



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
integriranih CPL (H) tečajeva osposobljavanja
*Application / Compliance Checklist for
CPL (H) 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.



Croatian Civil Aviation Agency

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

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;				



Croatian Civil Aviation Agency

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

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
(vi) Maximum flying hours in any day or night; (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;		



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje integriranih CPL (H) tečajeva osposobljavanja
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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
(iv) Rules concerning refresher training before retest;				
(v) Test reports and records;				
(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.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
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CPL (H) integrated courses approval*

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			S	U	N/A
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.				
(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				



Croatian Civil Aviation Agency

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

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			S	U	N/A
	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 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				



Croatian Civil Aviation Agency

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

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			S	U	N/A
	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.				
(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					



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
 integriranih CPL (H) tečajeva osposobljavanja
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 CPL (H) integrated courses approval*

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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
(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.				
(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.				



Croatian Civil Aviation Agency

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

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
		RESULTS		
		S	U	N/A
GENERAL				
1.	The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate singlepilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter.			
2.	An applicant wishing to undertake a CPL(H)/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(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50 % of the relevant experience shall be credited, up to a maximum of: (a) 40 hours, of which up to 20 hours may be dual instruction; or (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.			
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and (b) visual and instrument flying training.			
5.	An applicant failing or unable to complete the entire CPL(H)/IR 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; I. CPL/IR integrated course: helicopters				
(a) The CPL/IR integrated course should last between 9 and 30 months. This period may be extended where				



Croatian Civil Aviation Agency

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
		RESULTS		
Organization reference		S	U	N/A
additional flying training or ground instruction is provided by the ATO.				
CREDITING - AMC 1 to Appendix 3; I. CPL/IR integrated course: helicopters				
(b) Credit for the hours flown should be entered into the applicant's training record. In 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 an aeroplane or a TMG up to a maximum of 20 hours.				
THEORETICAL KNOWLEDGE				
6.	A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.			
THEORETICAL KNOWLEDGE - AMC 1 to Appendix 3; I. CPL/IR integrated course: helicopters				
(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 subdivision 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(H) and an IR.			



Croatian Civil Aviation Agency

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
		RESULTS		
Organization reference		S	U	N/A
FLYING TRAINING				
8.	<p>The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:</p> <p>(a) 125 hours of dual instruction, of which:</p> <p>(i) 75 hours visual instruction, which may include:</p> <p>(1) 30 hours in a helicopter FFS level C/D; or</p> <p>(2) 25 hours in a helicopter FTD 2,3; or</p> <p>(3) 20 hours in a helicopter FNPT II/III; or</p> <p>(4) 20 hours in an aeroplane or TMG;</p> <p>(ii) 50 hours instrument instruction which may include:</p> <p>(1) up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II, III; or</p> <p>(2) 10 hours in at least a helicopter FNPT I or an aeroplane.</p> <p>If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III;</p> <p>(b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;</p> <p>(c) 10 hours dual cross-country flying;</p> <p>(d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;</p> <p>(e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;</p> <p>(f) 50 hours of dual instrument time comprising:</p> <p>(i) 10 hours basic instrument instruction time; and</p> <p>(ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.</p>			



Croatian Civil Aviation Agency

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
		RESULTS		
Organization reference		S	U	N/A
FLYING TRAINING - AMC 1 to Appendix 3; I. CPL/IR integrated course: helicopters				
<p>(d) The flight instruction is divided into three phases: <u>(1) phase 1:</u> Flight exercises up to the first solo flight. This part comprises a total of at least 12 hours dual flight instruction on a helicopter including: (i) pre-flight operations: mass and balance determination, helicopter inspection and servicing; (ii) aerodrome and traffic pattern operations, collision avoidance and procedures; (iii) control of the helicopter by external visual reference; (iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover; (v) emergency procedures, basic auto-rotation, simulated engine failure, ground resonance recovery if relevant to type. <u>(2) phase 2:</u> Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant's training, and basic instrument progress check. This part comprises a total flight time of not less than 128 hours, including 73 hours of dual instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as SPIC. The instruction and testing contain the following: (i) sideways and backwards flight, turns on the spot; (ii) incipient vortex ring recovery; (iii) touchdown or advanced auto-rotation and simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits; (iv) steep turns; (v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs; (vi) limited power and confined area operations, including selection of and low level operations to and from unprepared sites; (vii) flight by sole reference to basic flight instruments, including completion of 180 degree turn and</p>				



Croatian Civil Aviation Agency

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<p>recovery from unusual attitudes to simulate inadvertent entry into cloud; (viii) cross-country flying by external visual reference, DR and radio navigation aids and diversion procedures; (ix) aerodrome and traffic pattern operations at different aerodromes; (x) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology; (xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS; (xii) night flight, including take-offs and landings as PIC; (xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part-FCL, conducted by an FI not connected with the applicant's training.</p> <p><u>(3) phase 3:</u> Flight exercises up to IR skill test. This part comprises a total of 40 hours dual instrument flight time, including 10 hours of an ME IFR certificated helicopter. The instruction and testing should contain the following: (i) 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; (ii) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least: (A) transition from visual to instrument flight on take-off; (B) SIDs and arrivals; (C) en-route IFR procedures; (D) holding procedures; (E) instrument approaches to specified minima; (F) missed approach procedure; (G) landings from instrument approaches; (H) in-flight manoeuvres and particular flight characteristics; (I) instrument exercises with one engine simulated inoperative.</p>				



Croatian Civil Aviation Agency

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

CPL/IR integrated course — Helicopters		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
SKILL TESTS				
9.	Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.			

CPL integrated course — Helicopters		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
GENERAL				
1.	The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).			
2.	An applicant wishing to undertake a CPL(H) 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(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(H), 50 % of the relevant experience shall be credited, up to a maximum of: (a) 40 hours, of which up to 20 hours may be dual instruction; or (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.			
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(H) knowledge level; and (b) visual and instrument flying training.			
5.	An applicant failing or unable to complete the entire CPL(H) 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; J. CPL integrated course: helicopters				
(a) The CPL integrated course should last between 9 and 24 months. This period may be extended where				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje integriranih CPL (H) tečajeva osposobljavanja
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CPL integrated course — Helicopters		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
additional flying training or ground instruction is provided by the ATO.				
CREDITING - AMC 1 to Appendix 3; J. CPL integrated course: helicopters				
(b) Credit for the hours flown should be entered into the applicant's training record. In 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 an aeroplane or a TMG up to a maximum of 20 hours.				
THEORETICAL KNOWLEDGE				
6.	An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.			
THEORETICAL KNOWLEDGE - AMC 1 to Appendix 3; J. CPL integrated course: helicopters				
(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. The 350 hours of instruction should be divided in such a way that in each subject the minimum hours are: (1) Air law 25 hours (2) Aircraft general knowledge 30 hours (3) Flight performance and planning 25 hours (4) Human performance and limitations 10 hours (5) Meteorology 30 hours (6) Navigation 55 hours (7) Operational procedures 8 hours (8) Principles of flight 20 hours (9) Communications 10 hours Other subdivision 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			



Croatian Civil Aviation Agency

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CPL integrated course — Helicopters		N/A <input type="checkbox"/>		
		Organization reference		
		RESULTS		
		S	U	N/A
	holder of a CPL(H).			
FLYING TRAINING				
8.	<p>The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:</p> <p>(a) 85 hours of dual instruction, of which:</p> <p>(i) up to 75 hours may be visual instruction, and may include:</p> <p>(1) 30 hours in a helicopter FFS level C/D; or</p> <p>(2) 25 hours in a helicopter FTD 2,3; or</p> <p>(3) 20 hours in a helicopter FNPT II/III; or</p> <p>(4) 20 hours in an aeroplane or TMG;</p> <p>(ii) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter FNPT I or an aeroplane.</p> <p>If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III;</p> <p>(b) 50 hours as PIC, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;</p> <p>(c) 10 hours dual cross-country flying;</p> <p>(d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;</p> <p>(e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;</p> <p>(f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.</p>			
FLYING TRAINING - AMC 1 to Appendix 3; J. CPL integrated course: helicopters				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
 integriranih CPL (H) tečajeva osposobljavanja
*Application / Compliance Checklist for
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	Organization reference	RESULTS		
		S	U	N/A
<p>(d) The flight instruction is divided into two phases:</p> <p><u>(1) phase 1:</u> Flight exercises up to the first solo flight. This part comprises a total of not less than 12 hours dual flight instruction on a helicopter, including:</p> <ul style="list-style-type: none"> (i) pre-flight operations: mass and balance determination, helicopter inspection and servicing; (ii) aerodrome and traffic pattern operations, collision avoidance and procedures; (iii) control of the helicopter by external visual reference; (iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover; (v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type. <p><u>(2) phase 2:</u> Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant's training, and basic instrument progress check. This part comprises a total flight time of not less than 123 hours, including 73 hours of dual instruction flight time, 15 hours of solo flight and 35 hours flown as SPIC. The instruction and testing contain the following:</p> <ul style="list-style-type: none"> (i) sideways and backwards flight, turns on the spot; (ii) incipient vortex ring recovery; (iii) touchdown or advanced auto-rotations and simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits; (iv) steep turns; (v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs; (vi) limited power and confined area operations, including selection of and low level operations to and from unprepared sites; (vii) flight by sole reference to basic flight instruments, including completion of a 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud; (viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures; (ix) aerodrome and traffic pattern operations at different aerodromes; 				



Croatian Civil Aviation Agency

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

CPL integrated course — Helicopters						N/A <input type="checkbox"/>					
						Organization reference			RESULTS		
									S	U	N/A
(x) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology; (xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS; (xii) night flight, including take-offs and landings as PIC; (xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part-FCL, conducted by an FI not connected with the applicant's training.											
SKILL TESTS											
9.	Upon completion of the related flying training, the applicant shall take the CPL(H) skill test.										
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	75 hrs	15 hrs	35 hrs	125 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	5 hrs in at least an FNPT I						
Total	85 hrs	50 hrs		135 hrs	35 hrs FFS or 30 hrs FTD 2,3 or 25 hrs FNPT II/III or 5 hrs in at least an FNPT I						



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

Position	Name and Surname	Signature	Date
CCAA Inspector			
CCAA Inspector			

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