



European Aviation Safety Agency

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RAG Members
Flight Standards and Air Operations TAG
Members
Flight Standards Sub-SSCC Members
NAAs Coordinators for Flight Crew
Licensing

- sent via e-mail only-

Subject: Reissuance of FAA Pilot Certificates due to EU Pilot Licences Numbering Change

Attachments: 1.) Letter from Ms Margaret Gilligan, Associate Administrator for Aviation Safety, FAA of 17 June 2013 to Mr Matthew Baldwin, Director, Aviation and International Transport Affairs, DG MOVE, European Commission
2.) Administrative Process for the Reissuance of FAA Pilot Certificates, FAA

Dear Colleagues,

Before summer 2013 the Federal Aviation Administration (FAA) has agreed to tackle the issue of 'number changes' on pilot licences. The issue emerged as a result of change in the EU licences numbers which will have to be reflected on the corresponding FAA pilot certificates.

In detail, the new European Commission Flight Crew Licensing Regulation (Commission Regulation (EU) No 1178/2011) prescribes a standard licence format including a specific new numbering system for all European Union (EU) Member States to follow.

As a result of this new numbering system, pilots licence numbers in the EU Member States will change. **The renumbered licences will render FAA pilot certificates** that were issued on the basis of a foreign licence (14 CFR Part 61.75) **invalid**, since the FAA certificates were originally issued on the basis of the European pilot licence numbers existing at the time of their issuance.

Following the regular FAA procedures, in order to have the new EU licence number reflected on the FAA pilots certificates, the EU licensee holders would have to appear personally before the FAA officers in the US.

When EASA informed the FAA that this process would cause major difficulties for EU license holders resulting from this administrative correction, the colleagues from the FAA took immediate action. They developed a specific 'light renewal process' to solve this 'numbering issue'. This very much appreciated approach coming from the FAA reduces substantially the EU licence holders' burden.

It seems, however, that not all the National Aviation Authorities of the EASA Member States and pilots potentially affected by those changes, are aware of this particular 'light process'.

The process is only applicable to European pilots who reside outside the United States and who currently hold FAA pilot certificates based on pilot licences issued by EASA Member States. It is also limited to licence number changes and does not apply to other changes to an FAA pilot certificate, such as changes in ratings. For such other changes, the pilot will be required to comply with current standard FAA processes for reissuance of a pilot certificate.

In brief:

- This 'light renewal' process is applicable **from 8 April 2013 through 8 October 2018**.
- **Pilots** who wish to have their FAA certificate reissued according to this process need **to contact the European National Aviation Authority (NAA) of the State of Licence**. Pilots must provide the respective NAA with all the relevant information stated below.
- **European NAAs** who choose to use this process are requested **to ensure the positive identification of the pilots** and to verify that the pilots hold valid Part-FCL pilot licences. This procedure will not apply to suspended, revoked or expired EU licences.

Information and documentation to be provided is as follows:

- Pilot's full name, EU licence numbers (both the former number AND the new Part-FCL licence number), Pilot's current mailing address - please pay particular attention that the complete mailing address is specified, as the FAA will send the new FAA pilot certificate via regular mail with the updated Part-FCL licence number - directly to the pilot.
- A statement that the current Part-FCL pilot licence is valid and is not suspended, revoked, or expired.
- A statement affirming that positive identification of the pilot was obtained.
- Such identification must include an official photograph of the applicant, the applicant's signature, and the applicant's residential address, if different from the mailing address. This information may be presented in more than one form of identification.

- The statement letter from the NAA must be made on official letterhead paper.
- The statement letter must be formally signed by an AA duly authorised person.

The European Commission agreed to send this letter to you together with the letter from the FAA addressed to the Director for Aviation and International Transport Affairs at the European Commission - Mr Mathew Baldwin, including the FAA note on the process to be followed in order to reissue the respective FAA pilot certificates.

It would be very much appreciated if this information could be disseminated to your colleagues involved in this work within your organisation.

Yours sincerely,



J. KNEEPKENS

Copy: Mr Filip Cornelis, Head of Unit Aviation Safety, DG MOVE, European Commission
Ms Marta Sadel, Unit Aviation Safety, DG MOVE, European Commission