

# CANADIAN ATPL TO FAA ATP CONVERSION PROCESS

The Canadian ATPL to FAA ATP Conversion is somewhat simpler than other Foreign Licence Conversions to FAA.

A significant advantage is no check ride is required.

APPROXIMATE COST FOR FAA ATP Conversion	
ATP-CTP Course	\$3000-5000
TSA Clearance Application	\$130
Fingerprinting for TSA Clearance	\$31-200
Foreign Licence Verification Letter	FREE
Conversion Written Exam	\$175
Written Exam Online Preparation	\$80
FAA Medical	\$200-300
FAA Licence Application	\$0-\$400
FCC Radio Certificate	\$35
<b>TOTAL (\$US)</b>	<b>\$4600-6000</b>

*Along with this, also account for travel, lodging and car rental costs.*

## STEP 1: Pick School for ATP Course

- COST: US \$3000-5000
- 5-7 Day Course which is a requirement to get an FAA ATP
- 35-40 hours ground school and 10 hours simulator
- Meant to bridge the gap from a 200 hr Commercial Piston Pilot to a 1500 hr Airline Transport Jet Pilot and required for all FAA licences
  - *Unfortunately, it does not matter what your foreign experience is. If you do not have an FAA ATP, you still need to do the course.*
- **LINK: [Full List of FAA ATP Course Providers](#)**
- ATP Course which I did: [ATP FAA For Canadian Pilots - ATP Academy](#)
  - link also explains the process for a Canadian ATPL to FAA Conversion
- *For a Canadian ATPL to FAA ATP Conversion, you DO NOT need any check ride. Do the ATP Course, followed by Knowledge Test (see Step 4 below)*

## STEP 2: Transportation Security Clearance Application (TSA)

- COST: US \$130 for the TSA application.
  - All simulator/flight training in the US requires a security clearance, even if you have conducted training before and have previous TSA clearance. The only difference is you won't be required to undergo fingerprinting again.
  - [LINK: Flight Training Security Program Application](#)
  - Make an account and fill in your information, then initiate a flight training request for the school you are intending to attend
- NOTE: You don't need to have signed up for the course*
- Your school should provide the information for filling out their details. As an example, this is the one for my course: [TSA Instruction ATP-CTP](#)

☒ Category 2

**Type-rated Expedited Processing**, a specific certification a pilot obtains to operate a certain type of aircraft, as this training is required beyond the initial, multi-engine and instrument certification  
(Category 2: For aircraft with a minimum takeoff weight of more than 12,500 pounds)

For expedited processing, you must select at least one of the below:

☒ I hold an airman certification with a type rating from a foreign entity that is recognized by an agency of the United States.  
(You will be required to provide an image of the airman certificate and type ratings that you hold.)

☐ I am employed by a U.S. domestic aircraft operator that has a TSA-approved security program (under [49 CFR part 1544](#)).  
(You will be required to provide proof of employment.)

☐ I am employed by a foreign aircraft operator that has a TSA-approved security program (under [49 CFR part 1546](#)).  
(You will be required to provide proof of employment.)

☐ I am an individual who has unescorted access to a secured area of an airport that has a TSA-approved security program (under [49 CFR part 1542](#)).  
(You will be required to provide proof of employment.)

You can get expedited processing by selecting one of the above options.

I think most airline employed pilots can select Option 1 or 3, at their discretion

## TSA Clearance Part 2: Fingerprints

- COST:US \$30-200 for the fingerprints (for second stage of TSA clearance)
- Can be done in 3 ways (see below) and take 3-4 days to process. My school offered to take my fingerprints on location, prior to the course, but I did not want to cut it so close, so I used option 1 below on a personal US trip.

*NOTE: Fingerprints only need to be done once. If you decide to change schools, you simply initiate another training request and pay the US \$130 fee TSA application fee again.*

### 1. [UES - AFSP Fingerprinting Services - IDENTOGO](#): US \$31-34.50

Try to book about 2-3 weeks in advance or monitor for slots to open.

Some allow walk-in, but your priority will be after appointments.

### 2. NATACs (inside US or Outside)

a. [NATACS Domestic](#): US \$99

b. [NATACS Outside US \(includes Canada\)](#): US \$199

### 3. US Law Enforcement Agency (Federal, State or Local): Cost Varies

- Google search and contact the local agency.
- If electronic fingerprint scanning, then you can go alone.
- If manual finger printing (on cards), your flight training provider representative MUST accompany you.

### STEP 3: Foreign Licence Verification Application

- Here, the FAA is confirming with TC that you have a valid licence
- Do this at least 90 days prior to your anticipated [licence application](#). Don't do it too early because once issued, the letter is valid for 6 months and you must apply for the FAA ATP within this time or request it again.

*NOTE: Usually this comes pretty fast; took me about 2 weeks in Feb 2022*

- [LINK: Verify the Authenticity of a Foreign License and Medical](#)
- Above link gives you paper application or electronic (see below)
- [LINK: IACRA FAA Electronic Application](#)
  - Make an account and fill out the Foreign Licence Verification
- This will also give you a Flight Training Number (FTN), for booking your Written Exam
- You also need to pick a Flight Standards District Office (FSDO)
  - select one where you will ultimately submit your application interview.  
My flight training provider has an authorized representative, so I simply asked them which office he is affiliated with.
  - You can change this later if you want by calling the [FAA Airmen Certification Office](#)
- [LINK: All FSDOs in US](#)
- *Because TC has stopped in-person medicals since the start of the pandemic, the verification letter may only reflect your [last in-person medical as current](#). I am not sure if this matters, but to be safe, contact your local [TC Civil Aviation Medicine Office](#) to have them update your information. Also attach a copy of your Attestation/Fit Certificate and contact information of your Aviation Medical Examiner.*
- *For any other corrections on your Verification Letter, contact the TC representative shown on your letter.*

## STEP 4: Book your Knowledge Test (Written Exam)

- COST: US \$175
- The Knowledge Test can only be written after your ATP Course
- Book on the following site: [PSI Exams Booking](#) only after you have created an FAA CTN Number (from Step 3 – Foreign Licence Verification)
- Book the ATP Multiengine Airplane Canadian Conversion Exam (ACM)
  - 60 questions with pass mark of 70%: 2.5 hours given.
- You can book it anywhere you like and keep rescheduling, so get a date booked and then change if needed.

### Online Exam Preparation

- The ATP CTP Course DOES NOT prepare you for the knowledge test.
- Most popular online prep: [Sheppard Air Online School: US \\$85](#)
- [Gleim Aviation ATP Groundschool: US \\$79.95](#) claims to be specific to Canadian conversion (but it's not). Most people find Sheppard better.
- This self-study takes at least 1-2 weeks, so allot time carefully. It is NOT a simple US differences exam as many believe.

## STEP 5: Get Your FAA Medical Certificate

- *While this is listed as Step 5, I recommend getting this done as early as possible, specially if your medical history has any complications*
- [FAA Guide - How To Get Your FAA Medical Certificate](#)
- Before you book a medical, you need to create an account and fill out a **General Application Form 8500-8**: [LINK: Create FAA MedXpress Profile](#)
- Once the application is filled out, you will get a confirmation number; take this number to your FAA Medical Examiner.

NOTE: *You have 60 days after filling out the application to get your FAA Medical done or you'll have to redo the application.*

- [Find an FAA Aviation Medical Examiner \(AME\)](#)
- I used [Dr. Trevor Gillmore](#) in Maple, Ontario (retired AC pilot)

## STEP 6: Book Appointment with Examiner to get ATP Certificate

- Book an appointment directly at your Flight Standards District Office (FSDO) from (Step 3 – Foreign Licence Verification) - they may be backlogged. I emailed mine to book an appointment. It was free. [List of FSDOs](#)
- You can contact an Examiner directly. This will cost you, but it will be done faster and probably more convenient. See if your school has an affiliated examiner OR search here for Pilot Examiners → DPE (Designated Pilot Examiner) associated with your FSDO Office: [FAA Examiner Search](#)
- Documents Needed for Appointment:
  1. Passport (Government Issued Photo ID)
  2. TC Licence Booklet
  3. Written Test Results (within 24 months)
  4. ATP Course Certificate
  5. An FAA First Class Medical and TC CAT 1 Medical (preferably both)
  6. Logbook(s)
  7. FAA Verification Letter
  8. [Form 8710-1](#) (see below sample on how to fill it out)

*NOTE: Once your temporary certificate is issued, it is valid for 4 months. The permanent certificate is normally mailed within 2-3 months. If it is not, contact the [FAA Airmen Certification Branch](#) to inquire.*



U.S. Department of Transportation Federal Aviation Administration		Airman Certificate and/or Rating Application																																																
<b>I. APPLICATION INFORMATION</b> (Mark 'X' in all the blocks applicable to the certificate or rating for which you are applying):																																																		
<b>Certificates</b> Pilot: <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Flight <input type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> Ground <input type="checkbox"/> ATP-Restricted <input checked="" type="checkbox"/> ATP			<b>Ratings</b> Category and/or Class: <input type="checkbox"/> ASE <input type="checkbox"/> AME <input type="checkbox"/> Land <input type="checkbox"/> Sea <input type="checkbox"/> Helicopter <input type="checkbox"/> Balloon <input type="checkbox"/> Glider <input type="checkbox"/> Airplane <input type="checkbox"/> Basic <input type="checkbox"/> Helicopter <input type="checkbox"/> Advanced <input type="checkbox"/> Gyroplane <input type="checkbox"/> Airship <input type="checkbox"/> Powered-Lift <input type="checkbox"/> Instrument Type Rating: <input type="checkbox"/> Added Rating				<b>Other Information/Requests</b> <input type="checkbox"/> Initial <input type="checkbox"/> Reexamination <input type="checkbox"/> Instrument Proficiency Check <input type="checkbox"/> Renewal <input type="checkbox"/> Reissuance <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reinstatement <input type="checkbox"/> Flight Review <input type="checkbox"/> Limitation Removal Specify other: <input type="checkbox"/> IPL																																											
A. Name (Last, First, Middle) <b>SMITH, JOHN</b>			B. SSN (US Only)		C. Date of Birth <b>09/22/1978</b>		D. Place of Birth (City and State) or (City and Country) <b>TORONTO, ONTARIO</b>																																											
E1. Residential Address (Including City, State, Zip Code, and Country) <b>1 DAVIS STREET, TORONTO, ONTARIO, M6H G7R</b>			E2. Mailing Address (This address will be printed on the permanent airman certificate, if different than block E1.)			F. Citizenship / Nationality <input type="checkbox"/> USA <input checked="" type="checkbox"/> Other Specify: <b>CANADA</b>		G. Do you read, speak, write, & understand the English language? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																										
					H. Height (inches) <b>70</b>		I. Weight (pounds) <b>150</b>		J. Hair Color <b>BLACK</b>		K. Eye Color <b>BROWN</b>																																							
									L. Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female																																									
M. Do you hold, or have you ever held an FAA pilot certificate? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			M1. Grade of Certificate		M2. Certificate Number			M3. Date Issued																																										
N. Do you hold, or have you ever held a Medical Certificate? <input checked="" type="checkbox"/> Yes - FAA <input type="checkbox"/> Yes - Foreign <input type="checkbox"/> Yes - Military <input type="checkbox"/> No			N1. Class of Certificate <b>1</b>		N2. Name of Medical Examiner <b>DR. JIM CARTER</b>			N3. Date Issued <b>08/20/2022</b>																																										
O. Have you ever been convicted of violation of any Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? Do not include alcohol offenses involving motor vehicle mode of transportation as those offenses are covered on the FAA Form 8500-8, Airman Medical Application Form. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										O1. Date of Final Conviction																																								
<b>II. CERTIFICATE OR RATING APPLIED FOR ON BASIS OF:</b>																																																		
<input type="checkbox"/> A. Completion of Test or Activity		1. Aircraft to be used (If flight test required)			2. Total time in this aircraft and/or approved FFS or FTD (hours):		a. Flight Time		b. As Pilot-in-Command																																									
<input type="checkbox"/> B. U.S. Military Competence or Experience		1. U.S. Military Service			2. Date Rated in U.S. Military		3. Rank or Grade																																											
<input type="checkbox"/> C. Graduate of an Approved Course		1. Training Agency or Training Center:			1a. Name		1b. Location (City and State)		1c. Certification Number																																									
		2. Curriculum From Which Graduated (Level, Category, and Class and/or Type Rating)							1d. Part 142? <input type="checkbox"/> Yes <input type="checkbox"/> No																																									
<input checked="" type="checkbox"/> D. Holder of Foreign License		1. Country that Issued the Foreign Pilot License <b>CANADA</b>			2. Grade of Foreign Pilot License <b>AIRLINE TRANSPORT PILOT</b>		3. Foreign Pilot License Number <b>123456 DO NOT PUT AA</b>																																											
		4. Ratings Held on Foreign Pilot License (FAA equivalent only - e.g. ASEL, AMEL, Type rating, etc.) <b>ASEL, AMEL, DH8, EA32, BD500, B767</b>																																																
<input type="checkbox"/> E. Air Carrier Training Program		1. Name of Air Carrier			2. Date Training Began		3. Accomplished Training Program <input type="checkbox"/> Initial <input type="checkbox"/> Upgrade <input type="checkbox"/> Transition <input type="checkbox"/> Recurrent																																											
<b>III. RECORD OF PILOT TIME (Do not write in the shaded areas)</b>																																																		
	Total	Instruction Received	Solo	PIC and SIC	Cross Country Instruction Received	Cross Country Solo	Cross Country PIC/SIC	Instrument	Night Instruction Received	Night Take-Off / Landing	Night PIC/SIC	Night Take-Off/Landing PIC/SIC	Number of																																					
													Flights	Aero-Tows	Ground Launches	Powered Launches																																		
Airplanes	5000			PIC 2000 SIC			PIC SIC				PIC SIC	PIC SIC	Gliders																																					
Rotorcraft				PIC SIC			PIC SIC				PIC SIC	PIC SIC	Lighter-than-air																																					
Powered Lift				PIC SIC			PIC SIC				PIC SIC	PIC SIC																																						
Gliders				PIC SIC			PIC SIC				PIC SIC	PIC SIC																																						
Lighter-Than-Air				PIC SIC			PIC SIC				PIC SIC	PIC SIC																																						
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												<b>Class Totals</b> <table border="1"> <thead> <tr> <th></th> <th>SEL</th> <th>MEL</th> <th>SES</th> <th>MES</th> </tr> </thead> <tbody> <tr> <td>Airplane</td> <td>800</td> <td>1200</td> <td>0</td> <td>0</td> </tr> <tr> <td>Rotorcraft</td> <td>500</td> <td>2500</td> <td>0</td> <td>0</td> </tr> <tr> <td>Lighter-than-air</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFS</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FTD</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ATD</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					SEL	MEL	SES	MES	Airplane	800	1200	0	0	Rotorcraft	500	2500	0	0	Lighter-than-air					FFS					FTD					ATD				
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Airplane	800	1200	0	0																																														
Rotorcraft	500	2500	0	0																																														
Lighter-than-air																																																		
FFS																																																		
FTD																																																		
ATD																																																		
IV. Have you previously received a Notice of Disapproval or been denied for any reason for the certificate AND/OR rating for which you are applying? <input type="checkbox"/> Yes <input type="checkbox"/> No																																																		
V. APPLICANT'S CERTIFICATION: 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 received the Pilot's Bill of Rights Written Notification of Investigation that accompanies this form. I have also read and understand the Privacy Act statement that accompanies this form.																																																		
Signature of Applicant <b>sian here</b>										Date MM/DD/YYYY <b>08/30/2022</b>																																								

- If you have a Canadian Medical only for now, then fill Part 1 – N Section with that information.
- Pg 2 – print it but leave empty for the FAA Examiner / Inspector to fill out and sign

## STEP 7: Get your FCC Radio Operator Certificate

- COST: US\$ 35
- This is not really part of the FAA licence but is a requirement by airlines, because it is needed to operate HF radios outside the US
- You need to have some kind of FAA pilot certificate before applying for this (however, they don't ask for proof of one)
- There is no test required (I guess having a pilot certificate is enough)
- It is regulated by the Federal Communications Commission (FCC)
- **STEP 1: With FCC, you first register for an FRN Number – FCC Registration Number on CORES (Commission Registration System): [FCC Registration](#)**
  - a) Register as an “Individual”
  - b) Select “Register new FRN”
  - c) Individual Type: CORES FRN Registration
  - d) Fill in your information. A verification email will be sent at this point
  - e) Verify email and get your FRN
- **STEP 2: Login to the [FCC Licence Management System](#) using the FRN information from Step 1**
  - a) Select “Apply for a Licence” and then RR – Restricted Operator from the dropdown menu
  - b) Answer NO to all 3 questions (there's no other option)
  - c) Fill out your information
  - d) Select if you are eligible for employment in the US. This will NOT affect your application.
  - e) Sign the certification.
  - f) Pay your fees
- Usually processed the same day within a few hours. Sent via email OR login to [FCC Licence Management System](#) to check status and download PDF



## **APPENDIX: Other Resources**

### **Advisory Circular on the TC to FAA Process:**

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_61-135A.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-135A.pdf)

### **Jamie Ingall Blog: Overview Of Conversion Process**

<https://skiesmag.com/news/transport-canada-faa-convert-canadian-atpl-faa-atp-certificate/>

### **FCC Radio Guide**

<https://www.cfiacademy.com/cfi-blog/how-to-get-fcc-radio-operator-permit-for-faa-commercial-and-private-pilots/>