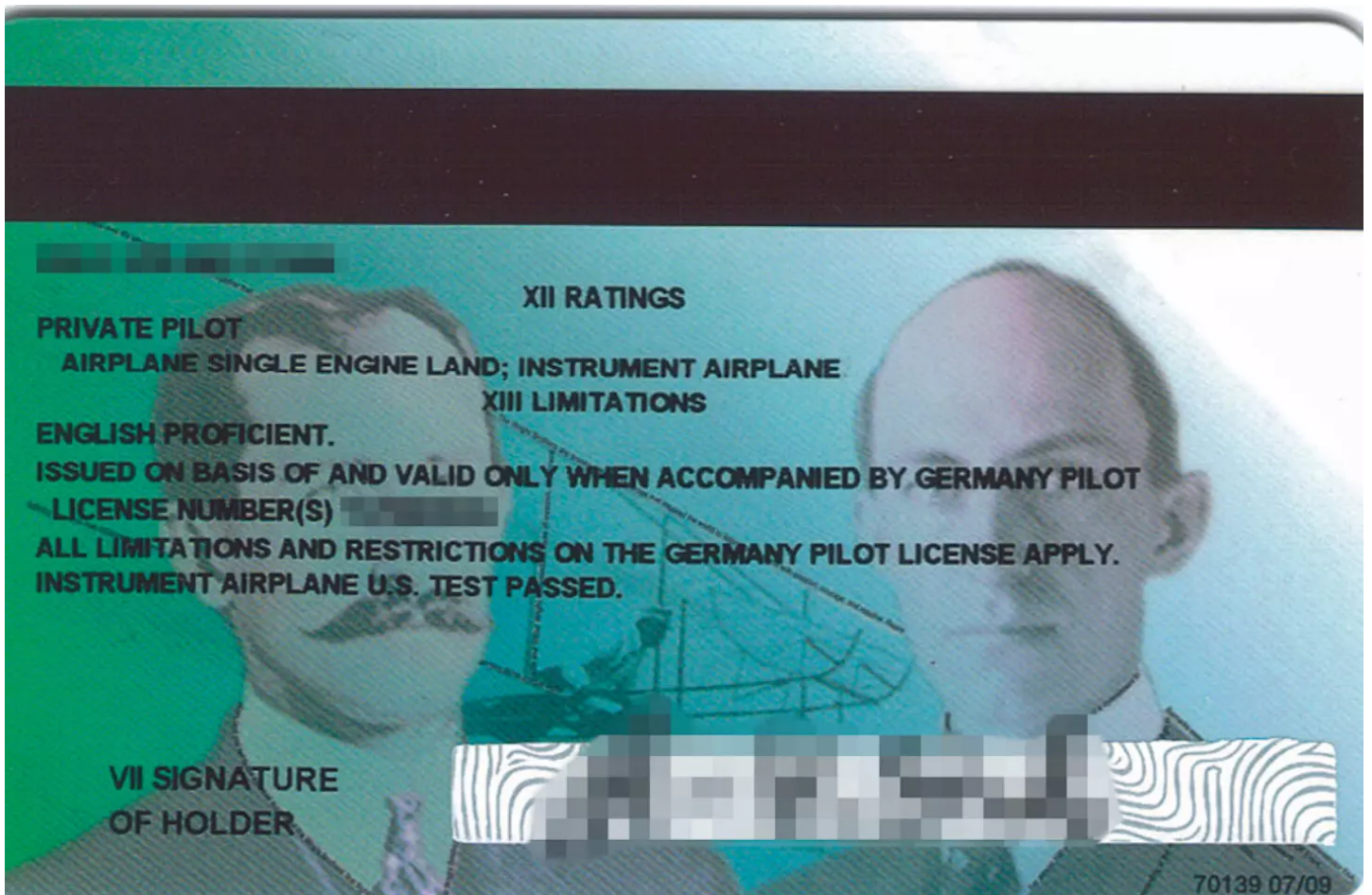


## EDIT: FAA license validation no longer possible via video conference!

UPDATED: For a short time it was possible to get a US pilot license via video conference. A complaint has now been filed against it.

[From the editorial team](#)

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Nice plastic card: Orville and Wilbur Wright adorn the US pilot certificate, on which "English Proficient" is automatically entered Photo: Niels Stark

UPDATE: We reported at the beginning of October that some examiners in the US were able to offer validation of the EASA PPL via zoom because they had received permission to do so from their FAA office. This is what the following text refers to. Unfortunately, a complaint has been lodged against this procedure, so that it is no longer possible for the time being. It can be assumed that this affected the self-interests of auditors based in Europe, who sometimes charge considerable fees for their services.

**14 CFR 61.75** is the US regulation on the basis of which pilots are issued an American pilot certificate based on their foreign ICAO license. Such a validation (in English validation) is a purely formality without testing. It can be performed by either a local FAA branch office or a US auditor. The former are called the Federal Standard District Office (FSDO), the latter are called the Designated Pilot Examiner (DPE). In the FSDO, the administrative act is free, a DPE usually takes a three-digit fee.

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Until now, validation was only possible in the USA - or on a few selected dates, for example at the AOPA-Germany office in Egelsbach, if a DPE came there specifically for this purpose.

But now at least the FSDO in Houston, Texas, has given examiners until further notice permission to carry out validations via Zoom video conference. The background to this is the endeavor to minimize personal contacts in times of Covid. Other FSDOs should also allow this, but there is no official list. Nevertheless, this is a huge advantage for European pilots: Without any travel expenses, practically from the living room, they can get a US pilot license based on their EASA authorization, which is valid for as long as the European one. This is useful (and necessary) for flying N-registered aircraft in Europe, but also for a possibly planned flying **vacation in the USA**.

Specifically, we learned from the examiner Sarah Rovner that she offers this service. She can be reached by email at [sarahrovnerdpe@gmail.com](mailto:sarahrovnerdpe@gmail.com). There you can also inquire about the fee that it charges for the process. A complete directory of all US examiners can **be found online** - each of them can be asked if validation via Zoom is possible. Specifically, the process is as follows:

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### Preparation counts: tips for flying in the USA

- Contact the DPE.
- Apply **for** license validation **from the FAA**. The best way to do this is to use the **IACRA online system**. Specify the appropriate FSDO in consultation with the DPE. The FAA then checks whether there is actually a valid license in Europe and confirms this in a verification letter to the FSDO, which can take a few weeks.
- As soon as the confirmation is received, arrange a video conference with the DPE. The administration process will then be completed. In addition,

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- The DPE then immediately issues a preliminary US pilot certificate and sends it to you by email. Print out, sign - done! You don't need a US medical.
- In the following weeks, the FAA will send the final certificate as a plastic card.
- Before the PIC rights can be exercised, a flight review according to **14 CFR 61.56** with a US flight instructor is required. It is similar to our training flight, takes at least an hour on the ground and an hour in the air and is entered in the flight log. US flight instructors are relatively easy to find in Germany.

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