



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
integriranih CPL (A) tečajeva osposobljavanja
*Application / Compliance Checklist for
CPL (A) integrated courses approval*

Upravne pristojbe
70,00 kn

UPUTE:

Ovaj zahtjev/listu usklađenosti potrebno je ispuniti kod inicijalnog stjecanja odobrenja tečaja osposobljavanja u skladu sa zahtjevima Uredbe Komisije (EU) br. 1178/2011 i njezinih izmjena i dopuna.

Uz ovaj zahtjev/listu usklađenosti potrebno je dostaviti:

- 70,00 kn upravnih pristojbi;
- tečaj osposobljavanja (priručnik/program osposobljavanja) - u papirnatom i elektroničkom (CD/DVD) izdanju.

Upute za ispunjavanje:

U rubriku "*Organisation Reference*" potrebno je upisati referencu na program/priručnik (ime programa/priručnika i poglavlje) gdje je zahtjev opisan ili označiti N/A ukoliko nije primjenjivo.

Ispunjavanjem liste usklađenosti odgovorne osobe organizacije potvrđuju usklađenost programa/priručnika sa primjenjivim zahtjevima.

Rubrika "*Results*" (*Satisfactory-S, Unsatisfactory – U, Not applicable – N/A*) ispunjava se od strane CCAA inspektora. Rubrike S, U i N/A označavaju se sa znakom "X".

Uputa za buduće ishodaenje odobrenja izmjena tečaja osposobljavanja (programa/priručnika):

Nije potrebno ispunjavati ovaj zahtjev/listu usklađenosti, već je potrebno dostaviti zahtjev za odobrenje izmjena tečaja osposobljavanja (programa/priručnika) sa popisom izmjena i dopuna i 70,00 kn upravnih pristojbi, te izmjenom programa/priručnika u papirnatom i elektroničkom (CD/DVD) izdanju.



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TRAINING MANUAL		Obligatory					
Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference			RESULTS		
					S	U	N/A
Part 1 – The training plan							
(1) The aim of the course (ATP, CPL/IR, CPL, etc. as applicable)	A statement of what the student is expected to do as a result of the training, the level of performance, and the training constraints to be observed.						
(2) Pre-entry requirements	(i) Minimum age, educational requirements (including language), medical requirements; (ii) Any individual Member State requirements.						
(3) Credits for previous experience	To be obtained from the competent authority before training begins.						
(4) Training syllabi	As applicable, the flying syllabus (single-engine or multi-engine, as applicable), the flight simulation training syllabus and the theoretical knowledge training syllabus.						
(5) The time scale and scale, in weeks, for each syllabus	Arrangements of the course and the integration of syllabi time.						
(6) Training programme	(i) The general arrangements of daily and weekly programmes for flying, theoretical knowledge training and training in FSTDs, if applicable;						
	(ii) Bad weather constraints;						
	(iii) Programme constraints in terms of maximum student training times, (flying, theoretical knowledge, on FSTDs), for example per day, week or month;						
	(iv) Restrictions in respect of duty periods for students;						
	(v) Duration of dual and solo flights at various stages;						
	(vi) Maximum flying hours in any day or night;						



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)	Organization reference	RESULTS		
		S	U	N/A
	(vii) Maximum number of training flights in any day or night.			
	(viii) Minimum rest period between duty periods.			
(7) Training records	(i) Rules for security of records and documents;			
	(ii) Attendance records;			
	(iii) The form of training records to be kept;			
	(iv) Persons responsible for checking records and students' log books;			
	(v) The nature and frequency of record checks;			
	(vi) Standardization of entries in training records;			
	(vii) Rules concerning log book entries.			
(8) Safety training	(i) Individual responsibilities;			
	(ii) Essential exercises;			
	(iii) Emergency drills (frequency);			
	(iv) Dual checks (frequency at various stages);			
	(v) Requirement before first solo day, night or navigation etc. if applicable			
(9) Tests and examinations	(i) Flying: (A) progress checks; (B) skill tests.			
	(ii) Theoretical Knowledge: (A) progress tests; (B) theoretical knowledge examinations.			
	(iii) Authorization for test;			
	(iv) Rules concerning refresher training before retest;			
	(v) Test reports and records;			



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)	Organization reference	RESULTS		
		S	U	N/A
(vi) Procedures for examination paper preparation, type of question and assessment, standard required for 'pass';				
(vii) Procedure for question analysis and review and for raising replacement papers;				
(viii) Examinations resit procedures.				
(10) Training effectiveness				
(i) Individual responsibilities;				
(ii) General assessment;				
(iii) Liaison between departments;				
(iv) Identification of unsatisfactory progress (individual students);				
(v) Actions to correct unsatisfactory progress;				
(vi) Procedure for changing instructors;				
(vii) Maximum number of instructor changes per student;				
(viii) Internal feedback system for detecting training deficiencies;				
(ix) Procedure for suspending a student from training;				
(x) Discipline;				
(xi) Reporting and documentation.				
(11) Standards and level of performance at various stages				
(i) Individual responsibilities;				
(ii) Standardisation;				
(iii) Standardisation requirements and procedures;				
(iv) Application of test criteria.				
Part 2 - Briefing and Air Exercises				
(1) Air Exercise	A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and subtitles.			



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
(2) Air exercise reference list	An abbreviated list of the above exercises giving only main and subtitles for quick reference, and preferably in flip-card form to facilitate daily use by instructors.				
(3) Course structure: phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency.				
	Also, the syllabus hours for each phase and for groups of exercises within each phase shall be stated and when progress tests are to be conducted, etc.				
(4) Course structure: integration of syllabi	The manner in which theoretical knowledge and flying training in an aircraft or an FSTD will be integrated so that as the flying training exercises are carried out students will be able to apply the knowledge gained from the associated theoretical knowledge instruction and flight training.				
(5) Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc. as necessary before significant exercises for example night flying.				
(6) Instructional methods	The ATO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorization of solo flights, etc.				



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
(7) Progress tests	The instructions given to examining staff in respect of the conduct and documentation of all progress tests.				
(8) Glossary of terms	Definition of significant terms as necessary.				
(9) Appendices	(i) Progress test report forms;				
	(ii) Skill test report forms;				
	(iii) ATO certificates of experience, competence, etc. as required.				
Part 3 – Flight training in an FSTD, if applicable					
(1) Air Exercise	A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and subtitles.				
(2) Air exercise reference list	An abbreviated list of the above exercises giving only main and subtitles for quick reference, and preferably in flip-card form to facilitate daily use by instructors.				
(3) Course structure: phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency. Also, the syllabus hours for each phase and for groups of exercises within each phase shall be stated and when progress tests are to be conducted, etc.				
(4) Course structure: integration of syllabi	The manner in which theoretical knowledge and flying training in an aircraft or an FSTD will be integrated so that as the flying training exercises are carried out students will be able to apply the knowledge				



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
	gained from the associated theoretical knowledge instruction and flight training.				
(5) Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc. as necessary before significant exercises for example night flying.				
(6) Instructional methods	The ATO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorization of solo flights, etc.				
(7) Progress tests	The instructions given to examining staff in respect of the conduct and documentation of all progress tests.				
(8) Glossary of terms	Definition of significant terms as necessary.				
(9) Appendices	(i) Progress test report forms;				
	(ii) Skill test report forms;				
	(iii) ATO certificates of experience, competence, etc. as required.				
Part 4 - Theoretical knowledge instruction					
(1) Structure of the theoretical knowledge course	A statement of the structure of the course, including the general sequence of the topics to be taught in each subject, the time allocated to each topic, the breakdown per subject and an example of a course schedule.				
	Distance learning courses should include instructions of the material to be studied for individual elements of the course.				



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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
(2) Lesson Plans	A description of each lesson or group of lessons including teaching materials, training aids, progress test organisation and inter-connection of topics with other subjects.				
(3) Teaching materials	Specification of the training aids to be used (for example study materials, course manual references, exercises, self-study materials, demonstration equipment).				
(4) Student progress	The requirement for student progress, including a brief but specific statement of the standard that must be achieved and the mechanism for achieving this, before application for theoretical knowledge examinations.				
(5) Progress testing	The organization of progress testing in each subject, including topics covered, evaluation methods and documentation.				
(6) Review procedure	The procedure to be followed if the standard required at any stage of the course is not achieved, including an agreed action plan with remedial training if required.				

Subpart D, Section 1		Obligatory			
FCL.315 CPL – Training course		Organization reference	RESULTS		
			S	U	N/A
An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to Part-FCL.					



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CPL/IR integrated course — Aeroplanes		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
GENERAL					
1.	The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.				
2.	An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.				
3.	An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.				
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and (b) visual and instrument flying training.				
5.	An applicant failing or unable to complete the entire CPL/IR(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.				
GENERAL – AMC 1 to Appendix 3; C. CPL/IR integrated course: aeroplanes					
	(a) The CPL/IR integrated course should last between 9 and 30 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.				
CREDITING - AMC 1 to Appendix 3; C. CPL/IR integrated course: aeroplanes					
	(b) Credit for previous experience given to an applicant who already holds a PPL should be entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the competent authority, an ATO may designate certain dual exercises to				



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CPL/IR integrated course — Aeroplanes		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
beflown in a helicopter or a TMG up to a maximum of 20 hours.					
THEORETICAL KNOWLEDGE					
6.	A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.				
THEORETICAL KNOWLEDGE - AMC 1 to Appendix 3; C. CPL/IR integrated course: aeroplanes					
(c) The 500 hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority, in suitable proportions. The 500 hours of instruction should be divided in such a way that in each subject the minimum hours are: (1) Air law 30 hours (2) Aircraft general knowledge 50 hours (3) Flight performance and planning 60 hours (4) Human performance and limitations 15 hours (5) Meteorology 40 hours (6) Navigation 100 hours (7) Operational procedures 10 hours (8) Principles of flight 25 hours (9) Communications 30 hours Other subdivisions of hours may be agreed upon between the competent authority and the ATO.					
THEORETICAL KNOWLEDGE EXAMINATION					
7.	An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an IR.				



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CPL/IR integrated course — Aeroplanes		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
FLYING TRAINING				
8.	<p>The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:</p> <p>(a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;</p> <p>(b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;</p> <p>(c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;</p> <p>(d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and</p> <p>(e) 100 hours of instrument time comprising, at least:</p> <p>(1) 20 hours as SPIC; and</p> <p>(2) 50 hours of instrument flight instruction, of which up to:</p> <p>(i) 25 hours may be instrument ground time in an FNPT I; or</p> <p>(ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.</p> <p>An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;</p> <p>(f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons</p>			



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CPL/IR integrated course — Aeroplanes		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
	that has a variable pitch propeller and retractable landing gear.				
FLYING TRAINING - AMC 1 to Appendix 3; C. CPL/IR integrated course: aeroplanes					
	<p>(d) The flying instruction is divided into four phases:</p> <p><u>(1) phase 1:</u> Exercises up to the first solo flight comprise a total of at least 10 hours dual flight instruction on an SE aeroplane, including:</p> <ul style="list-style-type: none"> (i) pre-flight operations, mass and balance determination, aeroplane inspection and servicing; (ii) aerodrome and traffic pattern operations, collision avoidance and precautions; (iii) control of the aeroplane by external visual references; (iv) normal take-offs and landings; (v) flight at critically low air speeds, recognition of and recovery from incipient and full stalls, spin avoidance; (vi) unusual attitudes and simulated engine failure. <p><u>(2) phase 2:</u> Exercises up to the first solo cross-country flight comprise a total of at least 10 hours of dual flight instruction and at least 10 hours solo flight including:</p> <ul style="list-style-type: none"> (i) maximum performance (short field and obstacle clearance) takeoffs and short-field landings; (ii) flight by reference solely to instruments, including the completion of a 180 ° turn; (iii) dual cross-country flying using external visual references, DR and radio navigation aids, diversion procedures; (iv) aerodrome and traffic pattern operations at different aerodromes; (v) crosswind take-offs and landings; (vi) abnormal and emergency operations and manoeuvres, including simulated aeroplane equipment malfunctions; (vii) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T 				



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CPL/IR integrated course — Aeroplanes		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<p>procedures and phraseology;</p> <p>(viii) knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS.</p> <p><u>(3) phase 3:</u> Exercises up to the VFR navigation progress test comprise a total of at least 5 hours of instruction and at least 40 hours as PIC. The dual instruction and testing up to the VFR navigation progress test and the skill test should contain the following:</p> <p>(i) repetition of exercises of phases 1 and 2;</p> <p>(ii) VFR flight at relatively critical high air speeds, recognition of and recovery from spiral dives;</p> <p>(iii) VFR navigation progress test conducted by an FI not connected with the applicant's training;</p> <p>(iv) night flight time including take-offs and landings as PIC.</p> <p><u>(4) phase 4:</u> Exercises up to the instrument rating skill test comprise:</p> <p>(i) at least 55 hours instrument time, which may contain up to 25 hours of instrument ground time in an FNPT I or up to 40 hours in an FNPT II or FFS which should be conducted by an FI or an authorised SFI;</p> <p>(ii) 20 hours instrument time flown as SPIC;</p> <p>(iii) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan;</p> <p>(iv) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:</p> <p>(A) transition from visual to instrument flight on take-off;</p> <p>(B) SIDs and arrivals;</p> <p>(C) en-route IFR procedures;</p>				



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CPL/IR integrated course — Aeroplanes						N/A <input type="checkbox"/>					
						Organization reference			RESULTS		
									S	U	N/A
(D) holding procedures; (E) instrument approaches to specified minima; (F) missed approach procedures; (G) landings from instrument approaches, including circling. (v) in-flight manoeuvres and particular flight characteristics; (vi) operation of either an SE or an ME aeroplane in the exercises of (iv), including in the case of an ME aeroplane operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart. The latter exercise is to be conducted at a safe altitude unless carried out in an FSTD.											
SKILL TESTS											
9.	Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.										
OVERVIEW OF FSTD TRAINING CREDITS FOR DUAL INSTRUCTION IN HELICOPTER FLYING TRAINING COURSES											
GM1 to Appendix 3; Appendix 6; FCL.735.H											
	Dual	Solo	SPIC	Total	FSTD credits (FFS; FTD; FNPT)						
Visual including ME T/R training	75 hrs	15 hrs	40 hrs	130 hrs	30 hrs FFS C/D level or 25 hrs FTD 2,3 or 20 hrs FNPT II/III						
Basic instrument	10 hrs	-	-	10 hrs	20 hrs FFS or FTD 2,3 or FNPT II/III or 10 hrs in at least an FNPT I						
Instrument rating training	40 hrs	-	-	40 hrs							
Total	125 hrs	55 hrs		180 hrs	50 hrs FFS C/D level or 45 hrs FTD 2,3 or 40 hrs FNPT II/III or 10 hrs in at least an FNPT I						



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CPL integrated course — Aeroplanes		N/A <input type="checkbox"/>		
		RESULTS		
		S	U	N/A
GENERAL				
1.	The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).			
2.	An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.			
3.	An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.			
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(A) knowledge level; and (b) visual and instrument flying training.			
5.	An applicant failing or unable to complete the entire CPL(A) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.			
GENERAL – AMC 1 to Appendix 3; D. CPL integrated course: aeroplanes				
	(a) The CPL integrated course should last between 9 and 24 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.			
CREDITING - AMC 1 to Appendix 3; D. CPL integrated course: aeroplanes				
	(b) Credit for the hours flown should be entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the competent authority, an ATO may designate certain dual exercises to be flown in a helicopter or a TMG up to a maximum of			



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CPL integrated course — Aeroplanes		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
20 hours.				
THEORETICAL KNOWLEDGE				
6.	A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.			
THEORETICAL KNOWLEDGE - AMC 1 to Appendix 3; D. CPL integrated course: aeroplanes				
	(c) The 350 hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority, in suitable proportions.			
THEORETICAL KNOWLEDGE EXAMINATION				
7.	An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).			
FLYING TRAINING				
8.	The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least: (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time; (b) 70 hours as PIC; (c) 20 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made; (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; (e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument			



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CPL integrated course — Aeroplanes		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
	ground time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited; (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.			
FLYING TRAINING - AMC 1 to Appendix 3; D. CPL integrated course: aeroplanes				
	<p>(d) The flying instruction is divided into four phases:</p> <p><u>(1) phase 1:</u> Exercises up to the first solo flight comprise a total of at least 10 hours dual flight instruction on an SE aeroplane, including:</p> <ul style="list-style-type: none"> (i) pre-flight operations, mass and balance determination, aeroplane inspection and servicing; (ii) aerodrome and traffic pattern operations, collision avoidance and precautions; (iii) control of the aeroplane by external visual references; (iv) normal take-offs and landings; (v) flight at relatively slow air speeds, recognition of and recovery from incipient and full stalls, spin avoidance; (vi) unusual attitudes and simulated engine failure. <p><u>(2) phase 2:</u> Exercises up to the first solo cross-country flight comprise a total of at least 10 hours of dual flight instruction and at least 10 hours solo flight including:</p> <ul style="list-style-type: none"> (i) maximum performance (short field and obstacle clearance) takeoffs and short-field landings; (ii) flight by reference solely to instruments, including the completion of a 180 ° turn; (iii) dual cross-country flying using external visual references, DR and radio navigation aids, diversion procedures; (iv) aerodrome and traffic pattern operations at different aerodromes; (v) crosswind take-offs and landings; 			



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
 integriranih CPL (A) tečajeva osposobljavanja
*Application / Compliance Checklist for
 CPL (A) integrated courses approval*

CPL integrated course — Aeroplanes		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(vi) abnormal and emergency procedures and manoeuvres, including simulated aeroplane equipment malfunctions; (vii) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology; (vii) knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS. <u>(3) phase 3:</u> Exercises up to the VFR navigation progress test comprise a total of at least 30 hours instruction and at least 58 hours as PIC, including: (a) at least 10 hours instrument time, which may contain 5 hours of instrument ground time in an FNPT or an FFS and should be conducted by an FI or an authorised SFI; (b) repetition of exercises of phases 1 and 2, which should include at least 5 hours in an aeroplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear; (c) VFR flight at relatively critical high air speeds, recognition of and recovery from spiral dives; (d) night flight time including take-offs and landings as PIC. <u>(4) phase 4:</u> The dual instruction and testing up to the CPL(A) skill test contain the following: (i) up to 30 hours instruction which may be allocated to specialised aerial work training; (ii) repetition of exercises in phase 3, as required; (iii) in-flight manoeuvres and particular flight characteristics; (iv) ME training. If required, operation of an ME aeroplane including operation of the aeroplane with one engine simulated inoperative, and engine shutdown and restart (the latter exercise at a safe altitude unless carried out in an FSTD).				
SKILL TESTS				



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CPL integrated course — Aeroplanes		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
9.	Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multiengine aeroplane.				

Naziv organizacije:		
Datum podnošenja zahtjeva:		
	Ime i prezime:	Potpis:
Šef školstva <i>(Head of Training):</i>		
Voditelj nadgledanja usklađenosti <i>(Compliance Monitoring Manager):</i>		
Odgovorni rukovoditelj <i>(Accountable Manager):</i>		

Position	Name and Surname	Signature	Date
CCAA Inspector			
CCAA Inspector			

Note: CCAA Inspector shall provide detailed list of non-compliances, if found.