

# IMPLEMENTATION PROCEDURES FOR LICENSING

Under the Agreement for the Promotion of Aviation Safety

dated 12 June 2000

between the

Government of the United States of America

and the

Government of Canada

Revision 1

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## **Chapter I - GENERAL**

### **1.0 Purpose and Scope**

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

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

### **1.1 Authorization**

Article III of the Agreement authorizes the FAA and TCCA to assess each other's standards and systems for the licensing or certification of pilots. The FAA and TCCA conducted this assessment and used it to establish the conditions for the conversion of their respective pilot licences and certificates.

Upon entry into force, this document supersedes the Implementation Procedures for Licensing (IPL), dated August 31, 2006.

### **1.2 Effective Date and Termination**

These Implementation Procedures enter into force ninety (90) days after the signing of this agreement by the FAA and TCCA, and activity under these procedures will commence in accordance with Chapter V. Either the FAA or TCCA may stop using these implementation procedures by giving a ninety (90) days written notice to the other party. Termination of these Implementation Procedures will not affect the validity of activity conducted under their provisions prior to termination.

### **1.3 Amendments**

(a) These Implementation Procedures may be amended at any time by mutual consent of the FAA and TCCA, and may also be revised or supplemented by appendices. Such amendments and appendices will be recorded and enter into force upon signature by the duly authorized representatives identified in paragraph 1.5(c), or their designee. Each amendment or appendix must specify its effect, if any, on activities conducted under these Implementation Procedures prior to the revision or supplementation.

(b) The offices indicated in paragraph 1.5 are open to suggestions for improvement.

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

#### **1.4 National Requirements**

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

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

#### **1.5 Accountability**

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

(i) For the FAA: Flight Standards Service; FAA (AFS-50); 800 Independence Avenue, S.W.; Washington, DC 20591 USA.

(ii) For TCCA: Standards (AART); 330 Sparks St.; Ottawa, Ontario, K1N 0N8 Canada.

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

(i) For the FAA about pilot regulations and policy: Flight Standards Service; FAA (AFS-800); 800 Independence Avenue, S.W.; Washington, DC 20591 USA.

(ii) For the FAA about pilot certification and verification: Airman Certification Branch; FAA (AFS-760); P.O. Box 25082; Oklahoma City, OK 73125 USA.

(iii) For the FAA about pilot testing: Airman Testing Branch; FAA (AFS-630); P.O. Box 25082; Oklahoma City, OK 73125 USA.

(iv) For the FAA about medical certification: Civil Aerospace Medical Institute; Aerospace Medical Certification Division; FAA (AAM-300); P.O. Box 25082; Oklahoma City, OK 73125 USA.

(v) For TCCA about pilot licensing: Commercial Flight Standards (AARTF); 330 Sparks St.; Ottawa, Ontario, K1N 0N8 Canada.

(vi) For TCCA about medical certification: Civil Aviation Medicine (AARG); 330 Sparks St.; Ottawa, Ontario, K1N 0N8 Canada.

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

(i) For the FAA: Office of the Assistant Administrator for International Aviation FAA (AWH); 800 Independence Avenue, S.W.; Washington, DC 20591 USA.

(ii) For TCCA: Standards (AART); 330 Sparks St.; Ottawa, Ontario, K1N 0N8 Canada.

## **1.6 Resolution of Disagreements**

Pursuant to Article IV of the Agreement, any disagreement regarding the interpretation or application of these Implementation Procedures must be resolved by consultation between the FAA and TCCA. In accordance with paragraph 1.3, resolution of such disagreements may be recorded as an amendment or as an appendix to these Implementation Procedures.

## **1.7 Definitions**

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

(a) "14 CFR" means the Federal Aviation Regulations, contained in Title 14, Code of Federal Regulations.

(b) "CARs" means the Canadian Aviation Regulations.

(c) "Pilot certificate and licence conversion" means the issuance of a TCCA pilot licence in the case of a pilot's certificate issued by the FAA or the issuance of an FAA pilot certificate on the basis of a TCCA pilot licence.

(d) "Special Conditions" are those additional requirements each Authority has determined are necessary in the context of the conversion of the other Authority's pilot certificates/licences. Special Conditions are set forth in Chapter III of these Implementation Procedures.

(e) "Valid pilot licence or pilot certificate" means a licence or certificate that is not under an order of revocation, cancellation or suspension, or, in the case of a TCCA pilot licence, that has not expired.

## **Chapter II – CONVERSION OF A FEDERAL AVIATION ADMINISTRATION PILOT CERTIFICATE AND TRANSPORT CANADA PILOT LICENCE.**

### **2.0 General**

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

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

### **2.1 Eligibility Requirements**

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

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

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

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

## **Chapter III - SPECIAL CONDITIONS**

### **3.0 Information about Special Conditions**

(a) These procedures apply to the following aircraft categories and class: aeroplane<sup>1</sup> and rotorcraft-helicopter and the private, commercial, and airline transport pilot levels of certificates and licences, including the following ratings or qualifications: aeroplane instrument rating; helicopter instrument rating; aeroplane

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

category class ratings; certain aeroplane and helicopter pilot type ratings, and night qualification issued under 14 CFR Part 61 and CARs Part IV.

(b) FAA-certificated pilots who apply for conversion to a TCCA pilot licence must first obtain the appropriate TCCA medical certificate (either a Category 1 or 3, as appropriate), issued under CARs Part IV, Subpart 4, Medical Requirements before a TCCA pilot licence may be issued. TCCA licensed pilots who apply for conversion to an FAA pilot certificate must obtain the appropriate FAA medical certificate (i.e. 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> class medical certificate) issued under 14 CFR Part 67 before the FAA pilot certificate can be issued.

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

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

(e) Once a pilot licence or certificate is converted, pilots must meet the recency and operational requirements of the state of licence conversion in order to exercise the privileges of the licence, certificate and ratings obtained through the conversion process. Additionally, this agreement applies to the following situations:

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

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

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

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

## **CHAPTER IV - MUTUAL COOPERATION**

### **4.0 Periodic Meetings**

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

### **4.1 Information**

The FAA and TCCA will provide each other information and assistance regarding the licences and certificates of pilots under the terms of these Implementation Procedures, and will develop appropriate documentation and circulate these documents in the customary manner in their respective countries to:

(a) inform the public of the terms of these Implementation Procedures and subsequent amendments; and

(b) explain the procedures to be followed by pilots interested in applying for the conversion of a licence or certificate.

### **4.2 Technical Evaluation Assistance**

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

(a) Providing verification of authenticity for a licence or certificate that is the basis for an application for a conversion licence or certificate.

(b) Providing a list of pilot licences or certificates converted under these Implementation Procedures at least annually.

(c) Providing recommendations relating to evaluations conducted by the FAA or TCCA.

(d) Performing surveillance and providing reports regarding pilots' continued compliance with the requirements described in these Implementation Procedures.

(e) Conducting and reporting on investigations and enforcement actions.

(f) Obtaining and providing data for reports regarding pilot licensing or certification upon request.



### **4.3 Exchange of Information**

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

### **4.4 Establishing and Amending Regulations, Policies, and Guidelines**

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

### **4.5 Urgent or Unusual Situations**

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

### **4.6 Notification of Non-compliance and Safety Issues**

(a) In the case of a pilot who has converted an FAA pilot certificate to a TCCA pilot licence under these Implementation Procedures:

1. TCCA agrees to notify the FAA of each case of non-compliance with TCCA's regulations that affect the validity of the TCCA pilot licence; and
2. the FAA agrees to notify TCCA of each case of non-compliance with FAA's regulations that affect the validity of the FAA pilot certificate.

(b) In the case of a pilot who has converted a TCCA pilot licence to an FAA pilot certificate under these Implementation Procedures:

1. the FAA agrees to notify TCCA of each case of non-compliance with FAA's regulations that affect the validity of the FAA pilot certificate; and
2. TCCA agrees to notify the FAA of each case of non-compliance with TCCA's regulations that affect the validity of the TCCA pilot licence.

(c) TCCA and FAA agree to review the listing identified in paragraph 4.2(b) prior to providing notification of non-compliance under paragraph 4.6.b. Such notification will be sent to the other authority's representative of the office identified in paragraph 1.5(b). The obligation to send such a notification will provide critical data to assist in measuring the safety performance of this IPL agreement.

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

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

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

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

(c) AIA Requests. TCCA often receives requests from the public under the *Access to Information Act* (AIA) to release information that TCCA has in its possession. Any information in TCCA's control must be disclosed under the AIA unless it falls within certain exceptions, including personal information, and trade secrets, financial, commercial, scientific or technical information, received from a third party which the third party consistently treats as confidential, where disclosure could reasonably be expected to result in tangible financial loss or gain to the third party or could reasonably be expected to interfere with a third party's contractual or other negotiations. TCCA must also refuse to disclose any information that was obtained in confidence from a government of a foreign state or an institution thereof. When TCCA receives such a request for the release of information related to a certificate or licence holder located in the United States and covered by these Implementation Procedures, TCCA will advise the FAA of any information received from the FAA and submitted to TCCA that might be released. TCCA also may request the FAA for assistance in determining if the person submitting the

information would agree to its release and if applicable, which portions of the submitted information or such information, if provided by the FAA, should not be released under any applicable AIA exceptions.

#### 4.8 Accident and Incident Investigation Requests

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

#### CHAPTER V - IMPLEMENTATION DATE

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

#### CHAPTER VI - AUTHORITY

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

**FEDERAL AVIATION ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES OF AMERICA**

**TRANSPORT CANADA CIVIL AVIATION  
DEPARTMENT OF TRANSPORT  
CANADA**

By   
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By   
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Title: Director, Standards

Date DEC 3 2014

Date Dec 10, 2014

Appendix – Conditions for Conversion

**APPENDIX – CONDITIONS FOR CONVERSION**

**Private Pilot - Aeroplane Ratings (ASEL, ASES, AMEL, AMES)**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age: 17	<b>Age</b>	Minimum age: 17
FAA 3 <sup>rd</sup> - class medical certificate.	<b>Medical Certificate</b>	TCCA Category 3 medical certificate.
<p>Hold a TCCA Private Pilot Licence with the landplane rating.</p> <ul style="list-style-type: none"> <li>• To obtain the single engine landplane rating, applicants must show PIC flight time in a single-engined landplane.</li> <li>• To obtain the multiengine landplane rating, applicants must show PIC flight time in a multi-engined landplane.</li> </ul>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA Private Pilot Certificate - Aeroplane category and class rating(s) with a minimum of 45 hours flight time.
<p>Hold a TCCA Private Pilot Licence with the seaplane rating.</p> <ul style="list-style-type: none"> <li>• To obtain the single engine seaplane rating, applicants must show PIC flight time in a single-engined seaplane.</li> <li>• To obtain the multiengine seaplane rating, applicants must show PIC flight time in a multi-engined seaplane.</li> </ul>	<b>Seaplane rating eligibility requirement</b>	Hold an FAA private pilot certificate with the Aeroplane category and seaplane class rating (ASES or AMES, <i>as appropriate</i> ).
Pass an examination in air law and communications as specified by FAA.	<b>Theoretical Knowledge</b>	Pass an examination in air law and communications as specified by TCCA.
No further skill/practical testing required.* <sup>1</sup>	<b>Practical Skill</b>	No further skill/practical testing required.* <sup>1</sup>
FAA is going to limit the private pilot certificate - aeroplane to Day VFR Only unless applicant holds TCCA night qualification, or meets FAA night experience requirements.	<b>Additional Requirements Night Qualification</b>	TCCA is going to limit the private pilot licence – aeroplane to Day VFR Only unless Instrument-Aeroplane rating is held, or applicant meets the TCCA Private Pilot Licence – Aeroplane night experience requirements.
Requires that the TCCA private pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA Private Pilot Certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.

Appendix – Conditions for Conversion

**Commercial Pilot – Aeroplane Ratings (ASEL, ASES, AMEL, AMES)**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age: 18	<b>Age</b>	Minimum age: 18
Hold at a minimum an FAA 3 <sup>rd</sup> class medical certificate to obtain the FAA commercial pilot certificate.* <sup>2</sup>	<b>Medical Certificate</b>	TCCA Category 1 medical certificate.
Hold a TCCA Commercial Pilot Licence with the Landplane rating with a minimum of 250 hours flight time.  <ul style="list-style-type: none"> <li>• To obtain the single engine landplane rating, applicants must show PIC flight time in a single engine landplane.</li> <li>• To obtain the multiengine landplane rating, applicants must show PIC flight time in a multiengine landplane.</li> </ul>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA Commercial Pilot Certificate with an Aeroplane category and class rating(s) with a minimum of 200 hours of flight time.  or  Hold an FAA ATP Certificate with an ASEL rating only.
Hold a TCCA Commercial Pilot Licence with the Seaplane rating.  <ul style="list-style-type: none"> <li>• To obtain the single engine seaplane class rating, an applicant must show PIC flight time in a single engine seaplane.</li> <li>• To obtain the multiengine seaplane class rating, an applicant must show PIC flight time in a multiengine seaplane.</li> </ul>	<b>Seaplane rating eligibility requirement</b>	Hold an FAA commercial pilot certificate with the aeroplane category and seaplane class rating (ASES or AMES rating, <i>as appropriate</i> ).
Pass an examination in air law and communications as specified by the FAA.	<b>Theoretical Knowledge</b>	Pass an examination in air law and communications as specified by TCCA.
No further skill/practical testing required.* <sup>1</sup>	<b>Practical Skill</b>	No further skill/practical testing required.* <sup>1</sup>
Requires that the TCCA commercial pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA Commercial Pilot Certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.

2. Hold an FAA 2<sup>nd</sup> class medical certificate in order to exercise the privileges of the FAA commercial pilot certificate.

Appendix – Conditions for Conversion

**Airline Transport Pilot – Aeroplane Ratings (ASEL, ASES, AMEL, AMES)**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum Age: 23	<b>Age</b>	Not applicable; TCCA only requires an applicant to be 21 years of age and to hold an FAA ATP certificate. As per § 61.153(a), an FAA ATP certificate holder must be at least 23 years of age.
Hold at a minimum an FAA 3 <sup>rd</sup> -class medical certificate to obtain the FAA ATP certificate.* <sup>2</sup>	<b>Medical Certificate</b>	TCCA Category 1 medical certificate.
Hold a TCCA ATP Licence with an Aeroplane Landplane and/or Seaplane class rating.	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA ATP Certificate with an AMEL or AMES rating and a minimum of 900 hours of flight time in aeroplanes.  Flight Engineer time may not be credited.  * <sup>3</sup>
<p>To obtain the ASEL class rating for an FAA ATP certificate, applicants must hold a TCCA ATP licence with a landplane class rating and show PIC flight time in a single engine landplane.</p> <p>To obtain the AMEL class rating for an FAA ATP certificate, applicants must hold a TCCA ATP licence with a landplane class rating and must show PIC flight time in a multiengine landplane.</p> <p>To obtain the ASES class rating for an FAA ATP certificate, applicants must hold a TCCA ATP licence with a seaplane class rating and must show PIC flight time in a single engine seaplane.</p> <p>To obtain the AMES class rating for an FAA ATP certificate, applicants must hold a TCCA ATP licence with a seaplane class rating and must show PIC flight time in a multiengine seaplane.</p>	<b>Landplane &amp; Seaplane Rating Eligibility Requirement</b>	<p>The TCCA ATP licence requires a multi-engine class rating.*<sup>3</sup></p> <p>To obtain a landplane class rating for a TCCA ATP licence, applicants must hold an FAA ATP certificate with an ASEL or AMEL class rating.</p> <p>To obtain a seaplane class rating for a TCCA ATP licence, applicants must hold an FAA ATP certificate with an ASES or AMES class rating.</p>

Appendix – Conditions for Conversion

Pass an examination in air law and air carrier operations as specified by FAA if applying for an FAA ATP certificate. *4	<b>Theoretical Knowledge</b>	Pass the air law and communication examination specified by TCCA..
Pass the applicable examinations in air law and communications as specified by FAA if applying for an FAA commercial certificate and/or an instrument rating. *5		
No further skill/practical testing required.*1	<b>Practical Skill</b>	No further skill/practical testing required.*1
Requires that the TCCA ATP licence contain the English language proficiency endorsement.	<b>English Language Proficiency Endorsement</b>	Requires that the FAA ATP certificate contain the English language proficiency endorsement.

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

## Appendix – Conditions for Conversion

### Instrument Rating - Aeroplane

TCCA to FAA	Topic	FAA to TCCA
Minimum age: 17 for PPL holder	<b>Age</b>	Minimum age: 17 for PPL holder
Hold at a minimum an FAA 3 <sup>rd</sup> - class medical certificate to exercise the privileges of the person's pilot certificate.	<b>Medical Certificate</b>	TCCA Category 3 medical certificate.
Hold a TCCA Instrument Rating – Aeroplane. <sup>*3</sup>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA Instrument-Aeroplane rating and have an FAA instrument proficiency check - aeroplane within the past 24 months. <sup>*2</sup>
Pass an examination in air law and communications as specified by the FAA.	<b>Theoretical Knowledge</b>	Pass the air law and communication examination specified by TCCA. .
No further skill/practical testing required. <sup>*1</sup>	<b>Practical Skill</b>	No further skill/practical testing required. <sup>*1</sup>
Requires that the TCCA pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA pilot certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.

2. Pilots holding an FAA pilot certificate with an instrument rating that was converted from a TCCA pilot license with an instrument rating may meet the instrument experience requirements described in 14 CFR 61.57 (i.e., instrument approaches, holding procedures, and intercepting and tracking through the use of navigational electronic systems) if the pilot performed the required maneuvers under the authority of the pilot's TCCA license in an aeroplane within the required time period stated in 14 CFR 61.57(c).

3. Pilots holding a TCCA pilot licence with an instrument rating that was converted from a FAA pilot certificate with an instrument rating may also meet the requirements of CAR 421.49 [Renewal of Instrument Rating] by having passed an FAA instrument proficiency check in a category or class covered under this agreement or an approved flight simulation training device representing an aircraft that is covered under this agreement (4 CFR - § 61.57 (d)) within the previous 24 months.



Appendix – Conditions for Conversion

**Aeroplane Type Ratings**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age appropriate to the FAA pilot certificate to be issued.	<b>Age</b>	Minimum age appropriate to the TCCA pilot licence to be issued.
Not applicable	<b>Medical Certificate</b>	Not applicable.
Hold a TCCA pilot licence with appropriate pilot type rating. <sup>*2</sup>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA pilot certificate with the appropriate pilot type rating. <sup>*2</sup>
No further testing required.	<b>Theoretical Knowledge</b>	No further testing required.
No further skill/practical testing required. <sup>*1</sup>	<b>Practical Skill</b>	No further skill/practical testing required. <sup>*1</sup>
Aircraft type ratings on the TCCA pilot licence may be placed on that person's FAA pilot certificate with no further testing requirements. <sup>*1</sup>	<b>Additional Requirements</b>	Pilot type ratings on the FAA pilot certificate may be placed on that person's TCCA pilot licence with no further testing requirements. <sup>*1</sup>
Requires that the TCCA pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA pilot certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.

2. An appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. Otherwise, a pilot type rating that only authorizes SIC privileges (*i.e.*, § 61.5(b)(7)(iv)) does not qualify for being an appropriate pilot type rating.

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**Private Pilot - Helicopter**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age: 17	<b>Age</b>	Minimum age: 17
FAA 3 <sup>rd</sup> - class medical certificate.	<b>Medical Certificate</b>	TCCA Category 3 medical certificate.
Hold a TCCA Private Pilot - Helicopter Licence.	<b>Eligibility and Flight Exp. (Hours)</b>	Hold an FAA Private Pilot Certificate with the Rotorcraft-Helicopter rating with a minimum of 45 hours flight time.
*Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.* <sup>3</sup>	<b>TCCA Pilot Type Rating Eligibility Requirement</b>	<p>Must be a pilot type rating that authorizes PIC privileges.*<sup>2</sup></p> <p><i>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</i></p> <p><i>For a helicopter pilot type rating for a helicopter type that requires a pilot and copilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</i></p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar months prior to the month of application:</p> <ul style="list-style-type: none"> <li>■ § 61.58 PIC proficiency check in that make and model of helicopter;</li> <li style="text-align: center;">or</li> <li>■ FAA pilot type rating practical test in that specific make and model of helicopter.</li> </ul> <p>If the applicant has not met either one of the above requirements (<i>i.e.</i>, § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.</p>
Pass an examination in air law and	<b>Theoretical</b>	Pass the air law and communication

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communications as specified by FAA.	<b>Knowledge</b>	examination specified by TCCA.
No further skill/practical testing required.*1	<b>Practical Skill</b>	No further skill/practical testing required.*1
FAA is going to limit the private pilot certificate – Rotorcraft Helicopter to Day VFR Only unless applicant holds TCCA night qualification, or meets FAA night experience requirements.	<b>Additional Requirements Night Qualification</b>	TCCA will limit the private pilot licence - Helicopter to Day VFR Only unless the applicant meets the TCCA Private Pilot Licence - Helicopter night experience requirements.
Requires that the TCCA private pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA Private Pilot Certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.
2. An appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. Otherwise, a pilot type rating that only authorizes SIC privileges (i.e., § 61.5(b)(7)(iv)) does not qualify for being an appropriate pilot type rating.
3. Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.

Appendix – Conditions for Conversion

**Commercial Pilot – Helicopter**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age: 18	<b>Age</b>	Minimum age: 18
Hold at a minimum an FAA 3 <sup>rd</sup> - class medical certificate to obtain the FAA commercial pilot certificate. <sup>*2</sup>	<b>Medical Certificate</b>	TCCA Category 1 medical certificate.
<p>Holds a TCCA Commercial Pilot Licence - Helicopter with a minimum of 150 hours flight time and 50 hours must be in helicopters.</p> <p style="text-align: center;">or</p> <p>Holds a TCCA ATP Licence – Helicopter that does not have the instrument rating endorsement (<i>i.e.</i>, Group IV).</p>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA Commercial Pilot Certificate – Rotorcraft-Helicopter rating with a minimum of 100 hours flight time in helicopters.
<p>*Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.<sup>*4</sup></p>	<b>TCCA Pilot Type Rating Eligibility Requirement</b>	<p>Must be a pilot type rating that authorizes PIC privileges.<sup>*3</sup></p> <p><i>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</i></p> <p><i>For a helicopter pilot type rating for a helicopter type that requires a pilot and copilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</i></p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar months prior to the month of application:</p> <ul style="list-style-type: none"> <li>■ § 61.58 PIC proficiency check in that make and model of helicopter;</li> </ul>

## Appendix – Conditions for Conversion

		or ■ FAA pilot type rating practical test in that specific make and model of helicopter.  If the applicant has not met either one of the above requirements ( <i>i.e.</i> , § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.
Pass an examination in air law and communications as specified by the FAA.	<b>Theoretical Knowledge</b>	Pass the air law and communication examination specified by TCCA..
No further skill/practical testing required. <sup>*1</sup>	<b>Practical Skill</b>	No further skill/practical testing required. <sup>*1</sup>
FAA requires the applicant to hold a TCCA Commercial Pilot Licence with a Helicopter rating that is not limited to VFR Day Only.	<b>Additional Requirements</b>	
Requires that the TCCA commercial pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA Commercial Pilot Certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.
2. Hold as a minimum an FAA 2<sup>nd</sup> - class medical certificate in order to exercise the privileges of their FAA Commercial Pilot Certificate – Helicopter rating. FAA Commercial Pilot - Helicopter rated pilots are only required to hold a 2<sup>nd</sup> class medical certificate when exercising the privileges of their FAA Commercial Pilot - Helicopter rating for commercial helicopter operation purposes.
3. Appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. Otherwise, a pilot type rating that only authorizes SIC privileges (*i.e.*, § 61.5(b)(7)(iv)) does not qualify for being an appropriate pilot type rating.
4. Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on the FAA pilot certificate.

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**Airline Transport Pilot – Helicopter**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum Age: 23	<b>Age</b>	Not applicable; TCCA only requires an applicant to be 21 years of age and to hold an FAA ATP certificate. As per § 61.153(a), an FAA ATP certificate holder must be at least 23 years of age.
Hold at a minimum an FAA 3 <sup>rd</sup> -class medical certificate to obtain the FAA ATP. <sup>*2</sup>	<b>Medical Certificate</b>	TCCA Category 1 medical certificate.
<p>Hold a TCCA ATP Licence with the Helicopter rating.<sup>*6</sup></p> <p>In addition, the applicant must have logged the following aeronautical experience:</p> <ul style="list-style-type: none"> <li>■ At least 1200 hours of total time as a pilot that includes at least--</li> <li>◆ 500 hours of cross-country flight time.</li> <li>◆ 100 hours of night flight time, of which 15 hours are in helicopters.</li> <li>◆ 200 hours of flight time in helicopters, which includes at least 75 hours as a pilot-in-command, or as second-in-command performing the duties of a pilot-in-command under the supervision of a pilot-in-command, or any combination thereof.</li> <li>◆ 75 hours of instrument flight time in actual or simulated instrument meteorological conditions, of which at least 50 hours are obtained in flight with at least 25 hours in helicopters as a pilot-in-command, or as second-in-command performing the duties of a pilot-in-command under the supervision of a pilot-in-command, or any combination thereof.</li> </ul>	<b>Eligibility and Experience (Hours)</b>	<p>Hold an FAA ATP certificate with a Rotorcraft category and Helicopter class rating with helicopter instrument privileges.</p> <p style="text-align: center;">or</p> <p>Hold an FAA ATP certificate with a Rotorcraft-Helicopter rating limited to VFR Only may be issued a TCCA ATP Licence with the Helicopter rating for Aerial Work Only.<sup>*4</sup></p> <p>In addition, the applicant must have logged the following aeronautical experience:</p> <ul style="list-style-type: none"> <li>■ At least 1000 hours total time as a pilot which includes at least--</li> <li>◆ 600 hours as a pilot in helicopters which 250 hours of PIC flight time must be in helicopters.</li> <li>◆ 200 hours of cross-country flight time in helicopters of which 100 hours must be PIC flight time in helicopters.</li> </ul>

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<p>*Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.*<sup>5</sup></p>	<p><b>TCCA Pilot Type Rating Eligibility Requirement</b></p>	<p>Must be a pilot type rating that authorizes PIC privileges.*<sup>3</sup></p> <p><i>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</i></p> <p><i>For a helicopter pilot type rating for a helicopter type that requires a pilot and copilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</i></p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar months prior to the month of application:</p>
		<ul style="list-style-type: none"> <li>■ § 61.58 PIC proficiency check in that make and model of helicopter;</li> <li style="text-align: center;">or</li> <li>■ FAA pilot type rating practical test in that specific make and model of helicopter.</li> </ul> <p>*If the applicant has not met either one of the above requirements (i.e., § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant may be issued a restricted pilot type rating for that specific make and model of helicopter providing at least one multi-crew helicopter is</p>

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		endorsed on the licence.
Pass an examination in air law and communications as specified by FAA.	<b>Theoretical Knowledge</b>	Pass the air law and communication examination specified by TCCA..
No further skill/practical testing required. *1	<b>Practical Skill</b>	No further skill/practical testing required.*1
Requires that the TCCA ATP licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA ATP Certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.
2. Hold an FAA 2<sup>nd</sup> - class medical certificate when exercising the privileges of their FAA ATP – Helicopter certificate. There are no comparable part 121 operations requiring an ATP-Helicopter rating, so ATP-Helicopter rated pilots are only required to hold a 2<sup>nd</sup> class medical certificate when exercising the privileges of an FAA ATP - Helicopter rating for commercial helicopter operation purposes.
3. An appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. A pilot type rating that authorizes only SIC privileges (i.e. § 61.5(b)(7)(iv)) does not qualify for being an appropriate pilot type rating.
4. Applicants who hold an FAA ATP certificate with the Helicopter rating where the FAA ATP certificate is limited to VFR may qualify for issuance of a TCCA pilot licence – Helicopter (Aerial Work Only).
5. Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on the FAA pilot certificate.
6. The TCCA ATP Licence with the Helicopter rating may not be limited to Aerial Work Only. However, the individual helicopter pilot type ratings may be limited to Aerial Work Only, but not the TCCA ATP Licence – Helicopter.



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### Instrument Rating - Helicopter

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age: 17 for PPL holder Hold at a minimum an FAA 3 <sup>rd</sup> class medical certificate to exercise the privileges of the person's pilot certificate.	<b>Age</b> <b>Medical Certificate</b>	Minimum age: 17 for PPL holder Hold as a minimum a TCCA Category 3 medical certificate.
Hold a TCCA Instrument Rating – Helicopter. <sup>*3</sup>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA Instrument–Helicopter rating and have an FAA § 61.57(d) instrument proficiency check in a helicopter within the past 24 calendar months. <sup>*2</sup>
Pass an examination in air law and communications as specified by the FAA.	<b>Theoretical Knowledge</b>	Pass the air law and communication examination specified by TCCA..
No further skill/practical testing required. <sup>*1</sup>	<b>Practical Skill</b>	No further skill/practical testing required. <sup>*1</sup>
Requires that the TCCA pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA pilot certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.

2. Pilots holding an FAA pilot certificate with an instrument rating that was converted from a TCCA pilot license with an instrument rating may meet the instrument experience requirements described in 14 CFR 61.57 (i.e., instrument approaches, holding procedures, and intercepting and tracking through the use of navigational electronic systems) if the pilot performed the required maneuvers under the authority of the pilot's TCCA license in a helicopter within the required time period stated in 14 CFR 61.57(c).

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

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**Helicopter Type Ratings**

<b>TCCA to FAA</b>	<b>Topic</b>	<b>FAA to TCCA</b>
Minimum age appropriate to the FAA pilot certificate that is being issued.	<b>Age</b>	Minimum age appropriate to the TCCA pilot licence that is being issued.
Hold as a minimum at least an FAA 3 <sup>rd</sup> -class medical certificate.	<b>Medical Certificate</b>	Hold as a minimum at least a TCCA Category 3 medical certificate.
Hold a TCCA pilot licence with appropriate helicopter type rating.  *However, only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.* <sup>3</sup>	<b>Eligibility and Flight Experience (Hours)</b>	Hold an FAA pilot certificate with the appropriate helicopter pilot type rating. An appropriate helicopter pilot type rating must authorize PIC privileges.* <sup>2</sup>
	<b>TCCA Pilot Type Rating Eligibility Requirement</b>	<p>Must be a pilot type rating that authorizes PIC privileges.*<sup>2</sup></p> <p><i>For a helicopter pilot type rating for a helicopter type that only requires a pilot flight crew of a single pilot, TCCA requires at least 30 hours of total flight experience in helicopters for the initial helicopter pilot type rating and 5 hours of PIC flight time in the specific make and model of helicopter for any additional helicopter pilot type ratings.</i></p> <p><i>For a helicopter pilot type rating for a helicopter type that requires a pilot and copilot for IFR operations or by the helicopter type certification data sheet, TCCA requires the applicant must have 166 hours of total flight experience in helicopters.</i></p> <p style="text-align: center;">and</p> <p>Show having met one of the following additional qualification requirements within the preceding 12 calendar months prior to the month of application:</p> <ul style="list-style-type: none"> <li>■ § 61.58 PIC proficiency check in that make and model of helicopter;</li> <li style="text-align: center;">or</li> <li>■ FAA pilot type rating practical test in</li> </ul>

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		that specific make and model of helicopter. If the applicant has not met either one of the above requirements ( <i>i.e.</i> , § 61.58 PIC proficiency check or FAA pilot type rating practical test), the applicant will be issued a restricted pilot type rating for that specific make and model of helicopter.
No further testing required.	<b>Theoretical Knowledge</b>	No further testing required.
No further skill/practical testing required.	<b>Practical Skill</b>	No further skill/practical testing required.
Helicopter pilot type ratings on the TCCA pilot licence may be placed on that person's FAA pilot certificate with no further testing requirements.  *Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on the FAA pilot certificate.* <sup>3</sup>	<b>Pilot Type Rating Issuance Requirements</b>	Helicopter pilot type ratings on the FAA pilot certificate may be placed on that person's TCCA pilot licence with no further testing requirements.
Requires that the TCCA pilot licence contain the English language proficiency endorsement	<b>English Language Proficiency Endorsement</b>	Requires that the FAA pilot certificate contain the English language proficiency endorsement

1. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the state converting the pilot licence/certificate.
2. An appropriate pilot type rating means a pilot type rating that authorizes PIC privileges. Otherwise, a pilot type rating that only authorizes SIC privileges (*i.e.*, § 61.5(b)(7)(iv)) does not qualify for being an appropriate pilot type rating.
3. Only helicopters that are over 12,500 pounds maximum certified takeoff weight are eligible for a pilot type rating on an FAA pilot certificate.