



Advisory Circular

Subject: Conversion Procedures and Processes for FAA Pilot Certificates and TCCA Pilot Licenses

Date: 12/5/06
Initiated by: AFS-810

AC No: 61-135

1. PURPOSE. The Federal Aviation Administration (FAA) is issuing this advisory circular (AC) to announce the establishment of new pilot licensing/certification conversion procedures for Canadian pilot license holders and United States pilot certificate holders.

a. Applicability. These procedures are available to holders of FAA pilot certificates and Transport Canada Civil Aviation (TCCA) pilot licenses in the airplane category of aircraft at the private, commercial, and airline transport pilot (ATP) levels of licenses or certificates. The following ratings or qualification are included: instrument rating, class ratings of Airplane Single Engine Land (ASEL) and Airplane Multi-Engine Land (AMEL), type ratings, and night qualification addressed under Title 14 of the Code of Federal Regulations (14 CFR) part 61 and Canadian Aviation Regulations (CAR) part IV. Pilot licenses/certificates and ratings issued on the basis of a foreign pilot license are not eligible for conversion under these new pilot licensing/certification conversion procedures.

b. Conditions.

(1) Under this conversion procedure, an FAA-certificated pilot choosing to convert his or her FAA pilot certificate to a TCCA pilot license is not required to surrender the FAA pilot certificate and vice versa.

(2) It is possible, and likely, that the pilot may simultaneously hold an FAA pilot certificate and a TCCA pilot license, and will thus need to meet the recency and operational requirements of both the FAA and TCCA to exercise the privileges of the license or certificate in each respective country.

2. RELATED REFERENCES (current editions).

a. Regulatory Guidance.

- (1) Title 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors.
 - (2) CAR part IV, Personnel Licensing and Training.
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b. FAA Related Reading Material.

- (1) FAA AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65.
- (2) AC 61-98, Currency and Additional Qualification Requirements for Certificated Pilots.
- (3) FAA-G-8082-2, Pilot Knowledge Test Guide for Converting Transport Canada Civil Aviation Pilot Licenses to Federal Aviation Administration Pilot Certificates.
- (4) FAA Order 8080.6, Conduct of Airman Knowledge Tests.

c. TCCA Related Reading Material.

- (1) Study and reference guides.
 - (a) Airline Transport Pilot Licence - Aeroplane (Transport Publications (TP) 690).
 - (b) Commercial Pilot Licence, including Helicopter to Aeroplane Pilot Licence - Aeroplane (TP 12881).
 - (c) Instrument Rating - Aeroplane and Helicopter (TP 691).
 - (d) Private Pilot Licence, including Helicopter to Aeroplane Pilot Licence - Aeroplane (TP 12880).
 - (e) Sample Examination - Recreational Pilot Permit and Private Pilot Licence - Aeroplane (TP 13014).
 - (f) Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (TP 11919).
 - (g) Type Rating - Aeroplane (TP 13524).
- (2) Transport Canada Aeronautical Information Manual (TC AIM) (TP 14371).

d. Related FAA Web Sites.

- (1) The FAA question and answer Web site for FAA pilot certification questions: <http://faa.custhelp.com>.
- (2) The FAA Airmen Certification Branch's (AFS-760) Web site containing the Verification of Authenticity of Foreign License, Rating and Medical Certification form for initiating a verification of authenticity when converting Canadian pilot licenses to FAA pilot certificates: http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.
- (3) The FAA question and answer Web site for addressing FAA medical certification issues: http://www.faa.gov/licenses_certificates/medical_certification/.

(4) The FAA AIM: <http://www.faa.gov/ATpubs/AIM/index.htm>.

(5) The FAA Airman Testing Standards Branch (AFS-630) Web site for viewing training handbooks, knowledge test guides and a listing of computer testing centers for taking airman knowledge tests: http://www.faa.gov/education_research/testing.

(6) FAA Flight Standards District Office (FSDO) Locations: http://www.faa.gov/about/office_org/field_offices/fsdo/.

e. Related TCCA Web Sites.

(1) TCCA's Web site to address pilot licensing questions: <http://www.tc.gc.ca/civilaviation/general/personnel/faq.htm>.

(2) TCCA's Web site containing the Application for Verification and Conversion of an FAA Pilot Certificate form for requesting verification of authenticity when converting FAA pilot certificates to Canadian pilot licenses: <http://www.tc.gc.ca/civilaviation/general/personnel/menu.htm>.

(3) TCCA's question and answer Web site for addressing medical certification issues: <http://www.tc.gc.ca/civilaviation/general/personnel/menu.htm>.

(4) TC AIM: <http://www.tc.gc.ca/CivilAviation/publications/tp14371/menu.htm>.

(5) The TCCA Web site for viewing study and reference guides as well as sample examinations: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

(6) Transport Canada Centre (TCC) locations: <http://www.tc.gc.ca/air/offices.htm>.

3. DEFINITIONS. For the purposes of this AC and the pilot licensing/certification conversion procedures, the following definitions apply:

a. 14 CFR. Refers to the Federal aviation regulations, contained in Title 14 of the Code of Federal Regulations.

b. CAR. Refers to the Canadian Aviation Regulations.

c. Pilot Certificate and License Conversion. The issuance of a TCCA pilot's license on the basis of a pilot's certificate issued by the FAA or the issuance of an FAA pilot's certificate on the basis of a TCCA pilot's license.

d. Special Conditions. The additional requirements that are not prescribed in both sets of the FAA and TCCA standards. Special conditions are set forth in Chapter III of the IPL.

e. Valid Pilot License or Pilot Certificate. A license or certificate that is not under an order of revocation, cancellation, or suspension, and in the case of a TCCA license, has not expired.

f. Current Airman Certificate, Rating, or Authorization. The pilot met the appropriate recency of experience requirements of part 61 (for FAA pilot certification) or CAR part IV (for TCCA pilot licensing) for the flight operation being conducted, and the pilot's medical certificate, if required, has not expired.

4. BACKGROUND. On June 12, 2000, the United States and Canada signed an international agreement known as a Bilateral Aviation Safety Agreement (BASA), intended to facilitate acceptance of various aspects of each other's aviation safety oversight systems for the benefit of the users of those systems, including pilots, and to promote the efficiency of the aviation authorities of the respective countries through cooperative agreements. In the BASA, the two countries contemplate development of supporting agreements in the form of technical annexes called implementation procedures (IP) that address specific areas of aviation safety activities. The Implementation Procedures for Licensing (IPL) is the technical annex addressing pilot licensing. The IPL permits pilots holding certain licenses or certificates from either country to obtain a license or certificate from the other country if certain requirements are met. In order to execute an IPL, the BASA requires the FAA and TCCA to first evaluate each other's pilot licensing standards and procedures and compare them to their own to determine what, if any, additional requirements would be necessary to assure that the pilots are in compliance with their own standards. This task has been completed and the associated IPL was signed by the FAA and TCCA on August 31, 2006. The IPL currently is limited to the airplane category of aircraft at the private, commercial, and ATP levels of licenses or certificates, and includes the following ratings or qualifications: instrument rating, class ratings of ASEL and AMEL, type ratings, and night qualification addressed under part 61 and CAR part IV. The FAA and TCCA have agreed that they may amend the IPL to allow conversion of other licenses or certificates.

5. FAA RESPONSIBILITY. The following FAA offices are responsible for administering this pilot conversion process.

a. Questions pertaining to pilot certification issues for converting Canadian pilot licenses to FAA pilot certificates:

FAA Certification and Flight Training Branch, AFS-810
800 Independence Avenue, SW.
Washington, DC 20591
Telephone: 1-202-267-8212
Fax: 1-202-267-5094

or

FAA Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: 1-405-954-3822
Fax: 1-405-954-4105

or (for airman testing)

Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: 1-405-954-4151
Fax: 1-405-954-4748

b. Questions pertaining to FAA medical certification issues:

FAA Office of Aviation Medicine
Aerospace Medical Certification Division, AAM-300
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: 1-405-954-4821, Option 1
Fax: 1-405-954-4300

6. TCCA RESPONSIBILITY. The following TCCA offices are responsible for administering this pilot licensing conversion process.

a. Questions pertaining to pilot licensing issues for converting FAA pilot certificates to Canadian pilot licenses:

Personnel Licensing (AARRB)
Tower C Place de Ville, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1A 0N5 Canada
Telephone: 1-613-993-9456
Fax: 1-613-990-6215

b. Questions pertaining to Canadian medical certification issues:

Civil Aviation Medicine (AARG)
Tower C Place de Ville, 6th floor, Area B
330 Sparks St.
Ottawa, Ontario, K1N 0N5 Canada
Telephone: 1-613-990-1311
Fax: 613-990-6623

7. CONVERTING A TCCA PILOT LICENSE TO AN FAA PILOT CERTIFICATE.

a. The initial step in the conversion process is for the applicant to submit a Verification of Authenticity of Foreign License, Rating and Medical Certification form (Verification of Authenticity) to AFS-760 requesting TCCA verify the validity of the applicant's Canadian pilot license, ratings, and medical certificate.

b. The information required on the Verification of Authenticity form requires the following information:

(1) Name of applicant;

- (2) Applicant's date and place of birth;
 - (3) Applicant's citizenship;
 - (4) Address where the applicant wishes to have the Verification of Authenticity to be mailed;
 - (5) Certificate number and ratings on the TCCA pilot license;
 - (6) Location of the FAA FSDO where the pilot intends to apply for an FAA pilot certificate;
 - (7) Statement that the pilot's TCCA pilot license and medical certificate are not under an order of suspension or revocation; and
 - (8) A copy of the foreign license and medical certificate must be attached to the form.
- c. A Verification of Authenticity form may be downloaded from the AFS-760 Web site at:
http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.
- d. An applicant may submit the Verification of Authenticity form and the required documents to AFS-760 either by mail or by fax:
- (1) By mail:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082
 - (2) By fax:

FAA Airmen Certification Branch, AFS-760
1-405-954-9922
- e. The applicant must submit the Verification of Authenticity form to AFS-760 at least 90 days before arriving at the designated FAA FSDO where the applicant intends to apply for the FAA pilot certificate once the applicant has met all the requirements for license conversion.
- f. The FAA will forward the request to TCCA for verification of the information submitted by the applicant. If the information is successfully verified, AFS-760 will forward the letter of authenticity to the FSDO that the applicant designated in the verification form. The Verification of Authenticity is valid for 6 calendar-months and the expiration date will appear on the form that AFS-760 returns to the applicant and forwards to the FSDO. The applicant may apply for an FAA pilot certificate at the designated FSDO during that time period.

g. The applicant must hold at least an FAA third-class medical certificate. An applicant for conversion of an ATP license or commercial pilot license seeking to exercise the privileges of those licenses must hold an FAA first-class or second-class medical certificate respectively.

h. The applicant must successfully pass a written FAA knowledge test, appropriate to the FAA pilot certificate or rating sought, on the areas of air law and communications. An acceptable passing score is answering 70 percent of all questions correctly.

i. Once the FAA pilot certificate and rating(s) have been received, the pilot must meet the FAA recency of experience requirements for the particular pilot certificate and rating before exercising the privileges of the pilot certificate and rating.

j. The FAA (AFS-760) will notify TCCA of any suspension, revocation, or removal of any FAA certificate issued under the terms of the IPL with TCCA.

8. TCCA TO FAA CONVERSION ELIGIBILITY REQUIREMENTS.

a. Private Pilot.

(1) For a TCCA private pilot license holder to convert his/her private pilot license to an FAA private pilot certificate and ratings (i.e., ASEL or AMEL) the applicant must meet the following eligibility requirements:

- Must be at least 17 years of age in order to be eligible to apply for an FAA private pilot certificate
- Must hold at least an FAA third-class medical certificate
- Must hold a TCCA Private Pilot License – ASEL or AMEL as appropriate for the rating sought and not endorsed “Issued on the basis ... of another foreign license.”
- Must pass the written FAA aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required.

- Must be able to read, write, speak, and understand the English language

(2) Before exercising the privileges of a converted FAA private pilot certificate, the pilot must meet the following recency of experience requirements of part 61:

(a) Section 61.56, Flight Review. The flight review must have been accomplished in an aircraft for which that pilot is rated, by an authorized (FAA-certificated) instructor. For the purposes of this IPL, pilots may also meet the requirements of § 61.56 if they passed a TCCA pilot license or rating skill test within the previous 24 calendar-months of exercising the privileges of the FAA pilot certificate.

(b) Section 61.57, Takeoff and Landing Current.

- Per § 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers
- Per § 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers

b. Commercial Pilot.

(1) For a TCCA commercial pilot license holder to convert his/her commercial pilot license to an FAA commercial pilot certificate and ratings (i.e., ASEL or AMEL) the applicant must meet the following eligibility requirements:

- Must be at least 18 years of age
- Must hold at least an FAA third-class medical certificate (See § 61.23(a)(3)(v))
- Must hold a second-class medical certificate in order to exercise the privileges of an FAA commercial pilot certificate in flight operations that require the pilot to hold an FAA commercial certificate (See § 61.23(a)(2))
- Must hold a TCCA Commercial Pilot License – ASEL or AMEL, as appropriate for the rating sought and have logged a minimum of 250 hours flight time as a pilot
- Must pass the written FAA aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required.

- Must be able to read, write, speak, and understand the English language

(2) Before exercising the privileges of a converted FAA commercial pilot certificate, the pilot must meet the following recency of experience requirements of part 61:

(a) Section 61.56(c), Flight Review. The flight review must have been accomplished in an aircraft for which that pilot is rated, by an authorized (FAA-certificated) instructor. For the purposes of this IPL, pilots may also meet the requirements of § 61.56 if they passed a TCCA pilot license or rating skill test within the previous 24 calendar-months of exercising the privileges of the FAA pilot certificate.

(b) Section 61.57, Takeoff and Landing Current.

- Per § 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers
- Per § 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers

c. ATP.

(1) For a TCCA ATP license holder to convert his/her ATP license to an FAA ATP certificate and ratings (i.e., ASEL or AMEL) the applicant must meet the following eligibility requirements:

- Must be at least 23 years of age
- Must hold at least an FAA third-class medical certificate (See § 61.23(a)(3)(v))
- Must hold a first-class medical certificate in order to exercise the privileges of an FAA ATP certificate in flight operations that require the pilot to hold an FAA ATP certificate (See § 61.23(a)(1))
- Must hold a TCCA ATP License—AMEL

NOTE: TCCA does not issue the ASEL rating on its ATP License.

- Must pass the written FAA aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required.

- Must be able to read, write, speak, and understand the English language

(2) Before exercising the privileges of a converted FAA ATP certificate, the TCCA ATP license holder must meet the following recency of experience requirements of part 61:

(a) Section 61.56(c), Flight Review. The flight review must have been accomplished in an aircraft for which that pilot is rated, by an authorized (FAA-certificated) instructor. For the purposes of this IPL, pilots may also meet the requirements of § 61.56 if they passed a TCCA pilot license or rating skill test within the previous 24 calendar-months of exercising the privileges of the FAA pilot certificate.

(b) Section 61.57, Takeoff and Landing Current.

- Per § 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers
- Per § 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers

(c) Instrument Proficiency Current.

- Per § 61.57(c), instrument recency of experience for operating under instrument flight rules (IFR) or in instrument meteorological conditions

- Per § 61.57(d), if instrument recency is not current, then the pilot must have accomplished an instrument proficiency check within the preceding 12 calendar-months either by the holder of an FAA Flight Instructor Certificate – Instrument-Airplane that is appropriate to that Instrument-Airplane rating or by a holder of a TCCA Flight Instructor Certificate – Instrument-Airplane that is appropriate to that Instrument-Airplane rating
- For the purposes of the IPL, pilots holding an FAA pilot certificate with an instrument rating converted from a TCCA pilot license with an instrument rating may also meet the requirements of § 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

d. Instrument Rating.

(1) For a TCCA Instrument-Airplane rating holder to convert his/her Instrument-Airplane rating to an FAA Instrument-Airplane rating the applicant must meet the following eligibility requirements:

- Must be at least 17 years of age and hold at least an FAA private pilot certificate
- Must hold at least an FAA third-class medical certificate
- Must hold a TCCA Instrument-Airplane rating that is appropriate to the FAA Instrument-Airplane rating sought
- Must pass the written FAA aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required.

- Must be able to read, write, speak, and understand the English language

(2) Before exercising the privileges of a converted FAA Instrument-Airplane rating, the pilot must meet the following recency of experience requirements of part 61:

(a) Section 61.56(c), Flight Review. The flight review must have been accomplished in an aircraft for which that pilot is rated, by an authorized (FAA-certificated) instructor.

(b) Section 61.57, Takeoff and Landing Current.

- Per § 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers
- Per § 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers

(c) Instrument Proficiency Current.

- Per § 61.57(c), instrument recency experience for operating under IFR or in instrument meteorological conditions
- Per § 61.57(d), if instrument recency is not current, then the pilot must have accomplished an instrument proficiency check within the preceding 12 calendar-months either by the holder of an FAA Flight Instructor Certificate – Instrument-Airplane that is appropriate to that Instrument-Airplane rating or by a holder of a TCCA Flight Instructor Certificate – Instrument-Airplane that is appropriate to that Instrument-Airplane rating
- For the purposes of the IPL, pilots holding an FAA pilot certificate with an instrument rating converted from a TCCA pilot license with an instrument rating may also meet the requirements of § 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

e. Type Rating. For a TCCA Airplane Type Rating holder to convert his/her Airplane Type Rating to an FAA Airplane Type Rating, the applicant must meet the following eligibility requirements:

- Must meet the minimum age requirement of the FAA pilot certificate to be issued
- Must hold a TCCA Airplane Type Rating that is appropriate to the FAA Airplane Type Rating sought

NOTE: No additional practical test is required.

- Must be able to read, write, speak, and understand the English language

9. CONVERTING AN FAA PILOT CERTIFICATE FOR A TCCA PILOT LICENSE.

a. The initial step in the conversion process is for the applicant to obtain a Canadian Medical Certificate, either Category 1 or Category 3 appropriate to the license to be requested. The Medical Certificate can be requested as follows:

(1) The applicant may submit either the original or completed copies of FAA medical examination reports directly to the Civil Aviation Medicine Branch of Transport Canada for processing and assessment (see paragraph 6 above for the full address); or

(2) Applicants may complete aviation medical examinations with a delegated Canadian Civil Aviation Medical Examiner.

Medical Validity Periods

License	Under 40	Over 40
Private Pilot License	60 months	24 months
Commercial Pilot License	12 months	6 months
ATP License	12 months	6 months

NOTE: The medical validity periods for ATP, commercial, and private pilot licenses are not the same as the FAA certificate validity periods.

NOTE: Private pilot license privileges are not valid outside of Canada beyond 24 months without the permission of the State being entered.

b. Following the receipt of a Canadian Medical Certificate, the applicant must submit an Application for Verification and Conversion of an FAA Pilot Certificate form (Verification Request) to a TCC for the verification of authenticity of the FAA pilot certificate. TCCA will forward the completed Verification Request to AFS-760 for processing. The FAA will verify the authenticity of the applicant's FAA pilot certificate, including any endorsements and medical certificates by giving this information to the appropriate TCC. Once the verification of authenticity has been received, the applicant may apply for the issuance of a Canadian license from any TCC.

c. Information required on the Verification Request includes the following:

- (1) Applicant name, date of birth, and citizenship.
- (2) Canadian Medical Certificate number.
- (3) Certificate number and ratings endorsed on the FAA Certificate.
- (4) Applicant's statement of license validity, signature, and the date of application.
- (5) Completion of release of personal information clause for verification purposes.

d. Verification Request forms may be downloaded from the TCCA Web site at:
<http://www.tc.gc.ca/civilaviation/general/personnel/menu.htm>.

e. Applicants may submit the Verification Request form and completed medical examination reports by mail to any TCC: <http://www.tc.gc.ca/air/offices.htm>.

f. Applicants must submit the Verification Request form at least 90 days before arriving at a TCC to obtain their Canadian pilot license. Applicants should confirm with the TCC by e-mail or phone that their verification process has been completed before arriving at the TCC for license issue.

g. The verification of authenticity is valid for 6 months only from the date received by TCCA

h. The TCCA will notify the FAA via AFS-760 of any suspension, revocation or removal of any suspension or revocation of any TCCA license issued under the terms of the IPL with the FAA.

10. FAA TO TCCA CONVERSION ELIGIBILITY REQUIREMENTS.

a. Private Pilot.

(1) For an FAA private pilot certificate holder to convert his/her private pilot license to a TCCA private pilot license and ratings (i.e., ASEL or AMEL), the applicant must meet the following eligibility requirements:

- Must be at least 17 years of age in order to be eligible to apply for a TCCA private pilot license
- Must hold either a Category 1 or Category 3 TCCA medical certificate (see § 421.26(2))
- Must hold an FAA Private Pilot Certificate – ASEL or AMEL, as appropriate for the rating sought and not endorsed “Issued on the basis...of another foreign license.”
- Must provide proof of a minimum of 45 hours experience in airplanes
- Must pass the written examination on air laws and communications

NOTE: No additional practical test is required. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

- Must be able to communicate in English or French

(2) A night rating will be issued on the Canadian private pilot license at the time of application if the applicant can provide proof of 10 hours of night experience (dual, solo or pilot-in-command (PIC)) and 10 hours of instrument flight time (dual or PIC). A maximum of 5 hours instrument time may be credited from an approved simulator or flight training device.

(3) Before exercising the privileges of a converted TCCA private pilot license, the pilot must meet the recency requirements of CAR §§ 401.05 and 421.05.

b. Commercial Pilot License.

(1) For an FAA commercial pilot certificate holder to convert his/her commercial pilot license to a TCCA commercial pilot license and ratings (i.e., ASEL or AMEL), the applicant must meet the following eligibility requirements:

- Must be at least 18 years of age in order to be eligible to apply for a TCCA commercial pilot license
- Must hold a TCCA Category 1 medical certificate (see § 421.30(2))
- Must hold an FAA Commercial Pilot or ATP Certificate – ASEL or AMEL, as appropriate for the rating sought and not endorsed “Issued on the basis...of another foreign license.”
- Must provide proof of a minimum of 200 hours experience in airplanes
- Must pass the written examination on air laws and communications

NOTE: No additional practical test is required. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

- Must be able to communicate in English or French

(2) Before exercising the privileges of a converted TCCA private pilot license, the pilot must meet the recency requirements of CAR §§ 401.05 and 421.05.

c. ATP.

(1) For an FAA ATP certificate holder to convert his/her ATP license to a TCCA ATP license and ratings (i.e., ASEL or AMEL), the applicant must meet the following eligibility requirements:

- Must be at least 21 years of age
- Must hold a TCCA Category 1 medical certificate (see § 421.34(2))
- Must hold an FAA ATP – AMEL

NOTE: TCCA does not issue the ASEL rating on its ATP License.

- Must have a minimum of 900 hours flight time in airplanes

NOTE: Flight engineer time is not credited.

- Must pass the aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

- Must be able to communicate in English or French

(2) Before exercising the privileges of a converted TCCA ATP license, the pilot must meet the recency requirements of CAR §§ 401.05 and 421.05.

d. Instrument Rating.

(1) For an FAA Instrument-Airplane rating holder to convert his/her Instrument-Airplane rating to a TCCA Instrument-Airplane rating, the applicant must meet the following eligibility requirements:

- Must be at least 17 years of age and hold at least a TCCA private pilot license
- Must hold either a Category 1 or Category 3 TCCA medical certificate, appropriate for the license held
- Must hold an FAA Instrument-Airplane rating and must have completed an instrument proficiency check (§ 61.57) in the 24 months before application for the issue of the Canadian Instrument-Airplane rating

NOTE: The Canadian Instrument-Airplane rating is valid for 24 months only from the date of the instrument proficiency check.

- Must pass the aeronautical knowledge test on air laws and communications

NOTE: No additional practical test is required. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

- Must be able to communicate in English or French

(2) In cases where the FAA instrument rating holder does not meet the conditions noted above (i.e., the applicant has not completed an instrument proficiency check in the preceding 24 months) a visual flight rules (VFR) Over-the-Top rating may be issued.

e. Type Rating. For an FAA Airplane Type Rating holder to convert his/her Airplane Type Rating to a TCCA Airplane Type Rating, the applicant must meet the following eligibility requirements:

- Meet the minimum age requirement of the TCCA pilot license to be issued
- Must hold an FAA Airplane Type Rating that is appropriate to the TCCA Airplane Type Rating sought
- Must have logged at least 250 hours in airplanes

NOTE: No additional practical test is required.

ORIGINAL SIGNED BY
James J. Ballough
Director, Flight Standards Service

