

IMPLEMENTATION PROCEDURES
FOR LICENSING

Under the Agreement for the Promotion of Aviation Safety

dated 12 June 2000

between the

Government of the United States of America

and the

Government of Canada

August 31, 2006

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Chapter I - GENERAL

1.0 Purpose and Scope

(a) This document sets forth the Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA) procedures for issuing pilot licences or certificates on the basis of a certificate or licence issued by the other authority under the Agreement for the Promotion of Aviation Safety between the Government of the United States and the Government of Canada dated 12 June 2000 ("Agreement"). The Agreement provides, in pertinent part, that the FAA and TCCA will pursue mutual cooperation in evaluation and acceptance of each other's systems and standards in the issuance of certificates and licences issued by the FAA and TCCA. Upon mutual satisfaction with these systems, the Agreement directs the authorities to execute these procedures for conversion of licences and certificates of pilots.

(b) The objective of these Implementation Procedures, in accordance with the Agreement, is to outline the terms and conditions under which the FAA and TCCA may convert each other's certificates and licences.

1.1 Authorization

The authorization for these Implementation Procedures is Article III of the Agreement for Promotion of Aviation Safety, which directs the FAA and TCCA to assess each other's standards and systems for the licensing or certification of pilots. The FAA and TCCA have completed this assessment and have used that assessment to establish the conditions for the conversion of their respective licences and certificates for pilots.

1.2 Effective Date and Termination

These Implementation Procedures enter into force ninety (90) days after the signing of these Implementation Procedures by the FAA and TCCA, and activity under these Implementation Procedures shall commence in accordance with Chapter V. These Implementation Procedures may be terminated upon ninety (90) days written notice by either the FAA or TCCA. Termination of these Implementation Procedures will not affect the validity of activity conducted under their provisions prior to termination.

1.3 Amendments

(a) These Implementation Procedures may be amended at any time by mutual consent of the FAA and TCCA, and may also be revised or supplemented by appendices. Such amendments and appendices will be recorded and enter into force upon signature by the duly authorised representatives identified in paragraph 1.5(c), or

their designee. Each amendment or appendix shall specify its effect, if any, on activities conducted under these Implementation Procedures prior to the revision or supplementation.

(b) Suggestions for improvement are welcome and can be addressed to any of the offices described in paragraph 1.5.

(c) The FAA and TCCA further recognize that significant revision by either authority to its organization, regulations, procedures or standards may affect the basis on which these Implementation Procedures are executed. Accordingly, each authority agrees to advise the other promptly of plans for such changes, and to give an opportunity for comment. Upon notice of such changes by one authority, the other authority may request consultation to review the need for amendment to the Implementation Procedures as to either scope or substance.

1.4 National Requirements

(a) The legal standards for safety regulation by TCCA are contained in the Canadian Aviation Regulations (CARs), and are explained in ancillary documents and procedures.

(b) The legal standards for safety regulation by the FAA are contained in the Federal Aviation Regulations Title 14, Code of Federal Regulations, (14 CFR), and are explained in ancillary documents and procedures.

1.5 Accountability

(a) The designated offices for the technical oversight of the Implementation Procedures are:

(1) For the FAA: Flight Standards Service
FAA (AFS-50)
800 Independence Avenue, S.W.
Washington, DC 20591
USA
Phone: +1-202-385-8070
FAX: +1-202-493-5888

(2) For TCCA: General Aviation (AARR)
Place de Ville, Tower C, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1N 0N8
Canada
Phone: +1-613-990-1085
FAX: +1-613-990-6215

(b) The designated offices for the technical implementation of these Implementation Procedures are:

(1) For the FAA:

(a) (i) For airman regulations and policy:

Flight Standards Service
FAA (AFS-800)
800 Independence Avenue, S.W.
Washington, DC 20591
USA
Phone: +1-202-267-8212
FAX: +1-202-267-5094

(ii) For airman certification and verification:

Airman Certification Branch
FAA (AFS-760)
P.O. Box 25082
Oklahoma City, OK 73125
USA
Phone: +405-954-3822
Fax: +1-405-954-4105

(iii) For airman testing:

Airman Testing Branch
FAA (AFS-630)
P.O. Box 25082
Oklahoma City, OK 73125
USA
Phone: +1-405-954-4151
Fax: +1-405-954-4748

(b) For medical certification:

Civil Aerospace Medical Institute
Aerospace Medical Certification Division
FAA (AAM-300)
P.O. Box 25082
Oklahoma City, OK 73125
USA
Phone: +1-405-954-4821, Option 1
FAX: +1-405-954-4300

(1) For TCCA:

(a) For pilot licensing:

Personnel Licensing (AARRB)
Place de Ville, Tower C, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1N 0N8
Canada
Phone: +1-613-993-9456
FAX: +1-613-990-6215

(b) For medical certification:

Civil Aviation Medicine (AARRG)
Place de Ville, Tower C, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1N 0N8
Canada
Phone: +1-613-990-1311
FAX: +1-613-990- 6215

(c) The designated offices for the administrative coordination of these Implementation Procedures are:

(1) For the FAA: Office of the Assistant Administrator for
International Aviation
FAA (AWH)
800 Independence Avenue, S.W.
Washington, DC 20591
USA
Phone: +1-202-385-8865
FAX: +1-202-267-5032

(2) For TCCA: General Aviation (AARR)
Place de Ville, Tower C, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1N 0N8
Canada
Phone: +1-613-990-1085
FAX: +1-613-990-6215

1.7 Resolution of Disagreements

As stated in Article IV of the Agreement, any disagreement regarding the interpretation or application of these Implementation Procedures shall be resolved by consultation between the FAA and TCCA. Resolution of such disagreements may be recorded as an amendment to this agreement or appendix to these Implementation Procedures in accordance with Paragraph 1.3.

1.8 Definitions

For the purposes of these Implementation Procedures (and notwithstanding definitions contained in the 14 CFR and CARs), the following definitions apply:

- (a) "14 CFR" means the Federal Aviation Regulations, contained in Title 14, Code of Federal Regulations.
- (b) "CARs" means the Canadian Aviation Regulations.
- (c) "Pilot certificate and licence conversion" means the issuance of a TCCA pilot's licence on the basis of a pilot's certificate issued by the FAA or the issuance of a FAA pilot's certificate on the basis of a TCCA pilot's licence.
- (d) "Special Conditions" are those additional requirements each Authority has determined are necessary for conversion of the other's pilot certificates/licences. Special Conditions are set forth in Chapter III of these Implementation Procedures.
- (e) "Valid pilot licence or pilot certificate" means a licence or certificate that is not under an order of revocation, cancellation or suspension, or, in case of a TCCA licence has not expired.

Chapter II – CONVERSION OF CERTIFICATES AND LICENCES

2.1 General

(a) Subject to the Special Conditions contained in Chapter III of these Implementation Procedures, the FAA and TCCA agree to issue a pilot certificate or licence based on a certificate or licence issued by the other authority. The FAA and TCCA further agree that they will issue certain ratings associated with those licences, as specified in Chapter III.

(b) In order to facilitate the acceptance of a certificate or licence for conversion by the other authority, the FAA and TCCA agree to provide each other with a verification of authenticity of that pilot licence or certificate and of the associated medical certificate prior to the conversion of a licence or certificate.

2.2 Eligibility Requirements

(a) The FAA agrees that a person holding a valid TCCA licence, and who has complied with any applicable Special Conditions set forth in Chapter III, shall be eligible for a FAA certificate.

(b) TCCA agrees that a person holding a valid FAA certificate, and who has complied with any applicable Special Conditions set forth in Chapter III, shall be eligible for a TCCA licence.

(c) Certificates and licences issued by the FAA or TCCA not listed in Chapter III are excluded from the provisions of these Implementation Procedures.

(d) FAA pilot certificates issued on the basis of a foreign licence are not eligible for conversion to a TCCA pilot licence under these implementation procedures. TCCA pilot licences issued on the basis of a foreign licence are not eligible for conversion to an FAA pilot certificate under these Implementation Procedures.

(e) The FAA, upon converting a TCCA pilot licence, does not require the surrender of that TCCA licence. The TCCA, upon converting an FAA pilot certificate, does not require the surrender of that FAA pilot certificate.

Chapter III - SPECIAL CONDITIONS

(a) These procedures address the airplane category of aircraft and the private, commercial, and airline transport pilot levels of licences or certificates including the following ratings or qualifications: instrument rating, class ratings of Airplane Single Engine Land (ASEL) and Airplane Multi-Engine Land (AMEL), type rating, and night qualification issued under 14 CFR Part 61 and CARs Part IV.

(b) FAA certificated pilots who apply for conversion to a TCCA pilot licence must first obtain the appropriate TCCA medical certificate Category 1 or 3 - issued under CARs Part IV, Subpart 4, Medical Requirements before a TCCA pilot licence can be issued. TCCA licensed pilots who apply for conversion to an FAA pilot certificate must obtain the appropriate FAA medical certificate -- FAA First-, Second-, and Third-Class airman medical certificates -- issued under 14 CFR Part 67 before the FAA pilot certificate can be issued.

(c) TCCA does not issue an airline transport pilot licence with an ASEL rating. A FAA certificated airline transport pilot with an ASEL rating but no AMEL rating will be eligible for issuance of a TCCA Commercial Pilot Licence with ASEL rating.

(d) The conversion conditions are contained in the Appendix to this document.

(e) Once a licence or certificate is converted, pilots must meet the recency and operational requirements of the State of Licence conversion in order to exercise the privileges of the licence, certificate and ratings obtained through the conversion process. However, for purposes of this agreement:

(1) Pilots holding a FAA pilot certificate converted from a TCCA pilot licence may also meet the requirements of 14 CFR §61.56 (flight review) if they passed a TCCA pilot licence or rating skill test within the previous twenty-four (24) calendar months of exercising the privileges of the FAA pilot certificate.

(2) Pilots holding a FAA pilot certificate with an instrument rating converted from a TCCA pilot licence with an instrument rating may also meet the requirements of 14 CFR §61.57 (c) and (d) if they passed a TCCA instrument rating skill test within the preceding 12 calendar months of exercising privileges of the FAA instrument rating.

(3) Pilots holding a TCCA pilot licence with an instrument rating converted from a FAA certificate with an instrument rating may also meet the requirements of CAR 421.49 [Renewal of Instrument Rating] by having passed an FAA instrument proficiency check [14 CFR - §61.57 (d)] within the previous 24 months in an airplane or an approved flight simulation device.

CHAPTER IV - MUTUAL COOPERATION

4.0 Periodic Meetings

The FAA and TCCA agree to meet to discuss these Implementation Procedures when considered necessary by either party, but not less than once a year. The meetings will address on-going projects, changes in FAA or TCCA organizations, any revisions to FAA or TCCA requirements, or any other matters relating to these Implementation Procedures. The frequency of these meetings will depend on the resources available to each authority, as well as the significance of any outstanding issues.

4.1 Information

The FAA and TCCA shall provide information and assistance regarding the licences and certificates of pilots under the terms of these Implementation Procedures, and shall develop appropriate publications and circulate these publications through established methods in their respective countries to:

- (a) Inform the public of the terms of these Implementation Procedures and subsequent amendments.
- (b) Explain the procedures to be followed by pilots interested in applying for a licence or certificate based on conversion.

4.2 Technical Evaluation Assistance

The FAA and TCCA agree to provide technical evaluation assistance to each other, upon request, to further the purposes and objectives of these Implementation Procedures. Such areas of assistance may include, but are not limited to:

- (a) Providing verification of authenticity for a licence or certificate that is the basis for an application for a conversion licence or certificate.
- (b) Providing a list of pilot licences or certificates converted under these Implementation Procedures at least annually.
- (c) Providing recommendations relating to evaluations conducted by the FAA or TCCA.
- (d) Performing surveillance and providing reports regarding pilots' continued compliance with the requirements described in these Implementation Procedures.
- (e) Conducting and reporting on investigations and enforcement actions.

(f) Obtaining and providing data for reports regarding pilot licensing or certification where requested.

4.3 Exchange of Information

The FAA and TCCA shall provide each other with regulations, policies, guidance, practices and interpretations relevant to these Implementation Procedures, and will update such documents in a timely manner. In addition, any FAA or TCCA proposal to amend such documents will be provided to the other authority for review prior to the amendment being effected, consistent with their national laws and administrative procedures.

4.4 Establishing and Amending Regulations, Policies, and Guidelines

To the extent permitted by their national laws and administrative procedures, the FAA and the TCCA agree to provide technical assistance to each other in the development and issuance of regulations, policies, guidance, practices, and interpretations relevant to these Implementation Procedures.

4.5 Urgent or Unusual Situations

When urgent or unusual situations develop that are within the scope of, but not specifically addressed by these Implementation Procedures, the FAA and TCCA shall consult, and take appropriate action, including developing amendments to these Implementation Procedures, including the Appendices, if required, as set forth under paragraph 1.3.

4.6 Notification of Non-compliance and Safety Issues

(a) In the case of airmen who have converted FAA certificates to TCCA licences under these Implementation Procedures, the TCCA agrees to notify FAA of non-compliance with applicable regulations that affect the continued validity of the TCCA licence. In the case of pilots who have converted TCCA licences to FAA certificates under these Implementation Procedures, FAA agrees to notify TCCA of non-compliance with applicable regulations that affect the continued validity of the FAA certificate. Such notification will be sent to the other authority's representative of the office identified in paragraph 1.5(b). This required notification action will provide critical data to assist in measuring the safety performance of this IPL agreement.

(b) In the case of airmen who have converted FAA certificates to TCCA licences under these Implementation Procedures, the FAA agrees to notify TCCA of non-compliance with applicable regulations that affect the continued validity of the FAA certificate after receipt and review of the listing identified in paragraph 4.2(b). In the case of pilots who have converted TCCA licences to FAA certificates under these Implementation Procedures, TCCA agrees to notify the FAA of non-compliance with applicable regulations that affect the continued validity of the TCCA licence after receipt and review of the listing identified in paragraph 4.2(b). Such notification will be sent to

the other authority's representative of the office identified in paragraph 1.5(b). This required notification action will provide critical data to assist in measuring the safety performance of this IPL agreement.

(c) The FAA and TCCA retain the right to take enforcement action as appropriate against their respective certificate or licence holders. Any enforcement action will follow existing national prescribed procedures. In some cases, where permitted under the applicable laws governing an authority, the authority may choose to defer to a punitive enforcement action taken by the other authority. The enforcement consultation process under these Implementation Procedures will be subject to a regular joint review by both the FAA and TCCA.

4.7 Protection of Proprietary Data and United States Freedom of Information Act (FOIA) or Canadian Access to Information Act (AIA) Requests

(a) Proprietary Data. Both authorities recognize that certain data contained in an airman's or pilot's profile or data submitted by a training organization may be the property of that facility or another person and release of that data by the FAA or TCCA may be restricted under their national laws. The FAA and TCCA agree that, subject to any applicable laws that would require the release of the information, they will not copy, release, or show such proprietary data obtained from either authority to anyone outside of the FAA or TCCA without written consent of the owner of the proprietary data.

(b) FOIA Requests. The FAA often receives requests from the public under the United States Freedom of Information Act to release information that the FAA may have in its possession. Such requests must be honored unless it falls within certain exceptions, including trade secrets, or financial or commercial data that would be considered confidential or privileged. When the FAA receives such a request for the release of information related to a certificate or licence holder located in Canada and covered by these Implementation Procedures, the FAA will advise TCCA of any information received from TCCA and submitted to the FAA that might be released. The FAA also may request TCCA for assistance in determining if the person submitting the information would agree to release and if applicable, which portions of the submitted information or such information, if generated by TCCA, might be withheld under any applicable FOIA exceptions.

(c) AIA Requests. TCCA often receives requests from the public under the Access to Information Act to release information that TCCA has in its possession. Any information in TCCA's possession must be disclosed under the AIA unless it falls within certain exceptions, including trade secrets; financial, commercial, scientific or technical information received from a third party which the third party consistently treats as confidential; where disclosure, could reasonably be expected to result in material financial loss or gain to the third party or could reasonably be expected to interfere with a third party's contractual or other negotiations. TCCA must also refuse to disclose any information that was obtained in confidence from a government of a foreign state or an institution thereof. When TCCA receives such a request for the release of information

related to a certificate or licence holder located in the United States and covered by these Implementation Procedures, TCCA will advise the FAA of any information received from the FAA and submitted to TCCA that might be released. TCCA also may request the FAA for assistance in determining if the person submitting the information would agree to release and if applicable, which portions of the submitted information or such information, if generated by FAA, might be withheld under any applicable AIA exceptions.

4.8 Accident and Incident Investigation Requests

When the FAA or TCCA need information concerning pilot licences or certificates in connection with the investigation of accidents or incidents, the request for information should be directed to the office identified in paragraph 1.5(b). The other authority will, subject to any law that would prohibit the disclosure of the information, provide the requested information in a timely manner.

CHAPTER V - IMPLEMENTATION DATE

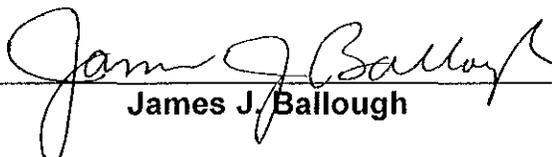
The FAA and TCCA agree to begin accepting applications for and processing the issuance of conversion certificates and licences in accordance with these Implementation Procedures no later than ninety (90) days from their entry into force.

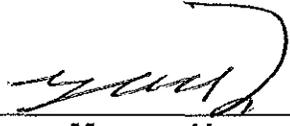
CHAPTER VI - AUTHORITY

The FAA and TCCA agree to the provisions of these Implementation Procedures as indicated by the signature of their duly authorized representatives.

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

TRANSPORT CANADA CIVIL AVIATION
DEPARTMENT OF TRANSPORT
CANADA

By 
James J. Ballough

By 
Manzur Huq

Title: Director, Flight Standards Service

Title: Director, General Aviation

Date 8/28/06

Date August 31, 2006

Appendix - Conditions for Conversion

Airline Transport Pilot – Airplane

TCCA to FAA	Topic	FAA to TCCA
Minimum Age: 23	Age	N/A since TCCA requires applicant to be 21 years of age.
<p>Hold at a minimum an FAA Third-Class medical certificate to obtain the FAA airline transport pilot certificate.</p> <p>Hold an FAA First-Class medical certificate in order to exercise the privileges of the FAA airline transport pilot certificate.</p>	Medical Certificate	TCCA Category 1 medical certificate.
Hold a TCCA Airline Transport Pilot Licence - Aeroplane.	Experience (Hours)	Hold an FAA airline transport pilot certificate with Airplane Multi-engine class rating and a minimum of 900 hours airplane category flight time. Flight Engineer time will not be credited.
Pass an examination in air law and communications as specified by FAA.	Theoretical Knowledge	Pass an examination in accordance with the air law and communications syllabus as specified by TCCA.
No further skill/practical testing required.	Practical Skill	No further skill/practical testing required.
Read, write, speak and understand the English language	Language	Communicate in English or French language

Note: Before exercising the privileges of the converted licence or certificate, the pilot shall meet the recency and operational requirements of the State converting the licence or certificate.

Commercial Pilot – Airplane

TCCA to FAA	Topic	FAA to TCCA
Minimum age: 18	Age	Minimum age: 18
Hold at a minimum an FAA Third-Class medical certificate to obtain the FAA commercial pilot certificate. Hold an FAA Second-Class medical certificate in order to exercise the privileges of the FAA commercial pilot certificate.	Medical Certificate	TCCA Category 1 medical certificate.
Hold a TCCA Commercial Pilot Licence - Aeroplane with a minimum of 250 hours flight time.	Experience (Hours)	Hold an FAA commercial pilot certificate - airplane with a minimum of 200 hours flight time, or FAA airline transport pilot certificate - airplane with single engine land rating only.
Pass an examination in air law and communications as specified by the FAA.	Theoretical Knowledge	Pass an examination in accordance with the air law and communications syllabus as specified by TCCA.
No further skill/practical testing required.	Practical Skill	No further skill/practical testing required.
Read, write, speak and understand the English language.	Language	Communicate in English or French language.

Note: Before exercising the privileges of the converted licence or certificate, the pilot shall meet the recency and operational requirements of the State converting the licence or certificate.

Instrument Rating - Airplane

TCCA to FAA	Topic	FAA to TCCA
Minimum age: 17 for PPL holder	Age	Minimum age: 17 for PPL holder
Not applicable.	Medical Certificate	Not applicable.
Hold a TCCA Instrument Rating – Aeroplane.	Experience (Hours)	Hold an FAA instrument rating-airplane and have an FAA instrument proficiency check - airplane within the past 24 months.
Pass an examination in air law and communications as specified by the FAA.	Theoretical Knowledge	Pass an examination in accordance with the instrument rating air law and communications syllabus as specified by TCCA.
No further skill/practical testing required.	Practical Skill	No further skill/practical testing required.
Read, write, speak and understand the English language.	Language	Communicate in English or French language.

Note 1: Before exercising the privileges of the converted licence or certificate, the pilot shall meet the recency and operational requirements of the State converting the licence or certificate.

Note 2: Pilots holding a FAA pilot certificate with an instrument rating converted from a TCCA pilot licence with an instrument rating may also meet the requirements of 14 CFR §61.57 (c) and (d) if they passed a TCCA instrument rating skill test within the preceding 12 calendar months of exercising privileges of the FAA instrument rating.

Note 3: Pilots holding a TCCA pilot licence with an instrument rating converted from a FAA certificate with an instrument rating may also meet the requirements of CAR 421.49 [Renewal of Instrument Rating] by having passed an FAA instrument proficiency check [14 CFR - §61.57 (d)] within the previous 24 months in an airplane or an approved flight simulation device.

Private Pilot - Airplane

TCCA to FAA	Topic	FAA to TCCA
Minimum age: 17	Age	Minimum age: 17
FAA Third-Class medical certificate.	Medical Certificate	TCCA Category 3 medical certificate.
Hold a TCCA Private Pilot Licence - Aeroplane.	Experience (Total Hours)	Hold an FAA private pilot certificate - airplane with a minimum of 45 hours flight time.
Pass an examination in air law and communications as specified by FAA.	Theoretical Knowledge	Pass an examination in accordance with the private pilot air law and communications syllabus as specified by TCCA.
No further skill/practical testing required.	Practical Skill	No further skill/practical testing required.
FAA would limit private pilot certificate - airplane to Day VFR Only unless applicant holds TCCA night qualification, or meets FAA night experience requirements.	Additional Requirements Night Qualification	TCCA would limit private pilot licence - airplane to Day VFR Only unless IR is held, or applicant meets the TCCA Private Pilot Licence - Airplane night experience requirements.
Read, write, speak and understand the English language.	Language	Communicate in English or French language.

Note: Before exercising the privileges of the converted licence or certificate, the pilot shall meet the recency and operational requirements of the State converting the licence or certificate.

Airplane Type Ratings

TCCA to FAA	Topic	FAA to TCCA
Minimum age appropriate to the FAA pilot certificate to be issued.	Age	Minimum age appropriate to the TCCA pilot licence to be issued.
Not applicable.	Medical Certificate	Not applicable.
Hold TCCA pilot licence with appropriate Type Rating.	Experience (Hours)	Hold FAA pilot certificate with appropriate Type Rating.
No further testing required.	Theoretical Knowledge	No further testing required.
No further skill/practical testing required.	Practical Skill	No further skill/practical testing required.
Type ratings on the TCCA pilot licence may be placed on that person's FAA pilot certificate with no further testing requirements.	Additional Requirements	Type ratings on the FAA pilot certificate may be placed on that person's TCCA pilot licence with no further testing requirements.
Read, write, speak and understand the English language.	Language	Communicate in English or French language.

Note: Before exercising the privileges of the converted licence or certificate, the pilot shall meet the recency and operational requirements of the State converting the licence or certificate.