

# Foreign Pilots Course - Basic Facts

**General:** Coming from another country than the US you can fly an N-registered aircraft by either having a stand-alone US license or a converted license.

**Stand-alone US license:** If you have a stand-alone license you need a FAA medical and a valid BFR.

**Converted license:** If your issuing country is ICAO member your foreign license can be converted into a FAA license. Allow about 6-8 weeks of processing time. Follow the steps outlined in the section "Foreign License Conversion". Only the following ratings can be converted: PPL, Private-Multi, IFR (a written test is also needed to convert the IFR rating). CPL or higher ratings cannot be converted.

Your converted license is only valid as long as your license of origin is valid. A FAA medical is not needed as long as you can prove that you have a valid medical of your country of origin. A valid BFR however is required to fly a N-registered aircraft.

**Foreign Pilots Course:** This course can be considered as part of the BFR (Biennial Flight Review). We mainly concentrate on Radio Communications, Airspace, Departure and Arrival procedures, Flight Planning (NOTAMS, TFRs etc.) and Weather Reporting. Those topics and procedures might differ from

**Duration:** 1-2 days, 3-5 hours of ground school, 2-3 hours of flight time.

**Aircraft:** Course can be done in any of our aircraft preferably the one you might plan for a trip after you have passed the BFR.

**Re-currency:** If you have done the course in the past and didn't fly for some time we strongly recommend refreshing the needed knowledge and skills. Keep in mind that the BFR is due all 2 years anyway.

**TSA Clearance:** Not needed.

**Suggested Literature:** Preparation for BFR. There are various publications available. Some countries have their own literature such as the German book from Dr. Schwan.