

## 15.1 Overview of Area Restrictions

Prior to the introduction of [Part 5](#) of the CARs in December 1992, private pilot licences were issued in two forms—restricted and unrestricted (RPPL and UPPL). A restricted licence meant that area limitations applied to the holder. These limitations were detailed on the licence.

Although the current CARs do not refer to restricted and unrestricted private licences directly, Part 2 of Statutory Rule No. 279 of 1992 (see note 41 on page Notes–10 in CAR 1988) ensures that private pilot licences issued prior to December 1992 have effect as if they were issued under the current regulations. It also continues any conditions or restrictions that are endorsed on the licences.

This means that anyone who held an RPPL or UPPL prior 1 December 1992 continues to hold that licence in perpetuity.

### 15.1.1 Removal of PPL Area Restriction

Traditionally, the removal of the PPL area restriction was not considered to be a licence issue, but merely the removal of a restriction from an existing licence.

Prior to 1 December 1992, CFIs and some ATOs were authorised to “cross out” the restrictions on paper/book RPPLs, following the successful completion of the Unrestricted Private Pilot Licence (UPPL) flight test. This enabled the pilot to exercise the privileges of a full PPL immediately after the “pass” flight test.

This practice continued after 1 December 1992, with the CFI or ATO recording the PPL flight test pass in the pilot’s Log Book under the LBE system, as opposed to making an entry in the book style licence. This practice was based on the assumption that the pilot would be able to exercise the privileges of a full PPL when the CFI/ATO made this entry.

[CAR 267](#) However, CASA legal advice indicates that this practice is not supported by legislation. The restrictions endorsed on the RPPL have the effect of conditions imposed under the current legislation and, therefore, can only be “revoked” by a variation to the licence under [CAR 267](#). Only a person holding a delegation under [CAR 267](#) may vary a licence in this manner. No industry representative has been issued a delegation under this CAR.

The usual approach in such cases is for the pilot to be issued with a new PPL.

[CAR 5.09](#) This action may only be performed by a CASA officer who holds a delegation under [CAR 5.09](#) to issue private pilot licences.

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