



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

Advisory Circular

Subject: Conversion Process for Pilot
Certificates in Accordance with the
Implementation Procedures for
Licensing as part of the Bilateral
Aviation Safety Agreement Between
the Federal Aviation Administration
and Transport Canada Civil Aviation
Authority for Pilot Licensing

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Change:

This advisory circular (AC) provides the procedure and eligibility requirements for a Transport Canada Civil Aviation Authority (TCCA) pilot license holder converting to a Federal Aviation Administration (FAA) pilot certificate and an outline of the procedures and eligibility requirements for an FAA pilot certificate holder converting to a TCCA pilot license.

A handwritten signature in black ink, appearing to read "John Barbagallo".

John Barbagallo
Deputy Director, Flight Standards Service



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1. PURPOSE. This advisory circular (AC) provides the procedure and eligibility requirements for a Transport Canada Civil Aviation Authority (TCCA) pilot license holder converting to an Federal Aviation Administration (FAA) pilot certificate and an outline of the procedures and eligibility requirements for an FAA pilot certificate holder converting to a TCCA pilot license. Pilots who are licensed by TCCA and comply with the special conditions listed within the Implementation Procedures for Licensing (IPL) are considered to be eligible for the associated FAA pilot certificate for airplane and/or rotorcraft–helicopter at the private, commercial, and airline transport pilot (ATP) levels including associated instrument ratings and applicable pilot type ratings. The procedure describes the FAA’s conditions for a TCCA pilot license conversion, the application process including required information, and considerations for exercising the privileges of an FAA pilot certificate. Adherence to this AC provides an acceptable method by which the FAA may convert a TCCA pilot license to an FAA pilot certificate.

2. CANCELLATION. AC 61-135, Conversion Procedures and Processes for FAA Pilot Certificates and TCCA Pilot Licenses, dated December 5, 2006, is canceled.

3. RELATED CFR PARTS. Title 14 of the Code of Federal Regulations (14 CFR) part 61 subparts A, B, E, F, and G.

4. DEFINITIONS.

a. Authorized Examiner. An individual that has been designated by a local Flight Standards District Office (FSDO) and is familiar with the process contained in this AC, as determined by the aviation safety inspector (ASI) with oversight responsibilities of the individual.

b. Conversion. The issuance of an FAA pilot certificate on the basis of a TCCA pilot license in accordance with the provisions of the IPL as part of the Bilateral Aviation Safety Agreement (BASA) between the United States of America and Canada.

c. Currency. An activity that an FAA pilot must complete in order to exercise the privileges of the appropriate Airman Certificate, rating, endorsement, or authorization issued in accordance with part 61, which is specific to the operation or activity being conducted. For detailed guidance, airmen should refer to part 61, §§ 61.56, 61.57, and 61.58.

d. Night Rating. A rating attached to a TCCA pilot license with the privilege of operating an associated aircraft during visual flight rules (VFR) conditions at night. The night rating is issued without an expiration date.

e. Special Conditions. The additional requirements that have been found not to be common to both the FAA and TCCA systems and are significant enough to be addressed in this IPL. The Special Conditions are set forth in Chapter 3 of the IPL.

f. 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.

5. RELATED READING MATERIAL.

a. FAA Documents (current editions):

(1) **AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65.** Stakeholders can find assistance in determining English language skills required for airman certification under parts 61, 63, and 65.

(2) **AC 61-98, Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check.** This AC provides information for FAA-certificated pilots and flight instructors to use in complying with the flight review requirements prescribed in § 61.56 and the recent flight experience requirements of § 61.57.

(3) **AC 61-138, Airline Transport Pilot Certification Training Program.** This AC provides the aeronautical knowledge that must be obtained by the applicant in order to meet the prerequisites for an ATP knowledge test that is taken after July 31, 2014.

(4) **FAA-G-8082-2, Pilot Knowledge Test Guide for Converting Transport Canada Civil Aviation Pilot Licenses to Federal Aviation Administration Pilot Certificates.** Applicants of an FAA pilot certificate conversion knowledge test can review the description of the available tests, the processes and procedures of applying for a knowledge test, and the minimum passing score.

(5) **FAA Aeronautical Center (AC) Form 8060-71, Verification of Authenticity of Foreign License, Rating, and Medical Certification.** All pilots must use the form for initiating a verification of authenticity prior to converting a TCCA-issued pilot license to an FAA pilot certificate at <http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186251>.

(6) **FAA Pilot Certification Frequently Asked Questions.** The FAA's Web site provides stakeholders the ability to review questions that have been previously posed to the FAA at <http://faa.custhelp.com/app/answers/list>.

(7) **FAA Medical Certification Information.** The FAA's Web site provides stakeholders the ability to review information related to medical certification as prescribed in 14 CFR part 67 at http://www.faa.gov/licenses_certificates/medical_certification/.

(8) **The Aeronautical Information Manual (AIM).** All pilots operating in the U.S. National Airspace System (NAS) are encouraged to review the information contained in the AIM at http://www.faa.gov/air_traffic/publications/.

(9) **FAA Training and Testing Information.** The FAA's Web site provides all pilots useful training handbooks, knowledge test guides, and a listing of FAA knowledge test center locations at https://www.faa.gov/training_testing/testing/.

(10) **FAA FSDO Locations.** The FAA's Web site provides all stakeholders information regarding the FAA's FSDO locations at http://www.faa.gov/about/office_org/field_offices/fsdo/.

b. TCCA Documents (current editions):

(1) Transport Publication (TP) 690, Study and Reference Guide for Written Examinations for the Airline Transport Pilot License Aeroplane. Found at <https://www.tc.gc.ca/eng/civilaviation/publications/tp690-menu-5038.htm>.

(2) TP 691, Study and Reference Guide for the Written Examinations for the Instrument Rating - Aeroplane and Helicopter. Found at <https://www.tc.gc.ca/eng/civilaviation/publications/tp691-menu-5051.htm>.

(3) TP 11919, Student Pilot Permit or Private Pilot License for Foreign and Military Applicants, Aviation Regulations. Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp11919-menu-1135.htm>.

(4) TP 12880, Study and Reference Guide for Written Examinations for the Private Pilot License Aeroplane. Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp12880-menu-5523.htm>.

(5) TP 12881, Study and Reference Guide for Written Examinations for the Commercial Pilot License Aeroplane. Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp12881-menu-1264.htm>.

(6) TP 13014, Civil Aviation Sample Examination - Recreational Pilot Permit and Private Pilot License – Aeroplane. Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp13014-menu-5527.htm>.

(7) TP 13524, Study and Reference Guide for Written Examination for the Type Rating for Two Crew Aeroplane or Cruise Relief Pilot (IATRA). Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp13524-menu-401.htm>.

(8) Pilot Licensing Information. Found at <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-menu-1799.htm>.

(9) Application for Verification and Conversion of an FAA Pilot Certificate. Found at http://www.tc.gc.ca/wwwdocs/Forms/26-0702_0906-03_BO.pdf.

(10) Medical Certification Questions. Found at <http://www.tc.gc.ca/eng/civilaviation/opssvs/cam-menu.htm>.

(11) Transport Canada Aeronautical Information Manual. Found at <http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>.

(12) Study and Reference Guides as Well as Sample Examinations. Found at <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-exams-menu-2006.htm>.

(13) Transport Canada Centre (TCC) Locations. Found at <http://www.tc.gc.ca/eng/regions-air.htm>.

6. BACKGROUND.

a. Bilateral Aviation Safety Agreement (BASA). The United States of America and Canada established a BASA that was intended to facilitate the acceptance of various aspects of each country's aviation safety oversight systems. This agreement provides, in part, that the FAA and TCCA will pursue mutual cooperation in the evaluation and acceptance of one another's system and standards for the issuance of certificates and licenses. Upon mutual satisfaction with these systems, the agreement provides that the authorities shall execute these procedures for the conversion of pilot certificates and licenses for the benefit of the users of those systems.

b. Implementation Procedures for Licensing (IPL). The BASA established a need for the FAA and TCCA to develop a supporting technical agreement. The IPL is the technical annex to the BASA that addresses pilot licensing procedures. This technical annex to the agreement permits pilots holding certain certificates or licenses 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 one another'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 was completed and the associated IPL contains special conditions that an applicant must meet to be issued a pilot certificate/license; however, the initial IPL was limited in scope. The initial IPL scope was limited to the holders of FAA pilot certificates and TCCA pilot licenses in the airplane category at the private, commercial, and ATP levels of certificates or licenses. The following ratings or qualifications were also included: class ratings of Airplane Single-Engine Land (ASEL) and Airplane Multiengine Land (AMEL), airplane instrument rating, certain airplane pilot type ratings for which the same type rating existed in both the U.S. and Canada, and night qualification.

c. Expansion of the IPL Agreement. In 2014, the FAA and TCCA further expanded the terms of the IPL to include the airplane category, including all associated classes and the rotorcraft-helicopter category and class rating at the private, commercial, and ATP Certificate/license levels. Additionally, the following ratings or qualifications are included in the IPL: instrument rating, type ratings, and night qualification addressed under part 61 and the Canadian Aviation Regulations (CAR) Part IV. The FAA and TCCA have agreed that they may amend the IPL to allow conversion of other licenses or certificates in the future.

NOTE: Both the BASA and the IPL are located at the following Web site:
https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/

d. FAA Regulations. Section 61.71(c) states that the FAA may issue a pilot certificate to the holder of a foreign pilot license on the legal basis that the U.S. Government and foreign government have concluded a BASA and an associated IPL.

e. Airline Transport Pilot (ATP) Certification Training Program (CTP). In 2013, the FAA published § 61.156, which prescribes the minimum training a pilot must complete in order to obtain an FAA ATP Certificate with an airplane-category multiengine class rating. It requires the ATP CTP to be completed prior to the FAA issuing an ATP Certificate with an airplane-category multiengine class rating to an individual. The ATP CTP includes training in: aerodynamics, automation, adverse weather conditions, air carrier operations, transport airplane performance, professionalism, and leadership and development. The training program is intended to impart conceptual knowledge through academics, and to consolidate that knowledge through training in a flight simulation training device (FSTD). The training program is designed to provide an applicant for an ATP Certificate with an airplane-category multiengine class rating with the knowledge and competencies required to function effectively as a professional flightcrew member in an air carrier environment.

7. CONDITIONS.

a. Applicability. These procedures are available to holders of FAA pilot certificates and TCCA pilot licenses in the airplane and/or rotorcraft categories at the private, commercial, and ATP levels of certificates or licenses. The following class ratings or additional ratings are included:

- (1) Airplane Single-Engine Land (ASEL).
- (2) Airplane Single-Engine Sea (ASES).
- (3) Airplane Multiengine Land (AMEL).
- (4) Airplane Multiengine Sea (AMES).
- (5) Rotorcraft-Helicopter.
- (6) Instrument Airplane rating.
- (7) Instrument Helicopter rating.
- (8) Airplane pilot type ratings for which the same type is recognized by the FAA and TCCA.
- (9) Helicopter pilot type ratings for which the same type is recognized by the FAA and TCCA.
- (10) Night qualifications addressed under part 61 and CAR Part IV.

NOTE: Pilot certificates/licenses and ratings issued on the basis of a foreign pilot license are not eligible for conversion under the pilot certification/licensing conversion procedures. For example, if a citizen of the United Kingdom received a TCCA pilot license as part of a conversion process, the TCCA license would have been issued on the basis of the

United Kingdom pilot license, and therefore would not be eligible for conversion to an FAA pilot certificate.

NOTE: FAA type rating designations may be found on the following Web site: https://www.faa.gov/licenses_certificates/airmen_certification/. TCCA type rating designations may be found on the following Web site: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-type-1818.htm>.

b. Surrender. 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. Likewise, a TCCA-licensed pilot choosing to convert his or her TCCA pilot license to an FAA pilot certificate is not required to surrender the TCCA pilot license.

c. Simultaneous Possession. 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 applicable license or certificate in each respective country.

8. CONTACT INFORMATION. The following FAA and TCCA offices are responsible for administering this pilot conversion process.

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

General Aviation and Commercial Division (AFS-800)
800 Independence Avenue, S.W.
Washington, DC 20591 USA
email: 9-AFS-800-Correspondence@faa.gov

Civil Aviation Registry (AFS-700)
P.O. Box 25082
Oklahoma City, OK 73125 USA

Regulatory Support Division (AFS-600)
P.O. Box 25082
Oklahoma City, OK 73125 USA

Civil Aerospace Medical Institute; Aerospace Medical Certification Division (AAM-300)
P.O. Box 25082
Oklahoma City, OK 73125 USA

b. TCCA Licenses. Questions pertaining to pilot licensing issues for converting FAA pilot certificates to TCCA 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

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

9. ELIGIBILITY REQUIREMENTS FOR CONVERTING A TCCA PILOT LICENSE TO AN FAA PILOT CERTIFICATE.

a. Private Pilot Certificate. Appendix 1, Table 1 or 6, as appropriate, lists the conditions for a private pilot conversion.

(1) Conversion. For a TCCA private pilot license (PPL) holder to convert his or her PPL to an FAA private pilot certificate with an ASEL, AMEL, ASES, AMES, or Rotorcraft-Helicopter rating, the applicant must:

(a) Be at least 17 years of age.

(b) Hold at least an FAA third-class medical certificate.

(c) Hold a TCCA PPL with ASEL, AMEL, ASES, AMES, or Helicopter ratings as appropriate for the rating sought. The license must not have been issued on the basis of another foreign license (see subparagraph 7a).

(d) Provide evidence of pilot-in-command (PIC) flight time in the aircraft category and class for which the applicant is seeking.

(e) Pass the FAA Private Pilot Airplane Canadian Conversion or Private Pilot Helicopter Canadian Conversion (as appropriate) knowledge test. The appropriate test codes can be found in the FAA Airman Knowledge Testing Matrix located at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

NOTE: Only the knowledge tests that are named specifically as Canadian Conversion are authorized to be utilized for the conversion of a TCCA license to an FAA certificate. These tests have been specifically designed to test the differences between the TCCA and FAA rules pertaining to air law and communications. Other versions (such as full versions) of knowledge

tests for the certificate or rating sought are not authorized for use by an airman converting a TCCA license to an FAA certificate. ASIs, aviation safety technicians (AST), or Designated Pilot Examiners (DPE) processing the conversion application must refer to the testing matrix in subparagraph (e) above to determine which test code corresponds to the appropriate Canadian Conversion knowledge test.

NOTE: No additional practical test is required.

(f) Be able to read, write, speak, and understand the English language. The TCCA pilot license must contain an English proficiency endorsement. Detailed information pertaining to English language skill standards can be found in AC 60-28.

(2) **Limitations.** If the applicant does not hold a TCCA night qualification, or meet FAA night experience requirements, the FAA will issue the pilot certificate with the limitation “Day VFR Only.”

b. Commercial Pilot Certificate. Appendix 1, Table 2 or 7, as appropriate, lists the conditions for a commercial pilot conversion.

(1) **Conversion.** For a TCCA commercial pilot license (CPL) holder to convert his or her CPL to an FAA commercial pilot certificate with an ASEL, AMEL, ASES, AMES, or Rotorcraft–Helicopter rating, the applicant must:

(a) Be at least 18 years of age.

(b) Hold at least an FAA third-class medical certificate.

(c) Hold a TCCA CPL with ASEL, AMEL, ASES, AMES, or Helicopter ratings as appropriate for the rating sought. The license must not have been issued on the basis of another foreign license (see subparagraph 7a). Additionally, if the applicant is seeking a Rotorcraft–Helicopter rating, the TCCA CPL cannot be limited to Day VFR Only for conversion.

(d) Have logged a minimum of 250 hours flight time (in any aircraft) and have a Landplane rating on the TCCA CPL, if applying for an airplane category rating.

(e) Have logged a minimum of 150 hours flight time (in any aircraft) with 50 hours in helicopters and have a Helicopter rating on the TCCA CPL for the Rotorcraft–Helicopter rating, or hold a TCCA ATP license–Helicopter that does not have the instrument rating endorsement (i.e., Group IV) if applying for a Rotorcraft–Helicopter rating.

(f) Provide evidence of PIC flight time in the aircraft category and class for which the applicant is seeking.

(g) Pass the FAA Commercial Pilot Airplane Canadian Conversion or Commercial Pilot Helicopter Canadian Conversion (as appropriate) knowledge test. The appropriate test codes can be found in the FAA Airman Knowledge Testing Matrix located at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

NOTE: Only the knowledge tests that are named specifically as Canadian Conversion are authorized to be utilized for the conversion of a TCCA license to an FAA certificate. These tests have been specifically designed to test the differences between the TCCA and FAA rules pertaining to air law and communications. Other versions (such as full versions) of knowledge tests for the certificate or rating sought are not authorized for use by an airman converting a TCCA license to an FAA certificate. ASIs, ASTs, or DPEs processing the conversion application must refer to the testing matrix shown in subparagraph (g) above to determine which test code corresponds to the appropriate Canadian Conversion knowledge test.

NOTE: No additional practical test is required.

(h) Be able to read, write, speak, and understand the English language. The TCCA pilot license must contain an English proficiency endorsement. Detailed information pertaining to English language skill standards can be found in AC 60-28.

(2) **Limitations.** The holder of a TCCA CPL who applies for an FAA commercial pilot certificate with an airplane category rating, without a valid (unexpired) instrument rating, in the same group of aircraft on the TCCA CPL will be issued a commercial pilot certificate that contains the limitation, “The carriage of passengers for hire in airplanes on cross-country flights in excess of 50 nautical miles or at night is prohibited.”

NOTE: The TCCA Group 1 instrument rating is for all airplanes (single-engine or multiengine). The Group 2 instrument rating is for center-line thrust multiengine airplanes and also includes Group 3 airplanes. The Group 3 instrument rating is for single-engine airplanes. The Group 4 instrument rating is for all helicopters. The FAA pilot certificate may be limited based upon the instrument rating group held on the TCCA license and the category and class ratings held or being applied for on the FAA certificate.

c. **ATP Certificate.** Appendix 1, Table 3 or 8, as appropriate, list the conditions for an ATP conversion.

(1) **Conversion.** For a TCCA ATP License (ATPL) holder to convert his or her ATPL to an FAA ATP Certificate with any of the following rating(s) (i.e., ASEL, AMEL, ASES, AMES, or Rotorcraft–Helicopter) the applicant must:

(a) Be at least 23 years of age.

(b) Hold at least an FAA third-class medical certificate.

(c) Hold a TCCA ATP license with AMEL, AMES, or Helicopter ratings.

(d) Pass the FAA Airline Transport Pilot Airplane Canadian Conversion (single-engine or multiengine, as appropriate) or the Airline Transport Pilot Helicopter Canadian Conversion (as appropriate) knowledge test. The appropriate test codes can be found in the FAA

Airman Knowledge Testing Matrix located at:

http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

(e) Be able to read, write, speak, and understand the English language. The TCCA pilot license must contain an English proficiency endorsement. Detailed information pertaining to English language skill standards can be found in AC 60-28.

(f) An applicant for an FAA ATP Certificate with a Rotorcraft–Helicopter rating must provide evidence of at least 1,200 hours of total time as pilot (in any aircraft) that includes at least:

1. 500 hours of cross-country flight time (in any aircraft);
2. 100 hours of night flight time (in any aircraft), of which 15 hours are in helicopters;
3. 200 hours of flight time in helicopters, which includes at least 75 hours as a PIC or second in command (SIC) performing the duties of PIC under the supervision of a PIC, or any combination thereof; and
4. 75 hours of instrument flight time in actual or simulated instrument meteorological conditions (IMC) (in any aircraft), of which at least 50 hours are obtained in flight (in any aircraft) with at least 25 hours in helicopters as PIC or SIC performing the duties of a PIC under the supervision of a PIC, or any combination thereof.

(g) The following subparagraphs are applicable to applicants seeking an FAA ATP Certificate:

1. No additional practical test is required.
2. TCCA does not issue ATP licenses with single-engine ratings. An FAA ATP Certificate with an ASEL or ASES rating can be issued to an applicant, at the time of application, if evidence is provided that the minimum Landplane and/or Seaplane Rating Eligibility Requirements from Appendix 1, Table 3 have been met.
3. Only the knowledge tests that are named specifically as Canadian Conversion are authorized to be utilized for the conversion of a TCCA license to an FAA certificate. These tests have been specifically designed to test the differences between the TCCA and FAA rules. Other versions (such as full versions) of knowledge tests for the certificate or rating sought are not authorized for use by an airman converting a TCCA license to an FAA certificate. ASIs, ASTs, or DPEs processing the conversion application must reference the testing matrix shown in subparagraph 9c(1)(d) to determine which test code corresponds to a Canadian Conversion knowledge test.
4. An applicant for an FAA ATP Certificate with an airplane category and multiengine class rating after July 31, 2014 must present a graduation certificate from an authorized training provider for the ATP CTP at the time of application for the appropriate FAA ATP knowledge test. The knowledge test will consist of air law and air carrier operations

questions including communications, checklist philosophy, operational control, minimum equipment list (MEL)/configuration deviation list (CDL), ground operations, turbine engines, transport-category aircraft performance, automation, flightpath warning systems, leadership, professional development, and safety culture. Refer to AC 61-138 for more information.

5. All Airline Transport Pilot Canadian Conversion Airplane airman knowledge tests (test code “ACP”) that were successfully passed prior to August 1, 2014 and are valid (i.e., have not expired) can be used by a TCCA ATP license holder applying for an FAA ATP Certificate with an airplane category and a multiengine class rating. ACP Knowledge Test Reports are valid for 24 calendar-months from the date of the successful completion of the knowledge test (refer to § 61.39(a)(1)(i)). The applicant need not obtain an ATP CTP graduation certificate if the applicant passed the ACP knowledge test prior to August 1, 2014 and the Knowledge Test Report is still valid (i.e., has not expired).

6. A TCCA ATP AMEL license holder who has not received a graduation certificate from an authorized training provider for the ATP CTP may be issued an FAA commercial pilot AMEL certificate and/or an instrument rating (airplane). The applicant would need to comply with the requirements found in subparagraph 9b (for the commercial certificate) and/or subparagraph 9e (for the instrument rating). These requirements include passing the knowledge test(s) associated with that certificate and/or rating.

d. Instrument Rating. Appendix 1, Table 4 or 9, as appropriate, lists the conditions for the conversion of an instrument rating.

(1) Conversion. For a TCCA Instrument Airplane and/or Instrument Helicopter rating holder to convert his or her Instrument Airplane and/or Instrument Helicopter rating to an FAA Instrument Airplane and/or Instrument Helicopter rating the applicant must:

(a) Be at least 17 years of age and hold at least an FAA private pilot certificate (or be able to simultaneously convert the TCCA PPL to an FAA private pilot certificate).

(b) Hold a valid (i.e., unexpired) TCCA instrument rating with the Instrument Rating Group that is appropriate to the FAA instrument rating sought.

NOTE: The TCCA Group 1 instrument rating is for all airplanes (single-engine or multiengine). The Group 2 instrument rating is for center-line thrust multiengine airplanes and also includes Group 3 airplanes. The Group 3 instrument rating is for single-engine airplanes. The Group 4 instrument rating is for all helicopters. The FAA pilot certificate may be limited based upon the instrument rating group held on the TCCA license and the category and class ratings held or being applied for on the FAA certificate.

(c) Pass the FAA Instrument Rating Airplane Canadian Conversion or Instrument Rating Helicopter Canadian Conversion (as appropriate) knowledge test. The appropriate test codes can be found in the FAA Airman Knowledge Testing Matrix located at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

NOTE: No additional practical test is required.

(d) Be able to read, write, speak, and understand the English language. The TCCA pilot license must contain an English proficiency endorsement. Detailed information pertaining to English language skill standards can be found in AC 60-28.

e. **Type Rating.** Appendix 1, Table 5 or 10, as appropriate, lists the conditions for the conversion of a pilot type rating.

(1) **Conversion.** For a TCCA airplane or helicopter pilot type rating holder to convert his or her airplane and/or helicopter pilot type rating to the appropriate FAA airplane and/or Rotorcraft-Helicopter pilot type rating, the applicant must:

(a) Meet the minimum age requirement of the FAA pilot certificate to be issued.

(b) Hold at least an FAA third-class medical certificate for converting TCCA helicopter pilot type ratings only. No medical certificate is required to convert a TCCA airplane pilot type rating as per the IPL Agreement.

(c) Hold a TCCA airplane and/or helicopter pilot type rating that is appropriate to the FAA airplane and/or Rotorcraft-Helicopter pilot type rating sought.

NOTE: The FAA will only issue airplane and helicopter pilot type ratings for which the equivalent type rating exists in both the United States and Canada. Any limitations that are present on the TCCA pilot license will be transferred to the FAA pilot certificate. Further, a pilot type rating that authorizes SIC privileges only is not eligible to be converted.

NOTE: FAA pilot type rating designations may be found on the following Web site: https://www.faa.gov/licenses_certificates/airmen_certification/. TCCA pilot type rating designations may be found on the following Web site: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-type-1818.htm>.

NOTE: Experimental aircraft type ratings are not eligible for conversion under this agreement.

NOTE: No additional practical test is required.

(d) Be able to read, write, speak, and understand the English language. The TCCA pilot license must contain an English proficiency endorsement. Detailed information pertaining to English language skill standards can be found in AC 60-28.

10. ADMINISTRATIVE PROCEDURE TO CONVERT A TCCA PILOT LICENSE TO AN FAA PILOT CERTIFICATE.

a. **Complete Verification Form.** The pilot must submit a completed AC Form 8060-71. The form is used by the FAA to verify the validity of the TCCA pilot license before application

is made for an FAA pilot certificate and/or rating and is electronically accessible at the following Web site:

http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/.

The following information is required on the form:

- (1) Name of applicant and date of birth.
- (2) Address where the applicant wants the verification of authenticity mailed.
- (3) License number and ratings on the TCCA pilot license.
- (4) Location of the FAA FSDO where the pilot intends to apply for his or her FAA pilot certificate.
- (5) Statement that the pilot's TCCA pilot license and medical certificate are not under an order of suspension or revocation.
- (6) Additionally, a copy of the TCCA pilot license must be attached to the form.

b. Submit Verification Form. The applicant must submit AC Form 8060-71 to the Civil Aviation Registry's Airmen Certification Branch (AFS-760) at least 90 days before the intended date of applying for the converted certificate either with the designated FAA FSDO or with an FAA-authorized examiner.

(1) An applicant may submit AC Form 8060-71 and the associated documents to AFS-760 either by mail, by fax, or by email at:

Mail: Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082

Fax: 405-954-9922

Email: foreign-verification4@faa.gov

NOTE: The FAA cannot accept digital signatures on the application. It is required that the application be signed in ink prior to submitting to AFS-760. This includes transmissions made via email.

(2) The pilot must include a legible copy of the TCCA pilot license and medical certificate or endorsement.

NOTE: If the application and documentation for the verification process is received with missing and/or illegible information, the applicant will be notified and required to resend the application with all documentation.

(3) The applicant does not need to hold an FAA medical certificate to complete AC Form 8060-71. However, except for the issuance of airplane type ratings, an

Instrument-Airplane rating, and an Instrument-Helicopter rating, the applicant must hold at least an FAA third-class medical certificate at the time of application.

(4) The pilot information that the FAA received on the form will be verified with TCCA. Further, the Transportation Security Administration (TSA) will conduct a security threat assessment.

(a) TCCA may require additional forms to be completed and a fee to be paid prior to submitting a completed AC Form 8060-71 since the FAA will forward the request to TCCA for verification. Any forms or fees that are required by TCCA for original issuance must be sent directly to TCCA.

(b) The security assessment conducted by the TSA does not satisfy the requirements of a foreign pilot training clearance. For more information about the foreign flight student program, refer to the following Web site:
https://www.flightschoolcandidates.gov/afsp2/?acct_type=c§ion=WN.

c. Schedule an Appointment. Upon the pilot's positive receipt of AC Form 8060-71 results, the pilot may schedule an appointment with an FAA ASI, AST, or FAA-authorized examiner. If the applicant will be entering a FSDO, an appointment must be made, due to security restrictions. If the applicant will be applying with an FAA examiner in a location other than a Federal facility, an examiner may be contacted.

NOTE: An applicant can search for an FAA-authorized examiner via the following Web site: <http://av-info.faa.gov/DesigneeSearch.asp>. In the Designee Type drop-down select MCFPE (Military Competency/Foreign Pilot Examiner), and in the FAA Office drop-down select the office where you want to apply.

NOTE: The Verification of Authenticity of Foreign License, Rating, and Medical Certificate results are valid for a period of 6 calendar-months unless the pilot license expiration date is earlier. The expiration date of this letter will be noted in the letter.

d. Application. Application for an FAA pilot certificate must be made at a FSDO or with an FAA-authorized DPE, in person, utilizing FAA Form 8710-1, the Airman Certificate and/or Rating Application. Refer to the following Web site to obtain FAA Form 8710-1:
<http://www.faa.gov/forms/index.cfm/go/document.information/documentID/185868>.

NOTE: At the time of publication of this AC, the Integrated Airmen Certification and/or Rating Application (IACRA) does not have the ability to process applications when converting a TCCA pilot license to an FAA pilot certificate. In the future, updates to the IACRA software may be made that allow for these applications to be processed through IACRA.

(1) The FSDO ASI (Operations), AST, or authorized DPE assigned for processing the FAA pilot license conversion will verify that the FAA Form 8710-1 has been completed in accordance with the instructions page.

(2) The FSDO ASI (Operations), AST, or authorized DPE is required by the current editions of FAA Order 8900.1, Flight Standards Information Management System, FAA Order 8900.2, General Aviation Airman Designee Handbook, and TSA security requirements to verify identification of the applicant at the time of application.

(a) Acceptable methods of identification include, but are not limited to, nonexpired U.S. driver's licenses, government-issued identification cards, passports, and other forms of identification that enable the inspector to verify the applicant's identity. The method used must be current and valid.

(b) Such identification must include an official photograph of the applicant, the applicant's signature, the applicant's residential address (if different than the mailing address), and an expiration date that has not yet passed. This information may be presented in more than one form of identification.

(3) A valid knowledge test report will be collected for the applicant's permanent airman's record.

(4) The FSDO ASI (Operations), AST, or authorized DPE will ensure that the applicant meets all of the Special Conditions of the IPL Agreement (Chapter 3) required for the issuance of the certificate and/or rating sought. These special conditions are listed in Appendix 2.

e. Issuance of a Temporary Airman Certificate (FAA Form 8060-4). If the applicant meets the Special Conditions of the IPL Agreement, which are listed below, a Temporary Airman Certificate and/or ratings appropriate to the level of certificate converted from the TCCA pilot license will be issued by the FSDO ASI (Operations), AST, or authorized DPE.

f. Temporary FAA Pilot Certificate Validity Period. The Temporary Airman Certificate is valid for a period of 120 calendar-days. If that time period has elapsed since issuance and a permanent pilot certificate has not been received by the applicant, the Temporary Airman Certificate is no longer valid. The applicant should contact the FSDO ASI (Operations), AST, or authorized DPE that issued the Temporary Airman Certificate to ensure the application was processed correctly. AFS-760 may also be contacted directly.

g. Disapproval of FAA Pilot Certificate. If an applicant is not eligible for the FAA pilot certificate and/or rating sought, or if a discrepancy exists in any of the required documentation, the FAA Form 8710-1 and any submitted documents will be returned by the FSDO ASI (Operations), AST, or authorized DPE, and the deficiencies explained.

NOTE: If an applicant is found ineligible for the FAA pilot certificate because of an inability to read, speak, write, or understand English, FAA Form 8060-5, Notice of Disapproval of Application, will be issued by the FSDO ASI (Operations), AST, or authorized DPE.

11. CURRENCY REQUIREMENTS FOR EXERCISING THE PRIVILEGES OF AN FAA PILOT CERTIFICATE.

a. General Requirements. Prior to exercising the privileges of an FAA pilot certificate and/or rating(s) as a PIC, the pilot must meet the requirements as prescribed in §§ 61.56, 61.57, and 61.58.

b. Medical Certification Requirements. The pilot is required to meet the appropriate medical certificate requirements to exercise the privileges of the certificate held and operation conducted, as prescribed in § 61.23.

12. ADMINISTRATIVE PROCEDURE TO CONVERT AN FAA PILOT CERTIFICATE FOR A TCCA PILOT LICENSE.

a. Medical Certificate. An applicant is required 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:

- The applicant may submit either the original or certified copies of the FAA medical examination reports directly to the Civil Aviation Medicine Branch of Transport Canada, Headquarters in Ottawa for processing and assessment (see paragraph 8 for the full address); or
- The applicant may complete an aviation medical examination with a delegated Canadian Civil Aviation Medical Examiner.

TABLE 1. MEDICAL VALIDITY PERIODS (TCCA)

| 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 Canadian medical validity periods to exercise the privileges for the ATP, CPL, and PPLs are not the same as the FAA's medical certificate validity periods.

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

b. Complete Verification Form. Following the receipt of a Canadian Medical Certificate, the applicant must complete a verification request for submission to a TCC location for the verification of authenticity of the FAA pilot certificate. TCCA will forward the completed verification request to the FAA's Civil Aviation Registry for processing. The FAA will verify the authenticity of the applicant's FAA pilot certificate, including any medical limitations.

The FAA will provide this information to the appropriate TCC location. Information required on the Verification Request includes the following:

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

NOTE: Verification request forms may be downloaded from the TCCA Web site at: http://www.tc.gc.ca/wwwdocs/Forms/26-0702_0906-03_BO.pdf.

c. Submit Verification Form. Applicants should submit the completed form to the TCC closest to their proposed Canadian destination (TCC addresses can be found at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/regions-139.htm>). Applicants may submit a completed verification request form and medical examination reports by mail to any TCC. Applicants must submit the verification request form at least 90 days prior to arriving at a TCC to obtain their Canadian pilot license. Applicants should confirm with the TCC by email or phone that their verification process has been completed and arrange an appointment with the TCCA for the issuance of a Canadian license. Once the verification of authenticity has been confirmed, the applicant may make an appointment and apply for a Canadian pilot license from the requested TCC.

d. Verification Validity. The confirmation of certificate authenticity is valid for 6 months from the date received by TCCA.

e. License Application. The applicant will be required to provide the following documents to TCC personnel prior to license issuance:

- (1) FAA pilot certificate and valid FAA medical certificate.
- (2) Proof of identity and citizenship (original documents).
- (3) Pilot logbook showing proof of experience.

f. TCCA Notification. The TCCA will notify the FAA via AFS-700 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.

13. ELIGIBILITY REQUIREMENTS OF CONVERTING AN FAA PILOT CERTIFICATE TO A TCCA PILOT LICENSE.

- a. PPL.** Appendix 1, Table 1 or 6, as appropriate, lists the conditions for a PPL conversion.

(1) Conversion. For an FAA private pilot certificate holder to convert his or her PPL to a TCCA PPL and rating(s) (i.e., ASEL, AMEL, ASES, AMES, or Helicopter), the applicant must:

- (a) Be at least 17 years of age in order to be eligible to apply for a TCCA PPL.
- (b) Hold either a Category 1 or Category 3 TCCA medical certificate (refer to CAR 421.26(2)).
- (c) Hold an FAA private pilot certificate – ASEL, AMEL, ASES, AMES, or Rotorcraft–Helicopter, as appropriate for the rating sought. The license must not have been issued on the basis of another foreign license (see subparagraph 7a).
- (d) Provide documentation for a minimum of 45 hours flight time in airplanes.
- (e) Pass the air law and communication examination specified by TCCA.

NOTE: No additional practical test is required.

- (f) Be able to communicate in English or French.

(2) Night Rating. A night rating will be issued on the Canadian PPL at the time of application if the applicant can provide documentation of 10 hours of night experience (dual, solo, or 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 (FTD).

b. CPL. Appendix 1, Table 2 or 7, as appropriate, list the conditions for a CPL conversion. For an FAA commercial pilot certificate holder to convert his/her CPL to a TCCA CPL and rating(s) (i.e., ASEL, AMEL, ASES, AMES, or Helicopter), the applicant must:

- (1) Be at least 18 years of age.
- (2) Hold a TCCA Category 1 medical certificate (refer to CAR 421.30(2)).
- (3) Hold an FAA commercial pilot certificate–ASEL, AMEL, ASES, AMES, or Rotorcraft–Helicopter, as appropriate for the rating sought. The license must not have been issued on the basis of another foreign license (see paragraph 7a). Additionally, an FAA ATP Certificate with an ASEL rating can only be converted to a TCCA CPL with an ASEL rating.
- (4) Have logged a minimum of 200 hours flight time in the airplane category.
- (5) Have logged a minimum of 100 hours flight time in a rotorcraft–helicopter.
- (6) Pass the air law and communication examination specified by TCCA.

NOTE: No additional practical test is required.

(7) Hold an FAA pilot certificate that contains an English language proficiency endorsement.

(8) Be able to communicate in English or French.

c. **ATP License.** Appendix 1, Table 3 or 8, as appropriate, lists the conditions for an ATP license conversion. For an FAA ATP Certificate holder to convert his or her ATP Certificate to a TCCA ATP license and rating(s) (i.e., AMEL, AMES, or Helicopter), the applicant must meet the following conditions.

(1) **General Conditions.** All applicants for a TCCA ATP license must:

(a) Be at least 21 years of age in order to be eligible to apply for a TCCA ATP license.

(b) Hold a TCCA Category 1 medical certificate (refer to CAR 421.30(2)).

(c) Pass the air law and communication examination specified by TCCA.

(d) The FAA pilot certificate must contain an English language proficiency endorsement.

(e) Be able to communicate in English or French.

(2) **Airplane Multiengine-Specific Conditions.** Applicants for a TCCA ATP license with an aeroplane category rating must meet the following specific conditions.

(a) Applicants must hold an FAA ATP Certificate with an AMEL or AMES rating.

(b) An applicant for a TCCA ATP license with an AMEL or AMES rating must provide evidence for a minimum of 900 hours of flight time in aeroplanes. Flight Engineer (FE) time may not be credited.

(c) To obtain a landplane class rating for a TCCA ATP license, applicants must hold an FAA ATP Certificate with an ASEL or AMEL class rating.

(d) To obtain a seaplane class rating for a TCCA ATP license, applicants must hold an FAA ATP Certificate with an ASES or AMES class rating.

NOTE: TCCA does not issue ATP licenses with single-engine ratings.

NOTE: An FAA ATP Certificate holder with only a single-engine airplane rating or an FAA ATP with restricted privileges (issued in accordance with § 61.160) will have that certificate converted at the CPL level with an instrument rating (airplane).

NOTE: No additional practical test is required.

(3) **Helicopter-Specific Conditions.** Applicants for a TCCA ATP license with a helicopter category rating must meet the following specific conditions.

(a) Hold an FAA ATP Rotorcraft–Helicopter pilot certificate.

NOTE: An FAA ATP Certificate with a Rotorcraft–Helicopter rating limited to VFR only may be issued a TCCA ATP license with the Helicopter rating for aerial work only.

(b) Provide evidence of at least 1,000 hours of total time as pilot that includes at least:

1. 600 hours as a pilot in helicopters, of which 250 hours of PIC flight time must be in helicopters; and
2. 200 hours of cross-country flight time in helicopters, of which 100 hours must be PIC flight time in helicopters.

NOTE: No additional practical test is required.

d. Instrument Rating. Appendix 1, Table 4 or 9, as appropriate, list the conditions for an instrument rating conversion.

(1) **Conversion.** For an FAA instrument–airplane and/or instrument–helicopter rating holder to convert his or her instrument–airplane and/or instrument–helicopter rating to TCCA instrument–airplane and/or instrument–helicopter rating the applicant must:

- (a) Be at least 17 years of age and hold at least a TCCA private pilot certificate.
- (b) Hold either a Category 1 or Category 3 TCCA medical certificate, appropriate for the license held.
- (c) Hold an FAA instrument–airplane and/or instrument–helicopter rating and provide documentation for the completion of an FAA instrument proficiency check (IPC)-airplane and/or helicopter within the past 24 months (refer to § 61.57).

NOTE: The Canadian instrument rating is valid for 24 months from the date of the IPC.

(d) Pass the air law and communication examination specified by TCCA.

NOTE: No additional practical test is required.

(e) Hold an FAA pilot certificate that contains an English language proficiency endorsement.

(f) Be able to communicate in English or French.

(2) **VFR Over-the-Top Rating–Aeroplane.** In cases where the FAA instrument rating holder does not meet the conditions noted above (i.e., the applicant has not completed an IPC in the preceding 24 months), a VFR Over-the-Top rating may be issued.

e. Type Rating. Appendix 1, Table 5 or 10, as appropriate, lists the conditions for a pilot type rating conversion.

(1) Conversion: Airplane. For an FAA airplane pilot type rating holder to convert his or her airplane pilot type rating to a TCCA airplane pilot type rating, the applicant must meet the conditions prescribed for the license appropriate to the application and hold PIC privileges for the pilot type rating that is being converted.

NOTE: Any limitations that are present on the FAA pilot certificate may be transferred to the TCCA pilot license. Further, a pilot type rating that authorizes SIC privileges only is not eligible to be converted.

(2) Conversion: Helicopter. For an FAA Rotorcraft–Helicopter pilot type rating holder to convert his or her Rotorcraft–Helicopter pilot type rating to a TCCA Helicopter pilot type rating, the applicant must meet the conditions prescribed for the license appropriate to the application and the following special conditions.

(a) An applicant for a TCCA helicopter pilot type rating must hold an FAA Rotorcraft–Helicopter pilot type rating that is appropriate to the TCCA helicopter pilot type rating sought.

(b) An applicant for a TCCA helicopter pilot type rating must provide evidence of a minimum of 45 hours of flight time and the following aeronautical experience requirements:

1. For a helicopter pilot type rating that only requires a pilot flightcrew of a single pilot, at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.

2. For a helicopter pilot type rating that requires a pilot and co-pilot for IFR operations or by the helicopter type certification data sheet, the applicant must have at least 166 hours of total flight experience in helicopters.

3. Provide documentation for having completed one of the following additional qualification requirements within the preceding 12 calendar-months prior to the month of application:

- Section 61.58 PIC proficiency check in that make and model of helicopter; or
- FAA pilot type rating practical test in that specific make and model of helicopter.

NOTE: If the applicant has not met either one of the above requirements (i.e., a § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.

14. CURRENCY REQUIREMENTS FOR EXERCISING THE PRIVILEGES OF A TCCA-ISSUED PILOT LICENSE. Before exercising the privileges of a converted TCCA license or rating, the pilot must meet the recency requirements of CAR 401.05 and 421.05.

**APPENDIX 1. EXCERPT OF CONDITIONS FOR CONVERSION
(TAKEN FROM THE IPL AGREEMENT BETWEEN THE FAA AND TCCA)**

TABLE 1. PRIVATE PILOT–AEROPLANE RATINGS (ASEL, ASES, AMEL, AMES)

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|--|---|
| Minimum age: 17 | Age | Minimum age: 17 |
| FAA 3 rd class medical certificate. | Medical Certificate | TCCA Category 3 medical certificate. |
| Hold a TCCA Private Pilot License with the landplane rating. <ul style="list-style-type: none"> • To obtain the single engine landplane rating, applicants must show PIC flight time in a single-engine landplane. • To obtain the multiengine landplane rating, applicants must show PIC flight time in a multiengine landplane. | Eligibility and Flight Experience (Hours) | Hold an FAA Private Pilot Certificate - Aeroplane category and class rating(s) with a minimum of 45 hours flight time. |
| Hold a TCCA Private Pilot License with the seaplane rating. <ul style="list-style-type: none"> • To obtain the single engine seaplane rating, applicants must show PIC flight time in a single-engine seaplane. • To obtain the multiengine seaplane rating, applicants must show PIC flight time in a multiengine seaplane. | Seaplane Rating Eligibility Requirement | Hold an FAA Private Pilot Certificate with the Aeroplane category and seaplane class rating (ASES or AMES, as appropriate). |
| Pass an examination in air law and communications as specified by FAA. | Theoretical Knowledge | Pass an examination in air law and communications as specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| FAA is going to limit the private pilot certificate—aeroplane to Day VFR Only unless applicant holds TCCA night qualification, or meets FAA night experience requirements. | Additional Requirements Night Qualification | TCCA is going to limit the private pilot license – aeroplane to Day VFR Only unless Instrument-Aeroplane rating is held, or applicant meets the TCCA Private Pilot License – Aeroplane night experience requirements. |
| Requires that the TCCA private pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA Private Pilot Certificate contain the English language proficiency endorsement. |

**TABLE 2. COMMERCIAL PILOT–AEROPLANE RATINGS
(ASEL, ASES, AMEL, AMES)**

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|--|--|
| Minimum age: 18 | Age | Minimum age: 18 |
| Hold at a minimum an FAA 3 rd class medical certificate to obtain the FAA commercial pilot certificate. | Medical Certificate | TCCA Category 1 medical certificate. |
| Hold a TCCA commercial pilot license (CPL) with the Landplane rating with a minimum of 250 hours flight time. <ul style="list-style-type: none"> • To obtain the single-engine landplane rating, applicants must show PIC flight time in a single-engine landplane. • To obtain the multiengine landplane rating, applicants must show PIC flight time in a multiengine landplane. | Eligibility and Flight Experience (Hours) | Hold an FAA Commercial Pilot Certificate with an Aeroplane category and class rating(s) with a minimum of 200 hours of flight time. or Hold an FAA ATP Certificate with an ASEL rating only. |
| Hold a TCCA CPL with the Seaplane rating. <ul style="list-style-type: none"> • To obtain the single-engine seaplane class rating, an applicant must show PIC flight time in a single-engine seaplane. • To obtain the multiengine seaplane class rating, an applicant must show PIC flight time in a multiengine seaplane. | Seaplane Rating Eligibility Requirement | Hold an FAA Commercial Pilot Certificate with the Aeroplane category and seaplane class rating (ASES or AMES rating, as appropriate). |
| Pass an examination in air law and communications as specified by the FAA. | Theoretical Knowledge | Pass an examination in air law and communications as specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| Requires that the TCCA CPL contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA Commercial Pilot Certificate contain the English language proficiency endorsement. |

**TABLE 3. AIRLINE TRANSPORT PILOT–AEROPLANE RATINGS
(ASEL, ASES, AMEL, AMES)**

| TCCA to FAA | Topic | FAA to TCCA |
|--|--|--|
| Minimum Age: 23 | Age | Not applicable; TCCA only requires an applicant to be 21 years of age and to hold an FAA ATP Certificate. As per § 61.153(a), an FAA ATP Certificate holder must be at least 23 years of age. |
| Hold at a minimum an FAA 3 rd class medical certificate to obtain the FAA ATP Certificate.* ² | Medical Certificate | TCCA Category 1 medical certificate. |
| Hold a TCCA ATP License with an Aeroplane Landplane and/or Seaplane class rating. | Eligibility and Flight Experience (Hours) | Hold an FAA ATP Certificate with an AMEL or AMES rating and a minimum of 900 hours of flight time in aeroplanes. Flight Engineer (FE) time may not be credited.* ³ |
| <p>To obtain the ASEL class rating for an FAA ATP Certificate, applicants must hold a TCCA ATP license with a landplane class rating and show PIC flight time in a single-engine landplane.</p> <p>To obtain the AMEL class rating for an FAA ATP Certificate, applicants must hold a TCCA ATP license with a landplane class rating and must show PIC flight time in a multiengine landplane.</p> <p>To obtain the ASES class rating for an FAA ATP Certificate, applicants must hold a TCCA ATP license with a seaplane class rating and must show PIC flight time in a single-engine seaplane.</p> <p>To obtain the AMES class rating for an FAA ATP Certificate, applicants must hold a TCCA ATP license with a seaplane class rating and must show PIC flight time in a multiengine seaplane.</p> | Landplane & Seaplane Rating Eligibility Requirement | <p>The TCCA ATP license requires a multiengine class rating.*³</p> <p>To obtain a landplane class rating for a TCCA ATP license, applicants must hold an FAA ATP Certificate with an ASEL or AMEL class rating.</p> <p>To obtain a seaplane class rating for a TCCA ATP license, applicants must hold an FAA ATP Certificate with an ASES or AMES class rating.</p> |
| <p>Pass an examination in air law and air carrier operations as specified by FAA if applying for an FAA ATP Certificate.*⁴</p> <p>Pass the applicable examinations in air law and communications as specified by FAA if applying for an FAA commercial certificate and/or an instrument rating.*⁵</p> | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |

| TCCA to FAA | Topic | FAA to TCCA |
|--|---|---|
| No further skill/practical testing required.* ¹ | Practical Skill | No further skill/practical testing required.* ¹ |
| Requires that the TCCA ATP license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA ATP Certificate contain the English language proficiency endorsement. |

1. Before exercising the privileges of the converted pilot license/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot license/certificate.
2. Hold an FAA 1st class medical certificate in order to exercise the privileges of the FAA ATP Certificate.
3. An FAA ATP Certificate holder with only a single engine aeroplane rating or an FAA ATP with restricted privileges (issued in accordance with 14 CFR part 61, § 61.160) certificate holder will be conveyed at the CPL level with an instrument rating (aeroplane).
4. A person who applies for an FAA AMEL or AMES ATP knowledge test after July 31, 2014 must present a graduation certificate from an authorized training provider for the ATP Certification Training Program at the time of application for the ATP knowledge test. The knowledge test will consist of air law and air carrier operations questions including communications, checklist philosophy, operational control, minimum equipment list/configuration deviation list, ground operations, turbine engines, transport category aircraft performance, automation, flight path warning systems, leadership, professional development, and safety culture. Refer to the current edition of Advisory Circular 61-138, Airline Transport Pilot Certification Training Program.
5. A TCCA ATP AMEL license holder who has not received a graduation certificate from an authorized training provider for the ATP Certification Training Program may be issued an FAA commercial pilot AMEL certificate and/or an instrument rating (airplane).

TABLE 4. INSTRUMENT RATING–AEROPLANE

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|--|---|
| Minimum age: 17 for PPL holder | Age | Minimum age: 17 for PPL holder |
| Hold at a minimum an FAA 3 rd class medical certificate to exercise the privileges of the person’s pilot certificate. | Medical Certificate | TCCA Category 3 medical certificate. |
| Hold a TCCA Instrument Rating – Aeroplane. | Eligibility and Flight Experience (Hours) | Hold an FAA Instrument – Aeroplane rating and have an FAA instrument proficiency check – aeroplane within the past 24 months. |
| Pass an examination in air law and communications as specified by the FAA. | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| Requires that the TCCA pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA pilot certificate contain the English language proficiency endorsement. |

TABLE 5. AEROPLANE TYPE RATINGS

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|--|---|
| Minimum age appropriate to the FAA pilot certificate to be issued. | Age | Minimum age appropriate to the TCCA pilot license to be issued. |
| Not applicable. | Medical Certificate | Not applicable. |
| Hold a TCCA pilot license with appropriate pilot type rating. | Eligibility and Flight Experience (Hours) | Hold an FAA pilot certificate with the appropriate pilot 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. |
| Aircraft type ratings on the TCCA pilot license may be placed on that person's FAA pilot certificate with no further testing requirements. | Additional Requirements | Pilot type ratings on the FAA pilot certificate may be placed on that person's TCCA pilot license with no further testing requirements. |
| Requires that the TCCA pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA pilot certificate contain the English language proficiency endorsement. |

TABLE 6. PRIVATE PILOT–HELICOPTER

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|---|--|
| Minimum age: 17 | Age | Minimum age: 17 |
| FAA 3 rd class medical certificate. | Medical Certificate | TCCA Category 3 medical certificate. |
| Hold a TCCA Private Pilot - Helicopter License. | Eligibility and Flight Exp. (Hours) | Hold an FAA Private Pilot Certificate with the Rotorcraft-Helicopter rating with a minimum of 45 hours flight time. |
| *Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate. | TCCA Pilot Type Rating Eligibility Requirement | <p>Must be a pilot type rating that authorizes PIC privileges.</p> <p>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</p> <p>For a helicopter pilot type rating for a helicopter type that requires a pilot and co-pilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar-months prior to the month of application:</p> <ul style="list-style-type: none"> • § 61.58 PIC proficiency check in that make and model of helicopter; <p style="text-align: center;">or</p> <ul style="list-style-type: none"> • FAA pilot type rating practical test in that specific make and model of helicopter. <p>If the applicant has not met either one of the above requirements (i.e., § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.</p> |
| Pass an examination in air law and communications as specified by FAA. | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|--|--|
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| FAA is going to limit the private pilot certificate – Rotorcraft Helicopter to Day VFR Only unless applicant holds TCCA night qualification, or meets FAA night experience requirements. | Additional Requirements Night Qualification | TCCA will limit the private pilot license – Helicopter to Day VFR Only unless the applicant meets the TCCA Private Pilot License – Helicopter night experience requirements. |
| Requires that the TCCA private pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA Private Pilot Certificate contain the English language proficiency endorsement. |

TABLE 7. COMMERCIAL PILOT-HELICOPTER

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|---|--|
| Minimum age: 18 | Age | Minimum age: 18 |
| Hold at a minimum an FAA 3 rd class medical certificate to obtain the FAA commercial pilot certificate. | Medical Certificate | TCCA Category 1 medical certificate. |
| <p>Holds a TCCA CPL – Helicopter with a minimum of 150 hours flight time and 50 hours must be in helicopters.</p> <p style="text-align: center;">or</p> <p>Holds a TCCA ATP License – Helicopter that does not have the instrument rating endorsement (i.e., Group IV).</p> | Eligibility and Flight Experience (Hours) | Hold an FAA Commercial Pilot Certificate – Rotorcraft-Helicopter rating with a minimum of 100 hours flight time in helicopters. |
| *Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate. | TCCA Pilot Type Rating Eligibility Requirement | <p>Must be a pilot type rating that authorizes PIC privileges.</p> <p>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</p> <p>For a helicopter pilot type rating for a helicopter type that requires a pilot and co-pilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar-months prior to the month of application:</p> <ul style="list-style-type: none"> • § 61.58 PIC proficiency check in that make and model of helicopter; <p style="text-align: center;">or</p> |

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|---|---|
| | | <ul style="list-style-type: none"> • FAA pilot type rating practical test in that specific make and model of helicopter. <p>If the applicant has not met either one of the above requirements (i.e., § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.</p> |
| Pass an examination in air law and communications as specified by the FAA. | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| FAA requires the applicant to hold a TCCA CPL with a Helicopter rating that is not limited to VFR Day Only. | Additional Requirements | |
| Requires that the TCCA CPL contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA Commercial Pilot Certificate contain the English language proficiency endorsement. |

TABLE 8. AIRLINE TRANSPORT PILOT-HELICOPTER

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|---|--|
| Minimum Age: 23. | Age | Not applicable; TCCA only requires an applicant to be 21 years of age and to hold an FAA ATP Certificate. As per § 61.153(a), an FAA ATP Certificate holder must be at least 23 years of age. |
| Hold at a minimum an FAA 3 rd class medical certificate to obtain the FAA ATP. | Medical Certificate | TCCA Category 1 medical certificate. |
| <p>Hold a TCCA ATP License with the Helicopter rating.</p> <p>In addition, the applicant must have logged the following aeronautical experience:</p> <p>At least 1200 hours of total time as a pilot that includes at least:</p> <ul style="list-style-type: none"> • 500 hours of cross-country flight time. • 100 hours of night flight time, of which 15 hours are in helicopters. • 200 hours of flight time in helicopters, which includes at least 75 hours as a pilot in command (PIC), or as second in command (SIC) performing the duties of a PIC under the supervision of a PIC, or any combination thereof. • 75 hours of instrument flight time in actual or simulated instrument meteorological conditions (IMC), of which at least 50 hours are obtained in flight with at least 25 hours in helicopters as a PIC, or as SIC performing the duties of a SIC under the supervision of a PIC, or any combination thereof. | Eligibility and Experience (Hours) | <p>Hold an FAA ATP Certificate with a Rotorcraft category and Helicopter class rating with helicopter instrument privileges.</p> <p style="text-align: center;">or</p> <p>Hold an FAA ATP Certificate with a Rotorcraft-Helicopter rating limited to VFR Only may be issued a TCCA ATP License with the Helicopter rating for Aerial Work Only.</p> <p>In addition, the applicant must have logged the following aeronautical experience:</p> <p>At least 1000 hours total time as a pilot which includes at least:</p> <ul style="list-style-type: none"> • 600 hours as a pilot in helicopters which 250 hours of PIC flight time must be in helicopters. • 200 hours of cross-country flight time in helicopters of which 100 hours must be PIC flight time in helicopters. |

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|--|--|
| <p>*Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.</p> | <p>TCCA Pilot Type Rating Eligibility Requirement</p> | <p>Must be a pilot type rating that authorizes PIC privileges.</p> <p>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</p> <p>For a helicopter pilot type rating for a helicopter type that requires a pilot and co-pilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar-months prior to the month of application:</p> <ul style="list-style-type: none"> • § 61.58 PIC proficiency check in that make and model of helicopter; <p style="text-align: center;">or</p> <ul style="list-style-type: none"> • FAA pilot type rating practical test in that specific make and model of helicopter. <p>*If the applicant has not met either one of the above requirements (i.e., § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant may be issued a restricted pilot type rating for that specific make and model of helicopter providing at least one multi-crew helicopter is endorsed on the license.</p> |

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|---|---|
| Pass an examination in air law and communications as specified by FAA. | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| Requires that the TCCA ATP license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA ATP Certificate contain the English language proficiency endorsement. |

TABLE 9. INSTRUMENT RATING–HELICOPTER

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|--|--|--|
| Minimum age: 17 for PPL holder. | Age | Minimum age: 17 for PPL holder. |
| Hold at a minimum an FAA 3 rd class medical certificate to exercise the privileges of the person's pilot certificate. | Medical Certificate | Hold as a minimum a TCCA Category 3 medical certificate. |
| Hold a TCCA Instrument Rating–Helicopter. | Eligibility and Flight Experience (Hours) | Hold an FAA Instrument–Helicopter rating and have an FAA § 61.57(d) instrument proficiency check in a helicopter within the past 24 calendar-months. |
| Pass an examination in air law and communications as specified by the FAA. | Theoretical Knowledge | Pass the air law and communication examination specified by TCCA. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| Requires that the TCCA pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA pilot certificate contain the English language proficiency endorsement. |

TABLE 10. HELICOPTER TYPE RATINGS

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|---|--|
| Minimum age appropriate to the FAA pilot certificate that is being issued. | Age | Minimum age appropriate to the TCCA pilot license that is being issued. |
| Hold as a minimum at least an FAA 3 rd class medical certificate. | Medical Certificate | Hold as a minimum at least a TCCA Category 3 medical certificate. |
| Hold a TCCA pilot license with appropriate helicopter type rating. *However, only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate. | Eligibility and Flight Experience (Hours) | Hold an FAA pilot certificate with the appropriate helicopter pilot type rating. An appropriate helicopter pilot type rating must authorize PIC privileges. |
| | TCCA Pilot Type Rating Eligibility Requirement | <p>Must be a pilot type rating that authorizes PIC privileges.</p> <p>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</p> <p>For a helicopter pilot type rating for a helicopter type that requires a pilot and co-pilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar-months prior to the month of application:</p> <ul style="list-style-type: none"> • § 61.58 PIC proficiency check in that make and model of helicopter; <p style="text-align: center;">or</p> <ul style="list-style-type: none"> • FAA pilot type rating practical test in that specific make and model of helicopter. |

| TCCA Converting to FAA | Topic | FAA Converting to TCCA |
|---|---|--|
| | | If the applicant has not met either one of the above requirements (i.e., § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter. |
| No further testing required. | Theoretical Knowledge | No further testing required. |
| No further skill/practical testing required. | Practical Skill | No further skill/practical testing required. |
| Helicopter pilot type ratings on the TCCA pilot license may be placed on that person's FAA pilot certificate with no further testing requirements. *Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on the FAA pilot certificate. | Pilot Type Rating Issuance Requirements | Helicopter pilot type ratings on the FAA pilot certificate may be placed on that person's TCCA pilot license with no further testing requirements. |
| Requires that the TCCA pilot license contain the English language proficiency endorsement. | English Language Proficiency Endorsement | Requires that the FAA pilot certificate contain the English language proficiency endorsement. |

**APPENDIX 2. EXCERPT OF SPECIAL CONDITIONS
(TAKEN FROM CHAPTER 3 OF THE IPL AGREEMENT BETWEEN THE FAA
AND TCCA)**

1. INFORMATION ABOUT SPECIAL CONDITIONS

a. These procedures apply to the following aircraft categories and class: aeroplane¹ and rotorcraft-helicopter and the private, commercial, and airline transport pilot levels of certificates and licences, including the following ratings or qualifications: aeroplane instrument rating; helicopter instrument rating; aeroplane category class ratings; certain aeroplane and helicopter pilot type ratings, 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 (either a Category 1 or 3, as appropriate), issued under CARs Part IV, Subpart 4, Medical Requirements, before a TCCA pilot licence may be issued. TCCA licensed pilots who apply for conversion to an FAA pilot certificate must obtain the appropriate FAA medical certificate (i.e. 1st, 2nd, or 3rd class medical certificate) issued under 14 CFR part 67 before the FAA pilot certificate can be issued.

c. On the aeroplane licence, TCCA does not issue an ATP licence with a single-engined aeroplane only rating. An FAA ATP Certificate holder with a single engine aeroplane only rating (meaning no multiengine aeroplane class rating) will be eligible only for the issuance of a TCCA Commercial Pilot licence with the appropriate single-engined aeroplane rating.

d. The conversion conditions are contained in the Appendix of this document.

e. Once a pilot 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. Additionally, this agreement applies to the following situations:

(1) The currency activities described in 14 CFR 61.57 (i.e., instrument approaches, holding procedures, and intercepting and tracking through the use of navigational electronic systems) performed in a category or class covered under this agreement, and appropriate to instrument rating converted, that are performed under CAR 401.05(3) may be used to meet the instrument experience requirements found in 14 CFR 61.57(c).

(2) Pilots holding a TCCA pilot license with an instrument rating converted from an FAA pilot certificate with an instrument rating may also meet the requirements of CAR 421.49 [Renewal of Instrument Rating] if they have passed an FAA instrument proficiency check in a category or class covered under this agreement or an approved flight simulation training device representing an aircraft that is covered under this agreement (i.e. § 61.57 (d)) within the previous 24 calendar-months.

¹ The term “aeroplane” has the same meaning as “airplane” for the purposes of this agreement.

(3) An appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. A pilot type rating that authorizes only SIC privileges (i.e., § 61.5(b)(7)(iv)) may not be converted under this IPL.

(4) Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on a U.S. pilot certificate.