

Christophe VARIN
Sylvain DEROUET
Violette DEROUET

VOLER AUX USA EN SOLO



Log de navigation

- Les formalités administratives
- Louer un avion ; notre expérience
- Les outils de préparation du vol
- Une fois en l'air...
- Combien ça coûte ?
- En images...

Voler aux USA : how to do ?

Pour voler aux USA en solo avec un avion immatriculé en N, il faut :

- Une licence française en cours de validité
- Un certificat médical français en cours de validité
- Un niveau d'anglais ICAO 4 ou supérieur

Avec cela en poche, on peut solliciter une licence PPL FAA établie sur la base d'une licence étrangère (Private pilot foreign based)

Il suffit alors de réaliser un vol de contrôle avec un instructeur agréé (Biennial Flight Review - BFR) et d'être lâché machine...

Reprenons au début !

Obtenir sa Licence FAA

L'obtention de la Licence FAA commence par la demande d'authentification de la licence française, de la qualification et du certificat médical

Pour cela :

- Télécharger le formulaire AC_Form_8060-71 sur le site de la FAA
- Le compléter
- Joindre les copies de la licence et du certificat médical
- Idéalement, joindre l'authentification de licence DGAC téléchargeable sur SIGEBEL (même si la FAA fait quand même la vérification)
- L'envoyer par courrier ou par fax (plus rapide) à la FAA à Oklahoma City

Pour compléter le formulaire, il faut avoir choisi le FSDO où l'on fera les formalités sur place à l'arrivée aux USA (on en parlera après)

Obtenir sa Licence FAA

Environ 15 jours après l'envoi du fax (dans notre cas), la DGAC nous a contacté pour obtenir la copie du certificat médical en PDF. L'échange se fait par mail.

Débuté ensuite la longue attente pour recevoir THE « certification letter », indispensable pour poursuivre les démarches auprès de la FAA

Attention, la « certification letter » est valable 6 mois, à condition que la licence française reste valable pendant cette période !

Une fois, la lettre reçue, il convient de prendre rendez-vous dans le FSDO choisi pour obtenir la licence américaine.

La liste des Flight Standards District Offices (FSDO) est disponible sur internet ; il convient d'en choisir un en proximité de la destination choisie.

Obtenir sa Licence FAA



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved OMB No: 2120-0724
Expires September 30, 2017

Verification of Authenticity of Foreign License, Rating, and Medical Certification

Basic Airman Information

1. Name as it appears on your foreign license			2. Date of Birth		3. City and Country or City and State of Place of Birth	
Last	First	Middle	Month	Day	Year	
4a. Address you want your copy of the verification letter mailed to. OR				4b. Optional fax number		
				Country Code or Area Code	FAX Number	
5. City, State, Zip Code (Country if applicable)				6. Citizenship (Nationality)		

Certificate or Rating Applied For on Basis of:

7. Country that issued the foreign pilot license		7a. Grade of foreign pilot license	7b. Foreign pilot license number			
8. Do you read, speak, write and understand the English language with a proficiency of ICAO Level 4 or higher?						
Yes No						
9. Is your foreign license under an order of revocation or suspension by the foreign country that issued your license? (Note: If your foreign license is under a period of suspension or revocation, you will not be eligible for conversion.)						
Yes No						
10. Do you hold a current medical certificate or endorsement?	10a. Class of Medical Certificate	10b. Date of Issue	10c. Date of Expiration	10d. Country of Medical Certificate or Endorsement		
Yes No						
11. Please provide FAA certificate and ratings you intend on applying for:						
12. Please provide the location of the FAA Flight Standards District Office (FSDO) where you intend on making application. After receiving a valid certification letter, you will be required to have a face to face meeting with an FAA representative in order to apply for an FAA certificate.						
13. Telephone Number (Optional)			14. Email Address (for questions regarding your application)			
Applicant's Certification – I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of my FAA certificate to me. I authorize the issuing CAA to provide all pertinent information to the FAA. I have also read and understand the Privacy Act statement that accompanies this form. Furthermore, I understand that the issuance of a valid verification letter does not guarantee the issuance of an FAA certificate or authorization.						
15. Signature of Applicant				Date (MM/DD/YYYY)		
Attachments Must Include All of the Following:						
Copy of Foreign License		Copy of Medical Certificate or Endorsement		Copy of English Transcription of License (if applicable)		

PLEASE MAIL COMPLETED FORM TO: Department of Transportation, Federal Aviation Administration, Airmen Certification Branch, AFS-760, PO Box 25082, Oklahoma City, OK 73125-0082 or fax the signed application package to 405-954-9922.

AC Form 8060-71 (10/14)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards Service
Airmen Certification Branch, AFS-760

P.O. Box 25082
Oklahoma City, Oklahoma 73125-0082
WEB Address: <http://registry.faa.gov>

January 15, 2016

FAA
WP FSDO 09 (San Diego, CA)
8525 GIBBS DR., SUITE 120
SAN DIEGO, CA 92123
[Barcode]

The Airmen Certification Branch, AFS-760, has received the attached confirmation that the following airman's foreign license and medical certificate or endorsement have been verified as current and valid by the France Civil Aviation Authority.

Name: **Christophe Georges Daniel Varin**
License Number(s): **FRA.ECL-PA00177159**

Please note we have verified the applicant has a medical certificate that expires on 09/30/2017.

The Airmen Certification Branch only verified the applicant's foreign license number, the level of the license, and that the license has not been surrendered, suspended, revoked, or expired.

NOTE REGARDING EXPIRED RATINGS: Before exercising the privileges of the FAA pilot certificate, the pilot must comply with the pertinent rules and requirements contained in 14 CFR Part 61 and 14 CFR Part 91. (\$61.56 flight review requirements, \$61.57 recency of experience requirements, \$61.58 PIC proficiency check, \$61.51 required logbook entries, etc.)

If the applicant is applying for an Airline Transport Pilot–Airplane Multiengine Class rating or an Airplane Multiengine Class rating in conjunction with a Type rating and using their foreign Commercial with Instrument privileges or a foreign ATP license as the prerequisite, the applicant must hold either a current Airplane Multiengine Class Rating or a current PIC Type Rating on the foreign license prior to taking the FAA practical test. This is in accordance with the ATP Practical Test Standards (PTS) – FAA-S-8081-5F.

Some ratings shown on a verification letter may not be eligible for conversion to an FAA certificate. Airmen Certification has verified the authenticity of the applicant's foreign license, but the applicant MUST still provide appropriate documentation that the rating(s) held on the foreign license parallel U.S. rating(s) in accordance with 14 CFR §61.5(b) or §63.33(a). The Flight Standards District Office or Designated Examiner has the responsibility to determine if the ratings on the foreign license conform to the appropriate Code of Federal Regulation.

This applicant is authorized to apply for a U.S. airman certificate in accordance with 14 CFR §61.39, §61.75, §61.77, §61.123, §61.153, §63.23, or §63.42. If the applicant's foreign medical

Verification #90609-AVSW100105713-760JJ/1619
AFS-760-Letter-03 (06/12)

Christophe Georges Daniel Varin Page 1 of 2

La BFR (Biennial Flight Review)

Contrairement à la licence française, la « certification » américaine n'a pas de date de validité. Pilote un jour, pilote toujours...

... sauf quand on l'obtient sur la base d'une licence étrangère... Dans ce cas, elle reste valable aussi longtemps que la licence étrangère l'est aussi.

Il n'y a donc pas de prorogation et donc pas d'expérience minimale.

Cependant un vol de contrôle doit avoir lieu tous les 2 ans et dure en général 2 / 3 heures : 1 heure au sol et 1 heure en vol.

Dans le cas du BFR à l'arrivée, le briefing sol a pour l'essentiel permis de couvrir les particularités de la réglementation et du vol aux USA et le vol a consisté en une adaptation à l'avion + circuits de piste + manoeuvrabilité + radio 😊.