



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
integriranih CPL (As) tečajeva osposobljavanja
*Application / Compliance Checklist for
CPL (As) 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 ishodište 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;				



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		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;			



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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				
(11) Standards and level of performance at various stages				



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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
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				



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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				



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TRAINING MANUAL		Obligatory			
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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					



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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.				



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		Obligatory		
Subpart D, Section 1	Organization reference	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 — Airships		N/A <input type="checkbox"/>		
		RESULTS		
		S	U	N/A
GENERAL				
1.	The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.			
2.	An applicant wishing to undertake a CPL(As)/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(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of: (a) 10 hours, of which up to 5 hours may be dual instruction; or (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.			
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and (b) visual and instrument flying training.			
5.	An applicant failing or unable to complete the entire CPL/IR(As) 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.			
THEORETICAL KNOWLEDGE				



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CPL/IR integrated course — Airships		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
6.	A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.				
THEORETICAL KNOWLEDGE EXAMINATION					
7.	An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an IR.				
FLYING TRAINING					
8.	<p>The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, applicants shall complete at least:</p> <p>(a) 60 hours of dual instruction, of which:</p> <p>(i) 30 hours visual instruction, which may include:</p> <p>(1) 12 hours in an airship FFS; or</p> <p>(2) 10 hours in an airship FTD; or</p> <p>(3) 8 hours in an airship FNPT II/III; or</p> <p>(4) 8 hours in an aeroplane, helicopter or TMG;</p> <p>(ii) 30 hours instrument instruction which may include:</p> <p>(1) up to 12 hours in an airship FFS or FTD or FNPT II, III; or</p> <p>(2) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.</p> <p>If the airship 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 8 hours;</p> <p>(b) 20 hours as PIC, of which 5 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;</p> <p>(c) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;</p> <p>(d) 5 hours flight time in airships 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 take-off and landing;</p> <p>(e) 30 hours of dual instrument time comprising:</p>				



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CPL/IR integrated course — Airships		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
	(i) 10 hours basic instrument instruction time; and (ii) 20 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated airship.				
SKILL TESTS					
9.	Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR-certificated multi-engine airship.				

CPL integrated course — Airships		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
GENERAL					
1.	The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).				
2.	An applicant wishing to undertake a CPL(As) 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(As), PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of: (a) 10 hours, of which up to 5 hours may be dual instruction; or (b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.				
4.	The course shall comprise: (a) theoretical knowledge instruction to CPL(As) knowledge level; and (b) visual and instrument flying training.				
5.	An applicant failing or unable to complete the entire CPL(As) course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if				



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CPL integrated course — Airships		N/A <input type="checkbox"/>			
		Organization reference	RESULTS		
			S	U	N/A
	the applicable requirements are met.				
THEORETICAL KNOWLEDGE					
6.	An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is a PPL holder.				
THEORETICAL KNOWLEDGE EXAMINATION					
7.	An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).				
FLYING TRAINING					
8.	The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least: (a) 30 hours of dual instruction, of which up to 5 hours may be instrument ground time; (b) 20 hours as PIC; (c) 5 hours dual cross-country flying; (d) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made; (e) 5 hours flight time in airships 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 take-off and landing; (f) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.				
SKILL TESTS					
9.	Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.				



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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.