

5.3.1 Privileges of a SPECPL

CAR
2(7)(d)vii

The SPECPL authorises a pilot with a current overseas private or higher class of licence to undertake private operations in Australia. This means that the holder cannot use the licence to fly an aircraft as PIC in flying training operations (that is, aerial work operations) for the purposes of obtaining further qualifications with the exception of acquiring additional aircraft endorsements (as conversion training is a private operation CAR 2(7)(d)vii). It is restricted to private day VFR operations. The SPECPL incorporates a full FROL.

The SPECPL is intended to allow pilots holidaying in Australia to validate their overseas licence and fly short term. It is not an alternative to converting to a full Australian licence.

To exercise the privileges of the licence, the pilot must:

CAR 5.06

- Hold a current overseas pilot licence, plus a medical certificate issued by the same regulatory authority or a medical certificate issued by CASA
- Pass a security check and a Pilot Photo ID
- Have successfully completed in the previous two years of the intended flight:
 - A flight review with an appropriately qualified Australian flight instructor or
 - A flight review or practical flying test overseas.



5.3.2 Currency of a SPECPL

The SPECPL remains valid while the overseas licence is valid, unless it is suspended, cancelled or varied by CASA. If the overseas medical certificate expires, the pilot may apply for an Australian medical certificate.

Note: CASA plans to amend the regulations and withdraw the licence under the proposed Part 61. Existing Special Pilot Licence holders may be required to meet certain conversion requirements to convert the SPECPL to a PPL. Further information will be provided as it becomes available.



5.3.3 Prerequisites for Issue of a SPECPL

Applicant

- Is at least 17 years old
- Holds a valid and current overseas licence:
 - Equivalent to at least a PPL
 - That is not suspended or cancelled.
- Is competent in English—writing, speaking and understanding (see [3.3.4 Testing English—Guidelines](#) in [3. Issuing Licences](#)).
- CAR 5.09(3) and (4) • Is deemed to be a fit and proper person to hold the licence as defined in CAR. 5.09(3) and (4)
- Has paid the appropriate fee.

Aeronautical Experience

Not required to meet Australian PPL requirements.

Medical certificate

A valid and current overseas medical certificate is not required prior to the issue of a SPECPL, unless it determines the currency of the overseas licence. The overseas pilot requires a valid and current overseas medical certificate to exercise the privileges of the SPECPL. The medical certificate can be a certificate issued by the overseas regulatory authority that issued the overseas licence, or at least an Australian Class 2 medical certificate.

5.3.4 Application Requirements for a SPECPL

When applying for a SPECPL, the overseas pilot must:

- Present his or her:
 - Licence
 - Medical or validity certificate if it is needed to confirm the currency of the overseas licence
 - Completed [Form 213 CASA Authorisation on the basis of Overseas Qualifications – Application](#), and [Form 1162 Aviation Reference Number Application](#)
 - An official translation of the documentation, if the documentation is in another language
- Pay the application processing fee.

Logbooks are required only if the pilot is seeking recognition of aircraft endorsements obtained overseas.

Photocopies of the documents are acceptable only if a CASA Delegate or CFI certifies them to be genuine copies of the originals.

5.3.5 Conversion of a Flight Crew Rating

The holder of a special pilot licence is limited to private day VFR operations and **cannot** be issued with an Australian NVFR or instrument rating. The licence also cannot be endorsed with a flight instructor or agricultural rating.

Aircraft Endorsements

Aircraft endorsements or type ratings endorsed on an overseas licence may be recognised if:

- a. There is a comparable Australian endorsement; and
- b. CASA is satisfied that the endorsement or type rating held is at least equivalent to the endorsement sought; or
- c. When an overseas endorsement has not been issued, for whatever reason, CASA is satisfied that the training completed by the pilot is at least equivalent to the training required for an Australian endorsement and would have enabled the pilot to be issued with the endorsement by the regulatory authority if a licence had been held.

Where an overseas licence contains a group or class endorsement for which there is no Australian equivalent—for example, the FAA multi-engine aeroplane (land) endorsement—CASA may recognise those aircraft types within the group that the pilot has flown in command, and issue the equivalent Australian endorsements.

Verification of Overseas Ratings and Endorsements

Aircraft endorsements, type ratings or other ratings endorsed on an overseas licence must be verified with the issuing regulatory authority before issuing an Australian equivalent.

This must be in writing by email or fax.

