

VOLUME 5 AIRMAN CERTIFICATION**CHAPTER 2 TITLE 14 CFR PART 61 CERTIFICATION OF PILOTS AND FLIGHT INSTRUCTORS****Section 14 Issue a Part 61 U.S. Pilot Certificate on the Basis of a Foreign Pilot License****5-591 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODE. 1533.****5-592 OBJECTIVE.**

A. Eligibility Determination. This task determines if an applicant is eligible for a U.S. pilot certificate and/or rating on the basis of his or her foreign pilot license. Completion of this task results in the issuance, non-issuance, 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) Non-issuance 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. Foreigner Application Process. The FAA and Transportation Security Administration (TSA) require 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's (AFS-760) Web site at:
http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.

2) The TSA's Web site that describes the reporting requirements for giving pilot training and certification for foreign pilots is located at:
https://www.flightschoolcandidates.gov/afsp2/?acct_type=c§ion=WN.

C. Denying Certification to Foreign Applicants. 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 “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.

5-593 GENERAL.

A. General Process. Section 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/about-icao/Pages/member-states.aspx>.

B. Applicability. This section 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 License (ATPL) 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. Airline Transport Pilot (ATP) Certificate.

5-594 JOINT FAA AND TRANSPORT CANADA CIVIL AVIATION (TCCA) AGREEMENT TO CONVERT FAA PILOT CERTIFICATES AND TCCA PILOT LICENSES.

A. FAA and TCCA Agreement. 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 (CAR) 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 Airmen Certification and Training Branch (AFS-810) at (202) 385-9600.

B. Conversion Process. The procedures and information for this conversion process for converting Canadian pilot licenses and U.S. pilot certificates are addressed in Figure 5-65, Application Based on FAA/TCCA IPL Agreement.

5-595 OBTAINING A U.S. PILOT CERTIFICATE. A person may apply for a U.S. pilot certificate and associated ratings on the basis of his or her foreign pilot license under the following:

A. Equivalent U.S. Pilot Certificate. 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.

B. Instrument Rating. 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.”

C. Rated Military Pilot. 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) in 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 (meaning, a type rating provided there is an equivalent civilian U.S. certificated aircraft of the same type).

D. Foreign Pilot License. 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:

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

2) 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.

3) 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.”

4) A person may obtain a U.S. pilot certificate without relying on his or 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 (refer to § 61.75(b)(3)), unless he or she voluntarily surrenders his or 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 § 61.75 U.S. pilot certificate. There have been isolated incidences where examiners have mistakenly required a person to surrender their § 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 their § 61.75 U.S. pilot certificate and standard U.S. pilot certificate.

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

E. 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. The current edition of 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.

F. Non-Medical Disability. 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.

G. Medical Disability. 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.

5-596 PILOT CERTIFICATE REQUIREMENTS.

A. Foreign-Registered Aircraft. Section 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.

B. U.S.-Registered Civil Aircraft. 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. However, persons who operate a U.S.-registered civil aircraft in an ICAO member state 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.

C. Required Pilot Crewmember. 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.

D. Compliance. A person who is exercising the privileges of his or her U.S. pilot certificate must comply with the pertinent rules and requirements contained in part 61 and in 14 CFR part 91 (e.g., § 61.56 flight review requirements, recency of experience requirements,

§ 61.58 PIC proficiency check, and § 61.51 required logbook entries). 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.

E. 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 § 61.49.

5-597 U.S. PILOT CERTIFICATES THAT MAY BE ISSUED TO A PERSON WHO HOLDS A FOREIGN PILOT LICENSE. 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. Private Pilot Certificate. 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. Commercial Pilot Certificate. 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. Standard U.S. Pilot Certificate. 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.

- 1) A standard U.S. pilot certificate in accordance with § 61.39(c)(1).
- 2) A standard U.S. commercial pilot certificate in accordance with § 61.73(b)(3)(ii).
- 3) 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.
- 4) 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.

D. Ratings Issued. 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 § 61.5 equivalent to the ratings on the foreign pilot license (e.g., ASEL or AMEL). However, an instrument rating may only be issued if:

- The foreign pilot license on which the certificate is based has instrument privileges on it; and
- The person passes the IFP knowledge test on part 91 subpart B that relates to instrument flight rules (IFR) operational procedures.

NOTE: An instrument rating is not issued at a certain pilot certification level (meaning private pilot, commercial pilot, or ATP certification level) because the instrument rating is merely a rating/operating privilege.

1) Determining Equivalent Rating. 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) 385-9600 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 or her foreign pilot license even when exercising the privileges of his or her U.S. pilot certificate.

2) Private Pilot Certificate. 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, Instrument—Helicopter, or Instrument—Powered-lift) knowledge test, and the standard instrument rating practical test (refer to § 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.

3) U.S. Test Passed Notation. 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.

4) Type Rating. 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 (refer to § 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 (refer to § 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: https://www.flightschoolcandidates.gov/afsp2/?acct_type=c§ion=WN.

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 an 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.

E. Medical Endorsement or Certificate. A person applying for a U.S. pilot certificate must submit evidence that he or she currently meets the medical licensing standards for the foreign pilot license on which the application for the pilot certificate is based (refer to § 61.75(f)). Some foreign CAAs enter periodic medical endorsements on their foreign pilot licenses that affect its currency (e.g., 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.

F. 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 or 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.

G. Renewal of a § 61.75 U.S. Pilot Certificate. 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.

H. 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.

I. Added Ratings to a U.S. Pilot Certificate. If a person requests that a rating be added to his or 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 or 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.

J. 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.

K. British Territories. The British Colonial Air Navigation Order of 1961, as amended, authorizes the British Territories, listed in paragraph 5-609, 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.

L. Joint Aviation Requirement—Flight Crew Licensing (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 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) JAR-FCL License. Note that a JAR-FCL license will be issued by a JAA member state's CAA and not by the JAA itself.

2) **JAA Member Status.** The most current listing of the JAA member states is on the JAA Web site at: <https://jaato.com/>.

3) **Levels of Implementation.** 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).

5-598 BRITISH NATIONAL PILOT LICENSES. The United Kingdom issues both JAR-FCL pilot licenses and British National pilot licenses. The following paragraphs describe British National pilot licenses or variations listed on the JAR-FCL pilot license.

A. Cover Colors. 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), CPL(A) is blue, and 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 (FE) 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.

B. British National CPL(A) and ATPL(A). 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.

C. Issuing Private Pilot Certificate on Basis of a British CPL. 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 nonrestricted basic British National CPL(A) are qualified for the issuance of a U.S. private pilot certificate because both the restricted and nonrestricted 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.

D. Restricted Basic British National CPL(A). 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.

E. Nonrestricted Basic British National CPL(A). 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.

F. Instrument Meteorological Conditions (IMC) Rating. The British CAA may issue an IMC rating. Holders who hold a British IMC instrument 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. Some applicants may choose to have an IMC rating remain on the foreign license even after obtaining a full instrument rating. If both “IMC” and “Instrument” are shown in the rating portion of the airman license, then the applicant has demonstrated proficiency for a fully recognized instrument rating and should be eligible to take the IFP knowledge test or be issued a U.S. instrument rating.

G. British National PPL(A) Showing the Prefix “UK/NP.” 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 license will begin with the prefix “UK/NP.” This foreign pilot license does not meet ICAO standards and will not show the ICAO compliant statement on the front of the license. 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.

H. JAR-FCL Medical Licenses. 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 § 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.

5-599 OTHER KNOWN DIFFERENCES OF SOME FOREIGN PILOT LICENSES AND RATINGS.

A. German Glider Pilot License. The German glider pilot license requires a person to hold a medical license/endorsement when exercising the privileges of his or her German glider pilot license. That person must also comply with the German medical license/endorsement

requirements when exercising the privileges of his or her § 61.75 U.S. pilot certificate for the glider rating (refer to § 61.75(e)(3)).

B. Spanish IMC Privilege. 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.

C. Restricted Notation. 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.”

D. Night Restriction. 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 or her foreign pilot license when exercising the privileges of the § 61.75 U.S. pilot certificate (refer to § 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 or her U.S. pilot certificate.

E. Make and Model or No Passenger Limit. 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 (refer to § 61.75(e)(3)).

F. Grade of Pilot License Unidentified. 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.

G. Second-in-Command (SIC) Privileges Only. Some foreign CAAs have issued pilot licenses that limit the person to 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.

H. Micro-Light Aircraft Pilot Licenses. 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.

I. Type Rating for Each Series of Aircraft Make and Model. 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 or examiner places a type rating on a U.S. pilot certificate on the basis of a Mexican pilot license, he or she needs to specify the series as it appears on the Mexican license.

5-600 INITIAL CERTIFICATION AND 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:

A. U.S. Pilot Certificate/Rating. 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).

B. Foreign Military Rated Pilots. 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).

C. U.S. Pilot Certificate on Basis of Foreign Pilot License. Persons who apply for a U.S. pilot certificate issued on the basis of a foreign pilot license under the provisions of § 61.75.

D. Special Purpose Pilot Authorization. Persons who apply for a special purpose pilot authorization under § 61.77.

E. U.S. Commercial Pilot Certificate. 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.

F. U.S. ATP Certificate. Persons who apply for a U.S. ATP Certificate issued under § 61.153(d)(3).

G. U.S. Pilot Certificate under FAA/TCCA Agreement. Persons who apply for a U.S. pilot certificate under the provisions of the FAA/TCCA Implementation Procedures for Licensing (IPL) agreement.

H. FE Certificate. Persons who apply for a U.S. FE certificate issued on the basis of their foreign engineer license under the provisions of 14 CFR part 63.

I. Replacement Certificate. 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.

J. Process. 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.

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

- 1) The applicant's full name and date of birth.
- 2) The address to which the person wishes to have the Verification of Authenticity letter mailed after AFS-760 issues it.
- 3) The certificate number and ratings on the foreign pilot license.
- 4) The country of issuance of the person's foreign pilot license.
- 5) The location of the FAA FSDO where the person intends to make application for his or her U.S. pilot certificate.
- 6) A statement that his or her foreign pilot license is not under an order of suspension or revocation.

L. Optional Form. 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.

M. Completed Form Submission. 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 application must be signed, so the application packet must be faxed or mailed.

NOTE: The applicant should include a legible copy of his or 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.

N. Written Notification. 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.

O. Request to Change Designated FSDO. A request to change the designated FSDO may be made by letter to the FAA Airmen Certification Branch, AFS-760, P.O. Box 25082, Oklahoma City, OK 73125-0082 or by fax to (405) 954-9922.

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

- 1) **Verify.** Verifying the authenticity of the applicant's foreign pilot license and medical license with the foreign CAA.
- 2) **Ensure.** Ensuring the applicant's foreign pilot license and medical license has not been surrendered, suspended, revoked, or expired.
- 3) **Issue.** 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.)

Q. 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 (e.g., commercial mail box provider, flight school, or airport office) 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 or 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.

5-601 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.

5-602 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

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

B. Forms:

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

C. Job Aids:

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

5-603 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 subparagraphs 5-600J through M. 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.

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

4) 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 5-65. 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 either "None" or "Do Not Use" or "Pending." Ensure the city, if applicable and country are furnished in block D if the 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 reflects the information on the foreign pilot license. The issued aircraft ratings must reflect the FAA equivalent of the foreign license ratings (i.e., ASEL or AMEL) (Refer to § 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 or 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. (See subparagraph 5-600Q.)
- 3) Superseded U.S. pilot certificate, if applicable.
- 4) Foreign medical endorsement/foreign medical license, as appropriate, or a 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/about-icao/Pages/member-states.aspx>.
- 3) 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 the PTRS.
- 4) 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 (e.g., driver's license or passport).
- 2) Compare the identification with the information provided on FAA Form 8710-1.
- 3) 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.
- 4) If the person's identity appears to be falsified, do not proceed.

5) 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.

G. Establish the Applicant's Eligibility.

- 1) Review the applicant's foreign pilot license for the following:
- 2) 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.
- 3) Ensure the applicant holds the ratings that he or she is applying for by comparing it to the ratings held on the foreign pilot license.
- 4) If the person is requesting an instrument rating on the basis of holding an instrument rating on their foreign pilot license, ensure that the applicant's foreign pilot license authorizes instrument privileges for the same category and class of aircraft that the person is making application for the § 61.75 U.S. pilot certificate. If the person is applying for the instrument rating, the person must have passed the IFP knowledge test. The IFP knowledge test can be taken at a computer-testing center. You should explain that they can only apply for the instrument rating once the IFP knowledge test has been passed.
- 5) Verify that the applicant has passed the IFP knowledge test.
- 6) Review the person's medical endorsement/certificate to determine if it is valid.
- 7) 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 the PTRS.
- 8) 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 United States embassy overseas.

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

H. Issue a § 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 (refer to § 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 (refer to § 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.

9) 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 (e.g., flight review requirements, recency of experience requirements, and required logbook entries). As a point of emphasis, make clear to the applicant that a flight review (refer to § 61.56) must be administered by the holder of an FAA flight instructor certificate with the appropriate ratings before he or she may exercise the privileges of his or 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 or 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” 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 email 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 (CFI), Designated Pilot Examiner (DPE), 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 or IFO.

L. Close the PTRS.

5-604 TASK OUTCOMES. Completion of this task could result in the issuance of:

- Temporary U.S. Pilot Certificate.
- Notice of Disapproval of Application.

5-605 FUTURE ACTIVITIES.

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

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

5-606 CONVERSION PROCEDURES AND PROCESSES FOR CONVERTING FAA PILOT CERTIFICATES AND TCCA PILOT LICENSES.

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

A. 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 ATP

levels of licenses or certificates and including the following ratings or qualification: instrument rating, class ratings of ASEL and AMEL, type ratings, and night qualification addressed under part 61 and CAR Part IV. Pilot licenses/certificates and ratings issued on the basis of a foreign pilot license are not eligible for conversion under these new pilot licensing/certification conversion procedures.

B. Conditions.

1) Under this conversion procedure, an FAA-certificated pilot choosing to convert his or her FAA pilot certificate to a TCCA pilot license is not required to surrender the FAA pilot certificate and vice versa. 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 or her U.S. pilot certificate and the TCCA recency and operational requirements to exercise his or her Canadian pilot certificate.

2) Before exercising the privileges of the converted pilot license or certificate under the FAA/TCCA IPL agreement, the pilot must meet the appropriate recency and operational requirements of the converted license or certificate.

C. Acronyms. For the purpose of the pilot licensing/certification conversion procedures, the following acronyms apply:

1) **Title 14 CFR.** The Federal aviation regulations, contained in Title 14 of the Code of Federal Regulations.

2) **CAR.** Canadian Aviation Regulations.

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

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

2) **Special Conditions.** 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.

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

4) **Current Airman Certificate, Rating, or Authorization.** The pilot met the appropriate recency of experience requirements of 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.

E. 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 the 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 part 61 and CAR Part IV. The FAA and TCCA may amend the IPL to allow conversion of other licenses or certificates.

F. FAA Offices Responsible for Administering the Pilot Certification Conversion Process.

- 1) Address questions on converting TCCA pilot licenses to FAA pilot certificates to:

FAA Airmen Certification and Training Branch, AFS-810
800 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-385-9600
Fax: 1-202-267-5094

or

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

- 2) Address questions about airman testing to:

FAA Airman Testing Standards Branch, AFS-630
P.O. Box 25082
Oklahoma City, OK 73125
Phone: 1-405-954-6474
Fax: 1-405-954-4748

- 3) 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

G. TCCA Offices Responsible for Administering the Pilot Licensing Conversion Process.

1) 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

2) 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

H. Relevant Web Sites.

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

2) AFS-760's Web site for initiating verification of authenticity for converting Canadian pilot licenses to FAA pilot certificates at:
http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.

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

4) FAA Aeronautical Information Manual (AIM) at:
http://www.faa.gov/air_traffic/publications/ATpubs/AIM/index.htm.

5) 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 at: http://www.faa.gov/training_testing/testing.

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

7) FAA FSDO locations at:

<http://www.faa.gov/about/office%5Forg/field%5Foffices/fsdo/>.

8) TCCA's question and answer Web site for answering pilot licensing questions at:

<http://www.tc.gc.ca/eng/civilaviation/opssvs/faq-909.htm>.

9) TCCA's Web site for initiating verification of authenticity for converting Canadian pilot licenses to FAA pilot certificates at:

<http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-menu-1799.htm>.

10) TCCA's Web site for answering medical certification questions:

<http://www.tc.gc.ca/eng/civilaviation/opssvs/cam-menu.htm>.

11) TCCA's AIM: [http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-](http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm)

[3092.htm](http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm).

I. Related Reading Material (current editions).

1) FAA Related Reading Material:

- AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65.
- AC 61-98, Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check.
- FAA-G-8082-2, Pilot Knowledge Test Guide for Converting Transport Canada Civil Aviation Pilot Licenses to Federal Aviation Administration Pilot Certificates.
- FAA Order 8080.6, Conduct of Airman Knowledge Tests.

2) 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).
- Type Rating—Aeroplane (TP 13524).
- Sample Examination—Recreational Pilot Permit and Private Pilot Licence—Aeroplane (TP 13014).
- Aeronautical Information Manual (TP 14371).

5-607 INITIAL STEPS FOR A TCCA PILOT TO APPLY FOR CONVERTING HIS OR HER TCCA PILOT LICENSE FOR AN FAA PILOT CERTIFICATE.

A. Initial Conversion Process Step. 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 the TCCA to verify the validity of the applicant's Canadian pilot license, ratings, and medical certificate.

B. Information Required on the Form.

- 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 or her FAA pilot certificate.
- 5) Statement that the pilot's TCCA pilot license and medical certificate are not under an order of suspension or revocation.
- 6) Additionally, a copy of the foreign license and medical certificate must be attached to the form.

C. Download the Form. 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. Submission by Mail or Fax. 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 at:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082
Fax: (405) 954-9922, Attn: AFS-760

E. Submit Form at Least 90 Days Prior. 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. Information Verification. The FAA will forward the request to the TCCA for verification of the information submitted by the applicant. When the FAA receives the verification of information from the 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. The FAA certificate cannot be issued if the Canadian license is under an order of suspension or revocation. An expired rating on the Canadian license is acceptable for conversion.

G. FAA Third-Class Medical Certificate. The applicant must hold at least an FAA third-class medical certificate. An applicant for conversion of an ATP license or CPL seeking to exercise the privileges of those licenses must hold an FAA first-class or second-class medical certificate, respectively.

H. Pass FAA Knowledge Test. 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 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. Recency of Experience Requirements. 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. TCCA Notification. AFS-760 will notify the TCCA of any suspension, revocation, or removal of any suspension or revocation of any FAA certificate issued under the terms of the IPL.

K. TCCA PPL. Eligibility Requirements for a TCCA PPL holder to convert to an FAA private pilot certificate and ratings (i.e., ASEL or AMEL).

1) Eligibility Requirements. The applicant must meet the following eligibility requirements:

- a) Be at least 17 years of age to be eligible to apply for an FAA private pilot certificate.
- b) Hold at least an FAA third-class medical certificate.
- c) Hold a TCCA PPL—ASEL or AMEL, as appropriate for the rating sought and not endorsed “issued on the basis of another foreign license.”

d) Pass the FAA Private Pilot Conversion Procedure Aeronautical knowledge test on air laws and communications.

NOTE: Completion of the FAA Private Pilot—Airplane Aeronautical knowledge test within the preceding 24 calendar-months is also acceptable.

NOTE: No additional practical test is required.

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

2) Recency-of-Experience Requirements. 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:

a) 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.

b) Takeoff and Landing Current.

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

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

L. TCCA CPL. Eligibility requirements for a TCCA CPL holder to convert to an FAA commercial pilot certificate and ratings (i.e., ASEL or AMEL).

1) Eligibility Requirements. The applicant must meet the following eligibility requirements:

a) Be at least 18 years of age.

b) Hold at least an FAA third-class medical certificate (refer to § 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 (refer to § 61.23(a)(2)).

c) 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.

d) Pass the FAA Commercial Pilot Conversion Procedure Aeronautical knowledge test on air laws and communications.

NOTE: Completion of the FAA Commercial Pilot—Airplane Aeronautical knowledge test within the preceding 24 calendar-months is also acceptable.

NOTE: No additional practical test is required.

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

2) Recency-of-Experience Requirements. 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:

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

- b) Takeoff and Landing Current.

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

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

3) Limitation. The holder of a Canadian CPL without an instrument rating must have the following limitation placed on their FAA Commercial Pilot Certificate: “THE CARRIAGE OF PASSENGERS FOR HIRE IN AIRPLANES ON CROSS-COUNTRY FLIGHTS IN EXCESS OF 50 NAUTICAL MILES OR AT NIGHT IS PROHIBITED.”

M. TCCA ATP. Eligibility requirements for a TCCA ATP license holder to convert to an FAA ATP Certificate and ratings.

1) Conversion to an FAA ATP Certificate. The applicant must meet the following eligibility requirements:

- a) Be at least 23 years of age.

- b) Hold at least an FAA third-class medical certificate (refer to § 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 (refer to § 61.23(a)(1)).

- c) Hold a TCCA ATP License—AMEL.

NOTE: The TCCA does not issue the ASEL rating on its ATP license. If the applicant holds a single engine rating, they must show at what pilot licensing level the ASEL rating was achieved.

- d) Pass the FAA ATP Conversion Procedure Aeronautical knowledge test on air laws and communications.

NOTE: Completion of the FAA ATP—Airplane Aeronautical knowledge test within the preceding 24 calendar-months is also acceptable.

NOTE: No additional practical test is required.

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

2) Recency-of-Experience Requirements. 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:

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

- b) Takeoff and Landing Current.

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

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

- c) Instrument Proficiency Current.

- 1. Section 61.57(c), instrument recency experience current for operating under IFR or in IMC.

- 2. Section 61.57(d), if not instrument recency current, then the pilot must have accomplished an instrument proficiency check (IPC) 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.

N. Eligibility Requirements for a TCCA Instrument—Airplane Rating Holder to Convert to an FAA Instrument—Airplane Rating.

1) Convert to an FAA Instrument—Airplane Rating. The applicant must meet the following eligibility requirements:

- a) Be at least 17 years of age and hold at least an FAA private pilot certificate.
- b) Hold at least an FAA third-class medical certificate.

c) Hold a TCCA Instrument—Airplane rating that is appropriate to the FAA Instrument—Airplane rating sought.

d) Pass the FAA Instrument Rating Conversion Procedure Aeronautical knowledge test on air laws and communications.

NOTE: Completion of the FAA Instrument—Airplane Rating Aeronautical knowledge test within the preceding 24 calendar-months is also acceptable. The IFP knowledge test is not acceptable.

NOTE: No additional practical test is required.

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

2) Recency-of-Experience Requirements. 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:

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

b) Takeoff and Landing Current:

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

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

c) Instrument Proficiency Current:

1. Section 61.57(c), instrument recency experience for operating under IFR or in IMC.

2. Section 61.57(d), if not instrument recency current, then the pilot must have accomplished an IPC 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.

O. 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:

- 1) **Age.** Meet the minimum age requirement of the FAA pilot certificate to be issued.
- 2) **Airplane Type Rating.** Must hold a TCCA airplane type rating that is appropriate to the FAA airplane type rating sought.

NOTE: No additional practical test is required.

NOTE: Experimental aircraft type ratings are not eligible for conversion under the FAA/TCCA IPL agreement.

- 3) **English Language.** Must be able to read, write, speak, and understand the English language.

5-608 INITIAL STEPS FOR AN FAA PILOT TO APPLY FOR CONVERTING HIS OR HER FAA PILOT CERTIFICATE FOR A TCCA PILOT LICENSE.

A. Obtain a Canadian Medical Certificate. 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; or

- 2) The applicant may complete an aviation medical examination with a delegated Canadian Civil Aviation Medical Examiner:

<http://wwwapps.tc.gc.ca/saf-sec-sur/2/come-meac/l.aspx?lang=eng>.

Table 5-5. Medical Validity Periods

License	Under 40	Over 40
PPL	60 calendar-months	24 calendar-months
CPL	12 calendar-months	6 calendar-months
ATPL	12 calendar-months	6 calendar-months

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

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

B. Submit an Application. 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. The 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.

a) Verification request forms may be downloaded from the TCCA Web site from: <http://www.tc.gc.ca/eng/civilaviation/standards/general-personnel-apps-2294.htm>.

b) Applicants may submit verification request forms and completed medical examination reports by mail to any TCC at:
<http://www.tc.gc.ca/eng/civilaviation/opssvs/regions-139.htm>.

c) 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 email or phone that their verification process has been completed before arriving at the TCC for license issue.

d) The verification of authenticity is valid for 6 calendar-months only from the date received from the TCCA.

e) The TCCA will notify the 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.

C. Eligibility Requirements for an FAA Private Pilot Certificate Holder to Convert to a TCCA PPL and Ratings (i.e., ASEL or AMEL).

1) Eligibility Requirements. The applicant must meet the following eligibility requirements:

- a) Be at least 17 years of age to be eligible to apply for a TCCA PPL.
- b) Have either a Category 1 or Category 3 TCCA medical certificate (see CAR Part IV, § 421.26(2)).

c) 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.”

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

e) Pass the written examination on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-exams-guides-menu-2014.htm>.

NOTE: Completion of the TCCA’s PPL Aeroplane written exam is also acceptable.

NOTE: No additional practical test is required.

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

2) Night Rating. A night rating will be issued on the Canadian PPL at the time of application if the applicant can provide 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 (FTD).

3) Recency Requirements. Before exercising the privileges of a converted TCCA PPL under the FAA/TCCA IPL agreement, the pilot must meet the recency requirements of CAR Part IV, §§ 401.05 and 421.05.

D. Eligibility Requirements for an FAA Commercial Pilot Certificate Holder to Convert to a TCCA CPL and Ratings (i.e., ASEL or AMEL).

1) Eligibility Requirements. The applicant must meet the following eligibility requirements:

a) Be at least 18 years of age to be eligible to apply for a TCCA CPL.

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

c) 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.”

d) Provide proof of a minimum of 200 hours experience in airplanes.

e) Pass the written examination on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-exams-guides-menu-2014.htm>.

NOTE: Completion of the TCCA’s CPL Aeroplane written exam is also acceptable.

NOTE: No additional practical test is required.

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

2) Recency Requirements. Before exercising the privileges of a converted TCCA PPL under the FAA/TCCA IPL agreement, the pilot must meet the recency requirements of CAR Part IV, §§ 401.05 and 421.05.

E. Eligibility Requirements for an FAA ATP Certificate Holder to Convert to a TCCA ATP License and Ratings (i.e., ASEL or AMEL).

1) Convert to a TCCA ATP License. The applicant must meet the following eligibility requirements:

a) Be at least 21 years of age.

b) Hold a TCCA Category 1 medical certificate (refer to CAR Part IV, § 421.34(2)).

c) Hold an FAA ATP—AMEL.

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

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

NOTE: FE time is not creditable.

e) Pass the written exam on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-exams-guides-menu-2014.htm>.

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

NOTE: No additional practical test is required.

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

2) Recency Requirements. 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.

F. Eligibility Requirements for an FAA Instrument—Airplane Rating Holder to Convert to a TCCA Instrument—Airplane Rating.

1) Eligibility Requirements. The applicant must meet the following eligibility requirements:

- a) Be at least 17 years of age and hold at least a TCCA PPL.
- b) Hold either a Category 1 or Category 3 TCCA medical certificate, appropriate for the license held.
- c) Hold an FAA Instrument—Airplane rating and must have completed an IPC (refer to § 61.57) in the 24 calendar-months before application for the issue of the Canadian instrument rating.

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

- d) Pass the written exam on air laws and communications. Study and reference guides may be found at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-exams-guides-menu-2014.htm>.

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

NOTE: No additional practical test is required.

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

2) Visual Flight Rules (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 IPC in the preceding 24 calendar-months), a VFR over-the-top rating may be issued.

G. Eligibility Requirements for an FAA Airplane Type Rating Holder to Convert to a TCCA Airplane Type Rating. The applicant must meet the following eligibility requirements:

- 1) **Age.** Meet the minimum age requirement of the TCCA pilot license to be issued.
- 2) **Airplane Type Rating.** Hold an FAA airplane type rating that is appropriate to the TCCA airplane type rating sought.
- 3) **Hours.** Have logged at least 250 hours in airplanes.

NOTE: No additional practical test is required.

5-609 TERRITORIES AND DEPENDENCIES.

A. Territories and Dependencies. The currency of the British Territories listing and the British Crown Dependencies may be verified with the U.K. CAA, or by contacting the Foreign and Commonwealth Office.

B. Overseas Territories.

- 1) Anguilla.
- 2) Bermuda.
- 3) British Antarctic Territory.
- 4) British Indian Ocean Territory.
- 5) British Virgin Islands.
- 6) Cayman Islands.
- 7) Falkland Islands.
- 8) Gibraltar.
- 9) Montserrat.
- 10) Pitcairn, Henderson, Ducie, and Oeno Islands.
- 11) St. Helena and St. Helena Dependencies (Tristan da Cunha and Ascension Island).
- 12) South Georgia and the South Sandwich Islands.
- 13) Sovereign Base Areas of Akrotire and Dhekelia (Cyprus).
- 14) Turks and Caicos Islands.

C. British Crown Dependencies.

- 1) Channel Islands: Bailiwick of Jersey and Bailiwick of Guernsey (includes Guernsey and its dependencies).
- 2) Isle of Man.

5-610 VERIFICATION OF AUTHENTICITY FORM AND INSTRUCTIONS. The Verification of Authenticity of Foreign Pilot License, Rating, and Medical Certification form can be downloaded at the following Web site and instructions for completing the form are on the form: http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification.

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.

Figure 5-63. Temporary Certificate Issued from Original § 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	
VII. AIRMAN'S SIGNATURE	THIS CERTIFIES THAT IV. HEINRICH SCHMIDT 352 BERLINSTRASSE BERLIN, GERMANY 20541						
	V.						
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
12/1/1980	72 IN.	195	BROWN	HAZEL	M	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 MULTIENGINE 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						DATE OF SUPERSEDED AIRMAN CERTIFICATE	
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. 2345678	
X. DATE OF ISSUANCE 06-15-2006		X. SIGNATURE OF EXAMINER OR INSPECTOR /s/ WG Fields				DATE DESIGNATION EXPIRES EA-21 01.75	
FAA Form 8080-4 (9-96) USE PREVIOUS EDITION							

Figure 5-64. Section 61.75 Application, U.S. Test Passed

61.75
“US TEST PASSED”

Section IIA (Aircraft used for flight test) must be completed, unless an Air Agency.

Some time must be shown in Block 2A (Total time in aircraft)

Section IID must be completed. The rating being added for US TEST PASSED does not have to be shown on the verification letter.

Section III must meet the pilot time requirements of 61.65, 61.109, or 141, whichever is applicable.

Section IV & V must be completed.

Form Approved OMB No. 2128-0021

Airman Certificate and/or Rating

Application Information: Student Recreational Private Commercial Airline Transport Instrument

Additional Rating: Flight Instructor Initial Renewal Reinstatement Additional Instructor Rating Refresher Additional Instructor Rating Instrument Ground Instructor Instrument Flight Test Revalidation Revalidation of certificate

AMEL US TEST

A. Name (Last, First, Middle): Schmidt, Heinrich
 B. SSN (US Only): NONE
 C. Date of Birth: 12/1/1980
 D. Place of Birth: Berlin Germany

E. Address: 352 Berlinstrasse
 F. City: Berlin Germany 20541
 G. Country: Germany
 H. Do you read, speak, write, & understand the English language? Yes No

I. Height: 72
 J. Weight: 195
 K. Hair: Brown
 L. Eyes: Hazel
 M. Sex: Male Female

N. Do you now hold, or have you ever held an FAA Pilot Certificate? Yes No
 O. Grade of Pilot Certificate: Private Pilot
 P. Certificate Number: 1234567
 Q. Date Issued: 4-4-2002

R. Do you hold a Medical Certificate? Yes No
 S. Class of Certificate: 3RD class
 T. Date Issued: Nov 20, 2006
 U. Name of Issuer: Dr William T Wilson
 V. State of First Issuance: [blank]

W. Have you ever been convicted for violation of any Federal or State statute relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? Yes No

X. Certificate or Rating Applied For on Basis of:
 Completion of Required Test
 Military Competence
 Graduate of Approved Course

1. Aircraft to be used if flight test required: PA 44
 2. Total time in this aircraft / SMI / PFD: 10
 3. Pilot in command: [blank]
 4. Rank or Grade and Service Number: [blank]

Y. Name and Location of Training Agency or Training Center: [blank]
 Z. Certification Number: [blank]
 AA. Date: [blank]

AB. Holder of Foreign License: Yes No
 AC. Country: Canada
 AD. Grade of License: Commercial
 AE. Number: CC-198726699

AF. Completion of the Country's Approval Training Program: Initial Upgrade Transition

AG. RECORD OF PILOT TIME (Do not write in the shaded areas)

	Total	Instrument	Basic	First in Command (PIC)	Cross Country	Cross Country Instrument	Instructor	Right Instruction	Right Takeoff Landings	Right PIC	Right Solo PIC	Number of Flights	Number of Solo Flights	Number of Second Landings	Number of Forward Landings
Aircraft	40	20	10		3	5		3	3	10					
Rating															
Powered LIR															
Glider															
Lighter Than Air															
Simulation															
Training Device															
PLATO															

XI. Have you taken a test for this certificate or rating? Yes No

XII. I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act and I understand this form.

Signature: /s/Heinrich Schmidt
 Date: 1 DEC 2006

FAA Form 8710-T (2-02) Supersedes Previous
 AFS Electronic Form System - Jeppesen Form 750
 NWS: 9532-00-002-0107

Figure 5-64A. Section 61.75 Application, U.S. Test Passed, Practical Test by Inspector

PRACTICAL TEST BY INSPECTOR
"US TEST PASSED"

Instructor's Recommendation is required, unless the airman holds the rating being tested on the foreign license.

Inspector's Report must be filled out in it's entirety.

I have personally instructed the applicant and consider this person ready to take the test.			
Date 2 DEC 06	Instructor's Signature (Print Name & Sign) /S/IAM WRIGHT	Certificate No. 1234564	Certificate Expires 9-30-08
The applicant has successfully completed _____ test, _____ score, and is recommended for certification or rating.			
Air Agency's Recommendation			
Date		Agency Name and Number	
Signature		Title	
Designated Examiner or Airman Certification Representative Report			
<input type="checkbox"/> Student Pilot Certificate Issued (Copy Attached) <input type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and verify that the individual meets the pertinent requirements of 14 CFR Part 61 for the certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's production certificate, and found it to be appropriate and in order, and have returned the certificate. <input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below. <input type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)			
Location of Test (Facility, City, State)			
Certificate or Rating for Which Tested		Category of Aircraft Used	
Date		Registration No. (if applicable)	
Examiner's Signature (Print Name & Sign)		Certificate No.	
Signature and Certificate Number		Date	
Evaluator's Record (Use For ATP Certificate and/or Type Ratings)			
<input type="checkbox"/> Oral <input type="checkbox"/> Approved Simulator/Training Device Check <input type="checkbox"/> Aircraft Flight Check <input type="checkbox"/> Advanced Qualification Program			
Aviation Safety Inspector or Technician Report			
<input checked="" type="checkbox"/> Approved - Temporary Certificate Issued (Original Attached) <input type="checkbox"/> Disapproved - Disapproval Notice Issued (Original Attached)			
Location of Test (Facility, City, State) Wiley Post Regional Airport, Oklahoma City, OK			
Certificate or Rating for Which Tested Private AMEL		Category of Aircraft Used PA-44	
Date 2 DEC 06		Registration No. (if applicable) N5236E	
<input type="checkbox"/> Student Pilot Certificate Issued <input type="checkbox"/> Examiner's Recommendation <input type="checkbox"/> Release or Exchange of Pilot Certificate <input type="checkbox"/> Special Medical Test Conducted - report forwarded to appropriate Certification Branch, AAM 220 <input type="checkbox"/> Training Course (ATC) Name <input type="checkbox"/> Evaluation Certificate No. <input type="checkbox"/> Date			
Date 2 DEC 06		Inspector's Signature (Print Name & Sign) /s/W.G. FIELDS	
Certificate No. 2345678		FAA District Office SW-15	
<input type="checkbox"/> Attachments: <input type="checkbox"/> Student Pilot Certificate (Copy) <input type="checkbox"/> Knowledge Test Report <input type="checkbox"/> Temporary Airman Certificate <input type="checkbox"/> Notice of Disapproval <input type="checkbox"/> Suspended Airman Certificate			
Airman's Identification (ID) Passport 12345678		ID Number Completed if on a 2-page application	
Name 31 May 2010		Date of Birth	
Telephone Number		E-Mail Address	

Figure 5-64B. Temporary Certificate Issued from § 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		III. CERTIFICATE NO. 1234567					
II. TEMPORARY AIRMAN CERTIFICATE							
VI. AIRMAN'S SIGNATURE	THIS CERTIFIES THAT			IV. HEINRICH SCHMIDT 352 BERLINSTRASSE BERLIN, GERMANY 20541			
	V.						
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
12/1/1980	72 IN.	155	BROWN	HAZEL	M	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 ENGINE LAND AIRPLANE MULTIENGINE 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.							
XIII.							
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		
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.	
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR				2345678	
2 DEC 2006		/s/ WG FIELDS				DATE DESIGNATION EXPIRES	
						12-31-2008	

FAA Form 8060-4 (8-98) USE PREVIOUS EDITION

Figure 5-65A. 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

Instructor's Recommendation <small>I have personally instructed the applicant and consider this person ready to take the test.</small>			
Date		Instructor's Signature (Print Name & Sign)	
		NOT REQUIRED	
Certificate Expiry			
Air Agency's Recommendation <small>The applicant has successfully completed our _____ course, and is recommended for certification or rating without further _____ test.</small>			
Date		Agency Name and Number	
		Office Signature	
		Title	
Designated Examiner or Airman Certification Representative Report			
<input type="checkbox"/> Student Pilot Certificate issued (Copy attached) <input type="checkbox"/> I have personally reviewed this applicant's pilot logbook and/or training record, and certify that the individual meets the pertinent requirements of 14 CFR Part 61 for the certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. <input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below. <input type="checkbox"/> Approved - Temporary Certificate issued (Original attached) <input type="checkbox"/> Disapproved - Disapproval notice issued (Original attached)			
Location of Test (Facility, City, State)		Duration of Test	
		Ground	Simulator/PTD
		Flight	
Certificate or Rating for which tested		Type(s) of Aircraft Used	
		Registration No(s)	
Date	Examiner's Signature (Print Name & Sign)	Certificate No.	Expiration Date
Evaluator's Record (Use For ATP Certificate and/or Type Ratings)			
	Inspector	Examiner	Signature and Certificate Number
Date	<input type="checkbox"/>	<input type="checkbox"/>	_____
Approved Simulator/Training Device Check	<input type="checkbox"/>	<input type="checkbox"/>	_____
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>	_____
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>	_____
Aviation Safety Inspector or Technician Report <small>I have personally tested the applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and/or necessary requirements with the result indicated below.</small>			
Date		Inspector's Signature (Print Name & Sign)	
		<input checked="" type="checkbox"/> Approved - Temporary Certificate issued (Original attached) <input type="checkbox"/> Disapproved - Disapproval notice issued (Original attached)	
Location of Test (Facility, City, State)		Duration of Test	
		Ground	Simulator/PTD
		Flight	
Certificate or Rating for which tested		Type(s) of Aircraft Used	
		Registration No(s)	
<input type="checkbox"/> Student Pilot Certificate issued <input checked="" type="checkbox"/> Certificate or Rating Based on <input type="checkbox"/> Examiner's Recommendation <input type="checkbox"/> Military Competence <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Ground Instructor <input type="checkbox"/> Accepted <input type="checkbox"/> Rejected <input type="checkbox"/> Foreign License <input type="checkbox"/> Renewal <input type="checkbox"/> Reinstatement <input type="checkbox"/> Recuse or Exchange of Pilot Certificate <input type="checkbox"/> Approved Course Graduate <input type="checkbox"/> Instructor Renewal Based on <input type="checkbox"/> Special Medical test conducted - report forwarded to Aeronautical Certification Branch, AAM-200 <input type="checkbox"/> Other Approved FAA Qualification Criteria <input type="checkbox"/> Activity <input type="checkbox"/> Training Course <input type="checkbox"/> Test <input type="checkbox"/> Other			
Training Course (ATC) Name		Graduation Certificate No.	
		Date	
Date	Inspector's Signature (Print Name & Sign)	Certificate No.	FAA Control Office
Dec 1, 2006	/s/ Tom D Inspector	223456	SW-15
Attachments: <input type="checkbox"/> Student Pilot Certificate (copy) <input checked="" type="checkbox"/> Airman's Identification (ID) ID: _____ <input type="checkbox"/> Knowledge Test Report Canada Driver's license Form of ID: _____ <input type="checkbox"/> Temporary Airman Certificate 456789123 Number: _____ <input type="checkbox"/> Notice of Disapproval 1-31-2010 Expiration Date: _____ <input type="checkbox"/> Disapproved Airman Certificate 205-524-1234 Telephone Number: _____ ID: _____ Date of Birth: _____ Certificate Number: _____ E-Mail Address: _____			

Figure 5-66. Temporary Certificate from Application Based on FAA/TCCA IPL Agreement

TEMPORARY CERTIFICATE FOR AN ORIGINAL COMMERCIAL PILOT BASED ON CANADA IPL

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION II. TEMPORARY AIRMAN CERTIFICATE		III. CERTIFICATE NO. PENDING					
VI. AIRMAN'S SIGNATURE	THIS CERTIFIES THAT			IV. Michael Allen Canadian 100 W Main St Saskatoon, Canada 11223			
	DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY
	01/15/1965	70	180	Blond	Blue	M	USA
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 Commercial PILOT							
VIII. RATINGS AND LIMITATIONS							
IX. Airplane Multiengine Land Instrument Airplane							
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE				DATE OF EXPIRED/OLD AIRMAN CERTIFICATE			
BY DIRECTION OF THE ADMINISTRATOR						CAMBER'S DESIGNATION NO. OF REG. NO.	
X. DATE OF ISSUANCE		XI. SIGNATURE OF CAMBER OR INSPECTOR		SW-15		DATE DESIGNATION COPIES	
1 Dec 06		/s/Tom D Inspector		223456			

RESERVED. Paragraphs 5-611 through 5-615.