrated Airman Certification and Rating Application can be found at <https://iacra.faa.gov/iacra/default.aspx>.

FOCA:

- FOCA Form 69.972, Application and Skill Test Form BASA Part-FCL Licence Conversion, can be found at <https://www.bazl.admin.ch/bazl/en/home/personal/flugausbildung/pilot.html>.

APPENDIX D — CONTACT INFORMATION FOR FAA, FOCA

FAA	<p>Technical oversight and administrative coordination of this IPL:</p> <p><u>FAA International Program Division (AFS-50)</u> https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs050 Flight Standards Service 800 Independence Avenue, S.W. Washington, DC 20591 USA</p>
	<p>Pilot training, testing, regulations, and policy:</p> <p><u>FAA General Aviation & Commercial Division (AFS-800)</u> https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs800 Flight Standards Service 800 Independence Avenue, S.W. Washington, DC 20591 USA</p>
	<p>Pilot certification and verification:</p> <p><u>FAA Airmen Certification Branch (AFB-720)</u> https://www.faa.gov/licenses_certificates/airmen_certification/ P.O. Box 25082 Oklahoma City, OK 73125 USA</p>
	<p>Medical certification:</p> <p>Civil Aerospace Medical Institute <u>FAA Aerospace Medical Certification Division (AAM-300)</u> https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/amcs/phonenumbers P.O. Box 25082 Oklahoma City, OK 73125 USA</p>
	<p>Oversight and audits:</p> <p>Safety Risk Management Division (AFB-400) 800 Independence Avenue, S.W. Washington, DC 20591 USA</p>

FOCA	<p>Technical oversight and administrative coordination of this IPL:</p> <p>Section Legal and International Affaires LERI Papiermühlestrasse 172 3063 Ittigen Switzerland</p>
	<p>Pilot training, regulations, and policy:</p> <p>FOCA Section Flight Personnel Papiermühlestrasse 172 3063 Ittigen Switzerland</p>
	<p>Pilot certification and verification:</p> <p>FOCA Section Flight Personnel Papiermühlestrasse 172 3063 Ittigen Switzerland</p>
	<p>Pilot testing:</p> <p>FOCA Section Flight Personnel Papiermühlestrasse 172 3063 Ittigen Switzerland</p>
	<p>Medical certification:</p> <p>FOCA Aeromedical Section Papiermühlestrasse 172 3063 Ittigen Switzerland</p>
	<p>Oversight and audits:</p> <p>Section Flight Personnel Papiermühlestrasse 172 3063 Ittigen Switzerland</p>