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A Hauch Aero, LLC resource

INTERNATIONAL FAA A&P CERTIFICATION ROADMAP & CHECKLIST

A step-by-step path from documented foreign maintenance experience to an FAA mechanic certificate

HOW TO USE THIS ROADMAP Complete the boxes in order. Do not advance past a STOP GATE until every item above it is complete. Blue underlined text is clickable and opens the official source or required portal.

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FOR	Applicants using foreign practical maintenance experience or maintaining a foreign FAA address
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DESTINATION

FAA mechanic certificate with Airframe, Powerplant, or both ratings

Your Route at a Glance

STEP	ACTION	OUTPUT
1	Confirm basic eligibility	Age, English, rating, and experience-month requirements
2	Choose FSDO or IFO	Application location determines the responsible FAA office
3	Build the evidence package	Traceable proof of practical experience and breadth
4	Obtain FAA authorization	ASI review and signed FAA Form 8610-2
5	Create FTN and agent record	IACRA FTN plus U.S. agent designation when applicable
6	Plan one U.S. trip: prep, PSI tests, and O&P	Course, tests, DME, travel, and contingency dates confirmed
7	Pass the O&P and maintain records	Temporary certificate issued and post-certification duties understood

Before You Begin

- ☐ I understand that a foreign mechanic license does not convert into an FAA certificate.
- ☐ I understand that I must meet FAA eligibility requirements and pass the required knowledge, oral, and practical tests.
- ☐ I will use my full legal name consistently on my passport/identification, FAA Form 8610-2, IACRA/FTN record, knowledge-test records, and DME paperwork.
- ☐ I will retain original documents and bring originals when required.

IMPORTANT IACRA is used to create the FAA Tracking Number (FTN). It is not currently used to submit the mechanic certificate application. Mechanics still use paper FAA Form 8610-2.

**STEP
1****Confirm Basic Eligibility and Choose the Rating**

Finish line: You can state exactly which rating you seek and show that you meet the threshold requirements.

REQUIRED ACTIONS

- ☐ Read the [FAA Become an Aviation Mechanic](#) requirements.
- ☐ Confirm that I will be at least 18 years old when the certificate is issued.
- ☐ Confirm that I can read, write, speak, and understand English as required by [14 CFR § 65.71](#).
- ☐ Select the rating sought: ☐ Airframe only ☐ Powerplant only ☐ Airframe and Powerplant
- ☐ Confirm at least 18 months of practical experience for one rating, or 30 months concurrently performing duties appropriate to both ratings.
- ☐ Review the current [FAA mechanic FAQ](#), including the foreign-applicant and practical-experience guidance.

RECORD YOUR DECISION**Rating sought**

**Experience start/end
dates**

**Total qualifying
months**

**English requirement
reviewed**

STOP GATE 1 Do not request an FAA eligibility review until you can document the minimum time and the hands-on nature and breadth of your experience.

**STEP
2****Choose the Correct FAA Office**

Finish line: You have identified and contacted the FAA office that must review your application.

DECISION

- ☐ If I will apply while physically in the United States, use the [FAA FSDO directory](#) to identify the appropriate Flight Standards District Office.
- ☐ If I will apply outside the United States through the foreign-applicant pathway, use the [FAA IFO directory](#) and service-area information to identify the responsible International Field Office.
- ☐ Contact the office before travel or document submission and ask for its current appointment and submission instructions for FAA Form 8610-2 mechanic applicants using practical experience.
- ☐ Record the assigned office, contact method, appointment/submission instructions, and any office-specific document requests.

Path selected

Responsible office

Office contact

**Appointment/
submission date**

**Office-specific
requirements**

STOP GATE 2 Do not assume that the nearest office, a DME, or a training provider can authorize testing. The responsible FAA Airworthiness Aviation Safety Inspector makes the eligibility determination.

STEP 3

Build the Practical-Experience Evidence Package

Finish line: Your evidence lets an FAA inspector verify the duration, breadth, and hands-on nature of your work.

EMPLOYER OR AUTHORITY LETTERS

- ☐ Obtain letters on official letterhead from current and former employers or the responsible aviation authority.
- ☐ Ensure each letter gives exact employment start and end dates and identifies full-time or part-time status and typical weekly hours.
- ☐ Ensure each letter identifies aircraft, engines, appliances, and systems worked on.
- ☐ Ensure each letter describes specific hands-on maintenance, inspection, repair, troubleshooting, overhaul, and alteration tasks.
- ☐ Ensure each letter is signed and dated and includes the signer's title, email, telephone number, and authority to verify the work.

SUPPORTING EVIDENCE

- ☐ Include a copy of any foreign mechanic license or authorization. Treat it as supporting evidence, not an FAA equivalent certificate.
- ☐ Include employment records, pay records, logbooks, task records, training records, or other traceable documents that corroborate the letters.
- ☐ Organize evidence by Airframe and Powerplant subject area so the FAA can assess experience breadth.
- ☐ Confirm that experience is verifiable in at least 50 percent of the subject areas for the rating sought, consistent with current FAA public guidance for foreign applicants applying in the United States.
- ☐ Provide accurate English translations when requested, while retaining the original-language documents.
- ☐ Prepare two completed copies of [FAA Form 8610-2](#), unless the responsible office gives different current submission instructions.

QUALITY CHECK A job title, foreign license, narrow specialty, or general statement such as “performed aircraft maintenance” is not enough. The file must show what you personally did, for how long, and across which subject areas.

STOP GATE 3 Do not submit an untraceable or incomplete package. Missing dates, generic duties, unverifiable signers, or insufficient subject-area breadth can delay or prevent authorization.

**STEP
4****Complete the FAA Review and Obtain Testing Authorization**

Finish line: The FAA has signed the applicable FAA Form 8610-2 blocks authorizing the required tests.

APPLICATION AND INTERVIEW

- ☐ Download the current [FAA Form 8610-2](#) and instructions from the FAA form page.
- ☐ Complete the applicant portions exactly as instructed, using the same full legal name shown on identification.
- ☐ Submit the form and evidence package using the responsible FSDO or IFO's instructions.
- ☐ Attend the FAA interview or document-review appointment and be prepared to explain the duration and scope of the practical experience.
- ☐ Resolve any FAA request for additional evidence.
- ☐ Receive the FAA-signed authorization required for the applicable mechanic knowledge tests.
- ☐ Make secure copies of the signed authorization and protect the originals.

AUTHORIZATION RECORD**FAA inspector**

Office

Review date

Authorized rating(s)

Restrictions/follow-up

STOP GATE 4 Do not schedule the knowledge tests until you possess the required FAA authorization and have confirmed the testing center's current identification and authorization-document requirements.

**STEP
5****Create the FTN and Complete the U.S. Agent Requirement**

Finish line: Your identity records match, you have an FTN, and any required U.S. agent designation is active.

FAA TRACKING NUMBER

- ☐ Create an [IACRA](#) account or sign in to the existing account.
- ☐ Obtain and record the FAA Tracking Number (FTN).
- ☐ Verify that the IACRA legal name exactly matches identification and FAA Form 8610-2.
- ☐ Do not attempt to submit the mechanic application through IACRA; use the signed paper FAA Form 8610-2 process.

U.S. AGENT FOR SERVICE

- ☐ Determine whether [14 CFR part 3, subpart C](#) applies because I have a foreign address of record and no U.S. physical address of record with the FAA.
- ☐ If required, select a qualified U.S. agent who has a U.S. address and agrees to receive FAA service on my behalf.
- ☐ Submit the designation through the [FAA U.S. Agent for Service \(USAS\) portal](#).
- ☐ Save confirmation and understand the duty to update changes within 30 days.

FTN

IACRA name verified

U.S. agent required?

**USAS confirmation
date**

STOP GATE 5 Do not proceed with mismatched names or an unresolved U.S. agent requirement. Correct the underlying record before testing.

STEP 6

Plan One U.S. Trip: Preparation, PSI Tests, and O&P

Finish line: Preparation, knowledge tests, and the DME examination are coordinated as one U.S. trip, with contingency time built into the schedule.

COMMON SINGLE-TRIP MODEL Many international applicants use one U.S. trip for a structured preparation course, the required PSI knowledge tests, and the DME oral and practical examination. Preparation courses are strongly recommended for this pathway but are not required by the FAA.

PLAN THE ENTIRE U.S. TRIP BEFORE PURCHASING TRAVEL

- ☐ Review U.S. Department of State visitor-visa information and, when applicable, Visa Waiver Program requirements for the complete preparation, testing, and O&P itinerary.
- ☐ Do not assume B-2 is universally appropriate. When uncertain, obtain case-specific guidance from the appropriate U.S. embassy, consulate, or qualified immigration counsel.
- ☐ Do not purchase nonrefundable travel until FAA authorization, appropriate travel status, the preparation course if used, PSI testing, the DME appointment, and contingency dates are confirmed.

DETERMINE THE TESTS

RATING SOUGHT	REQUIRED TESTS	COMPLETE
Airframe	AMG + AMA	☐
Powerplant	AMG + AMP	☐
Airframe & Powerplant	AMG + AMA + AMP	☐

BUILD THE COMMON SINGLE-TRIP SEQUENCE

- ☐ Review the FAA Airman Knowledge Testing Matrix for current identification, authorization, and testing requirements.
- ☐ Select a structured preparation program that covers the knowledge tests and O&P preparation. A common example is [PSAM's two-week, 80-hour A&P Certification Prep program](#).
- ☐ Confirm whether the preparation provider schedules the PSI knowledge tests during the course and whether the testing center is physically located inside the United States.
- ☐ Use the [FAA/PSI testing portal](#) to confirm or schedule every required knowledge test and verify the center's address, hours, fees, identification, and authorization-document requirements.
- ☐ Schedule the DME O&P for after the expected completion of the course and knowledge tests, with enough contingency time for a delayed or unsuccessful knowledge test.

STEP 6 CONTINUED | COMPLETE THE COURSE AND PSI TESTS

- ☐ Bring the original FAA authorization and acceptable identification required by the current testing matrix. Pass each required test with at least 70 percent, then verify the name, FTN, test code, date, and score on every report.
- ☐ Retain every original Airman Knowledge Test Report and secure backup copies before proceeding to the O&P.

TEST	DATE	SCORE	PASS	REPORT SAVED
AMG	_____	_____	☐	_____
AMA	_____	_____	☐	_____
AMP	_____	_____	☐	_____

CONFIRM THE DME AND O&P BEFORE TRAVEL

- ☐ Use the [FAA Designee Locator](#) to identify an authorized Designated Mechanic Examiner before purchasing travel.
- ☐ Confirm the exact rating, O&P date, expected duration, testing location, facility and equipment, examiner fee, payment terms, cancellation policy, and retest policy.
- ☐ Ask the DME for a written list of required original documents, arrival instructions, personal protective equipment, and tools.

COORDINATE THE COURSE, PSI TESTS, AND O&P

- ☐ Confirm in writing how the preparation provider, PSI testing center, and DME dates fit together. These may be separate organizations even when testing occurs at the same facility.
- ☐ Plan the O&P after all required knowledge tests are expected to be completed, and leave contingency days before return travel.
- ☐ Confirm that the DME will receive the original knowledge-test reports and all other required documents before the examination begins.
- ☐ Understand that preparation and testing are separate services. A preparation provider cannot guarantee certification, and the DME must conduct an independent examination.
- ☐ If the trip must be divided, repeat the travel, immigration, document, and scheduling checks before returning for the O&P.

TRAVEL AND TESTING FILE

- ☐ Passport and immigration/travel authorization
- ☐ Original FAA Form 8610-2 authorization copies required by the DME
- ☐ Original knowledge-test reports
- ☐ FTN and matching identity records

- ☐ Preparation-course, PSI-test, and DME confirmations, including addresses, dates, fees, and instructions
- ☐ Secure backup copies stored separately from the originals

CURRENT FAA PLANNING POINT The FAA mechanic FAQ states that no DMEs are located outside the United States. Plan the preparation course, PSI tests, and O&P as one coordinated U.S. itinerary unless the responsible FAA office confirms another authorized arrangement.

STOP GATE 6 Do not begin nonrefundable travel until FAA authorization, travel status, preparation course if used, PSI appointments, DME appointment, facilities, fees, documents, and contingency time are confirmed. Do not begin the O&P until every required knowledge test is passed and the original reports are available.

STEP 7

Complete the Oral and Practical and Maintain the Certificate

Finish line: You have passed the O&P, received the temporary certificate, and recorded post-certification obligations.

PREPARE FOR THE O&P

- ☐ Download and review the current [Aviation Mechanic Airman Certification Standards](#) (FAA-S-ACS-1) and FAA testing resources.
- ☐ Review the [Aviation Mechanic ACS Companion Guide](#) for the testing process.
- ☐ Prepare to demonstrate knowledge, risk management, and practical skills for every applicable subject area.
- ☐ Arrive with the original documents required by the DME and the agreed personal protective equipment and tools.
- ☐ Complete the oral and practical examination under the current ACS.

BEFORE LEAVING THE DME

- ☐ Verify the full legal name, address, ratings, limitations, and certificate information on every application and temporary certificate document.
- ☐ Receive copies of the completed documents and understand any retest requirements if a portion was unsatisfactory.
- ☐ Record the temporary certificate issue date and expiration date.

AFTER CERTIFICATION

- ☐ Monitor [FAA Airmen Certification](#) information and processing status until the permanent certificate arrives.
- ☐ Keep the U.S. agent designation current if required and report changes within 30 days.
- ☐ Update the FAA address record as required.

- ☐ Understand and comply with [14 CFR § 65.83](#) recent-experience requirements before exercising mechanic privileges.

O&P date	_____
DME	_____
Rating(s) issued	_____
Temporary certificate expires	_____
Permanent certificate received	_____

FINISH LINE The roadmap is complete when the permanent certificate is received, the FAA address and any required U.S. agent record are correct, and you understand when you may exercise the certificate's privileges.

Final Readiness Checklist

Every box below should be complete before you begin nonrefundable travel for the combined U.S. preparation and testing trip.

- ☐ I meet the age and English-language requirements.
- ☐ I selected the correct rating and meet the 18- or 30-month experience requirement.
- ☐ I used the correct FSDO or IFO pathway.
- ☐ My experience package proves dates, duties, hands-on work, aircraft/engine types, and subject-area breadth.
- ☐ The responsible FAA inspector authorized the applicable tests on FAA Form 8610-2.
- ☐ My full legal name matches identification, FAA Form 8610-2, FTN, and test records.
- ☐ My FTN is active and recorded.
- ☐ My U.S. agent designation is complete if the foreign-address rule applies.
- ☐ I took the PSI knowledge tests in person at an authorized testing center inside the United States.
- ☐ I passed every knowledge test required for the rating sought and have the original reports.
- ☐ My travel/immigration status is appropriate for the planned activities.
- ☐ My preparation course if used, PSI testing, DME, facilities, dates, fees, and contingency plan are confirmed.
- ☐ I have the original documents and secure backup copies needed for the O&P.

READY TO PROCEED If any box is incomplete, stop and resolve it before committing to travel or examination costs.

Official Links

- [FAA Become an Aviation Mechanic](#)
- [FAA Mechanic Frequently Asked Questions](#)
- [FAA Form 8610-2](#)
- [FAA Flight Standards District Offices](#)
- [FAA International Field Offices](#)
- [14 CFR part 65, subpart D](#)
- [14 CFR part 3, subpart C](#)
- [IACRA / FAA Tracking Number](#)
- [FAA Airman Testing](#)
- [FAA Airman Knowledge Testing Matrix](#)

- [FAA/PSI Knowledge Testing Portal](#)
- [FAA Designee Locator](#)
- [FAA Aviation Mechanic ACS Resources](#)
- [FAA U.S. Agent for Service Portal](#)
- [FAA Airmen Certification](#)
- [U.S. Department of State Visitor Visa](#)
- [U.S. Department of State Visa Waiver Program](#)
- [FAA foreign-applicant guidance citing Order 8900.1, Vol. 5, Ch. 5, Sec. 3](#)
- [FAA AC 65-2D, Airframe and Powerplant Mechanics Certification Guide](#)

Scope and Disclaimer

This roadmap summarizes public requirements and policy available on August 13, 2026.

Regulations and current FAA policy control if this roadmap conflicts with an official source. The responsible FAA office determines eligibility. Testing authorization and administration remain subject to current FAA requirements. Visa issuance and admission are determined by U.S. immigration authorities. This roadmap is educational information, not legal advice, and does not guarantee eligibility, authorization, visa issuance, admission, testing availability, or certification.

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