



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course 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  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course 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
<b>Part 1 – The training plan</b>					
(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;				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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	(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;			



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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(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.			
<b>Part 2 - Briefing and Air Exercises</b>				
(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	An abbreviated list of the above exercises giving only main and			



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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list	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.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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			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.				
<b>Part 3 – Flight training in an FSTD, if applicable</b>					
(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				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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			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.				
<b>Part 4 - Theoretical knowledge instruction</b>					
(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.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course 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
(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.				

Annex 1 (Part-FCL), Subpart C, Section 1		Obligatory			
FCL.210 Training course		Organization reference	RESULTS		
			S	U	N/A
Applicants for an BPL, SPL or PPL shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.					





Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

AMC & GM to Part-FCL; Subpart C		Obligatory		
AMC3 FCL.210; FCL.235	Organization reference	RESULTS		
		S	U	N/A
SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE BPL AND SPL				
The syllabi for the theoretical knowledge instruction and examination for the LAPL(B) and LAPL(S) in AMC1 FCL.115 and FCL.120 should be used for the BPL and SPL, respectively.				

AMC & GM; Subpart B		Obligatory		
AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL				
(a) The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The theoretical knowledge instruction provided by the ATO should include a certain element of formal classroom work but may also include other methods of delivery for example interactive video, slide or tape presentation, computer-based training and other media distance learning courses. The training organisation responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.				
<b>I. COMMON SUBJECTS</b>				
1. AIR LAW AND ATC PROCEDURES				
1.1. International law: conventions, agreements and organisations				
1.2. Airworthiness of aircraft				
1.3. Aircraft nationality and registration marks				
1.4. Personnel licensing				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
<b>SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL</b>				
1.5. Rules of the air				
1.6. Procedures for air navigation: aircraft operations				
1.7. Air traffic regulations: airspace structure				
1.8. ATS and air traffic management				
1.9. AIS				
<b>2. HUMAN PERFORMANCE</b>				
2.1. Human factors: basic concepts				
2.2. Basic aviation physiology and health maintenance				
2.3. Basic aviation psychology				
<b>3. METEOROLOGY</b>				
3.1. The atmosphere				
3.2. Wind				
3.3. Thermodynamics				
3.4. Clouds and fog				
3.5. Precipitation				
3.6. Air masses and fronts				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
<b>SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL</b>				
3.7 Pressure systems				
3.8. Climatology				
3.9. Flight hazards				
3.10. Meteorological information				
<b>4. COMMUNICATIONS</b>				
4.1. VFR communications				
4.2. Definitions				
4.3. General operating procedures				
4.4. Relevant weather information terms (VFR)				
4.5. Action required to be taken in case of communication failure				
4.6. Distress and urgency procedures				
4.7. General principles of VHF propagation and allocation of frequencies				
<b>II. ADDITIONAL SUBJECTS FOR EACH CATEGORY</b>				
<b>II.A. SAILPLANES</b>				
<b>5. PRINCIPLES OF FLIGHT - SAILPLANE</b>				
5.1. Aerodynamics (airflow)				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

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SPL course approval*

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AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
<b>SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL</b>				
5.2. Flight mechanics				
5.3. Stability				
5.4. Control				
5.5. Limitations (load factor and manoeuvres)				
5.6. Stalling and spinning				
<b>6. OPERATIONAL PROCEDURES - SAILPLANE</b>				
6.1. General requirements				
6.2. Launch methods				
6.3. Soaring techniques				
6.4. Circuits and landing				
6.5. Outlanding				
6.6. Special operational procedures and hazards				
6.7. Emergency procedures				
<b>7. FLIGHT PERFORMANCE AND PLANNING - SAILPLANE</b>				
7.1. Verifying mass and balance				
7.2. Speed polar of sailplanes or cruising speed				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

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AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
<b>SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL</b>				
7.3. Flight planning and task setting				
7.4. ICAO flight plan (ATS flight plan)				
7.5. Flight monitoring and in-flight re-planning				
<b>8. AIRCRAFT GENERAL KNOWLEDGE, AIRFRAME AND SYSTEMS AND EMERGENCY EQUIPMENT – SAILPLANE</b>				
8.1. Airframe				
8.2. System design, loads and stresses				
8.3. Landing gear, wheels, tyres and brakes				
8.4. Mass and balance				
8.5. Flight controls				
8.6. Instruments				
8.7. Manuals and documents				
8.8. Airworthiness and maintenance				
<b>9. NAVIGATION – SAILPLANE</b>				
9.1. Basics of navigation				
9.2. Magnetism and compasses				
9.3. Charts				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

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SPL course approval*

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AMC1 FCL.115; FCL.120	Organization reference	RESULTS		
		S	U	N/A
<b>SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL</b>				
9.4. Dead reckoning navigation				
9.5. In-flight navigation				
9.6. Global navigation satellite systems				

SPL		N/A <input type="checkbox"/>		
AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
<b>FLIGHT INSTRUCTION FOR THE LAPL(S) AND THE SPL</b>				
(a) Entry to training Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.				
<b>(b) Flight instruction</b>				
(1) The LAPL (S) and <b>SPL</b> flight instruction syllabus should take into account the principles of threat and error management and also cover: (i) pre-flight operations, including verifying mass and balance, aircraft inspection and servicing, airspace and weather briefing; (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures; (iii) control of the aircraft by external visual reference; (iv) flight at high angle of attack (critically low air speeds), recognition of, and recovery from, incipient and full stalls and spins; (v) flight at critically high air speeds, recognition of, and recovery from spiral dive; (vi) normal and crosswind take-offs in respect with the different launch methods;				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

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AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
(vii) normal and crosswind landings; (viii) short field landings and outlandings: field selection, circuit and landing hazards and precautions; (ix) cross-country flying using visual reference, dead reckoning and available navigation aids; (x) soaring techniques as appropriate to site conditions; (xi) emergency actions; (xii) compliance with air traffic services procedures and communication procedures.				
(2) Before allowing the applicant to undertake his/her first solo flight, the FI should ensure that the applicant can operate the required systems and equipment.				
<b>(c) Syllabus of flight instruction</b>				
(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors: (i) the applicant's progress and ability; (ii) the weather conditions affecting the flight; (iii) the flight time available; (iv) instructional technique considerations; (v) the local operating environment; (vi) applicability of the exercises to the sailplane type.				
(2) At the discretion of the instructors some of the exercises may be combined and some other exercises may be done in several flights.				
(3) At least the exercises 1 to 12 have to be completed before the first solo flight.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

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AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
(4) Each of the exercises involves the need for the applicant to be aware of the needs for good airmanship and look-out, which should be emphasised at all times.				
(i) Exercise 1: Familiarisation with the sailplane: (A) characteristics of the sailplane; (B) cockpit layout: instruments and equipment; (C) light controls: stick, pedals, airbrakes, flaps and trim; (D) cable release and undercarriage; (E) checklists, drills and controls.				
(ii) Exercise 2: Procedures if emergencies: (A) use of safety equipment (parachute); (B) action if system failures; (C) bail-out procedures.				
(iii) Exercise 3: Preparation for flight: (A) pre-flight briefings; (B) required documents on board; (C) equipment required for the intended flight; (D) ground handling, movements, tow out, parking and security; (E) pre-flight external and internal checks; (F) verifying in-limits mass and balance; (G) harness, seat or rudder panel adjustments; (H) passenger handling; (I) pre-launch checks.				
(iv) Exercise 4: Initial air experience: (A) area familiarisation; (B) look-out procedures.				





Croatian Civil Aviation Agency

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		S	U	N/A
(v) Exercise 5: Effects of controls: (A) look-out procedures; (B) use of visual references; (C) primary effects when laterally level and when banked; (D) reference attitude and effect of elevator; (E) relationship between attitude and speed; (F) effects of: (a) flaps (if available); (b) airbrakes.				
(vi) Exercise 6: Coordinated rolling to and from moderate angles of bank: (A) look-out procedures; (B) further effects of aileron (adverse yaw) and rudder (roll); (C) coordination; (D) rolling to and from moderate angles of bank and return to straight flight.				
(vii) Exercise 7: Straight flying: (A) look-out procedures; (B) maintaining straight flight; (C) flight at critically high air speeds; (D) demonstration of inherent pitch stability; (E) control in pitch, including use of trim; (F) lateral level, direction and balance and trim; (G) air speed: instrument monitoring and control.				
(viii) Exercise 8: Turning: (A) look-out procedures; (B) demonstration and correction of adverse yaw; (C) entry to turn (medium level turns);				



Croatian Civil Aviation Agency

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SPL tečaja osposobljavanja

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		S	U	N/A
(D) stabilising turns; (E) exiting turns; (F) faults in the turn (slipping and skidding); (G) turns on to selected headings and use of compass; (H) use of instruments (ball indicator or slip string) for precision.				
(ix) Exercise 9a: Slow flight: Note: the objective is to improve the student's ability to recognise inadvertent flight at critically low speeds (high angle of attack) and to provide practice in maintaining the sailplane in balance while returning to normal attitude (speed). (A) safety checks; (B) introduction to characteristics of slow flight; (C) controlled flight down to critically high angle of attack (slow air speed).				
(x) Exercise 9b: Stalling: (A) safety checks; (B) pre-stall symptoms, recognition and recovery; (C) stall symptoms, recognition and recovery; (D) recovery when a wing drops; (E) approach to stall in the approach and in the landing configurations; (F) recognition and recovery from accelerated stalls.				
(xi) Exercise 10: Spin recognition and spin avoidance: (A) safety checks; (B) stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°); (C) entry into fully developed spins (if suitable training aircraft available); (D) recognition of full spins (if suitable training aircraft available); (E) standard spin recovery (if suitable training aircraft available); (F) instructor induced distractions during the spin entry (if suitable training aircraft available).				



Croatian Civil Aviation Agency

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		S	U	N/A
Note: consideration of manoeuvre limitations and the need to refer to the sailplane manual and mass and balance calculations. If no suitable training aircraft is available to demonstrate the fully developed spin, all the aspects related to these training items have to be covered by specific theoretical instruction.				
(xii) Exercise 11: Take-off or launch methods: At least one launch method must be taught containing all the subjects below.				
(xiii) Exercise 11a: Winch launch: (A) signals or communication before and during launch; (B) use of the launching equipment; (C) pre-take-off checks; (D) into wind take-off; (E) crosswind take-off; (F) optimum profile of winch launch and limitations; (G) release procedures; (H) launch failure procedures.				
(xiv) Exercise 11b: Aero tow: (A) signals or communication before and during launch; (B) use of the launch equipment; (C) pre-take-off checks; (D) into wind take-off; (E) crosswind take-off; (F) on tow: straight flight, turning and slip stream; (G) out of position in tow and recovery; (H) descending on tow (towing aircraft and sailplane); (I) release procedures; (J) launch failure and abandonment.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
SPL tečaja osposobljavanja

*Application / Compliance Checklist for  
SPL course approval*

SPL		N/A <input type="checkbox"/>		
AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
(xv) Exercise 11c: Self-launch: (A) engine extending and retraction procedures; (B) engine starting and safety precautions; (C) pre-take-off checks; (D) noise abatement procedures; (E) checks during and after take-off; (F) into wind take-off; (G) crosswind take-off; (H) power failures and procedures; (I) abandoned take-off; (J) maximum performance (short field and obstacle clearance) take-off; (K) short take-off and soft field procedure or techniques and performance calculations.				
(xvi) Exercise 11d: Car launch: (A) signals before and during launch; (B) use of the launch equipment; (C) pre-take-off checks; (D) into wind take-off; (E) crosswind take-off; (F) optimum launch profile and limitations; (G) release procedures; (H) launch failure procedures.				
(xvii) Exercise 11e: Bungee launch: (A) signals before and during launch; (B) use of the launch equipment; (C) pre-take-off checks; (D) into wind take-off.				



Croatian Civil Aviation Agency

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AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
(xviii) Exercise 12: Circuit, approach and landing: (A) procedures for rejoining the circuit; (B) collision avoidance, look-out techniques and procedures; (C) pre-landing checks: circuit procedures, downwind and base leg; (D) effect of wind on approach and touchdown speeds; (E) use of flaps (if applicable); (F) visualisation of an aiming point; (G) approach control and use of airbrakes; (H) normal and crosswind approach and landing; (I) short landing procedures or techniques.				
(xix) Exercise 13: First solo: (A) instructor's briefing including limitations; (B) awareness of local area and restrictions; (C) use of required equipment; (D) observation of flight and debriefing by instructor.				
(xx) Exercise 14: Advanced turning: (A) steep turns (45°); (B) stalling and spin avoidance in the turn and recovery; (C) recoveries from unusual attitudes, including spiral dives.				
(xxi) Exercise 15: Soaring techniques: At least one of the three soaring techniques must be taught containing all subjects below.				
(xxii) Exercise 15a: Thermalling: (A) look-out procedures; (B) detection and recognition of thermals; (C) use of audio soaring instruments;				



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		S	U	N/A
(D) joining a thermal and giving way; (E) flying in close proximity to other sailplanes; (F) centring in thermals; (G) leaving thermals.				
(xxiii) Exercise 15b: Ridge flying: (A) look-out procedures; (B) practical application of ridge flying rules; (C) optimisation of flight path; (D) speed control.				
(xxiv) Exercise 15C: Wave flying: (A) look-out procedures; (B) wave access techniques; (C) speed limitations with increasing height; (D) use of oxygen.				
(xxv) Exercise 16: Out-landings: (A) gliding range; (B) restart procedures (only for self-launching and self-sustaining sailplanes); (C) selection of landing area; (D) circuit judgement and key positions; (E) circuit and approach procedures; (F) actions after landing.				
(xxvi) Exercise 17: Cross-country flying: If the required cross-country flight will be conducted as a solo cross-country flight, all the subjects below must be taught before.				



Croatian Civil Aviation Agency

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AMC1 FCL.110.S; FCL.210.S	Organization reference	RESULTS		
		S	U	N/A
(xxvii) Exercise 17a: Flight planning: (A) weather forecast and actuals; (B) NOTAMs and airspace considerations; (C) map selection and preparation; (D) route planning; (E) radio frequencies (if applicable); (F) pre-flight administrative procedure; (G) flight plan where required; (H) mass and performance; (I) alternate aerodromes and landing areas; (J) safety altitudes.				
(xxviii) Exercise 17b: In-flight navigation: (A) maintaining track and re-routing considerations; (B) use of radio and phraseology (if applicable); (C) in-flight planning; (D) procedures for transiting regulated airspace or ATC liaison where required; (E) uncertainty of position procedure; (F) lost procedure; (G) use of additional equipment where required; (H) joining, arrival and circuit procedures at remote aerodrome.				
(xix) Exercise 17c: Cross-country techniques: (A) look-out procedures; (B) maximising potential cross-country performance; (C) risk reduction and threat reaction.				



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje  
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EXTENSION OF PRIVILEGES TO TMG: LAPL(S) AND SPL		N/A <input type="checkbox"/>		
AMC1 FCL.135.S; FCL.205.S(a)	Organization reference	RESULTS		
		S	U	N/A
(a) The aim of the flight training is to qualify LAPL(S) or SPL holders to exercise the privileges of the licence on a TMG.				
(b) The ATO should issue a certificate of satisfactory completion of the training.				
(c) Theoretical knowledge The theoretical knowledge syllabus should cover the revision or explanation of:				
(1) Principles of flight: (i) operating limitations (addition TMG); (ii) propellers; (iii) flight mechanics.				
(2) Operational procedures for TMG: (i) special operational procedures and hazards; (ii) emergency procedures.				
(3) Flight performance and planning: (i) mass and balance considerations; (ii) loading; (iii) CG calculation; (iv) load and trim sheet; (v) performance of TMGs; (vi) flight planning for VFR flights; (vii) fuel planning; (viii) pre-flight preparation; (ix) ICAO flight plan; (x) flight monitoring and in-flight re-planning.				
(4) Aircraft general knowledge: (i) system designs, loads, stresses, maintenance;				





Croatian Civil Aviation Agency

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		S	U	N/A
(ii) airframe; (iii) landing gear, wheels, tyres, brakes; (iv) fuel system; (v) electrics; (vi) piston engines; (vii) propellers; (viii) instrument and indication systems.				
(5) Navigation: (i) dead reckoning navigation (addition powered flying elements); (ii) in-flight navigation (addition powered flying elements); (iii) basic radio propagation theory; (iv) radio aids (basics); (v) radar (basics); (vi) GNSS.				
<b>(d) Flight instruction</b>				
(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed.				
(2) The flying exercises should cover the revision or explanation of the following exercises:				
(i) Exercise 1: Familiarisation with the TMG: (A) characteristics of the TMG; (B) cockpit layout; (C) systems; (D) checklists, drills and controls.				
(ii) Exercise 1e: Emergency drills:				



Croatian Civil Aviation Agency

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AMC1 FCL.135.S; FCL.205.S(a)	Organization reference	RESULTS		
		S	U	N/A
(A) action if fire on the ground and in the air; (B) engine cabin and electrical system fire; (C) systems failure; (D) escape drills, location and use of emergency equipment and exits.				
(iii) Exercise 2: Preparation for and action after flight: (A) serviceability documents; (B) equipment required, maps, etc.; (C) external checks; (D) internal checks; (E) harness and seat or rudder panel adjustments; (F) starting and warm-up checks; (G) power checks; (H) running down system checks and switching off the engine; (I) parking, security and picketing (for example tie down); (J) completion of authorisation sheet and serviceability documents.				
(iv) Exercise 3: Taxiing: (A) pre-taxi checks; (B) starting, control of speed and stopping; (C) engine handling; (D) control of direction and turning; (E) turning in confined spaces; (F) parking area procedure and precautions; (G) effects of wind and use of flying controls; (H) effects of ground surface; (I) freedom of rudder movement; (J) marshalling signals;				



Croatian Civil Aviation Agency

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AMC1 FCL.135.S; FCL.205.S(a)	Organization reference	RESULTS		
		S	U	N/A
(K) instrument checks; (L) air traffic control procedures (if applicable).				
(v) Exercise 3e: Emergencies: brake and steering failure.				
(vi) Exercise 4: Straight and level: (A) at normal cruising power, attaining and maintaining straight and level flight; (B) flight at critically high air speeds; (C) demonstration of inherent stability; (D) control in pitch, including use of trim; (E) lateral level, direction and balance and trim; (F) at selected air speeds (use of power); (G) during speed and configuration changes; (H) use of instruments for precision.				
(vii) Exercise 5: Climbing: (A) entry, maintaining the normal and max rate climb and levelling off; (B) levelling off at selected altitudes; (C) en-route climb (cruise climb); (D) climbing with flap down; (E) recovery to normal climb; (F) maximum angle of climb; (G) use of instruments for precision.				
(viii) Exercise 6: Descending: (A) entry, maintaining and levelling off; (B) levelling off at selected altitudes; (C) glide, powered and cruise descent (including effect of power and air speed); (D) side slipping (on suitable types);				



Croatian Civil Aviation Agency

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AMC1 FCL.135.S; FCL.205.S(a)	Organization reference	RESULTS		
		S	U	N/A
(E) use of instruments for precision flight.				
(ix) Exercise 7: Turning: (A) entry and maintaining medium level turns; (B) resuming straight flight; (C) faults in the turn (incorrect pitch, bank and balance); (D) climbing turns; (E) descending turns; (F) slipping turns (on suitable types); (G) turns onto selected headings, use of gyro heading indicator or compass; (H) use of instruments for precision.				
(x) Exercise 8a: Slow flight: Note: the objective is to improve the pilot's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the TMG in balance while returning to normal air speed. (A) safety checks; (B) introduction to slow flight; (C) controlled flight down to critically slow air speed; (D) application of full power with correct attitude and balance to achieve normal climb speed.				
(xi) Exercise 8b: Stalling: (A) airmanship; (B) safety checks; (C) symptoms; (D) recognition; (E) clean stall and recovery without power and with power; (F) recovery when a wing drops; (G) approach to stall in the approach and in the landing configurations, with and without power,				



Croatian Civil Aviation Agency

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AMC1 FCL.135.S; FCL.205.S(a)	Organization reference	RESULTS		
		S	U	N/A
recovery at the incipient stage.				
(xii) Exercise 9: Take-off and climb to downwind position: (A) pre-take-off checks; (B) into wind take-off; (C) safeguarding the nose wheel (if applicable); (D) crosswind take-off; (E) drills during and after take-off; (F) short take-off and soft field procedure or techniques including performance calculations; (G) noise abatement procedures.				
(xiii) Exercise 10: Circuit, approach and landing: (A) circuit procedures, downwind and base leg; (B) powered approach and landing; (C) safeguarding the nose wheel (if applicable); (D) effect of wind on approach and touchdown speeds; (E) use of airbrakes, flaps, slats or spoilers; (F) crosswind approach and landing; (G) glide approach and landing (engine stopped); (H) short landing and soft field procedures or techniques; (I) flapless approach and landing (if applicable); (J) wheel landing (tail wheel aeroplanes); (K) missed approach and go-around; (L) noise abatement procedures.				
(xiv) Exercise 9/10e: Emergencies: (A) abandoned take-off; (B) engine failure after take-off; (C) mislanding and go-around;				



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		S	U	N/A
(D) missed approach. Note: in the interests of safety it will be necessary for pilots trained on nose wheel TMGs to undergo dual conversion training before flying tail wheel TMGs, and vice versa.				
(xv) Exercise 11: Advanced turning: (A) steep turns (45 °), level and descending; (B) stalling in the turn and recovery; (C) recoveries from unusual attitudes, including spiral dives.				
(xvi) Exercise 12: Stopping and restarting the engine: (A) engine cooling procedures; (B) switching off procedure in-flight; (C) sailplane operating procedures; (D) restarting procedure.				
(xvii) Exercise 13: Forced landing without power: (A) forced landing procedure; (B) choice of landing area, provision for change of plan; (C) gliding distance; (D) descent plan; (E) key positions; (F) engine failure checks; (G) use of radio; (H) base leg; (I) final approach; (J) landing; (K) actions after landing.				
(xviii) Exercise 14: Precautionary landing: (A) full procedure away from aerodrome to break-off height;				



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		S	U	N/A
(B) occasions necessitating; (C) in-flight conditions; (D) landing area selection: (a) normal aerodrome; (b) disused aerodrome; (c) ordinary field. (E) circuit and approach; (F) actions after landing.				
(xix) Exercise 15a: Navigation (A) Flight planning (a) weather forecast and actuals; (b) map selection and preparation: (1) choice of route; (2) airspace structure; (3) safety altitudes. (c) calculations: (1) magnetic heading(s) and time(s) en-route; (2) fuel consumption; (3) mass and balance; (4) mass and performance. (d) flight information: (1) NOTAMs, etc.; (2) radio frequencies; (3) selection of alternate aerodromes. (e) TMG documentation; (f) notification of the flight:				



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		S	U	N/A
(1) pre-flight administrative procedures; (2) flight plan form. (B) Departure: (a) organisation of cockpit workload; (b) departure procedures: (1) altimeter settings; (2) ATC liaison in regulated airspace; (3) setting heading procedure; (4) noting of ETAs. (C) En-route: (a) maintenance of altitude and heading; (b) revisions of ETA and heading; (c) log keeping; (d) use of radio or compliance with ATC procedures; (e) minimum weather conditions for continuation of flight; (f) in-flight decisions; (g) transiting controlled or regulated airspace; (h) diversion procedures; (i) uncertainty of position procedure; (j) lost procedure. (D) Arrival, aerodrome joining procedure: (a) ATC liaison in regulated airspace; (b) altimeter setting; (c) entering the traffic pattern; (d) circuit procedures; (e) parking;				





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		S	U	N/A
(f) security of TMG; (g) refuelling; (h) closing of flight plan, if appropriate; (i) post-flight administrative procedures.				
(xx) Exercise 15b: Navigation problems at lower levels and in reduced visibility: (A) actions before descending; (B) hazards (for example obstacles and terrain); (C) difficulties of map reading; (D) effects of wind and turbulence; (E) vertical situational awareness (avoidance of controlled flight into terrain); (F) avoidance of noise sensitive areas; (G) joining the circuit; (H) bad weather circuit and landing.				
(xxi) Exercise 15c: Radio navigation (basics): (A) Use of GNSS or VOR/NDB: (a) selection of waypoints; (b) to or from indications or orientation; (c) error messages. (B) Use of VHF/DF: (a) availability, AIP and frequencies; (b) R/T procedures and ATC liaison; (c) obtaining a QDM and homing. (C) Use of en-route or terminal radar: (a) availability and AIP; (b) procedures and ATC liaison; (c) pilot's responsibilities;				



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		S	U	N/A
(d) secondary surveillance radar; (1) transponders; (2) code selection; (3) interrogation and reply.				

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.