



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

**NOTICE
N 8000.364**

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5/4/07
Cancellation Date:
5/4/08

SUBJ: Updated Guidance on Issuing U.S. Pilot Certificates on the Basis of a Foreign Pilot License

1. Purpose of This Notice. This notice informs Federal Aviation Administration (FAA) aviation safety inspectors (ASI) and aviation safety technicians (AST) about the application process for foreign pilot applicants who apply for a U.S. pilot certificate and/or rating on basis of their foreign pilot license. It also explains the FAA and Transport Canada Civil Aviation (TCCA) agreement that establishes a procedure for converting Canadian pilot licenses and U.S. pilot certificates. This notice revises information from FAA Order 8700.1, General Aviation Operations Inspector's Handbook, Volume 2, Chapter 29, Issue a U.S. Pilot Certificate on the Basis of a Foreign Pilot License.

2. Audience. We will distribute this notice to the division level in the Flight Standards Service in Washington headquarters, including the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards divisions; and to all Flight Standards District Offices.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the FAA Web site at http://www.faa.gov/library/manuals/examiners_inspectors/8000/.

4. Background. On August 31, 2006, the FAA and TCCA signed an Implementation Procedures for Licensing agreement to establish a pilot license/certificate conversion procedure for Canadian pilot license holders and U.S. pilot certificate holders.

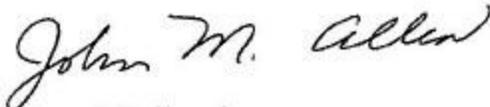
a. These procedures are available to holders of FAA pilot certificates and TCCA pilot licenses in the airplane category of aircraft at the private, commercial, and airline transport pilot levels of licenses or certificates, including the following ratings or qualification: instrument rating, class ratings of Airplane Single-Engine Land (ASEL) and Airplane Multiengine 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 Part IV. Otherwise, pilot licenses/certificates and ratings issued on the basis of a foreign pilot license are not eligible for conversion under this new FAA/TCCA pilot licensing/certification conversion process.

b. Under this conversion procedure, an FAA certificated pilot choosing to convert his/her FAA pilot certificate to a TCCA pilot license is not required to surrender the FAA pilot certificate and vice versa. 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 certificate or license in each respective country.

5. Guidance. Appendix A includes revised FAA Order 8700.1, vol. 2, ch. 29, which explains the process of issuing a U.S. pilot certificate on the basis of a foreign pilot license.

6. Disposition. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Direct questions concerning this notice to the Certification and General Aviation Operations Branch, AFS-810, at (202) 267-8212.



James J. Ballough
Director, Flight Standards Service

Appendix A. Revision to Order 8700.1, Volume 2, Chapter 29**CHAPTER 29 ISSUE A U.S. PILOT CERTIFICATE ON THE BASIS OF A FOREIGN
PILOT LICENSE****Section 1 Background****1 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY
CODE: 1533.****2 OBJECTIVE.**

A. This task determines if an applicant is eligible for a U.S. pilot certificate and/or rating on the basis of his/her foreign pilot license. Completion of this task results in the issuance, nonissuance, or denial of a U.S. pilot certificate and/or rating.

1) The issuance of a U.S. pilot certificate and/or rating on the basis of a foreign pilot license would mean the applicant has met the appropriate eligibility requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 61 and the provisions set forth in this chapter.

2) Nonissuance would mean the applicant has not met the appropriate eligibility requirements of part 61 and the provisions set forth in this chapter; therefore, the applicant would be disqualified from receiving a U.S. pilot certificate and/or rating on the basis of a foreign pilot license.

3) The denial of a U.S. pilot certificate and/or rating would mean the applicant did not meet the appropriate eligibility requirements of part 61 and the provisions set forth in this chapter; therefore, the applicant would be issued Federal Aviation Administration (FAA) Form 8060-5, Notice of Disapproval of Application.

B. The FAA and Transportation Security Administration (TSA) requires a foreigner who applies for a U.S. pilot certificate/rating, or who holds a U.S. pilot certificate/rating, and applies for an additional rating to go through a background security check and have their foreign pilot and medical licenses verified for validity purposes.

1) The procedures that a foreign person must follow to apply for a U.S. pilot certificate/ratings are described on the FAA's Airmen Certification Branch, AFS-760, Web site at http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.

2) The TSA Web site that describes the reporting requirements for giving pilot training and certification for foreign pilots is located at <http://www.tsa.gov> or at http://www.tsa.gov/what_we_do/layers/afsp/editorial_multi_image_with_table_0215.shtm.

C. The FAA has a regulatory basis for denying certification to foreign applicants. That regulatory basis is part 61, § 61.13(a)(2), which states, in pertinent part, that a person "... who is neither a citizen of the United States nor a resident alien of the United States . . . (ii) may be refused issuance of any U.S. airman certificate, rating, or authorization. . . ." Additionally, per Title 49 of the United States Code (49 U.S.C.) § 44709(b), "The Administrator may issue an

order amending, modifying, suspending, or revoking (1) any part of a certificate issued under this chapter if (A) the Administrator decides after conducting a reinspection, reexamination, or other investigation that safety in air commerce or air transportation and the public interest require that action." The key language in 49 U.S.C. § 44709(b)(1)(A) is "other investigation that safety in air commerce or air transportation and the public interest require that action." This gives the FAA the right to initiate an action to suspend or revoke an airman certificate when the FAA believes that safety or the public interest requires it.

3 GENERAL.

A. General Process. Part 61, § 61.75 allows a person to be issued a U.S. pilot certificate with private pilot privileges on the basis of a foreign pilot license that is at least equivalent to or higher than the U.S. private pilot certification level. The foreign pilot license must have been issued by a foreign Civil Aviation Authority (CAA) that is a member state of the International Civil Aviation Organization (ICAO), and the foreign pilot license must be valid. The holder of a valid foreign pilot license issued by an ICAO member state may use that foreign pilot license as the basis for issuance of a U.S. pilot certificate even if the issuing country is now defunct. A current listing of the ICAO member states can be found at http://www.icao.int/cgi/goto_m.pl?cgi/statesDB4.pl?en or at http://www.icao.int/icao/en/m_about.html under the link for Contracting States.

B. Applicability. This chapter applies to the issuance of U.S. pilot certificates and ratings to persons who apply on the basis of their foreign pilot licenses under the following rules within part 61:

1) Under § 61.29, for persons who request replacement of a certificate issued on the basis of a foreign pilot license under § 61.75.

2) Under § 61.39(c)(1), for persons who hold a foreign pilot license (issued by an ICAO member state that authorizes at least the pilot privileges of the U.S. pilot certificate sought) and apply for an equivalent U.S. pilot certificate.

3) Under § 61.65, for persons who apply for an instrument rating on a § 61.75 U.S. pilot certificate with the notation U.S. TEST PASSED.

4) Under § 61.73(b)(3)(ii), for a rated military pilot of a foreign armed force whose country is a Member State of ICAO, and that pilot is assigned to pilot duties (other than flight training as a student) of an operational U.S. military unit and who holds at the time of application a current civil pilot license issued by the foreign country, which authorizes at least the privileges of the U.S. pilot certificate sought.

5) Under § 61.75, for persons who apply for a § 61.75 private pilot certificate on the basis of holding a foreign pilot license (at least equivalent to or higher than the U.S. private pilot certification level) issued by an ICAO member state.

6) Under § 61.75(c), for persons who apply for the addition of an aircraft rating to a § 61.75 U.S. pilot certificate with the notation U.S. TEST PASSED.

7) Under § 61.75(d), for persons who apply for an instrument rating to a § 61.75 U.S. pilot certificate by accomplishing the Instrument—Foreign Pilot (IFP) knowledge test.

8) Under § 61.123(h), for persons who apply for an unrestricted U.S. commercial pilot certificate on the basis of holding a § 61.75 U.S. pilot certificate.

9) Under § 61.153(d)(3), for persons who hold either a foreign airline transport pilot (ATP) license with the appropriate aircraft rating or a foreign commercial pilot license (CPL) and instrument rating with the appropriate aircraft rating, without limitations, who apply for a U.S. ATP certificate.

C. Joint FAA and Transport Canada Civil Aviation (TCCA) Agreement to Convert FAA Pilot Certificates and TCCA Pilot Licenses.

1) On August 31, 2006, the FAA and TCCA signed an agreement to convert Canadian pilot licenses and U.S. pilot certificates, i.e., to issue an FAA pilot certificate on the basis of a pilot license issued by the TCCA and vice versa. This conversion procedure is available to holders of FAA pilot certificates and TCCA pilot licenses for the airplane category at the private, commercial, and ATP certification levels of licenses or certificates and includes the following aircraft ratings or qualifications: instrument rating, class ratings of Airplane Single-Engine Land (ASEL) and Airplane Multiengine Land (AMEL), type ratings, and night qualification addressed under part 61 and Canadian Aviation Regulations Part IV. The FAA and TCCA have issued advisory circulars (AC) that explain the process for converting Canadian pilot licenses and U.S. pilot certificates. The FAA and TCCA are also planning to convert the other aircraft category ratings. For more information about this joint FAA and TCCA pilot license/certificate conversion process, contact the FAA's Certification and General Aviation Operations Branch, AFS-810, at (202) 267-8212.

2) The procedures and information for this conversion process for converting Canadian pilot licenses and U.S. pilot certificates are addressed in Figure 29-1.

D. English Language Requirements. Early in the process of issuing a U.S. pilot certificate, that is on the basis of a foreign pilot license, the FAA aviation safety inspector (ASI) (Operations) or an FAA aviation safety technician (AST) must determine whether the applicant can read, speak, write, and understand the English language. AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65, explains how to determine English abilities required for pilot certification.

1) If the applicant cannot read, speak, write, or understand English for reasons other than a medical disability, meaning a hearing or speech impairment that is medically substantiated by a certified physician, then the FAA ASI (Operations) or AST may not issue the U.S. pilot certificate.

2) If the applicant is not able to read, speak, write, or understand English because of a medical disability, the FAA ASI (Operations) or AST may place an operating limitation on the private pilot certificate. The operating limitation requires the person to be accompanied by

another pilot who is qualified to serve as a pilot-in-command (PIC) for the appropriate aircraft category, class, type (if class and type of aircraft is applicable), and operating privilege.

E. Obtaining a U.S. Pilot Certificate. A person may apply for a U.S. pilot certificate and associated ratings on the basis of his/her foreign pilot license under the following:

1) Section 61.39(c)(1) permits a person who holds a foreign pilot license (issued by an ICAO member state which authorizes at least the pilot privileges of the U.S. pilot certificate sought) to apply for an equivalent U.S. pilot certificate by having accomplished the required aeronautical experience, passed the appropriate knowledge test, and passed the appropriate practical test.

2) Under § 61.65, persons who apply for an instrument rating on a § 61.75 U.S. pilot certificate with the notation U.S. TEST PASSED.

3) Under § 61.73(b)(3)(ii), a rated military pilot of a foreign armed force whose country is a Member State of ICAO, and that pilot is assigned to pilot duties (other than flight training as a student) of an operational U.S. military unit, may apply for:

- A commercial pilot certificate
- An aircraft rating in the category and class of aircraft for which that foreign military pilot is qualified
- An instrument rating with the appropriate aircraft rating for which that foreign military pilot is qualified
- A type rating, if appropriate

4) Section 61.75 permits a person who holds a foreign pilot license at least equivalent to or higher than the U.S. private pilot certification level and issued by an ICAO member state to apply for a private pilot certificate by complying with the application and certification procedures contained in this chapter. A person may be issued a § 61.75 private pilot certificate on the basis of a foreign pilot license as follows:

a) With no instrument privileges, for which neither a knowledge nor a practical test is required.

b) With instrument privileges, provided the applicant has passed the IFP knowledge test and the applicant's foreign pilot license has the equivalent Instrument—[Aircraft] rating. The applicant is required to pass the IFP knowledge test versus the Instrument [Aircraft: Airplane, Helicopter, or Powered-lift, as appropriate] knowledge test because the IFP knowledge test's focus on 14 CFR part 91, subpart B that relates to instrument flight rules (IFR)/operational procedures tests the applicant's knowledge on operating safely in the National Airspace System.

c) With a standard instrument rating, provided the applicant has passed the Instrument [Aircraft: Airplane, Helicopter, or Powered-lift, as appropriate] knowledge test and practical test. The U.S. pilot certificate will be issued with the notation U.S. TEST PASSED.

5) A person may obtain a U.S. pilot certificate without relying on his/her foreign pilot license by accomplishing the required training, instructor endorsements, aeronautical experience, passing the appropriate knowledge test, and passing the appropriate practical test as required by the pilot certification requirements contained in part 61. However, if a person other than a holder of a student pilot certificate already holds a standard U.S. pilot certificate, that person may not apply for a U.S. pilot certificate on the basis of a foreign pilot license (see § 61.75(b)(3)), unless he or she voluntarily surrenders his/her U.S. pilot certificate.

NOTE: A person who applies for a U.S. pilot certificate by accomplishing the appropriate pilot certification requirements of part 61 and holds a pilot certificate issued under § 61.75 need not surrender that U.S. pilot certificate. There have been isolated incidences where examiners have erroneously required a person to surrender the § 61.75 U.S. pilot certificate when applying for the standard U.S. pilot certificate. In this instance, it is permissible for a person to hold both a pilot certificate issued under § 61.75 and a standard U.S. pilot certificate.

6) A person who holds a commercial pilot certificate that was issued under § 61.75 before August 4, 1997 may continue to hold that pilot certificate; however, any additional ratings applied for on or after August 4, 1997 must be issued at the private pilot certification level only.

7) Under § 61.75(c), persons who apply for the addition of an aircraft rating to a § 61.75 U.S. pilot certificate with the notation U.S. TEST PASSED.

8) Under § 61.75(d), persons who apply for an instrument rating to a § 61.75 U.S. pilot certificate by accomplishing the IFP knowledge test.

9) Under § 61.123(h), persons who apply for an unrestricted commercial pilot certificate on the basis of holding a § 61.75 U.S. pilot certificate.

10) Section 61.153(d)(3) permits a person who holds either a foreign ATP license with the appropriate aircraft rating or a foreign CPL and an instrument rating with the appropriate aircraft rating without limitations and issued by an ICAO member state, to apply for a U.S. ATP certificate with the appropriate aircraft rating by having accomplished the required aeronautical experience, passed the appropriate knowledge test, and passed the appropriate practical test.

F. Pilot Certificate Requirements.

1) Part 61, § 61.3(b) permits foreign-registered aircraft to be operated within the United States by a pilot holding a valid foreign pilot license issued by the foreign country where the aircraft is registered.

2) Section 61.3(a) permits a U.S.-registered civil aircraft to be operated within a foreign country by a pilot holding a foreign pilot license with the appropriate aircraft rating issued by that foreign country. A person who holds a U.S. pilot certificate with the appropriate aircraft rating may also operate a U.S.-registered civil aircraft in an ICAO member state country. However, persons who operate a U.S.-registered civil aircraft in an ICAO member state country

should be aware that some foreign countries may have additional operational and pilot certification requirements. Each pilot must inquire with that foreign country's CAA and become familiar with that country's operational and pilot certification requirements before operating a U.S.-registered civil aircraft in that country.

3) A person may not act as a required pilot crewmember of a U.S.-registered civil aircraft in the United States unless that person holds a U.S. pilot certificate with the appropriate aircraft ratings and privileges.

4) A person who is exercising the privileges of his/her U.S. pilot certificate must comply with the pertinent rules and requirements contained in part 61 and in part 91 (part 61, § 61.56 flight review requirements, recency of experience requirements, § 61.58 PIC proficiency check, § 61.51 required logbook entries, etc.). A flight review must have been administered by the holder of an FAA flight instructor certificate with the appropriate ratings. The proficiency checks administered by a foreign flight instructor do not count as meeting the flight review requirements of § 61.56.

G. Knowledge Test Failures. A person who fails the IFP knowledge test will be required to receive additional training and receive an instructor endorsement to reapply for the IFP knowledge test, in accordance with part 61, § 61.49.

H. U.S. Pilot Certificates That May Be Issued to a Person Who Holds a Foreign Pilot License.

1) The kinds of U.S. pilot certificates that may be issued to a person who holds a foreign pilot license in accordance with § 61.75 are:

a) A U.S. private pilot certificate on the basis of a valid foreign pilot license that is at least equivalent to or higher than the U.S. private pilot certification level.

b) A commercial pilot certificate if the certificate was issued before August 4, 1997 and was on the basis of a foreign pilot license at least equivalent to or higher than the U.S. commercial pilot certification level. After August 4, 1997, a person who applies for a U.S. pilot certificate on the basis of holding a foreign pilot license may only be issued at private pilot certification level. As of August 4, 1997, all aircraft ratings issued on a U.S. pilot certificate are issued only at the private pilot certification level. The aircraft ratings on the foreign pilot license must be at least equivalent to or higher than the U.S. private pilot certification level to be placed on the U.S. pilot certificate.

c) A standard U.S. pilot certificate issued after the person has accomplished the required training, instructor endorsements, and aeronautical experience, and passed the appropriate knowledge and practical test as required by the pilot certification requirements contained in part 61.

d) A standard U.S. pilot certificate in accordance with § 61.39(c)(1).

e) A standard U.S. commercial pilot certificate in accordance with § 61.73(b)(3)(ii).

2) The holder of a foreign pilot license (at least equivalent to or higher than the U.S. private pilot certification level) may hold both a § 61.75 U.S. pilot certificate and a standard U.S. pilot certificate at the same time, provided the § 61.75 U.S. pilot certificate was obtained before the pilot satisfied the part 61 pilot certification requirements.

3) If the FAA is unable to determine if a person meets the appropriate pilot certification eligibility requirements for the U.S. pilot certificate or rating, the agency is not obligated to issue the pilot certificate and/or rating until the information can be properly determined.

I. Ratings Issued.

1) A U.S. private pilot certificate issued on the basis of a foreign pilot license (at least equivalent to or higher than the U.S. private pilot certification level) must bear the part 61, § 61.5 equivalent to the ratings on the foreign pilot license (e.g., ASEL, AMEL, etc.). However, an instrument rating may only be issued if:

a) The foreign pilot license on which the certificate is based has instrument privileges on it; and

b) The person passes the IFP knowledge test on part 91, subpart B that relates to IFR operational procedures.

NOTE: The instrument rating is not issued at a certain pilot certification level because the instrument rating is merely a rating/operating privilege.

2) In some cases, determining the equivalent rating may be difficult. Several foreign countries categorize pilot ratings and limitations by horsepower or engine type. The FAA ASI (Operations) or AST should contact AFS-810 at (202) 267-8212 if in need of assistance. However, the limitation by horsepower or engine type is not required to be placed on the U.S. pilot certificate, because § 61.75(e)(3) requires the pilot to adhere to the limitations of his/her foreign pilot license even when exercising the privileges of his/her U.S. pilot certificate.

3) When a private pilot certificate is issued on the basis of a foreign pilot license and the foreign pilot license has instrument rating/privileges, in order for that person to receive instrument privileges on the U.S. pilot certificate, the person must pass either the IFP knowledge test or the standard instrument rating (i.e., Instrument—Airplane or Instrument—Helicopter or Instrument—Powered-lift) knowledge test, and the standard instrument rating practical test (see § 61.65).

NOTE: If the applicant's U.S. pilot certificate has not been issued with instrument privileges, then the issuing Flight Standards District Office (FSDO) will advise the applicant that he or she may not serve as a required pilot crewmember of a U.S.-registered aircraft under IFR when exercising the privileges of that U.S. pilot certificate. When the applicant passes the IFP knowledge test, instrument privileges will be granted on the U.S. pilot certificate. Passage of the IFP

knowledge test does not qualify a person for the notation U.S. TEST PASSED for the instrument rating.

4) To qualify for the notation U.S. TEST PASSED for the addition of an aircraft or instrument rating to a U.S. pilot certificate, the person must accomplish the appropriate aeronautical experience, pass the knowledge test (if applicable), and pass the practical test as required under part 61. Each rating added to the temporary U.S. pilot certificate will have the notation U.S. TEST PASSED following the rating to which the notation applies. The required aeronautical experience must be shown on FAA Form 8710-1, Airman Certificate and/or Rating Application. Do not indicate U.S. TEST PASSED on the temporary pilot certificate if only the IFP knowledge test was passed.

5) When a type rating is shown on the U.S. pilot certificate (meaning a U.S. pilot certificate that was issued on the basis of a foreign pilot license), that aircraft type rating will be limited to "VFR ONLY" if the person has not passed either the IFP knowledge test or the standard instrument rating knowledge test and the standard instrument rating practical test (see § 61.65).

NOTE: Applicants who apply for a type rating with the notation U.S. TEST PASSED on their U.S. pilot certificate must have received the required training from a holder of an FAA flight instructor certificate with the appropriate ratings (see part 61, § 61.63(d) or § 61.157(b), as appropriate). If the aircraft type rating is for an aircraft with a gross takeoff weight of greater than 12,500 pounds, the applicant must also complete a background security check administered by the TSA. The reporting requirements of the TSA's background check is on its Web site at http://www.tsa.gov/what_we_do/layers/afsp/editorial_multi_image_with_table_0215.shtm or at <http://www.tsa.gov>.

NOTE: Once the applicant has qualified for the U.S. TEST PASSED rating on a U.S. pilot certificate under § 61.75, the aircraft rating and/or type rating annotated with the notation U.S. TEST PASSED is eligible for transfer to a unrestricted U.S. pilot certificate without any further showing of competency or practical test if the applicant later obtains an unrestricted U.S. pilot certificate.

J. Medical Endorsement or Certificate. A person applying for a U.S. pilot certificate must submit evidence that he/she currently meets the medical licensing standards for the foreign pilot license on which the application for the pilot certificate is based (see § 61.75(f)). Some foreign CAAs enter periodic medical endorsements on their foreign pilot licenses that affect its currency (i.e., Germany, Austria, Kenya, Cyprus, Canada, Guatemala, Trinidad, Tobago, Singapore, and Sri Lanka). Therefore, if the foreign pilot license must have a medical endorsement to make it valid, an FAA medical certificate alone will not satisfy the regulations. In cases when a medical endorsement is not used, a current medical license from the person's foreign medical examiner or a current 14 CFR part 67 medical certificate will satisfy the requirement. If the person's foreign pilot license shows a medical endorsement, the person should enter the word "Endorsement" on FAA Form 8710-1, section I, block R, or the equivalent class of medical certificate. If using the Integrated Airman Certification and/or Rating

Application (IACRA), enter the date of that endorsement in block S. If the name of the examiner who administered the medical endorsement is unknown to the applicant because the foreign CAA administered the physical, then simply state "CAA" in block T.

K. Duration. A § 61.75 U.S. pilot certificate issued on the basis of a foreign pilot license remains in effect as long as the foreign pilot license used to obtain the U.S. pilot certificate is valid.

NOTE: A prefix or suffix change in a foreign pilot license does require the reissuance of a U.S. pilot certificate issued on the basis of a foreign pilot license. Some examples of countries that issue prefixes and suffixes on their pilot licenses are Canada, Germany, and Great Britain. For example, on a foreign pilot license issued by Great Britain, the prefix codes the grade level of the pilot license. In Germany, the suffix codes the grade level of the pilot license. For the U.S. pilot certificate to correctly identify the person's foreign pilot license, if the person's foreign pilot license has a change in its prefix/suffix code, the U.S. pilot certificate must be reissued to reflect the person's most current foreign pilot license number. All requests for reissuances of U.S. pilot certificates that require prefix or suffix changes must be made by application on an FAA Form 8710-1. The applicant must request verification of the authenticity of the foreign pilot license before making application.

L. Renewal. A § 61.75 U.S. pilot certificate issued on the basis of a foreign pilot license before November 1, 1973, may be reissued at any time upon compliance with the appropriate requirements of § 61.75.

M. Flight Instructor Certificates. A flight instructor certificate or an additional rating on a flight instructor certificate may not be issued on the basis of any foreign flight instructor rating or certificate. A flight instructor certificate will only be issued to a person who meets the appropriate requirements of part 61, subpart H.

N. Added Ratings. If a person requests that a rating be added to his/her U.S. pilot certificate on the basis of meeting the appropriate pilot certification requirements of part 61 (i.e., the practical test and the knowledge test, if applicable), those requirements must be accomplished before the issuance of that additional rating. However, if the person requests the added rating on the basis of that rating having been added to his/her foreign pilot license, no knowledge test or practical test is required. The authenticity of the foreign license must be verified before adding the appropriate rating.

O. Flying Clubs. A foreign pilot license issued by a flying club under a specific delegation of the foreign CAA of an ICAO member state is acceptable for the issuance of a private pilot certificate under § 61.75. For example, several countries may delegate the authority to issue glider pilot certificates to members of their national gliding clubs.

P. British Territories. The British Colonial Air Navigation Order of 1961, as amended, authorizes the British Territories listed in Figure 29-2. This British Colonial Air Navigation Order authorizes the territories to issue their own pilot licenses (not British National pilot

licenses). British Territory pilot licenses usually bear the name of the territory where they were issued, and the territories are identified in the Colonial Air Navigation Order under the year of its most recent amendment. Pilot licenses issued by the British Territories are acceptable for the issuance of the U.S. pilot certificate on the basis of a person holding a foreign pilot license.

Q. JAR-FCL. Since July 1, 1999, some states that are members of the European Joint Aviation Authorities (JAA) began issuing pilot licenses entitled JAR-FCL (Joint Aviation Requirements—Flight Crew Licensing) licenses. These pilot licenses are based upon new licensing regulations developed by JAA member states through the JAA and subsequently adopted by each JAA member state. JAR-FCL pilot licenses do meet ICAO pilot licensing standards and these JAA member states are member states of ICAO.

1) Note that a JAR-FCL license will be issued by a JAA member state's CAA and not by the JAA itself.

2) The most current listing of the JAA member states is on the JAA Web site at <http://www.jaa.nl>.

3) The individual JAA member states are at varying levels of implementation of JAR-FCL regulations; some JAA member states may still be issuing their own national pilot licenses. Further, national pilot licenses issued by a JAA member state before a state's implementation of JAR-FCL may still be valid for use within that JAA member state and thus acceptable for issuance of a U.S. pilot certificate on the basis of § 61.75, provided that such pilot licenses meet the appropriate FAA regulatory requirements for the pilot certificate being issued. Any questions concerning the JAR-FCL pilot license should be directed to the Flight Standards International Programs and Policy Division, AFS-50.

R. British National Pilot Licenses. The United Kingdom (U.K.) issues both JAR-FCL pilot licenses, described above in paragraph Q above, and British National pilot licenses. The following paragraphs describe British National pilot licenses or variations listed on the JAR-FCL pilot license.

1) Both national pilot licenses and JAR-FCL pilot licenses issued by the British CAA are all printed on white background security paper, but the color of the cover follows the ICAO Annex 1 convention. Thus, the Private Pilot License (PPL)(A) is light brown (tan), Commercial Pilot License (CPL)(A) is blue, and Air Transport Pilot License (ATPL)(A) is green. The British Commercial Pilot License (BCPL)(A) also has the same blue cover as the CPL(A) but has a different title. Helicopter pilot licenses are variously colored—PPL(H) is light gray, CPL(H) is dark gray, and ATPL(H) is white. A flight engineer license has a dark brown cover. The data contained on each British National pilot license is identified numerically and the data after the Roman numeral II describes the pilot license held.

NOTE: If a FSDO is asked to issue a U.S. pilot certificate on the basis of a British National pilot license and it is not possible to determine which privileges are applicable, the person will be required to provide the necessary information before completion of the pilot certification process.

2) The British National CPL(A) and ATPL(A) issued before July 1, 1999 are the only British National issued CPL equivalent to both the U.S. and ICAO respective pilot certification requirements. A private pilot certificate with the appropriate ratings may be issued on the basis of a British National CPL(A). The U.K. now issues a JAR-FCL CPL(A) or (H) restricted to British-registered aircraft. This is an acceptable ICAO pilot license, but the holder must meet some British pilot licensing requirements rather than JAR-FCL pilot licensing requirements for issuance of the pilot license.

3) When issuing a private pilot certificate that is on the basis of a British CPL, a thorough examination of FAA Form 8710-1 must be made to determine the privileges and limitations on each pilot license. Those persons who hold a restricted or non-restricted basic British National CPL(A) are qualified for the issuance of a U.S. private pilot certificate because both the restricted and non-restricted basic British National CPL(A) licensing requirements meet or exceed the ICAO PPL standards. The restricted British National CPL(A) is no longer issued in the U.K. but may still be in use.

4) The restricted basic British National CPL(A) is limited to private pilot privileges only. The British National basic license was introduced to allow existing British flight instructors and assistant flight instructors holding only PPLs to continue to instruct for payment without having to obtain a full British National CPL(A). The restricted British National CPL(A) requirements meet or exceed the ICAO PPL standards.

5) The nonrestricted basic British National CPL(A) was issued to pilots who wished to conduct flight instruction or other types of aerial work, except for public transport, for payment. This pilot license does not meet the requirements of a full-fledged British National CPL, a U.S. commercial pilot certificate, or ICAO pilot license standards. However, the British National CPL(A) requirement meets or exceeds the ICAO PPL standards.

6) The British CAA may issue an instrument meteorological conditions (IMC) rating. Holders of the British IMC privilege are not qualified to receive a U.S. instrument rating because the IMC privilege is not as high a level of qualification as the instrument rating, and it confers no privileges for flights requiring compliance with IFR. IMC privileges can be used only within the U.K. Therefore, a holder of the IMC privilege is not eligible to take the IFP knowledge test or be issued a U.S. instrument rating.

7) On August 1, 2002, the British CAA began issuing a British National PPL(A) for single-engine airplanes, motor gliders, and micro-light aircraft. This foreign pilot license does not meet ICAO standards. It is the equivalent of the U.S. recreational license only and does not require an ICAO medical license, only a declaration of health signed by the holder's general practitioner.

8) The British CAA issues JAR-FCL medical licenses for ATPL, CPL, and some PPL licenses. The British CAA issues a national medical license for commercial balloon pilot licenses and a declaration of health for its national PPL license, private level balloon license, and micro-lights. Both the JAR-FCL medical and the national medical licenses meet ICAO medical standards. The declaration of health does not meet ICAO medical standards. The duration period for the U.S. medical certificate is addressed in part 61, § 61.23. When a person is exercising the

privileges of their § 61.75 U.S. pilot certificate, that person must comply with the appropriate medical certification requirements of § 61.23.

S. Other Known Differences of Some Foreign Pilot Licenses and Ratings.

1) The German glider pilot license requires a person to hold a medical license/endorsement when exercising the privileges of his/her German glider pilot license. That person must also comply with the German medical license/endorsement requirements when exercising the privileges of his/her § 61.75 U.S. pilot certificate for the glider rating (see § 61.75(e)(3)).

2) Holders of a Spanish IMC privilege are not qualified to receive a U.S. instrument rating because the Spanish IMC privilege does not meet the certification standards and qualifications as a U.S. instrument rating and confers no privileges for flights requiring compliance with IFR. The Spanish IMC privilege is only authorized for use within Spain. Therefore, the holder of the Spanish IMC privilege is not eligible to take the IFP knowledge test or be issued a U.S. instrument rating.

3) Belgium issues some PPLs with the notation "RESTRICTED." This limitation restricts the person to Belgian airspace only. This pilot license parallels the U.S. recreational pilot certificate (i.e., the person has not met the cross-country aeronautical experience and training requirements of ICAO). Do not issue a § 61.75 private pilot certificate to a person who holds a Belgian PPL with the notation RESTRICTED.

4) Some foreign pilot licenses contain a restriction that prohibits the person from operating an aircraft at night. As an example, some foreign CAAs require their citizens to hold an instrument rating and/or a night flying privilege to operate an aircraft at night. That person must also comply with that night operating restriction of his/her foreign pilot license when exercising the privileges of the § 61.75 U.S. pilot certificate (see § 61.75(e)(3)). To clarify, while the FAA may not remove the night flying restriction, it is permissible for a foreign pilot who receives a U.S. pilot certificate on the basis of the person's foreign pilot license to accomplish the required night flying training (for the appropriate grade level of U.S. pilot certificate held) from a holder of an FAA flight instructor certificate, and receive a solo endorsement to exercise night flying privileges on his/her U.S. pilot certificate.

5) Some foreign CAAs (e.g., New Zealand and Australia) issue PPLs that limit the pilot to a specific make and model of aircraft or limit the pilot from carrying any passengers. Those persons must also comply with the make and model aircraft and passenger carrying restriction of their foreign pilot licenses when exercising the privileges of a § 61.75 U.S. pilot certificate (see § 61.75(e)(3)).

6) Some foreign CAAs have issued pilot licenses that do not identify the grade of pilot license. In those instances, do not issue a U.S. pilot certificate. The holder of that kind of foreign pilot license does not meet ICAO standards for pilot certification.

7) Some foreign CAAs have issued pilot licenses that limit the person to second-in-command (SIC) privileges only. Do not issue a U.S. pilot certificate on the basis of

that kind of foreign pilot license. The holder of that license does not meet ICAO standards for pilot certification.

8) Some foreign CAAs issue micro-light aircraft pilot licenses. A micro-light aircraft pilot license does not meet ICAO standards for pilot certification of a private pilot certificate. Do not issue a private pilot certificate to a person who holds a micro-light aircraft pilot license.

9) Mexico issues a type rating for each series of make and model of an aircraft. For example, it does not issue a DC-9 type rating that covers all the various series of DC-9. Mexico issues a specific rating, such as DC-9-15 or a Boeing 737-300. Therefore, when an ASI/examiner places a type rating on a U.S. pilot certificate on the basis of a Mexican pilot license, he/she needs to specify the series as it appears on the Mexican license.

T. Initial Step in the Application Process with AFS-760. Persons who apply for a U.S. pilot certificate under the following circumstances must have the validity and currency of their foreign pilot license and medical license or endorsement verified by the foreign CAA that issued those licenses before making application for an FAA pilot certificate/authorization. This process is mandatory for the following kinds of applications:

- 1) Persons who apply for a U.S. pilot certificate/rating on the basis of holding a foreign pilot license under the provisions of § 61.39(c)(1).
- 2) Foreign military rated pilots who apply for a U.S. pilot certificate/rating on the basis of holding a foreign civil pilot license under the provisions of § 61.73(b)(3)(ii).
- 3) Persons who apply for a U.S. pilot certificate issued on the basis of a foreign pilot license under the provisions of § 61.75.
- 4) Persons who apply for a special purpose pilot authorization under part 61, § 61.77.
- 5) Persons who apply for a U.S. commercial pilot certificate under § 61.123(h) on the basis of holding a § 61.75 U.S. private pilot certificate.
- 6) Persons who apply for a U.S. ATP certificate issued under § 61.153(d)(3).
- 7) Persons who apply for a U.S. pilot certificate under the provisions of the FAA/TCCA Implementation Procedures for Licensing (IPL) agreement.
- 8) Persons who apply for a U.S. flight engineer certificate issued on the basis of their foreign engineer license under the provisions of 14 CFR part 63.
- 9) Persons who request a replacement certificate under § 61.29 (i.e., lost, stolen, name change, citizenship change, gender change, or date of birth change) issued on the basis of a foreign pilot license under § 61.75.
- 10) ASIs and ASTs should become familiar with this process in order to advise applicants and examiners of these new procedures. For this familiarization, ASIs and ASTs are

directed to the AFS-760 Web site at http://www.faa.gov/licenses_certificates/airmen_certification. This Web site explains some of the FAA procedures for issuing U.S. pilot certificates on the basis of a person holding a foreign pilot license.

11) Applicants for U.S. pilot certificates and ratings are required to submit the following information to AFS-760:

- a) The applicant's full name and date of birth.
- b) The address to which the person wishes to have the verification of authenticity letter mailed after AFS-760 issues it.
- c) The certificate number and ratings on the foreign pilot license.
- d) The country of issuance of the person's foreign pilot license.
- e) The location of the FAA FSDO where the person intends to make application for his/her U.S. pilot certificate.
- f) A statement that his/her foreign pilot license is not under an order of suspension or revocation.

12) Applicants can also submit this required information using the optional form from AFS-760's Web site at http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification. See Figure 29-3 for information about the optional form.

13) The applicant can mail the completed form with the preferred documents to the FAA Airmen Certification Branch, AFS-760, P.O. Box 25082, Oklahoma City, OK 73125-0082 or fax the form and documents to (405) 954-9922. The preapplication documents cannot be sent electronically.

NOTE: The applicant should include a legible copy of his/her foreign pilot license and medical license or endorsement with all requests for verification of authenticity of the foreign pilot license. A person applying for a U.S. pilot certificate/rating on the basis of a foreign pilot license must apply for that pilot certificate at least 90 days before arriving at the designated FAA FSDO where the applicant intends to receive the U.S. pilot certificate. This initial application step is the responsibility of the applicant.

14) When verification is received from a foreign CAA, the applicant will receive written notification that a copy of the verification of authenticity of the foreign pilot license has been forwarded to the designated FSDO in the applicant's request. The verification of authenticity of the foreign pilot license is valid for 6 calendar-months. Applicants may make application for their U.S. pilot certificate at the designated FSDO during that period.

U. Duties and Responsibilities of AFS-760. AFS-760 is responsible for:

- 1) Verifying the authenticity of the applicant's foreign pilot license and medical license with the foreign CAA.
- 2) Ensuring the applicant's foreign pilot license and medical license have not been surrendered, suspended, revoked, or expired.
- 3) Issuing the Verification of Authenticity letter to the designated FSDO and a copy to the applicant. (The Verification of Authenticity letter expires 6 calendar-months from the dated month on the letter.)

V. Temporary Mailing Address. A temporary mailing address for delivery of the pilot certificate may be indicated on a separate statement attached to the preapplication letter. However, the address required for official record purposes as shown on FAA Form 8710-1 must represent the person's actual permanent residential street address, including apartment number, etc., when appropriate. An alternate mail delivery service address (commercial mail box provider, flight school, airport office, etc.) is not acceptable. A post office box or rural route number is not acceptable as a permanent residence on an application unless unavoidable circumstances require such an address. A person residing on a rural route, in a boat or mobile (recreational) vehicle, or in some other manner that requires the use of a post office box or rural route number for an address, must attest to the circumstances by signing a statement on a separate sheet of paper. The information provided must include sufficient details to ensure identification of the geographical location of the person's residence. If necessary to positively identify the place of residence, the person will be required to provide a map that clearly shows the location of his/her residence. When the residence is a boat or other mobile vehicle, the registration number, tag number, etc., and dock or park location must be provided.

RESERVED. Paragraphs 4 through 18.

Section 2 Procedures**1 PREREQUISITES AND COORDINATION REQUIREMENTS.**

A. Prerequisites. This task requires knowledge of the U.S. pilot certification requirements contained in part 61 and FAA policies and qualification as an FAA ASI (Operations) or an FAA AST.

B. Coordination. This task may require coordination with AFS-760 or AFS-810.

2 REFERENCES, FORMS, AND JOB AIDS.**A. References:**

- Title 14 CFR parts 1, 61, 91, and 187,
- AC 61-135, Conversion Procedures and Processes for FAA Pilot Certificates and TCCA Pilot Licenses, and
- PTRS Procedures Manual (PPM).

B. Forms:

- FAA Form 8060-4, Temporary Airman Certificate,
- FAA Form 8060-5, Notice of Disapproval of Application, and
- FAA Form 8710-1, Airman Certificate and/or Rating Application.

C. Job Aids:

- Sample letters and figures, and
- Job Task Analysis (JTA): O3.1.15.

3 PROCEDURES.

A. Applicant Arrives at the FSDO. Determine if the FSDO has received the Verification of Authenticity letter from AFS-760.

1) If no Verification of Authenticity letter is on file, advise the applicant of the preapplication process per section 1, paragraph 3T. Do not process FAA Form 8710-1 at this time.

2) If there is a Verification of Authenticity letter on file, proceed with the application process.

B. Process Application of Person with Verification of Authenticity Letter.

- 1) Open PTRS.

2) Verify that the authenticity letter is still valid (within 6 calendar-months of date on letter). Verify that the foreign license has not expired before the expiration date of the authenticity letter. If the foreign license has expired, the applicant must reapply with AFS-760.

a) If the authenticity letter is still valid, review the applicant's FAA Form 8710-1.

b) If the authenticity letter is no longer valid (more than 6 calendar-months from the date month on the letter), advise the applicant that he or she must reapply again with AFS-760. Close PTRS.

C. Review a Completed FAA Form 8710-1 Application.

1) Ensure the application is completed accurately (in ink if handwritten) and is legible. (The instructions for completing FAA Form 8710-1 application are attached to the application.)

2) In section I, Application Information, ensure that the applicant has checked the "Private" pilot certification level. Section 61.75 limits the issuance of the aircraft rating on the U.S. pilot certificate to the private pilot certification level. If the application is for the FAA/TCCA conversion process, review Figure 29-1. If the applicant desires instrument privileges on the U.S. pilot certificate, ensure that the applicant has also checked "Instrument."

3) Ensure that section I, blocks A through V, have been completed. Ensure the person's full legal name is furnished. Ensure block B (SSN) is not left blank. It must show None, Do Not Use, or the U.S. Social Security Number. Ensure the city, if applicable, and country are furnished in block D if person is from a foreign country. Ensure a physical address or map is attached if the person furnished a P.O. Box or rural route in block E. Ensure the person claiming dual citizenship furnishes the primary citizenship in block F and that the temporary certificate indicates this in the limitation field, "(Dual citizenship includes _____)." Ensure that height and weight are in inches and pounds in blocks H and I. Ensure that the medical block Q is not left blank. If an endorsement country, have the person indicate Endorsement in block R.

4) Ensure that section II, blocks A through E have been completed (i.e., those blocks that are applicable and are appropriate for the basis of the application). Ensure that section II, block D (Holder of a Foreign license issued (by)) accurately reflect the information on the foreign pilot license. The issued aircraft ratings must reflect the FAA equivalent of the foreign license ratings (i.e., ASEL, AMEL). (See § 61.5). Ensure that all foreign license documentation (i.e., copies of foreign license, passport, etc.) remains with the pilot certification file. If a rating is based on the applicant having completed a practical test (i.e., U.S. TEST PASSED), this situation requires that the applicant complete section II, blocks A and D of the FAA Form 8710-1 application. Or, if the rating is based on the applicant being a graduate of an approved course and still completes a practical test (i.e., U.S. TEST PASSED), this situation requires that the applicant complete section II, blocks A, C, and D of the FAA Form 8710-1 application. If the applicant is applying for a U.S. pilot certificate and/or rating on the basis of being a rated foreign military pilot and holder of a foreign civil pilot license (as per § 61.73(b)(3)(ii)), the applicant must complete section II, blocks B and D of the FAA Form 8710-1 application.

5) In section III on FAA Form 8710-1, the applicant must list at least the aeronautical experience required for the airmen certificate and rating sought. Graduates of 14 CFR part 141 pilot schools or part 142 training centers must provide their aeronautical experience in section III even though the graduation certificate is evidence of having completed the course of training. If aeronautical experience has no bearing on the airmen certification action being sought, it is not necessary for an applicant to complete section III on the FAA Form 8710-1 application. Flight instructor renewal applications, flight instructor reinstatement applications, ground instructor qualification applications, and pilot type rating applications would be examples with which aeronautical experience would not have a bearing on the airmen certification action and thus the applicant would not be required to complete section III. However, all applicants are encouraged to complete section III because the FAA Form 8710-1 application remains on file with the FAA and can be used to substantiate past aeronautical experience if a person were to ever lose his/her logbook.

6) Ensure that sections IV and V have been completed. Ensure that the month is spelled out in the date block in section V (i.e., month, day, and year).

7) Have the applicant make corrections if any of the above items are not accurate or complete, and submit all supporting documentation (i.e., copies of foreign pilot license and medical license).

D. Verify the Applicant Has the Following Documents With the Completed FAA Form 8710-1.

1) The applicant's foreign pilot license. A legible English transcription of a foreign pilot license not in English is acceptable.

2) Permanent home of record of the person. (Refer to section I, paragraph 3V.)

3) Superseded U.S. pilot certificate, if applicable.

4) Foreign medical endorsement/foreign medical license, as appropriate, or a 14 CFR part 67 medical certificate.

5) Knowledge test results, if applicable.

6) Verifiable and positive identification of the person, (e.g., driver's license, passport, or other acceptable means of identification with a photograph and physical description).

7) A copy of the Verification of Authenticity letter issued by AFS-760 and all supporting documentation (i.e., copies of foreign pilot license and medical license).

E. Determine ICAO Member State Status.

1) Note the country in section II, block D1 of the FAA Form 8710-1 application.

2) If in doubt about whether a country is an ICAO member state, check the listing of current ICAO member states on the ICAO Web site at http://www.icao.int/icao/en/m_about.html or at http://www.icao.int/cgi/goto_m.pl?cgi/statesDB4.pl?en.

a) If the country is not an ICAO member state, inform the applicant that the U.S. pilot certificate cannot be issued and return all submitted documents to the applicant. Close out PTRS.

b) If the country is an ICAO member state, verify the applicant's identity.

F. Verify the Applicant's Identity.

1) Establish the person's identity with some form of government-issued photo identification (driver's license, passport, etc.). Refer to Order 8700.1, Volume 2, Chapter 1, Introduction to Part 61 Related Tasks, section 4, paragraph 3.

2) Compare the identification with the information provided on FAA Form 8710-1.

a) If the person's identity cannot be verified because of lack of documentation or inadequate documentation, request that the person return with the appropriate identification.

b) If the person's identity appears to be falsified, do not proceed. (See Volume 2, Chapter 182, Conduct an Investigation to Determine Compliance.)

3) Review the Verification of Authenticity letter sent to the applicant by AFS-760 and compare it to the information provided by the applicant on FAA Form 8710-1. Although the instructions state the applicant must furnish the original Verification of Authenticity letter when making application for a U.S. pilot certificate/rating(s), a facsimile of the Verification of Authenticity letter from an FAA FSDO or from AFS-760 is considered an original Verification of Authenticity letter (see Figure 29-3).

G. Establish the Applicant's Eligibility.

1) Review the applicant's foreign pilot license for the following:

a) Ensure the information on the foreign pilot license is the same as the information provided in the person's identification and on the FAA Form 8710-1, section II, block D.

b) Ensure the applicant holds the ratings that he/she is applying for by comparing it to the ratings held on the foreign pilot license.

c) If the person is requesting an instrument rating, ensure that the applicant's foreign pilot license authorizes instrument privileges that are equivalent to the U.S. instrument rating. If the applicant needs to take the IFP knowledge test, refer the applicant to a computer-testing center and explain that he/she will have to reapply for the instrument privileges once that test has been passed.

- d) Verify that the applicant has passed the IFP knowledge test.
- e) Review the person's medical endorsement/certificate to determine if it is valid.

2) If an applicant is not eligible for the U.S. pilot certificate and/or rating sought, or if a discrepancy exists in any of the items indicated above, return FAA Form 8710-1 and any submitted documents to the person. Inform the person why he or she is not eligible and explain how to obtain the certificate and/or ratings sought. Close out PTRS.

3) If a person is found ineligible for the U.S. pilot certificate because the person is unable to read, speak, write, or understand English, issue FAA Form 8060-5.

NOTE: FAA Form 8060-5 needs to be issued so the failure is recorded and on file with AFS-760 in case the person reapplies for the U.S. pilot certificate at another FAA FSDO or with FAA representatives in a U.S. Embassy overseas.

- 4) If the applicant is eligible for the U.S. pilot certificate, issue the pilot certificate.

H. Issue a Section 61.75 U.S. Pilot Certificate.

NOTE: Section 61.75 limits the issuance of the aircraft rating on the U.S. pilot certificate to the private pilot certification level. However, if an applicant holds a § 61.75 commercial pilot certificate that was originally issued before August 4, 1997, that person may retain that pilot certificate; however, all ratings issued on or since August 4, 1997 are issued at the private pilot certification level.

1) Prepare FAA Form 8060-4 in duplicate, indicating the grade of pilot certificate in block IX.

2) Enter the equivalent of the foreign pilot license category, class, and type ratings (if applicable) in block XII (see part 61, § 61.5).

3) If the person is eligible for instrument privileges, enter the appropriate instrument rating:

- a) Instrument—Airplane.
- b) Instrument—Helicopter.
- c) Instrument—Powered-lift.

4) Place the following limitation on the person's § 61.75 U.S. pilot certificate: "ISSUED ON THE BASIS OF AND VALID ONLY WHEN ACCOMPANIED BY [NAME OF COUNTRY] PILOT LICENSE NO. [NUMBER FROM FOREIGN PILOT LICENSE]. ALL LIMITATIONS AND RESTRICTIONS ON THE [NAME OF COUNTRY] PILOT LICENSE APPLY" under the ratings in block XII. If the pilot certificate is not being issued under the provisions of § 61.75, this limitation would not be necessary.

5) Enter the following operational limitations (when and if appropriate) in block XIII:

a) "NOT AUTHORIZED TO ACT AS A PILOT-IN-COMMAND" if the person does not read, speak, write, and understand English because of medical reasons, as permitted under § 61.75(b)(5).

b) For a § 61.75 U.S. commercial pilot certificate (except for the glider or lighter-than-air ratings) that was issued before August 4, 1997, continue to enter "NOT VALID FOR THE CARRIAGE OF PERSONS OR PROPERTY FOR COMPENSATION OR HIRE OR FOR AGRICULTURAL AIRCRAFT OPERATIONS."

c) Enter the limitation "VFR ONLY" following any type rating if the person has not passed either the IFP knowledge test or the Standard Instrument Rating knowledge test and the Standard Instrument Rating practical test (see § 61.65).

6) Sign, and have the applicant sign, the original and duplicate copy of FAA Form 8060-4 in ink.

7) Issue the duplicate copy to the applicant.

8) Inform the applicant that a permanent certificate will be sent to the permanent address. If the applicant wants the certificate to be mailed to a different mailing address, have the applicant complete a written request containing the mailing address. Attach the request to FAA Form 8710-1.

Return any submitted documents not needed for the certification package.

I. Discuss Relevant Regulations with the Applicant. Advise the applicant about the rules and requirements contained in part 61 and in part 91 (flight review requirements, recency of experience requirements, required logbook entries, etc.). As a point of emphasis, make clear to the applicant that a flight review (see § 61.56) must be administered by the holder of an FAA flight instructor certificate with the appropriate ratings before he/she may exercise the privileges of his/her U.S. pilot certificate. The proficiency checks administered by a foreign flight instructor do not count as meeting the flight review requirements of § 61.56.

J. Complete the Certification File.

1) Complete the Aviation Safety Inspector or Technician Report section on the reverse side of FAA Form 8710-1.

2) Check the following boxes, as applicable:

a) Approved or Disapproved.

b) Certificate or Rating Based on, and Foreign License.

3) Date and sign the FAA Form 8710-1 application, enter the ASI's pilot certificate number or show AST after the AST's signature, and enter the FAA FSDO identifier. The date signed by the ASI/AST must be the same date as the date of issuance on the temporary airman certificate.

4) Check the applicable boxes in the Attachments section.

5) Complete the Airman's Identification (ID) area of FAA Form 8710-1. If a driver's license is furnished as the form of identification, ensure that the state or country is provided, as well as the number and expiration date. If the two-page application (FAA Form 8710-1) is printed out as two separate pages, ensure that the applicant has completed the ID section (name, date of birth, certificate number, and e-mail address, if applicable, on the reverse side of the application form).

6) Attach the appropriate documents to FAA Form 8710-1, including the Verification of Authenticity letter.

7) Forward the completed pilot certification file to AFS-760 along with all supporting documentation (e.g., copies of the foreign pilot license and medical license).

K. Reconstruct Lost Certification Files, If Necessary. Procedures for the FSDO to reconstruct lost certification files are as follows:

1) Submit a copy of the original FAA Form 8710-1 and FAA Form 8060-4 with all required information and signatures. If no copy exists of the original application file, the FSDO must work with AFS-760 to provide the information that appeared on the original application on a new FAA Form 8710-1 and FAA Form 8060-4, complete with new signatures but with the original dates of certification (applicant, certificated flight instructor, designated pilot examiner, if applicable, and/or inspector).

2) AFS-760 will furnish the duplicate knowledge test report, if applicable; please provide AFS-760 with the approximate date(s) of the computer knowledge test(s).

3) In the upper right-hand block of the FAA Form 8710-1, write the words "Reconstructed File" in RED ink.

4) The FSDO or International Field Office (IFO) should forward all information regarding the certification file to FAA, ATTN: Airmen Certification Branch (AFS-760), P.O. Box 25082, Oklahoma City, OK 73125.

NOTE: An emergency field issue temporary certificate does not need to be mailed with the reconstructed file package. This can be maintained at the FSDO/IFO.

L. Close PTRS.

4 **TASK OUTCOMES.** Completion of this task could result in the issuance of:

A. Temporary U.S pilot certificate.

B. Notice of disapproval of application.

5 FUTURE ACTIVITIES.

A. Issue the applicant another grade of certificate or additional category, class, or type ratings.

B. Process an enforcement investigation if the application was falsified.

6 GENERAL QUESTIONS AND ANSWERS ABOUT THE APPLICATION PROCESS.

A. Question and Answer 1: General.

1) Question: Section 61.75(a) states "A person who holds a current foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may apply. . . ." Section 61.75(b) states "A person who holds a current foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued. . . ." Does the person's foreign pilot license have to be "current" before that person may be issued our U.S. pilot certificate? What does the term "current" mean in reference to the phrase "a current foreign pilot license?"

2) Answer:

a) This is a problem because the FAA has not defined what the term "current" means as it relates to a foreign pilot license. When AFS-760 obtains a verification of authenticity from a foreign CAA, it is only verifying the applicant's foreign pilot license number, the level of pilot license and ratings held, the level of the foreign medical license held, and that the applicant's pilot license and medical license have not been surrendered, suspended, revoked, or expired. Otherwise, the verification of authenticity is to ensure the applicant's foreign pilot license and medical license is "valid."

b) The term "current" in existing § 61.75(a) and (b) as it relates to a foreign pilot license is intended to mean that the applicant's foreign pilot license and medical license have not been surrendered, suspended, revoked, or expired, and that AFS-760 has issued the applicant a Verification of Authenticity letter as a result. Therefore, if the applicant and the FSDO have identical copies of the Verification of Authenticity letter from AFS-760 that indicate the applicant's foreign pilot license and medical license have been verified and are valid, that meets the requirements of § 61.75(a) and (b).

B. Question and Answer 2: General.

1) Question: Is it permissible to issue our U.S. pilot certificate on the basis of the person's foreign pilot license by permitting the applicant to use a current FAA medical certificate if the applicant's foreign medical license has expired?

2) Answer: If the verification from the foreign CAA states that the foreign pilot license is valid but the foreign medical license has expired, then in accordance with

§ 61.75(b)(4), it is permissible to accept the FAA medical certificate as meeting the requirement for a current medical certificate. However, if the foreign CAA specifically states on the foreign pilot license that the foreign pilot license is not valid because the medical endorsement/license has expired, then a U.S. pilot certificate may not be issued to the applicant. The countries that currently require a current foreign medical license for the foreign pilot license to be considered valid are Austria, Canada, Cyprus, Germany, Guatemala, Kenya, Trinidad, Tobago, Singapore, and Sri Lanka.

C. Question and Answer 3: General.

1) Question: Does a person who was issued a U.S. private pilot certificate on the basis of a foreign private pilot or higher license level have to comply with the flight review and recency of experience requirements of part 61 before exercising the privileges of his/her U.S. private pilot certificate? If the person accomplished a flight review in his/her foreign country with a foreign flight instructor or a foreign pilot examiner, will that suffice for the § 61.56(c) flight review?

2) Answer: Before a person exercises the privileges of a U.S. pilot certificate, that person must comply with the appropriate pilot certification requirements of part 61 (flight review requirements, recency of experience requirements, required logbook entries, etc.). The holder of an FAA flight instructor certificate with the appropriate ratings must have administered the flight review before the pilot may exercise the privileges of his/her U.S. pilot certificate. A flight review/proficiency check that was administered by a foreign flight instructor or a foreign pilot examiner does not count as meeting the flight review requirements of § 61.56(c). (See § 61.56(c)(1) and § 61.41(b).)

D. Question and Answer 4: General.

1) Question: What will be the procedure if AFS-760 is unable to obtain verification from the country that issued the foreign pilot license?

2) Answer: The foreign CAA that issued the foreign pilot license must furnish all verifications to AFS-760. A U.S. pilot certificate will not be issued until that foreign CAA accomplishes the verification process to the satisfaction of AFS-760.

E. Question and Answer 5: General.

1) Question: Will AFS-760 routinely inform the person if verification from the foreign CAA cannot be obtained within 90 days?

2) Answer: No. AFS-760 does not have the staffing resources available to respond to each person. If a person inquires, then AFS-760 will respond.

F. Question and Answer 6: General.

1) Question: Must the verification request form have the foreign person's signature?

2) Answer: Yes. The form has a block for the person's signature that states "I hereby authorize the issuing CAA to provide all pertinent information to the FAA. Signature of the Applicant." The foreign person's signature is required because some foreign CAAs have instructed AFS-760 that they must have the person's signature to release verification information.

G. Question and Answer 7: General.

1) Question: Can a person fax the verification of authenticity form to request issuance of a U.S. pilot certificate, a copy of his/her foreign pilot license, and an English transcription of that license (if the license is not written in English) to AFS-760?

2) Answer: Yes, a fax request is acceptable.

H. Question and Answer 8: General.

1) Question: How would the applicant request a change of locations of the FAA FSDO where he/she intends to make application for his/her U.S. pilot certificate?

2) Answer: The applicant should send a fax or letter to AFS-760, P.O. Box 25082, Oklahoma City, OK 73125; the fax number is (405) 954-9922. AFS-760 will then send the applicant's Verification of Authenticity letter to the newly designated FSDO.

I. Question and Answer 9: General.

1) Question: Section § 61.73(b)(3)(ii) provides for a rated military pilot of an armed force of a foreign contracting State to the Convention on International Civil Aviation, assigned to pilot duties (other than flight training) with an Armed Force of the United States to be issued a U.S. commercial pilot certificate with the associated aircraft/instrument rating. Do these foreign military pilots have to go through the verification of authenticity process outlined in this chapter?

2) Answer: Yes.

J. Question and Answer 10: General.

1) Question: Does a person who is applying for a U.S. pilot certificate/rating(s) and is not basing the application on his/her foreign pilot license have to submit a request for verification of authenticity from his/her foreign civil aviation authority?

2) Answer: No. However, before a foreign person can begin receiving pilot training, that person must submit to a background security check from the Transportation Security Administration (TSA). This is a TSA requirement and not an FAA requirement. The FAA's responsibility is to make training providers aware of this TSA rule. It is imperative that all pilot schools, training providers, foreign pilots, examiners, FAA ASTs, and FAA ASIs are aware of this TSA rule.

K. Question and Answer 11: General.

1) Question: Does a foreign pilot applying for a U.S. pilot or flight instructor certificate/rating(s) on the basis of meeting the appropriate part 61 certification requirements, rather than using his/her foreign pilot license as the basis for the application, need to comply with the verification procedures set forth in this chapter? In other words, the foreign pilot is applying for a U.S. pilot certificate just like a U.S. citizen.

2) Answer: The TSA requires a foreign person to submit to a background security check before they can receive pilot training. This is a TSA requirement and not an FAA requirement. The FAA's responsibility is to make training providers aware of this TSA rule. It is imperative that all pilot schools, training providers, foreign pilots, examiners, FAA ASTs, and FAA ASIs are aware of this TSA rule. The procedures and requirements about this rule may be reviewed at the TSA's home page at www.tsa.gov. Other than the TSA requirement to submit to background security check, a foreign person who is applying for a U.S. pilot or flight instructor certificate/rating(s) on the basis of meeting the appropriate part 61 certification requirements would not need to comply with the verification procedures set forth in this chapter. The foreign person's application and certification process would be treated just like a U.S. citizen who is applying on the basis of meeting the appropriate part 61 certification requirements.

L. Question and Answer 12: General.

1) Question: How does an applicant for the U.S. pilot certificate/rating(s) based on his/her foreign pilot license comply with the procedures set forth in this chapter if the person intends to accomplish the practical test with a designated pilot examiner?

2) Answer: The applicant will still be required to initiate the application process with AFS-760 (see section 1, paragraph 3T). AFS-760 will still send the Verification of Authenticity letter to the FSDO that the applicant designated when he/she initiated the application process with AFS-760 (see section 1, paragraph 3U).

a) If the applicant goes to an examiner outside the designated FSDO's area of jurisdiction, this will require the examiner and the designated FSDO to communicate with one another before the practical test is administered. The process will be more efficient if the applicant uses an examiner who resides in the designated FSDO's area of jurisdiction.

b) The examiner will ensure the applicant possesses the Verification of Authenticity letter from AFS-760 before beginning the practical test/certification procedure. The applicant's Verification of Authenticity letter may be an original or a facsimile of the Verification of Authenticity letter that was received from an FAA FSDO or from AFS-760. The examiner will administer the practical test/certification procedure, and will complete FAA Form 8710-1 in the area noted as the "Designated Examiner or Airman Certification Representative Report" or "Evaluator's Record (Use for ATP Certificate and/or Type Ratings)," as appropriate, and the Temporary Airman Certificate, FAA Form 8060-4. The designated pilot examiner will give a copy of FAA Form 8060-4 to the applicant and forward the completed FAA Form 8710-1, the original FAA Form 8060-4, and the applicant's Verification of Authenticity letter to the designated FSDO.

c) After the FSDO completes the area noted as “Aviation Safety Inspector or Technician Report” on FAA Form 8710-1 and performs the procedures set forth in section 2, paragraph 3 of this chapter, the FSDO will mail the application package to AFS-760 to issue the permanent certificate.

M. Question and Answer 13: General.

1) Question: Can examiners who are authorized to issue the § 61.75 pilot certificate/rating still do so?

2) Answer: Yes. However, the supervising FSDO should conduct training of the examiner about these new foreign pilot certification procedures, so the examiner is knowledgeable about the requirements set forth in this chapter.

N. Question and Answer 14: General.

1) Question: An applicant initiates the application process with AFS-760 for a § 61.75 private pilot certificate for an ASEL rating. The applicant receives the Verification of Authenticity letter from AFS-760 and the date on the letter is September 1, 2006. The letter expires after 6 calendar-months (i.e., at 12:00:01 a.m. on March 1, 2007). While the applicant is waiting to receive the Verification of Authenticity letter from AFS-760, the applicant earns an Instrument—Airplane rating on his/her foreign pilot license. The applicant receives the § 61.75 private pilot certificate on September 1, 2006. Can the applicant use that same Verification of Authenticity letter, dated September 1, 2006, to apply for the Instrument—Airplane rating on the § 61.75 private pilot certificate, provided the applicant applies for the added Instrument—Airplane rating on or before 11:59:59 p.m. on February 28, 2007 (meaning it is 1 day before the Verification of Authenticity letter expires)?

2) Answer: Technically, the answer is yes. However, because the original verification may not have shown the Instrument—Airplane rating on the foreign pilot license, the applicant’s verification letter must show the holding of an Instrument—Airplane rating on his/her foreign pilot license.

O. Question and Answer 15: General.

1) Question: An applicant initiates the application process with AFS-760 for a § 61.75 private pilot certificate for an ASEL rating. The applicant receives the Verification of Authenticity letter from AFS-760 and the date on the letter is September 1, 2006. The letter expires after 6 calendar-months (i.e., 12:00:01 a.m. on March 1, 2007). While waiting to receive the Verification of Authenticity letter from AFS-760, the applicant earns an Instrument—Airplane rating on his/her foreign pilot license. The applicant wants to receive the § 61.75 private pilot certificate on October 1, 2006 and then come back on or before 12:00:01 a.m. on March 1, 2007 to take the IFP knowledge test and apply for the Instrument—Airplane rating to be added to the applicant’s § 61.75 private pilot certificate. Can the applicant use the Verification of Authenticity letter dated September 1, 2006 to also apply for adding the Instrument—Airplane rating on the § 61.75 private pilot certificate even though the application will be done 30 days after receiving the § 61.75 private pilot certificate?

2) Answer: Technically, the answer is yes, the applicant may use the same Verification of Authenticity letter to also apply for the Instrument—Airplane rating on the § 61.75 private pilot certificate. If the applicant arrives at the designated FSDO on or before 11:59:59 p.m. on February 28, 2007 and starts the process for adding the Instrument—Airplane rating, the person will have met the 6 calendar-month time limit even if the paperwork isn't sent to AFS-760 until days later. However, because the original verification may not have shown Instrument—Airplane rating on the foreign pilot license, the applicant's verification letter must show holding an Instrument—Airplane rating on their foreign pilot license.

P. Question and Answer 16: General.

1) Question: An applicant holds a § 61.75 U.S. private pilot certificate and an Instrument—Airplane (U.S. TEST PASSED). The applicant does not want to wait the amount of time it takes to complete the verification check and elects to complete the entire certification process for an standard U.S. private pilot certificate because the applicant is ultimately seeking to apply for a U.S. commercial pilot certificate. The applicant continues with the training and certification for a standard U.S. commercial pilot certificate. The applicant applies for the standard U.S. commercial pilot certificate based on the applicant's standard U.S. private pilot certificate. Can the applicant have the Instrument—Airplane (U.S. TEST PASSED) rating transferred over to the U.S. commercial pilot certificate without being required to comply with the verification procedures set forth in this chapter?

2) Answer: Yes.

Q. Question and Answer 17: General.

1) Question: What do you do if the applicant holds dual citizenship and one passport shows the name's ethnic spelling one way and the other passport shows a different ethnic spelling?

2) Answer: When an unusual situation such as this comes up, you need to ask for guidance because the information in this handbook cannot cover every possible situation. First, ask your supervisor. If your supervisor does not know the answer, AFS-760 is the responsible Flight Standards Service office for administering the verification of authenticity process for foreign pilots. AFS-810 is the Flight Standards Service office responsible for pilot certification issues. Ultimately in this kind of scenario, AFS-760 would need to perform some inquiries with the FAA Security Office to confirm the identity of this applicant.

R. Question and Answer 18: General.

1) Question: Is a person who holds a § 61.75 U.S. commercial pilot certificate eligible to apply for a flight instructor certificate on the basis of holding a commercial pilot certificate as provided for in § 61.183(c)? The scenario is that a foreign pilot holds a § 61.75 U.S. commercial pilot certificate (i.e., a certificate that was issued on the basis of that person's foreign commercial pilot license that was issued before August 4, 1997). (August 4, 1997 is the date the FAA established the revision to the § 61.75 final rule that limited the issuance of the § 61.75 U.S. pilot certificate to the private pilot certification level.)

2) Answer: No, a person is not eligible to apply for a certificate based on his/her § 61.75 U.S. commercial pilot certificate. When that § 61.75 U.S. commercial pilot certificate was issued, the old § 61.75(i) specifically stated: "A pilot certificate issued under this section does not satisfy any of the requirements of this part for the issuance of a flight instructor certificate." FAA's Office of Chief Counsel—Regulations Division, AGC-240, and AFS-810 determined that those § 61.75 U.S. commercial pilot certificates were issued with a specific restriction against allowing them to be used for applying for a U.S. flight instructor certificate. Therefore, an applicant cannot use it to apply for a U.S. flight instructor certificate under § 61.183(c).

S. Question and Answer 19: General.

1) Question: A pilot holds a § 61.75 U.S. commercial pilot certificate with ASEL, AMEL, and Instrument—Airplane ratings, and the pilot certificate was originally issued before August 4, 1997 (i.e., the date when the FAA revised § 61.75 and began limiting the issuance of § 61.75 U.S. pilot certificates to the private pilot certification level only). The pilot also holds a foreign commercial pilot license with the same ratings held on the § 61.75 U.S. commercial pilot certificate. If the pilot intends to apply for an ATP certificate on the basis of having accomplished the required ATP aeronautical knowledge test and practical test (*meaning* he/she applied just like a U.S. citizen would apply by meeting the ATP certification requirements of § 61.153), does he/she need to submit a verification of authenticity form to AFS-760 before making application for the practical test?

2) Answer: Yes, the person must submit a verification of authenticity form to AFS-760 before making application for the ATP practical test. The basis for the application for the ATP practical test is § 61.153(d)(3) [*i.e.*, "(3) Holds either a foreign airline transport pilot or foreign commercial pilot license and an instrument rating, without limitations, issued by a contracting State to the Convention on International Civil Aviation"].

T. Question and Answer 20: General.

1) Question: If an applicant has foreign pilot licenses from two separate foreign countries and each pilot license has different ratings, can the combined number of ratings from both foreign pilot licenses be issued on the FAA pilot certificate as long as both foreign pilot licenses are valid?

2) Answer: No. Per § 61.75(f), "Only one foreign pilot license may be used as a basis for issuing a U.S. private pilot certificate."

U. Question and Answer 21: General.

1) Question: If the applicant is adding an additional aircraft rating onto his/her § 61.75 U.S. private pilot certificate with the notation "U.S. TEST PASSED," is a flight instructor's recommendation required?

2) Answer: The notation "U.S. TEST PASSED," means the person met the appropriate training and certification requirements (See § 61.63) for the rating that is noted with

“U.S. TEST PASSED.” The specific answer to this question depends on the qualification of the applicant. If the applicant does not hold the rating on his/her foreign pilot license, and a flight instructor’s recommendation and endorsement would otherwise be required, then the endorsement and recommendation would be necessary. See § 61.39(a)(6). If the applicant holds the same rating on his/her foreign pilot license that is being applied for, then the flight instructor’s recommendation and endorsement would not be required. See § 61.39(c)(1).

V. Question and Answer 22: General.

1) Question: Can a pilot who holds a § 61.75 U.S. private pilot certificate serve as a pilot for a company that involves the carriage of passengers or property for compensation or hire? Could a pilot who holds a § 61.75 U.S. private pilot certificate serve as a pilot for a company that only flies their own company employees and officials (i.e., no tickets would be sold)? Could the pilot be either a direct employee of the company, or contracted from another company to perform piloting services for the aircraft owner’s company?

2) Answer: No, a person who only holds a § 61.75 U.S. private pilot certificate may not serve as a pilot (either as the PIC or as the SIC) for a company that is engaged in the carriage of passengers or property for compensation or hire. With certain exceptions addressed in § 61.113(b) through (g), a person who holds a § 61.75 U.S. private pilot certificate may, for compensation or hire, act as a PIC, or SIC, of an aircraft in connection with the kind of flights listed in § 61.113(b) through (g). The purpose of the § 61.75 U.S. private pilot certificate is to meet U.S. signatory agreements with ICAO to recognize the pilot licenses of each other’s member states. Essentially, the piloting privileges afforded the holder of a § 61.75 U.S. private pilot certificate allow foreign persons to fly U.S.-registered aircraft for pleasure or personal use within the United States. See § 61.75(e)(1), (2), and (3); § 61.113; § 61.117; and FAA Order 8700.1, Volume 2, Chapter 29, section 2, paragraph 3H(5)(b).

W. Question and Answer 23: General.

1) Question: Can a pilot who holds a § 61.75 U.S. commercial pilot certificate serve as a pilot for a company that involves the carriage of passengers or property for compensation or hire? Could a pilot who holds a § 61.75 U.S. commercial pilot certificate serve as a pilot for a company that only flies their own company employees and officials (i.e., no tickets would be sold)? Could the pilot be either a direct employee of the company, or contracted from another company to perform piloting services for the aircraft owner’s company?

2) Answer: No, a person who holds a § 61.75 U.S. commercial pilot certificate (i.e., a commercial pilot certificate issued before the FAA revised § 61.75 on August 4, 1997 to limit the pilot certificate and ratings to private pilot privileges) cannot serve as a pilot for a company that is engaged in the carriage of passengers or property for compensation or hire. See § 61.75(e)(1), (2), and (3); and FAA Order 8700.1, Volume 2, Chapter 29, section 2, paragraph 3H(5)(b).

a) Per § 61.75(e)(3), the limitation on the person’s § 61.75 U.S. commercial pilot certificate states:

“NOT VALID FOR THE CARRIAGE OF PERSONS OR PROPERTY FOR COMPENSATION OR HIRE OR FOR AGRICULTURAL AIRCRAFT OPERATIONS.”

b) A person who holds a § 61.75 U.S. commercial pilot certificate *may* serve as a pilot for a company that only flies their own company employees and officials, and the employees and/or officials are not required to purchase tickets to fly on the aircraft. The pilot may either be a direct employee of the company, or be contracted from another company to perform piloting services for the aircraft owner’s company.

c) However, since August 4, 1997, the FAA only issues § 61.75 U.S. private pilot certificates to foreign person who apply on the basis of their foreign pilot licenses. Since August 4, 1997, even holders of § 61.75 U.S. commercial pilot certificate are only issued private pilot privileges for additional aircraft ratings. For example, if a person holds a § 61.75 U.S. commercial pilot certificate and applies for an additional aircraft rating on or after August 4, 1997, that additional aircraft rating is issued at the private pilot certification level only. Therefore, if a holder of a § 61.75 U.S. commercial pilot certificate held an aircraft rating that was limited to private pilot privileges, then that person would be required to comply with § 61.113 and § 61.117, as appropriate, for that aircraft rating.

X. Question and Answer 24: General.

1) Question: If the foreign applicant is adding an aircraft rating with the notation “U.S. TEST PASSED” onto his/her § 61.75 pilot certificate, can the flight time logged from foreign flight experience be used to meet the appropriate aeronautical experience requirements of part 61?

2) Answer: Yes, as long as the aeronautical experience was obtained in an ICAO country and can be verified. See § 61.41(a)(1)(ii) and § 61.51(h).

7 QUESTIONS AND ANSWERS ABOUT APPLICATIONS BASED ON THE FAA/TCCA IPL AGREEMENT.

A. Question and Answer 25: FAA/TCCA IPL.

1) Question: If an airman is applying for both the ASEL and Instrument—Airplane on the *original* FAA private pilot certificate in accordance with the FAA/TCCA IPL agreement, are *both* knowledge tests required? As under part 61, I assume an airman would be required to take the private pilot and instrument knowledge tests and concurrently take the appropriate practical tests.

2) Answer: Yes, an applicant would be required to take both the Private Pilot Conversion Procedure (PCP) and the Instrument Rating Conversion Procedure (ICP) knowledge tests for conversion of his/her Canadian Private Pilot License—ASEL and Instrument—Airplane rating to the FAA Private Pilot Certificate—ASEL and Instrument—Airplane rating. They are separate knowledge tests. See Figure 29-1, paragraph 11A.4) and paragraph 14A.4) of this chapter.

B. Question and Answer 26: FAA/TCCA IPL.

1) Question: Can the Instrument Foreign Pilot (IFP) knowledge test be substituted for the ICP knowledge test?

2) Answer: No, the IFP knowledge test may not be substituted for the ICP knowledge test. The IFP knowledge test does not equate to the ICP knowledge test. See Figure 29-1, paragraph 14A.4) of this chapter.

C. Question and Answer 27: FAA/TCCA IPL.

1) Question: A Canadian pilot holds both a Canadian ATP license with AMEL and ASEL ratings (ASEL is held at the commercial pilot privileges level) and a standard FAA commercial pilot certificate with the ASEL, AMEL, and Instrument—Airplane ratings. The pilot wants to upgrade his “standard” U.S. commercial pilot certificate to a U.S. ATP certificate under the FAA/TCCA agreement. Does he/she have to take the air law knowledge test to upgrade his/her U.S. commercial pilot certificate to the U.S. ATP certificate?

2) Answer: Yes, the applicant must pass the Airline Transport Pilot Conversion Procedure (ACP) aeronautical knowledge test. The ACP knowledge test is the of the air law knowledge test to convert a Canadian ATP license to a U.S. ATP certificate. See Figure 29-1, paragraph 13A.4) of this chapter.

D. Question and Answer 28: FAA/TCCA IPL.

1) Question: If the airman is applying for an FAA commercial pilot certificate with an ASEL rating and does *not* hold an instrument rating on his Canadian commercial pilot license, should the FAA commercial pilot certificate be issued with the limitation CARRYING PASSENGERS FOR HIRE IS PROHIBITED? Additionally, if there are other limitations on the Canadian license, should these also be placed on the FAA commercial certificate?

2) Answer: This situation is very unlikely because most Canadian commercial pilot certificate holders in airplanes will hold an instrument airplane rating. However, if the person does not have an Instrument—Airplane rating on his/her TCCA commercial pilot license, the FAA commercial pilot certificate will be issued with 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. Furthermore, any other limitations on a Canadian pilot license (e.g., Day VFR Only, etc.) should also be placed on the person’s FAA pilot certificate. This is because when an FAA pilot certificate is issued on the basis of the FAA/TCCA IPL conversion process, there is no requirement that a Canadian pilot carry his/her Canadian pilot license when exercising the privileges of the FAA pilot certificate. This differs from the § 61.75 U.S. pilot certificate, where a foreign pilot must always carry the foreign pilot license when exercising the privileges of his/her § 61.75 U.S. pilot certificate. See § 61.133(b)(1).

E. Question and Answer 29: FAA/TCCA IPL.

1) Question: An applicant already holds a converted U.S. Private Pilot Certificate—ASEL rating, and now wants to add the Instrument—Airplane rating. How can the applicant achieve this?

2) Answer: One option would be for the applicant to add the Instrument—Airplane rating onto his/her Canadian private pilot license first and then convert that instrument rating by meeting the requirements of the IPL. The other option is for the applicant to meet the instrument rating requirements under § 61.65 for the Instrument—Airplane rating, by accomplishing the required training, receiving the appropriate instructor endorsements, passing the Instrument—Airplane rating knowledge test and the Instrument—Airplane practical test. See Figure 29-1, paragraph 1.

F. Question and Answer 30: FAA/TCCA IPL.

1) Question: If TCCA verifies that the ASEL, AMEL, or Instrument—Airplane rating being applied for, is expired, is the applicant eligible for the FAA pilot certificate under this FAA/TCCA IPL agreement? For example, the Canadian pilot license is valid, but the ASEL rating has expired because the applicant has not met the TCCA recency requirements, and the airman is now applying for the FAA private pilot ASEL rating.

2) Answer: The applicant is eligible for the converted FAA pilot certificate under the FAA/TCCA IPL agreement. The only prohibition against issuing a converted FAA pilot certificate under the FAA/TCCA IPL agreement is if the person's Canadian pilot license is under an order of suspension or revocation. See Figure 29-1, paragraph 9.

G. Question and Answer 31: FAA/TCCA IPL.

1) Question: If an applicant holds an ATP certificate with AMEL and B-747 ratings, and wants to add all the airplane type ratings from his Canadian ATP license, is it correct that no knowledge test is required, but the application must clearly note that the applicant is applying under the FAA/TCCA IPL?

2) Answer: There is no additional knowledge test for a Canadian pilot to apply for additional airplane type ratings to be converted onto his/her FAA pilot certificate under this FAA/TCCA IPL agreement. On the FAA Form 8710-1 application, the person should check the "Additional Rating" box on the front page in section I. The type ratings should be annotated in the "Certificate or Rating for Which Tested" block in the Inspector's Report. Since the IPL agreement allows for the conversion of additional type ratings without a practical test, it is advisable for the issuing examiner or FSDO to attach a statement onto the FAA Form 8710-1 application or make an annotation on the top of the application that states "Application is being made in accordance with the FAA/TCCA IPL for conversion to an FAA pilot certificate," or a similarly worded statement. See Figure 29-1, paragraph 15. Figures 29-4 through 29-12 contain sample applications and temporary certificates.

H. Question and Answer 32: FAA/TCCA IPL.

1) Question: A Canadian pilot holds both a Canadian ATP license and an FAA ATP certificate and wants to add the B-777 rating from his Canadian ATP license to his FAA ATP certificate under this FAA/TCCA IPL agreement. What does the pilot need to do?

2) Answer: The pilot only needs to accomplish the verification of authenticity process and make application for adding the B-777 aircraft type rating to his FAA ATP certificate. The pilot does not need to take the air law knowledge test because he already holds an FAA ATP certificate, and completion of the ATP knowledge test suffices for the air law knowledge test. See Figure 29-1, paragraph 15.

I. Question and Answer 33: FAA/TCCA IPL.

1) Question: Under this FAA/TCCA IPL agreement, if a Canadian pilot holds a single engine airplane rating and holds a Canadian ATP license, may he/she convert that single engine airplane rating to the U.S. ATP certification level?

2) Answer: No, not at the ATP certification level. It can be converted to the level of licensing held on the Canadian license level. TCCA does not have a practical test for the single engine airplanes at the ATP licensing level. The single engine airplane rating is performed at the commercial pilot or private pilot licensing level. On the Canadian ATP license, the single engine airplane rating is not listed at the commercial or private pilot license level once a Canadian pilot qualifies in a multiengine airplane at the ATP license level. The single engine airplane rating is merely listed on the Canadian ATP license. Therefore, the Canadian pilot must show at what pilot licensing level the single engine airplane rating was achieved.

J. Question and Answer 34: FAA/TCCA IPL.

1) Question: Under this FAA/TCCA IPL agreement, if a Canadian pilot already holds both a standard U.S. pilot certificate and a § 61.75 U.S. pilot certificate, can we add anything new to his/her § 61.75 U.S. pilot certificate?

2) Answer: The FAA/TCCA IPL agreement is separate from and not part of the § 61.75 process. However, see the note in section 1, paragraph 3.E.5) of this chapter which states:

“NOTE: A person who applies for a U.S. pilot certificate by accomplishing the appropriate pilot certification requirements of part 61 and holds a pilot certificate issued under § 61.75 need not surrender that U.S. pilot certificate. There have been isolated incidences where examiners have erroneously required a person to surrender the § 61.75 U.S. pilot certificate when applying for the standard U.S. pilot certificate. In this instance, it is permissible for a person to hold both a pilot certificate issued under § 61.75 and a standard U.S. pilot certificate.”

3) Answer: Yes, new ratings may be added to a § 61.75 U.S. pilot certificate. Furthermore, a foreign pilot may hold both a § 61.75 U.S. pilot certificate and a standard U.S. pilot certificate. A foreign pilot may add additional ratings onto a § 61.75 U.S. pilot certificate

that are separate from those on his/her standard U.S. pilot certificate. However, if a person other than a holder of a student pilot certificate already holds a standard U.S. pilot certificate, that person may not apply for a § 61.75 U.S. pilot certificate on the basis of a foreign pilot license (see § 61.75(b)(3)), unless he/she were to voluntarily surrender their standard U.S. pilot certificate.

K. Question and Answer 35: FAA/TCCA IPL.

1) Question: Under this FAA/TCCA IPL agreement, can an applicant add multiple type ratings without taking a practical test for each type of aircraft, if the applicant holds those same aircraft type ratings on his/her TCCA pilot license?

2) Answer: Yes, provided the applicant holds those type ratings on his/her Canadian pilot license and the type rating(s) have equivalent aircraft type ratings here in the United States. See Figure 29-1, paragraph 15.

L. Question and Answer 36: FAA/TCCA IPL.

1) Question: Under this FAA/TCCA IPL agreement, what is required for a Canadian pilot who already holds a standard U.S. private pilot certificate, commercial pilot certificate, or ATP certificate, and wants to add some additional rating(s) that he/she now holds on their Canadian pilot license?

2) Answer: The additional aircraft rating(s) must be airplane ratings that are covered by the FAA/TCCA IPL agreement. If the additional aircraft rating(s) are covered by the FAA/TCCA IPL agreement, the pilot can merely apply under this conversion process to add the additional airplane rating(s) to his/her U.S. pilot certificate. There would be no additional knowledge test unless the person is elevating his/her U.S. pilot certificate to a higher U.S. pilot certificate level (e.g., going from a private pilot certificate to a commercial pilot certificate).

M. Question and Answer 37: FAA/TCCA IPL.

1) Question: A Canadian pilot converted his/her Canadian private pilot license to a U.S. private pilot certificate with the same ratings under the FAA/TCCA IPL agreement, and after a few years acquired the required aeronautical flight experience and qualifications to earn a TCCA ATP license with an AMEL rating. If the pilot now wants to apply for an equivalent U.S. ATP certificate. Under the FAA/TCCA IPL agreement, can the pilot convert from a TCCA ATP license to a U.S. ATP certificate even though he currently only holds a U.S. private pilot certificate?

2) Answer: Yes, the pilot may convert from a Canadian ATP license to a U.S. ATP certificate, bypassing the U.S. commercial pilot certificate in the process. See Figure 29-1, paragraph 13A.

N. Question and Answer 38: FAA/TCCA IPL.

1) Question: Does the FAA/TCCA IPL agreement conflict with § 61.75? My understanding of § 61.75 is that issuance of a U.S. pilot certificate based upon a foreign pilot license is limited to the private pilot certification level.

2) Answer: Before it was signed, the FAA's Office of Chief Counsel reviewed the FAA/TCCA IPL agreement and determined that it did not conflict with our rules.

O. Question and Answer 39: FAA/TCCA IPL.

1) Question: If a Canadian pilot holds a U.S. commercial pilot certificate under § 61.123, and has an enforcement action rendered against him/her by the FAA, does AFS-760 need to notify TCCA of the enforcement action, even though the commercial certificate was obtained under § 61.123, and is not based on the Canadian commercial pilot license?

2) Answer: Yes, AFS-760 needs to notify TCCA. This is required whether the pilot obtained his/her U.S. commercial pilot certificate through the FAA/TCCA IPL agreement or if it was obtained under § 61.123. See FAA/TCCA IPL paragraph 4.6.

P. Question and Answer 40: FAA/TCCA IPL.

1) Question: Can ASTs and foreign pilot examiners (FPE) accept applications for conversions and issue temporary certificates?

2) Answer: Yes. However, since this is a new requirement, the jurisdictional FSDO must provide training to ASTs and FPEs about the conversion procedures and this chapter.

Q. Question and Answer 41: FAA/TCCA IPL.

1) Question: There are different flight time requirements between what is needed for the U.S. commercial pilot certificate-airplane rating versus the TCCA commercial pilot license-aeroplane rating. The minimum total aeronautical experience requirements for the U.S. commercial pilot certificate is "250 hours of flight time as a pilot." The total aeronautical experience requirements for the TCCA commercial pilot license is "200 hours in aeroplanes." Would it be appropriate for AFS-760 examiner personnel to ensure the applications for the U.S. commercial pilot certificate-airplane ratings show at least the minimum of "250 hours of flight time as a pilot" before issuing the U.S. commercial pilot certificate?

2) Answer: Yes, AFS-760 examiner personnel should review the applications for the U.S. commercial pilot certificate-airplane rating to ensure it shows at least "250 hours of flight time as a pilot." The aeronautical experiences for the Canadian private pilot and ATP license equate to the FAA's private pilot and ATP aeronautical experience requirements, and so those applications would not need further review. See Figure 29-1, paragraph 12A.3) and paragraph 17A.4).

RESERVED. Paragraphs 8 through 22.

Figure 29-1, Conversion Procedures and Processes for Converting FAA Pilot Certificates and TCCA Pilot Licenses

NOTE: On August 31, 2006, the Federal Aviation Administration (FAA) signed an agreement with Transport Canada Civil Aviation (TCCA) that established a pilot licensing/certification conversion procedure for Canadian pilot license holders and U.S. pilot certificate holders.

1 APPLICABILITY. These procedures are available to holders of FAA pilot certificates and TCCA pilot licenses in the airplane category of aircraft at the private, commercial, and airline transport pilot (ATP) levels of licenses or certificates and including the following ratings or qualification: instrument rating, class ratings of airplane single-engine land (ASEL) and airplane multiengine 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.

2 CONDITIONS.

A. Under this conversion procedure, an FAA-certificated pilot choosing to convert his/her FAA pilot certificate to a TCCA pilot license is not required to surrender the FAA pilot certificate and vice versa. A pilot who simultaneously holds an FAA pilot certificate and a TCCA pilot license needs to meet the FAA recency and operational requirements to exercise his/her U.S. pilot certificate and the TCCA recency and operational requirements to exercise his/her Canadian pilot certificate.

B. Before exercising the privileges of the converted pilot license or certificate under the FAA/TCCA Implementation Procedures for Licensing (IPL) agreement, the pilot must meet the appropriate recency and operational requirements of the converted license or certificate.

3 DEFINITIONS. For the purpose of the pilot licensing/certification conversion procedures, the following definitions apply:

A. "14 CFR" means the Federal aviation regulations, contained in Title 14 of the Code of Federal Regulations.

B. "CAR" means Canadian Aviation Regulations.

C. "Pilot certificate and license conversion" means 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" are those 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" means a license or certificate that is not under an order of revocation, cancellation, or suspension and in the case of a TCCA pilot license, has not expired.

F. "Current airman certificate, rating, or authorization" means that the pilot met the appropriate recency of experience requirements of 14 CFR part 61 (part 61 for FAA pilot certification) or CAR Part IV (CAR Part IV for TCCA pilot licensing), as appropriate, 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) to facilitate acceptance of various aspects of each other's aviation safety oversight systems to benefit the users of those systems, including pilots, and to promote the efficiency of the aviation authorities of the respective countries through cooperative agreements. The BASA contains an IPL annex that 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. The IPL was signed by FAA and TCCA on August 31, 2006. The IPL currently is limited to the airplane category of aircraft at the private pilot, commercial pilot, 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 14 CFR part 61 and CAR Part IV. The FAA and TCCA may amend the IPL to allow conversion of other licenses or certificates.

5 **FAA OFFICES RESPONSIBLE FOR ADMINISTERING THE PILOT CERTIFICATION CONVERSION PROCESS.**

A. Address questions about converting TCCA pilot licenses to FAA pilot certificates to:

FAA Certification and General Aviation Operations Branch, AFS-810
800 Independence Avenue, SW.
Washington, DC 20591
Telephone: 1-202-267-8212
FAX: 1-202-267-5094

or

FAA Airman Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: 1-405-954-3822 or 1-405-954-3261
FAX: 1-405-954-4105

B. Address questions about airman testing to:

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

C. Address questions pertaining to FAA medical certification issues to:

FAA Office of Aerospace 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 OFFICES RESPONSIBLE FOR ADMINISTERING THE PILOT LICENSING CONVERSION PROCESS.

A. Address questions about converting FAA pilot certificates to Canadian pilot licenses to:

Personnel Licensing (AARRB)
Place de Ville, Tower C, 6th floor, Area D
330 Sparks St.
Ottawa, Ontario, K1A 0N8
Canada
Telephone: 1-613-990-1056
FAX: 1-613-990-6215

B. Address questions pertaining to Canadian medical certification issues to:

Civil Aviation Medicine (AARG)
Place de Ville, Tower C, 6th floor, Area B
330 Sparks St.
Ottawa, Ontario, K1A 0N8
Canada
Telephone: 1-613-990-1311
FAX: 1-613-990-6623

7 RELEVANT WEB SITES.

A. FAA question and answer Web site for answering FAA pilot certification questions:
<http://faa.custhelp.com>.

B. FAA Airman Certification Branch's Web site for initiating verification of authenticity for converting Canadian pilot licenses to FAA pilot certificates:
http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/.

C. FAA question and answer Web site for answering FAA medical certification issues:
http://www.faa.gov/licenses_certificates/medical_certification/faq/.

D. FAA Aeronautical Information Manual: <http://www.faa.gov/ATpubs/AIM/>.

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

34

F. FAA information on obtaining an FAA medical certificate and locating an FAA designated medical examiner: http://www.faa.gov/licenses_certificates/medical_certification/.

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

H. TCCA's question and answer Web site for answering pilot licensing questions:
<http://www.tc.gc.ca/civilaviation/general/personnel/faq.htm>.

I. TCCA's Web site for initiating verification of authenticity for converting Canadian pilot licenses to FAA pilot certificates:
<http://www.tc.gc.ca/civilaviation/general/personnel/menu.htm>.

J. TCCA's Web site for answering medical certification questions:
<http://www.tc.gc.ca/civilaviation/general/personnel/menu.htm>.

K. TCCA's Aeronautical Information Manual:
<http://www.tc.gc.ca/CivilAviation/publications/tp14371/menu.htm>.

8 RELATED READING MATERIAL (current editions).

A. FAA Related Reading Material:

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

B. TCCA Related Reading Material:

1) Study and reference guides:

- Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Aviation Regulations (TP 11919),
- Private Pilot Licence, including Helicopter to Aeroplane Pilot Licence—Aeroplane (TP 12880),
- Commercial Pilot Licence, including Helicopter to Aeroplane Pilot Licence—Aeroplane (TP 12881),
- Airline Transport Pilot Licence—Aeroplane (TP 690),
- Instrument Rating—Aeroplane and Helicopter (TP 691), and
- Type Rating—Aeroplane (TP 13524).

2) Sample Examination—Recreational Pilot Permit and Private Pilot Licence—Aeroplane (TP 13014).

3) Aeronautical Information Manual (TP 14371).

9 INITIAL STEPS FOR A TCCA PILOT TO APPLY FOR CONVERTING HIS/HER TCCA PILOT LICENSE FOR 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 request form to AFS-760, requesting TCCA to verify the validity of the applicant's Canadian pilot license, ratings, and medical certificate.

B. The information required on the form requires the following information:

- 1) Name of applicant and date of birth.
- 2) Address where the applicant wants the verification of authenticity mailed.
- 3) Certificate number and ratings on the TCCA pilot license.
- 4) Location of the FAA FSDO where the pilot intends to apply for his/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 foreign license and medical certificate must be attached to the form.

C. A Verification of Authenticity of Foreign License, Rating, and Medical Certification 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 of Foreign License, Rating, and Medical Certification application form and the required documents to AFS-760 either by mail or by fax.

By Mail:

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

or

By Fax: (405) 954-9922, Attn: AFS-760

E. The applicant must submit the Verification of Authenticity of Foreign License, Rating, and Medical Certification 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. When the FAA receives the verification of information from TCCA, AFS-760 will send the applicant written notification acknowledging receipt of the information. If the information is successfully verified, AFS-760 will forward the form 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 (CPL) 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 an 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.

NOTE: If an applicant completes the appropriate standard FAA aeronautical knowledge test for a pilot certificate or rating, that test may be substituted for the FAA/TCCA conversion aeronautical knowledge test. The standard FAA aeronautical knowledge test must be applicable to the pilot certificate level and rating sought. For example, persons applying for a U.S. ATP pilot certificate on the basis of their TCCA ATP license must have completed the Airline Transport Pilot Conversion Procedure (ACP) knowledge test, or completed the FAA ATP—Airplane Aeronautical Knowledge Test within the preceding 24 calendar-months.

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

10 INITIAL STEPS FOR AN FAA PILOT TO APPLY FOR CONVERTING HIS/HER 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 in Ottawa for processing and assessment (see paragraph 6 above for the full address); or

2) The applicant may complete an aviation medical examination with a delegated Canadian Civil Aviation Medical Examiner (<http://www.tc.gc.ca/CivilAviation/Cam/menu.htm>).

Table 29-1, Medical Validity Periods

LICENSE	UNDER 40	OVER 40
Private Pilot License	60 months	24 months
Commercial Pilot License	12 months	6 months
Airline Transport Pilot License	12 months	6 months

NOTE 1: The medical validity periods for airline transport, commercial, and private pilot licenses are not the same as the FAA certificate validity periods.

NOTE 2: Private pilot license privileges are not valid outside of Canada beyond 24 months without the permission of the State being entered.

B. After receiving a Canadian medical certificate, the applicant must submit an Application for Verification and Conversion of an FAA Pilot Certificate request form to a Transport Canada Centre (TCC) for the verification of authenticity of the FAA pilot certificate. TCCA will forward the completed verification request to the FAA (AFS-760) for processing. The FAA will verify the validity of the applicant's FAA pilot certificate, including any endorsements and medical by giving this information to the appropriate TCC. After receiving the verification of authenticity, the applicant may apply for the issuance of a Canadian license from any TCC. 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.

C. Verification request forms may be downloaded from the TCCA Web site from: <http://www.tc.gc.ca/CivilAviation/general/personnel/apps.htm>.

D. Applicants may submit verification request forms and completed medical examination reports by mail to any TCC (see <http://www.tc.gc.ca/air/offices.htm>).

E. Applicants must submit verification requests 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.

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

G. TCCA will notify FAA (AFS-760) of any suspension, revocation, or removal of any suspension or revocation of any TCCA pilot license issued under the terms of the IPL with the FAA.

11 ELIGIBILITY REQUIREMENTS FOR A TCCA PRIVATE PILOT LICENSE HOLDER TO CONVERT TO AN FAA PRIVATE PILOT CERTIFICATE AND RATINGS (i.e., ASEL OR AMEL).

A. For a TCCA private pilot license holder to be able to convert to an FAA private pilot certificate, the applicant must meet the following eligibility requirements:

- 1) Be at least 17 years of age to be eligible to apply for an FAA private pilot certificate.
- 2) Hold at least an FAA third-class medical certificate.
- 3) 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.”
- 4) Pass the FAA aeronautical knowledge test on air laws and communications.

NOTE 1: Completion of the FAA “Private Pilot—Airplane Aeronautical Knowledge Test” within the preceding 24 calendar-months is also acceptable.

NOTE 2: No additional practical test is required.

- 5) Be able to read, write, speak, and understand the English language.

B. Before exercising the privileges of a converted FAA private pilot certificate under the FAA/TCCA IPL agreement, the pilot must meet the following recency of experience requirements of part 61:

1) Section 61.56, Flight Review. For the purposes of this IPL, the 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.

- 2) Takeoff and Landing Current.

a) Section 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers.

b) Section 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers.



12 ELIGIBILITY REQUIREMENTS FOR A TCCA CPL HOLDER TO CONVERT TO AN FAA COMMERCIAL PILOT CERTIFICATE AND RATINGS (i.e., ASEL OR AMEL).

A. For a TCCA CPL holder to be able to convert to an FAA commercial pilot certificate, the applicant must meet the following eligibility requirements:

- 1) Be at least 18 years of age.
- 2) Hold at least an FAA third-class medical certificate (see § 61.23(a)(3)(v)). Must hold a second-class medical certificate 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)).
- 3) Hold a TCCA CPL—ASEL or AMEL, as appropriate for the rating sought, and have logged a minimum of 250 hours flight time as a pilot.
- 4) Pass the FAA aeronautical knowledge test on air laws and communications.

NOTE 1: Completion of the FAA “Commercial Pilot—Airplane Aeronautical Knowledge Test” within the preceding 24 calendar-months is also acceptable.

NOTE 2: No additional practical test is required.

- 5) Be able to read, write, speak, and understand the English language.

B. Before exercising the privileges of a converted FAA commercial pilot certificate under the FAA/TCCA IPL agreement, the pilot must meet the following recency of experience requirements of part 61:

- 1) Section 61.56(c), Flight Review. Flight review in an airplane administered by an FAA certificated flight instructor.
- 2) Takeoff and Landing Current.
 - a) Section 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers.
 - b) Section 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers.

13 ELIGIBILITY REQUIREMENTS FOR A TCCA ATP LICENSE HOLDER TO CONVERT TO AN FAA ATP CERTIFICATE AND RATINGS (i.e., ASEL OR AMEL).

A. For a TCCA ATP license holder to be able to convert to an FAA ATP certificate, the applicant must meet the following eligibility requirements:

- 1) Be at least 23 years of age.

2) Hold at least an FAA third-class medical certificate (see § 61.23(a)(3)(v)). Must hold a first-class medical certificate 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)).

3) Hold a TCCA ATP License—AMEL.

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

4) Pass the FAA aeronautical knowledge test on air laws and communications.

NOTE 1: Completion of the FAA "ATP—Airplane Aeronautical Knowledge Test" within the preceding 24 calendar-months is also acceptable.

NOTE 2: No additional practical test is required.

5) Be able to read, write, speak, and understand the English language.

B. Before exercising the privileges of a converted FAA ATP certificate under the FAA/TCCA IPL agreement, the TCCA ATP pilot must meet the following recency of experience requirements of part 61:

1) Flight Review. Section 61.56(c), flight review in an airplane administered by an FAA certificated flight instructor.

2) Takeoff and Landing Current.

a) Section 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers.

b) Section 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers.

3) Instrument Proficiency Current.

a) Section 61.57(c), instrument recency experience current for operating under IFR or in instrument meteorological conditions.

b) Section 61.57(d), if not instrument recency 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.

NOTE: 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.

14 ELIGIBILITY REQUIREMENTS FOR A TCCA INSTRUMENT—AIRPLANE RATING HOLDER TO CONVERT TO AN FAA INSTRUMENT—AIRPLANE RATING.

A. For a TCCA Instrument—Airplane rating holder to be able to convert to an FAA Instrument—Airplane rating, the applicant must meet the following eligibility requirements:

- 1) Be at least 17 years of age and hold at least an FAA private pilot certificate.
- 2) Hold at least an FAA third-class medical certificate.
- 3) Hold a TCCA Instrument—Airplane rating that is appropriate to the FAA Instrument—Airplane rating sought.
- 4) Pass the FAA aeronautical knowledge test on air laws and communications.

NOTE 1: Completion of the FAA “Instrument—Airplane Rating Aeronautical Knowledge Test” within the preceding 24 calendar-months is also acceptable.

NOTE 2: No additional practical test is required.

- 5) Be able to read, write, speak, and understand the English language.

B. Before exercising the privileges of a converted FAA Instrument—Airplane rating under the FAA/TCCA IPL agreement, the pilot must meet the following recency of experience requirements of part 61:

- 1) Flight Review. Section 61.56(c), flight review in an airplane administered by an FAA certificated flight instructor.
- 2) Takeoff and Landing Current:
 - a) Section 61.57(a), takeoff and landing current within the preceding 90 days for operating with passengers.
 - b) Section 61.57(b), takeoff and landing current at night within the preceding 90 days for operating at night with passengers.
- 3) Instrument Proficiency Current:
 - a) Section 61.57(c), instrument recency experience for operating under IFR or in instrument meteorological conditions.
 - b) Section 61.57(d), if not instrument recency 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.

NOTE: 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.

15 ELIGIBILITY REQUIREMENTS FOR A TCCA AIRPLANE TYPE RATING HOLDER TO CONVERT TO AN FAA AIRPLANE TYPE RATING. For a TCCA airplane type rating holder to be able to convert to an FAA airplane type rating, the applicant must meet the following eligibility requirements:

A. Meet the minimum age requirement of the FAA pilot certificate to be issued.

B. Must hold a TCCA airplane type rating that is appropriate to the FAA airplane type rating sought.

NOTE: No additional practical test is required.

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

16 ELIGIBILITY REQUIREMENTS FOR AN FAA PRIVATE PILOT CERTIFICATE HOLDER TO CONVERT TO A TCCA PRIVATE PILOT LICENSE AND RATINGS (i.e., ASEL OR AMEL).

A. For an FAA private pilot certificate holder to convert to a TCCA private pilot license, the applicant must meet the following eligibility requirements:

1) Be at least 17 years of age to be eligible to apply for a TCCA private pilot license.

2) Have either a Category 1 or Category 3 TCCA medical certificate (see CAR Part IV, § 421.26(2)).

3) 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.”

4) Provide proof of a minimum of 45 hours experience in airplanes.

5) Pass the written examination on air laws and communications. Study and reference guides may be found at:

<http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

NOTE 1: Completion of the TCCA’s Private Pilot License Aeroplane written exam is also acceptable.

NOTE 2: No additional practical test is required.

6) Must be able to communicate in English or French.

B. 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 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.

C. Before exercising the privileges of a converted TCCA private pilot license under the FAA/TCCA IPL agreement, the pilot must meet the recency requirements of CAR Part IV, §§ 401.05 and 421.05.

17 ELIGIBILITY REQUIREMENTS FOR AN FAA COMMERCIAL PILOT CERTIFICATE HOLDER TO CONVERT TO A TCCA CPL AND RATINGS (i.e., ASEL OR AMEL).

A. For an FAA commercial pilot certificate holder to convert to a TCCA CPL, the applicant must meet the following eligibility requirements:

- 1) Be at least 18 years of age to be eligible to apply for a TCCA CPL.
- 2) Hold a TCCA Category 1 medical certificate (see CAR Part IV, § 421.30(2)).
- 3) 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.”
- 4) Provide proof of a minimum of 200 hours experience in airplanes.
- 5) Pass the written examination on air laws and communications. Study and reference guides may be found at:

<http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

NOTE 1: Completion of the TCCA’s Commercial Pilot License Aeroplane written exam is also acceptable.

NOTE 2: No additional practical test is required.

- 6) Must be able to communicate in English or French.

B. Before exercising the privileges of a converted TCCA private pilot license under the FAA/TCCA IPL agreement, the pilot must meet the recency requirements of CAR Part IV, §§ 401.05 and 421.05.

18 ELIGIBILITY REQUIREMENTS FOR AN FAA ATP CERTIFICATE HOLDER TO CONVERT TO A TCCA ATP LICENSE AND RATINGS (i.e., ASEL OR AMEL).

A. For an FAA ATP certificate holder to convert to a TCCA ATP license, the applicant must meet the following eligibility requirements:

- 1) Be at least 21 years of age.

- 2) Hold a TCCA Category 1 medical certificate (see CAR Part IV, § 421.34(2)).
- 3) Hold an FAA ATP—AMEL.

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

- 4) Have a minimum of 900 hours flight time in airplanes.

NOTE: Flight engineer time is not creditable.

5) Pass the written exam on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

NOTE 1: Completion of the TCCA's ATP License—Aeroplane written exam is also acceptable.

NOTE 2: No additional practical test is required.

- 6) Must be able to communicate in English or French.

B. Before exercising the privileges of a converted TCCA ATP license under the FAA/TCCA IPL agreement, the pilot must meet the recency requirements of CAR Part IV, §§ 401.05 and 421.05.

19 ELIGIBILITY REQUIREMENTS FOR AN FAA INSTRUMENT—AIRPLANE RATING HOLDER TO CONVERT TO A TCCA INSTRUMENT—AIRPLANE RATING.

A. For an FAA Instrument Rating—Airplane certificate holder to convert to a TCCA instrument rating, the applicant must meet the following eligibility requirements:

- 1) Be at least 17 years of age and hold at least a TCCA private pilot license.
- 2) Hold either a Category 1 or Category 3 TCCA medical certificate, appropriate for the license held.
- 3) 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 rating.

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

4) Pass the written exam on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/CivilAviation/general/Exams/guides/menu.htm>.

NOTE 1: Completion of the TCCA's Instrument Rating—Aeroplane written exam is also acceptable.

NOTE 2: No additional practical test is required.

5) Must be able to communicate in English or French.

B. VFR Over-the-Top Rating. 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 VFR over-the-top rating may be issued.

20 ELIGIBILITY REQUIREMENTS FOR AN FAA AIRPLANE TYPE RATING HOLDER TO CONVERT TO A TCCA AIRPLANE TYPE RATING. For an FAA airplane type rating holder to be able to convert to an TCCA airplane type rating, the applicant must meet the following eligibility requirements:

A. Meet the minimum age requirement of the TCCA pilot license to be issued.

B. Hold an FAA airplane type rating that is appropriate to the TCCA airplane type rating sought.

C. Have logged at least 250 hours in airplanes.

NOTE: No additional practical test is required.

Figure 29-2, British Territories

The currency of the British Territories listing and the British Crown Dependencies may be verified with the United Kingdom (U.K.) Civil Aviation Authority (CAA), or by contacting the Foreign and Commonwealth Office. A list may also be found at <http://www.fco.gov.uk/servlet/Front?pagename=OpenMarket/Xcelerate/ShowPage&c=Page&cid=1044360168291> on the Foreign and Commonwealth Office Web site.

Overseas Territories

Anguilla

Bermuda

British Antarctic Territory

British Indian Ocean Territory

British Virgin Islands

Cayman Islands

Falkland Islands

Gibraltar

Montserrat

Pitcairn, Henderson, Ducie, and Oeno Islands

St. Helena and St. Helena Dependencies (Tristan da Cunha and Ascension Island)

South Georgia and the South Sandwich Islands

Sovereign Base Areas of Akrotire and Dhekelia (Cyprus)

Turks and Caicos Islands

British Crown Dependencies

Channel Islands: Bailiwick of Jersey and Bailiwick of Guernsey (includes Guernsey and its dependencies)

Isle of Man

Figure 29-3, Verification of Authenticity Form and Instructions

The Verification of Authenticity of Foreign Pilot License, Rating, and Medical Certification form can be downloaded from http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/. Instructions for completing the form are attached to it.

NOTE: This form is not displayed in this chapter because this form is subject to revision. The most current version of this form may be downloaded from the above Web site.

653

Figure 29-4, Original Section 61.75 Application, Completed by Applicant

Original 61.75

Section I must be completed.

Any current medical is acceptable, unless it is based on an endorsement country. (Austria, Canada, Cyprus, Germany, Guatemala, Kenya, Singapore, Sri Lanka, & Trinidad & Tobago)

Section IID must be completed in it's Entirety.

Section IV can be left blank, unless a practical test was completed.

Section V must be signed and dated.

Alman Certificate and/or Rating

Applicant Information:
 Name: Schmidt, Heinrich
 Address: 352 Becklastasse, Berlin, Germany 20541
 Telephone: 72 195
 Fax: 195
 E-mail: Hazel

Endorsement:
 Country: Germany
 License: Commercial
 License Number: TC-198726699

Medical Information:
 X Endorsement as Riding Instructor for the Member of
 X Endorsement as Riding Instructor for the Member of
 X Endorsement as Riding Instructor for the Member of

Medical Condition	Yes	No												
Cardiovascular														
Respiratory														
Neurological														
Musculoskeletal														
Endocrine														
Immune System														
Other														

Signature: /s/Heinrich Schmidt
Date: 15 June 2006

Figure 29-5, Original Section 61.75 Application, Completed by ASI or AST

61.75
**PROCESSED BY AN
INSPECTOR/AST**

The date of issue on the temp
must match the date the
Inspector signed his report.

The approved box and the
last line must be completed
by an Inspector/AST.

Pilot's Name: <u>Foreign Pilot - ASRX ANEL</u> License No: <u>157W'6</u> Issued: <u>31 Dec 2010</u> Expires: <u>31 Dec 2010</u>		Pilot's Name: <u>Heinrich Schmidt</u> License No: <u>2345678</u> Issued: <u>1 Dec 80</u> Expires: <u>EA-21</u>	
Foreign Pilot - ASRX ANEL <input type="checkbox"/> Foreign Pilot - ASRX ANEL <input checked="" type="checkbox"/> Foreign Pilot - ASRX ANEL <input type="checkbox"/> Foreign Pilot - ASRX ANEL			
Additional Safety Inspector or Technician Report <input checked="" type="checkbox"/> Approved - (Inspector/AST) has reviewed and approved. <input type="checkbox"/> Disapproved - (Inspector/AST) has reviewed and disapproved.			
Inspector/AST Signature: _____ Date: _____			

Figure 29-6, Temporary Certificate Issued from Original Section 61.75 Application

TEMPORARY CERTIFICATE FOR PILOT CERTIFICATE BASED ON FOREIGN LICENSE 61.75

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		II. TEMPORARY AIRMAN CERTIFICATE		III. CERTIFICATE NO. Pending	
THIS CERTIFIES THAT IV. HEINRICH SCHMIDT 352 BERLINSTRASSE BERLIN, GERMANY 20541 V.					
DATE OF BIRTH 12/1/1960	HEIGHT 72 IN.	WEIGHT 169	HAIR BROWN	EYES HAZEL	SEX M
VI. NATIONALITY GERMANY					
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of PRIVATE PILOT - FOREIGN BASED					
RATINGS AND LIMITATIONS XII. AIRPLANE SINGLE AND MULTIEENGINE LAND issued on the basis of and valid only when accompanied by GERMANY pilot license number CC-198726699. All limitations and restrictions on the GERMANY pilot license apply.					
XIII. THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE					
BY DIRECTION OF THE ADMINISTRATOR X. DATE OF ISSUANCE 06-15-2006			X. SIGNATURE OF EXAMINER OR INSPECTOR /s/ W/G Fields		
EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. EA-21			DATE OF SUPERSEDED AIRMAN CERTIFICATE 01.75		

FAA Form 8000-4 (9-99) USE PREVIOUS EDITION

Figure 29-9, Temporary Certificate Issued from Section 61.75 Application, U.S. Test Passed

**TEMPORARY CERTIFICATE FOR PILOT CERTIFICATE BASED
ON FOREIGN LICENSE 61.75 (US TEST PASSED)**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		II. CERTIFICATE NO. 1234567
III. TEMPORARY AIRMAN CERTIFICATE		
THIS CERTIFIES THAT		IV. HEINRICH SCHMIDT 352 BERLINSTRASSE BERLIN, GERMANY 20541
		V.
VI. AIRMAN'S SIGNATURE		
DATE OF BIRTH 12/1/1960	HEIGHT 72 IN.	WEIGHT 165
	HAIR BROWN	EYES HAZEL
	SEX M	NATIONALITY GERMANY
VII. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of PRIVATE PILOT - FOREIGN BASED		
VIII. RATINGS AND LIMITATIONS AIRPLANE SINGLE ENGINE LAND AIRPLANE MULTISENSE LAND (U.S. TEST PASSED) Issued on the basis of and valid only when accompanied by GERMANY pilot license number CC-198726899. All limitations and restrictions on the GERMANY pilot license apply.		
IX. THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE		DATE OF SUPERSEDED AIRMAN CERTIFICATE 4/4/2002
X. BY DIRECTION OF THE ADMINISTRATOR		
X. DATE OF ISSUANCE 2 DEC 2006	X. SIGNATURE OF EXAMINER OR INSPECTOR /s/ W G FIELDS	EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. 12-31-2008

FAA Form 3060-1 (8-99) USE PREVIOUS EDITION

Figure 29-11, Application Based on FAA/TCCA IPL Agreement, Inspector's Report

Inspector's Report
(IPL)

The Approved box, Level and Class rating of IPL, and the last line of the Inspector's report must be completed

Inspector's Recommendation			
NOT REQUIRED			
Air Agency's Recommendation			
The applicant has satisfactorily demonstrated to _____ that he/she is qualified for certification or rating.			
Signature: _____ Date: _____			
Designated Examiner or Airman Certification Representative Report			
<input type="checkbox"/> I have personally reviewed the applicant's pilot logbook, written training record, and safety record and/or other records to determine if he/she meets the requirements of the CPL or PPL for the certificate or rating sought. <input type="checkbox"/> I have personally reviewed the applicant's graduation certificate, or logbook file for the applicant and/or other, and have returned the certificate. <input type="checkbox"/> I have personally taught or supervised the applicant in accordance with applicable procedures and standards with the result that the above: <ul style="list-style-type: none"> <input type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproved for the issue of original certificate 			
Signature of Level of rating: _____ Date: _____			
Applicant's Name: _____ Title: _____			
Address: _____ City: _____ State: _____ Zip: _____			
Telephone: _____			
Evaluators' Record (Use For ATP Certificate and/or Type Ratings)			
Signature and Certificate Number: _____			
<input type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproved for the issue of original certificate			
Airman Safety Inspector or Inspector's Report			
The applicant has been approved or inspected in a safe and satisfactory manner and that the applicant complies with applicable procedures, standards, policies, and is hereby recommended for the issue of certificate.			
<input checked="" type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproved for the issue of original certificate			
Signature: _____ Date: _____			
Commercial Pilot AMEL (INSTA) - IPL			
<input type="checkbox"/> Student Pilot Certificate Issued <input type="checkbox"/> Certificate in Training Status on _____ <input type="checkbox"/> License by Recommendation <input type="checkbox"/> Military Commission <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Ground Instructor <input type="checkbox"/> Approved <input type="checkbox"/> Foreign License <input type="checkbox"/> Pilot-in-Command <input type="checkbox"/> Flight Attendant <input type="checkbox"/> Approval of Exchange ATPL or CPL <input type="checkbox"/> Approved Course Structure <input type="checkbox"/> Instructor Pilot/Check Pilot-in-Command <input type="checkbox"/> Pilot <input type="checkbox"/> Training Officer <input type="checkbox"/> Transfer of License from Another Country <input type="checkbox"/> Other Approved FAA Qualification <input type="checkbox"/> Test <input type="checkbox"/> Other (see instructions)			
Signature: _____ Date: _____			
Date: Dec 1, 2006 /s/ Tom D Inspector Certificate Number: 223456 Airman's License: SW-15			
<input type="checkbox"/> Applicant from Certificate holder <input type="checkbox"/> Knowledge Test Result <input type="checkbox"/> Temporary Airman Certificate <input type="checkbox"/> Airline Pilot License <input type="checkbox"/> Other (see instructions)			
Canada Driver's license: _____ Form No: 456789123 Expiry: 1-31-2010 Emergency: 205-524-1234			
Need completed for 2-page application form only Date of Birth: _____ Certificate Number: _____ Other License: _____			

107

Figure 29-12, Temporary Certificate from Application Based on FAA/TCCA IPL Agreement

TEMPORARY CERTIFICATE FOR AN ORIGINAL COMMERCIAL PILOT BASED ON CANADA IPL

U. S. FEDERAL BUREAU OF AIRCRAFT DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION 1. TEMPORARY AIRMAN CERTIFICATE						2. CERTIFICATE NO. PENDING
3. AIRMAN'S RESUME	4. THIS CERTIFICATE ISSUED TO: Michael Allen Canadian					
	5. ADDRESS: 100 W Main St Saskatoon, Canada 11223					
	6. DATE OF BIRTH	7. HEIGHT	8. HAIR	9. EYES	10. SEX	11. NATIONALITY
01/15/1965	70	180	Blond	Blue	M	USA
12. See above chart for the category, subclass and a listing of ratings in accordance with the provisions of section 61.13 of the Federal Aviation Regulations as amended.						
13. CATEGORIES AND LIMITATIONS: Commercial PILOT						
14. Airplane Multiengine Land Instrument Airplane						
15. THIS IS AN ORIGINAL, VALID FOR THE ENTIRE TERM OF THIS CLASS OF CERTIFICATE				16. DATE OF EXPIRATION: 1 Dec 06		
17. BY DIRECTOR OF THE ADMINISTRATION						18. AUTHORITY'S IDENTIFICATION OR POST. NO.
19. DATE OF SIGNATURE: 1 Dec 06		20. SIGNATURE OF DIRECTOR OF INSPECTION: /s/ Tom D Inspector				SW-15 223456