



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
FI (A) tečaja osposobljavanja
*Application / Compliance Checklist for
FI (A) 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 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;				
	(vi) Maximum flying hours in any day or night;				



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



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



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



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



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



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			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.				



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FI (A) training course				
	Organization reference	RESULTS		
		S	U	N/A
FCL.920 Instructor competencies and assessment				
All instructors shall be trained to achieve the following competences: — Prepare resources, — Create a climate conducive to learning, — Present knowledge, — Integrate Threat and Error Management (TEM) and crew resource management, — Manage time to achieve training objectives, — Facilitate learning, — Assess trainee performance, — Monitor and review progress, — Evaluate training sessions, — Report outcome.				
FCL.930.FI FI — Training course				
(a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.				
(b) The FI training course shall include: (1) 25 hours of teaching and learning; (2) (i) in the case of an FI(A), (H) and (As), at least 100 hours of theoretical knowledge instruction, including progress tests; (ii) in the case of an FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests; (3) (i) in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3; (ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction; (iii) in the case of an FI(S), at least 6 hours or 20 take-offs of flight instruction;				



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FI (A) training course				
	Organization reference	RESULTS		
		S	U	N/A
(iv) in the case of an FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs; (v) in the case of an FI(B), at least 3 hours including 3 take-offs of flight instruction. When applying for an FI certificate in another category of aircraft, pilots holding or having held: (1) an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in (b)(2)(i) or with 18 hours towards the requirements in (b)(2)(ii).				

FI (A) training course				
AMC1 FCL.930.FI FI — Training course / FI(A), FI(H) AND FI(AS) TRAINING COURSE	Organization reference	RESULTS		
		S	U	N/A
GENERAL				
(a) The aim of the FI training course is to train aircraft licence holders to the level of competence defined in FCL.920.				
(b) The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the FI task including at least the following: (1) refresh the technical knowledge of the student instructor; (2) train the student instructor to teach the ground subjects and air exercises; (3) ensure that the student instructor's flying is of a sufficiently high standard; (4) teach the student instructor the principles of basic instruction and to apply them at the PPL level.				
FLIGHT INSTRUCTION				
(c) The remaining 5 hours in FCL.930.FI (b)(3) may be mutual flying (that is, two applicants flying together to practice flight demonstrations).				
(d) The skill test is additional to the course training time.				
CONTENT				
(e) The training course consists of two parts: (1) Part 1, theoretical knowledge, including the teaching and learning instruction that should comply with AMC1 FCL.920;				



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FI (A) training course				
AMC1 FCL.930.FI FI — Training course / FI(A), FI(H) AND FI(AS) TRAINING COURSE	Organization reference	RESULTS		
		S	U	N/A
(2) Part 2, flight instruction.				
Part 1				
TEACHING AND LEARNING				
(a) The course should include at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction.				
CONTENT OF THE TEACHING AND LEARNING INSTRUCTIONS (INSTRUCTIONAL TECHNIQUES):				
(b) The learning process: (1) motivation; (2) perception and understanding; (3) memory and its application; (4) habits and transfer; (5) obstacles to learning; (6) incentives to learning; (7) learning methods; (8) rates of learning.				
(c) The teaching process: (1) elements of effective teaching; (2) planning of instructional activity; (3) teaching methods; (4) teaching from the 'known' to the 'unknown'; (5) use of 'lesson plans'.				
(d) Training philosophies: (1) value of a structured (approved) course of training; (2) importance of a planned syllabus;				



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AMC1 FCL.930.FI FI — Training course / FI(A), FI(H) AND FI(AS) TRAINING COURSE	Organization reference	RESULTS		
		S	U	N/A
(3) integration of theoretical knowledge and flight instruction;				
(e) Techniques of applied instruction: (1) theoretical knowledge: classroom instruction techniques: (i) use of training aids; (ii) group lectures; (iii) individual briefings; (iv) student participation or discussion. (2) flight: airborne instruction techniques: (i) the flight or cockpit environment; (ii) techniques of applied instruction; (iii) post-flight and in-flight judgement and decision making.				
(f) Student evaluation and testing: (1) assessment of student performance: (i) the function of progress tests; (ii) recall of knowledge; (iii) translation of knowledge into understanding; (iv) development of understanding into actions; (v) the need to evaluate rate of progress. (2) analysis of student errors: (i) establish the reason for errors; (ii) tackle major faults first, minor faults second; (iii) avoidance of over criticism; (iv) the need for clear concise communication.				
(g) Training programme development: (1) lesson planning;				



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FI (A) training course				
AMC1 FCL.930.FI FI — Training course / FI(A), FI(H) AND FI(AS) TRAINING COURSE	Organization reference	RESULTS		
		S	U	N/A
(2) preparation; (3) explanation and demonstration; (4) student participation and practice; (5) evaluation.				
(h) Human performance and limitations relevant to flight instruction: (1) physiological factors: (i) psychological factors; (ii) human information processing; (iii) behavioural attitudes; (iv) development of judgement and decision making. (2) threat and error management.				
(i) Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight: (i) importance of 'touch drills'; (ii) situational awareness; (iii) adherence to correct procedures.				
(j) Training administration: (1) flight or theoretical knowledge instruction records; (2) pilot's personal flying logbook; (3) the flight or ground curriculum; (4) study material; (5) official forms; (6) flight manual or equivalent document (for example owner's manual or pilot's operating handbook); (7) flight authorisation papers; (8) aircraft documents; (9) the private pilot's licence regulations.				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
Part 2				
AIR EXERCISES				
(a) The air exercises are similar to those used for the training of PPL(A) but with additional items designed to cover the needs of an FI.				
(b) 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: (1) the applicant's progress and ability; (2) the weather conditions affecting the flight; (3) the flight time available; (4) instructional technique considerations; (5) the local operating environment.				
(c) It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.				
GENERAL				
(d) The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include information on how the flight will be conducted, who is to fly the aeroplane and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.				
(e) The four basic components of the briefing will be: (1) the aim; (2) principles of flight (briefest reference only); (3) the air exercise(s) (what, and how and by whom); (4) airmanship (weather, flight safety etc.).				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
PLANNING OF FLIGHT LESSONS				
(f) The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.				
GENERAL CONSIDERATIONS				
(g) The student instructor should complete flight training to practise the principles of basic instruction at the PPL(A) level.				
(h) During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(A).				
(i) It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.				
(j) If the privileges of the FI(A) certificate are to include instruction for night flying, exercises 19 and 20 of the flight instruction syllabus should be undertaken at night in addition to by day either as part of the course or subsequent to certification issue.				
(k) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.				
SYLLABUS OF FLIGHT INSTRUCTION CONTENTS				
LONG BRIEFINGS AND AIR EXERCISES Note: though exercise 11b is not required for the PPL(A) course, it is a requirement for the FI course.				
EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE				
(a) Long briefing objectives: (1) introduction to the aeroplane; (2) explanation of the cockpit layout; (3) aeroplane and engine systems; (4) checklists, drills and controls; (5) propeller safety; (i) precautions general; (ii) precautions before and during hand turning; (iii) hand swinging technique for starting (if applicable to type).				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(6) differences when occupying the instructor's seat; (7) emergency drills: (i) action if fire in the air and on the ground: engine, cock or cabin and electrical fire; (ii) system failure as applicable to type; (iii) escape drills: location and use of emergency equipment and exits. (b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT				
(a) Long briefing objectives: (1) flight authorisation and aeroplane acceptance, including technical log (if applicable) and certificate of maintenance; (2) equipment required for flight (maps, etc.); (3) external checks; (4) internal checks; (5) student comfort, harness, seat or rudder pedal adjustment; (6) starting and warming up checks; (7) power checks; (8) running down, system checks and switching off the engine; (9) leaving the aeroplane, parking, security and picketing; (10) completion of authorisation sheet and aeroplane serviceability documents. (b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 3: AIR EXPERIENCE				
(a) Long briefing objectives: Note: there is no requirement for a long briefing for this exercise. (b) Air exercise: (1) air experience; (2) cockpit layout, ergonomics and controls;				



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A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(3) cockpit procedures: stability and control.				
EXERCISE 4: EFFECTS OF CONTROLS				
(a) Long briefing objectives: (1) function of primary flying controls: when laterally level and banked; (2) further effect of ailerons and rudder; (3) effect of inertia; (4) effect of air speed; (5) effect of slipstream; (6) effect of power; (7) effect of trimming controls; (8) effect of flaps; (9) operation of mixture control; (10) operation of carburettor heat control; (11) operation of cabin heat or ventilation systems; (b) Air exercise: (1) primary effects of flying controls: when laterally level and banked; (2) further effects of ailerons and rudder; (3) effect of air speed; (4) effect of slipstream; (5) effect of power; (6) effect of trimming controls; (7) effect of flaps; (8) operation of mixture control; (9) operation of carburettor heat control; (10) operation of cabin heat or ventilation systems; (11) effect of other controls as applicable.				
EXERCISE 5: TAXIING				



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A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(a) Long briefing objectives: (1) pre-taxiing checks; (2) starting, control of speed and stopping; (3) engine handling; (4) control of direction and turning (including manoeuvring in confined spaces); (5) parking area procedures and precautions; (6) effect of wind and use of flying controls; (7) effect of ground surface; (8) freedom of Rudder movement; (9) marshalling signals; (10) instrument checks; (11) ATC procedures; (12) emergencies: steering failure and brake failure.				
(b) Air exercise: (1) pre-taxiing checks; (2) starting, control of speed and stopping; (3) engine handling; (4) control of direction and turning; (5) turning in confined spaces; (6) parking area procedures and precautions; (7) effect of wind and use of flying control; (8) effect of ground surface; (9) freedom of Rudder movement; (10) marshalling signals; (11) instrument checks; (12) ATC procedures; (13) emergencies: steering failure and brake failure.				
EXERCISE 6: STRAIGHT AND LEVEL FLIGHT				



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A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(a) Long briefing objectives: (1) the forces; (2) longitudinal stability and control in pitch; (3) relationship of CG to control in pitch; (4) lateral and directional stability (control of lateral level and balance); (5) attitude and balance control; (6) trimming; (7) power settings and air speeds; (8) drag and power curves; (9) range and endurance. (b) Air exercise: (1) at normal cruising power; (2) attaining and maintaining straight and level flight; (3) demonstration of inherent stability; (4) control in pitch, including use of elevator trim control; (5) lateral level, direction and balance, use of rudder trim controls as applicable at selected air speeds (use of power): (i) effect of drag and use of power (two air speeds for one power setting); (ii) straight and level in different aeroplane configurations (flaps and landing gear); (iii) use of instruments to achieve precision flight.				
EXERCISE 7: CLIMBING				
(a) Long briefing objectives: (1) the forces; (2) relationship between power or air speed and rate of climb (power curves maximum rate of climb (v _y)); (3) effect of mass; (4) effect of flaps; (5) engine considerations; (6) effect of density altitude;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(7) the cruise climb; (8) maximum angle of climb (vx). (b) Air exercise: (1) entry and maintaining the normal maximum rate climb; (2) levelling off; (3) levelling off at selected altitudes; (4) climbing with flaps down; (5) recovery to normal climb; (6) en-route climb (cruise climb); (7) maximum angle of climb; (8) use of instruments to achieve precision flight.				
EXERCISE 8: DESCENDING				
(a) Long briefing objectives: (1) the forces; (2) glide descent: angle, air speed and rate of descent; (3) effect of flaps; (4) effect of wind; (5) effect of mass; (6) engine considerations; (7) power assisted descent: power or air speed and rate of descent; (8) cruise descent; (9) sideslip. (b) Air exercise: (1) entry and maintaining the glide; (2) levelling off; (3) levelling off at selected altitudes; (4) descending with flaps down; (5) powered descent: cruise descent (including effect of power and air speed);				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(6) side-slipping (on suitable types); (7) use of instrument to achieve precision flight.				
EXERCISE 9: TURNING				
(a) Long briefing objectives: (1) the forces; (2) use of controls; (3) use of power; (4) maintenance of attitude and balance; (5) medium level turns; (6) climbing and descending turns; (7) slipping turns; (8) turning onto selected headings: use of gyro heading indicator and magnetic compass. (b) Air exercise: (1) entry and maintaining medium level turns; (2) resuming straight flight; (3) faults in the turn (incorrect pitch, bank and balance); (4) climbing turns; (5) descending turns; (6) slipping turns (on suitable types); (7) turns to selected headings: use of gyro heading indicator and magnetic compass (8) use of instruments to achieve precision flight; Note: stall or spin awareness and avoidance training consists of exercises 10a, 10b and 11a.				
EXERCISE 10a: SLOW FLIGHT				
(a) Long briefing objectives: (1) aeroplane handling characteristics during slow flight at: (i) vs1 & vso + 10 knots; (ii) vs1 & vso + 5 knots. (2) slow flight during instructor induced distractions;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(2) effect of overshooting in configurations where application of engine power causes a strong 'nose-up' trim change. (b) Air exercise: (1) safety checks; (2) introduction to slow flight; (3) controlled slow flight in the clean configuration at: (i) vs1 + 10 knots and with flaps down; (ii) vso + 10 knots; (iii) straight and level flight; (iv) level turns; (v) climbing and descending; (vi) climbing and descending turns. (4) controlled slow flight in the clean configuration at: (i) vs1 + 5 knots and with flaps down; (ii) vso + 5 knots; (iii) straight and level flight; (iv) level turns; (v) climbing and descending; (vi) climbing and descending turns; (vii) descending 'unbalanced' turns at low air speed: the need to maintain balanced flight. (5) 'instructor induced distractions' during flight at low air speed: the need to maintain balanced flight and a safe air speed; (6) effect of going around in configurations where application of engine power causes a strong 'nose up' trim change.				
EXERCISE 10b: STALLING				
(a) Long briefing objectives: (1) characteristics of the stall; (2) angle of attack;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
<p>(3) effectiveness of the controls at the stall; (4) factors affecting the stalling speed: (i) effect of flaps, slats and slots; (ii) effect of power, mass, CG and load factor. (5) effects of unbalance at the stall; (6) symptoms of the stall; (7) stall recognition and recovery; (8) stalling and recovery: (i) without power; (ii) with power on; (iii) with flaps down; (iv) maximum power climb (straight and turning flight to the point of stall with uncompensated yaw); (v) stalling and recovery during manoeuvres involving more than 1 G (accelerated stalls, including secondary stalls and recoveries); (vi) recovering from incipient stalls in the landing and other configurations and conditions; (vii) recovering at the incipient stage during change of configuration; (viii) stalling and recovery at the incipient stage with 'instructor induced' distractions.</p> <p>Note: consideration is to be given to manoeuvre limitations and references to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance limitations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are also covered in the next exercise spinning.</p> <p>(b) Air exercise: (1) safety checks; (2) symptoms of the stall;</p>				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
<p>(3) stall recognition and recovery:</p> <ul style="list-style-type: none"> (i) without power; (ii) with power on; (iii) recovery when a wing drops at the stall; (iv) stalling with power 'on' and recovery; (v) stalling with flap 'down' and recovery; (vi) maximum power climb (straight and turning flight) to the point of stall with uncompensated yaw: effect of unbalance at the stall when climbing power is being used; (vii) stalling and recovery during manoeuvres involving more than 1 G (accelerated stalls, including secondary stalls and recoveries); (viii) recoveries from incipient stalls in the landing and other configurations and conditions; (ix) recoveries at the incipient stage during change of configuration; (x) instructor induced distractions during stalling. <p>Note: consideration of manoeuvre limitations and the need to refer to the aeroplane manual and weight (mass) and balance calculations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are to be covered in the next exercise: spinning.</p>				
EXERCISE 11a: SPIN RECOVERY AT THE INCIPIENT STAGE				
<p>(a) Long briefing objectives:</p> <ul style="list-style-type: none"> (1) causes, stages, autorotation and characteristics of the spin; (2) recognition and recovery at the incipient stage: entered from various flight attitudes; (3) aeroplane limitations. <p>(b) Air exercise:</p> <ul style="list-style-type: none"> (1) aeroplane limitations; (2) safety checks; 				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(3) recognition at the incipient stage of a spin; (4) recoveries from incipient spins entered from various attitudes with the aeroplane in the clean configuration, including instructor induced distractions.				
EXERCISE 11b: SPIN RECOVERY AT THE DEVELOPED STAGE				
(a) Long briefing objectives: (1) spin entry; (2) recognition and identification of spin direction; (3) spin recovery; (4) use of controls; (5) effects of power or flaps (flap restriction applicable to type); (6) effect of the CG upon spinning characteristics; (7) spinning from various flight attitudes; (8) aeroplane limitation; (9) safety checks. (b) Air exercise: (1) aeroplane limitations; (2) safety checks; (3) spin entry; (4) recognition and identification of the spin direction; (5) spin recovery (reference to flight manual); (6) use of controls; (7) effects of power or flaps (restrictions applicable to aeroplane type); (8) spinning and recovery from various flight attitudes.				
EXERCISE 12: TAKE-OFF AND CLIMB TO DOWNWIND POSITION				
(a) Long briefing objectives: (1) handling: factors affecting the length of take-off run and initial climb; (2) correct lift off speed, use of elevators (safeguarding the nose wheel), rudder and power; (3) effect of wind (including crosswind component);				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(4) effect of flaps (including the decision to use and the amount permitted); (5) effect of ground surface and gradient upon the take-off run; (6) effect of mass, altitude and temperature on take-off and climb performance; (7) pre take-off checks; (8) ATC procedure before take-off; (9) drills, during and after take-off; (10) noise abatement procedures; (11) tail wheel considerations (as applicable); (12) short or soft field take-off considerations or procedures; (13) emergencies: (i) aborted take-off; (ii) engine failure after take-off. (14) ATC procedures. (b) Air exercise: (1) take-off and climb to downwind position; (2) pre take-off checks; (3) into wind take-off; (4) safeguarding the nose wheel; (5) crosswind take-off; (6) drills during and after take-off; (7) short take-off and soft field procedure or techniques (including performance calculations); (8) noise abatement procedures.				
EXERCISE 13: CIRCUIT, APPROACH AND LANDING				
(a) Long briefing objectives: (1) downwind leg, base leg and approach: position and drills; (2) factors affecting the final approach and the landing run; (3) effect of mass; (4) effects of altitude and temperature;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(5) effect of wind; (6) effect of flap; (7) landing; (8) effect of ground surface and gradient upon the landing run; (9) types of approach and landing: (i) powered; (ii) crosswind; (iii) flapless (at an appropriate stage of the course); (iv) glide; (v) short field; (vi) soft field. (10) tail wheel aeroplane considerations (as applicable); (11) missed approach; (12) engine handling; (13) wake turbulence awareness; (14) windshear awareness; (15) ATC procedures; (16) mislanding and go-around; (17) special emphasis on look-out. (b) Air exercise: (1) circuit approach and landing; (2) circuit procedures: downwind and base leg; (3) powered approach and landing; (4) safeguarding the nose wheel; (5) effect of wind on approach and touchdown speeds and use of flaps; (6) crosswind approach and landing; (7) glide approach and landing; (8) flapless approach and landing (short and soft field); (9) short field and soft field procedures;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(10) wheel landing (tail wheel aircraft); (11) missed approach and go-around; (12) mislanding and go-around; (13) noise abatement procedures.				
EXERCISE 14: FIRST SOLO AND CONSOLIDATION				
Note: a summary of points to be covered before sending the student on first solo. (a) Long briefing objectives: During the flights immediately following the solo circuit consolidation period the following should be covered: (1) procedures for leaving and rejoining the circuit; (2) local area (restrictions, controlled airspace, etc.); (3) compass turns; (4) QDM meaning and use. (b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 15: ADVANCED TURNING				
(a) Long briefing objectives: (1) the forces; (2) use of power; (3) effect of load factor: (i) structural considerations; (ii) increased stalling speed. (4) physiological effects; (5) rate and radius of turn; (6) steep, level, descending and climbing turns; (7) stalling in the turn and how to avoid it; (8) spinning from the turn: recovery at the incipient stage; (9) spiral dive;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(10) unusual attitudes and recoveries. Note: considerations are to be given to manoeuvre limitations and reference to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance, and any other restrictions for practice entries to the spin. (b) Air exercise: (1) level, descending and climbing steep turns; (2) stalling in the turn; (3) spiral dive; (4) spinning from the turn; (5) recovery from unusual attitudes; (6) maximum rate turns.				
EXERCISE 16: FORCED LANDING WITHOUT POWER				
(a) Long briefing objectives: (1) selection of forced landing areas; (2) provision for change of plan; (3) gliding distance: consideration; (4) planning the descent; (5) key positions; (6) engine failure checks; (7) use of radio: R/T 'distress' procedure; (8) base leg; (9) final approach; (10) go-around; (11) landing considerations; (12) actions after landing: aeroplane security; (13) causes of engine failure. (b) Air exercise: (1) forced landing procedures;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(2) selection of landing area: (i) provision for change of plan; (ii) gliding distance considerations. (3) planning the descent; (4) key positions; (5) engine failure checks; (6) engine cooling precautions; (7) use of radio; (8) base leg; (9) final approach; (10) landing; (11) actions after landing: when the exercise is conducted at an aerodrome; (12) aeroplane security.				
EXERCISE 17: PRECAUTIONARY LANDING				
(a) Long briefing objectives: (1) occasions when necessary (in-flight conditions); (2) landing area selection and communication (R/T procedure); (3) overhead inspection; (4) simulated approach; (5) climb away; (6) landing area selection: (i) normal aerodrome; (ii) disused aerodrome; (iii) ordinary field; (7) circuit and approach; (8) actions after landing; aeroplane security. (b) Air exercise: (1) occasions when necessary (in-flight conditions):				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(2) landing area selection (3) overhead inspection (4) simulated approach (5) climb away (6) landing area selection: (i) normal aerodrome; (ii) disused aerodrome; (iii) ordinary field; (7) circuit and approach; (8) actions after landing; aeroplane security.				
EXERCISE 18a: NAVIGATION				
(a) Long briefing objectives: (1) flight planning; (i) weather forecast and actual(s); (ii) map selection, orientation, preparation and use: (A) choice of route; (B) regulated or controlled airspace; (C) danger, prohibited and restricted areas; (D) safety altitude. (iii) calculations: (A) magnetic heading(s) and time(s) en-route; (B) fuel consumption; (C) mass and balance; (D) mass and performance. (iv) flight information: (A) NOTAMs etc.; (B) noting of required radio frequencies; (C) selection of alternate aerodrome(s).				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(v) aeroplane documentation. (vi) notification of the flight: (A) pre-flight administration procedures; (B) flight plan form (where appropriate). (2) departure; (i) organisation of cockpit workload; (ii) departure procedures: (A) altimeter settings; (B) setting heading procedures; (C) noting of ETA(s). (iii) en-route map reading: identification of ground features; (iv) maintenance of altitudes and headings; (v) revisions to ETA and heading, wind effect, drift angle and groundspeed checks; (vi) log keeping; (vii) use of radio (including VDF if applicable); (viii) minimum weather conditions for continuance of flight; (ix) 'in-flight' decisions; (x) diversion procedures; (xi) operations in regulated or controlled airspace; (xii) procedures for entry, transit and departure; (xiii) navigation at minimum level; (xiv) uncertainty of position procedure, including R/T procedure; (xv) lost procedure; (xvi) use of radio nav aids. (3) arrival procedures and aerodrome circuit joining procedures: (i) ATC liaison, R/T procedure, etc.; (ii) altimeter setting, (iii) entering the traffic pattern (controlled or uncontrolled aerodromes); (iv) circuit procedures;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(v) parking procedures; (vi) security of aircraft; (vii) refuelling; (viii) booking in. (b) Air exercise: (1) flight planning: (i) weather forecast and actual(s); (ii) map selection and preparation: (A) choice of route; (B) regulated or controlled airspace; (C) danger, prohibited and restricted areas; (D) safety altitude. (iii) calculations: (A) magnetic heading(s) and time(s) en-route; (B) fuel consumption; (C) mass and balance; (D) mass and performance. (iv) flight information: (A) NOTAMs etc.; (B) noting of required radio frequencies; (C) selection of alternate aerodromes. (v) aircraft documentation; (vi) notification of the flight: (A) flight clearance procedures (as applicable); (B) flight plans. (2) aerodrome departure; (i) organisation of cockpit workload; (ii) departure procedures: (A) altimeter settings;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(B) en-route: (C) noting of ETA(s). (iii) wind effect, drift angle and ground speed checks; (iv) maintenance of altitudes and headings; (v) revisions to ETA and heading; (vi) log keeping; (vii) use of radio (including VDF if applicable); (viii) minimum weather conditions for continuance of flight; (ix) 'in-flight' decisions; (x) diversion procedure; (xi) operations in regulated or controlled airspace; (xii) procedures for entry, transit and departure; (xiii) uncertainty of position procedure; (xiv) lost procedure; (xv) use of radio nav aids. (3) arrival procedures and aerodrome joining procedures: (i) ATC liaison, R/T procedure etc.; (ii) altimeter setting, (iii) entering the traffic pattern; (iv) circuit procedures; (v) parking procedures (vi) security of aircraft; (vii) refuelling; (viii) booking in.				
EXERCISE 18b: NAVIGATION AT LOWER LEVELS AND IN REDUCED VISIBILITY				
(a) Long briefing objectives: (1) general considerations:				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(i) planning requirements before flight in entry or exit lanes; (ii) ATC rules, pilot qualifications and aircraft equipment; (iii) entry or exit lanes and areas where specific local rules apply. (2) low level familiarisation: (i) actions before descending; (ii) visual impressions and height keeping at low altitude; (iii) effects of speed and inertia during turns; (iv) effects of wind and turbulence; (3) low level operation: (i) weather considerations; (ii) low cloud and good visibility; (iii) low cloud and poor visibility; (iv) avoidance of moderate to heavy rain showers; (v) effects of precipitation; (vi) joining a circuit; (vii) bad weather circuit, approach and landing. (b) Air exercise: (1) general considerations: entry or exit lanes and areas where specific local rules apply; (2) low level familiarisation: (i) actions before descending; (ii) visual impressions and height keeping at low altitude; (iii) effects of speed and inertia during turns; (iv) effects of wind and turbulence; (v) hazards of operating at low levels; (3) low level operation: (i) weather considerations; (ii) low cloud and good visibility; (iii) low cloud and poor visibility; (iv) avoidance of moderate to heavy rain showers;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(v) effects of precipitation (forward visibility); (vi) joining a circuit; (vii) bad weather circuit, approach and landing.				
EXERCISE 18c: USE OF RADIO NAVIGATION AIDS UNDER VFR				
(a) Long briefing objectives: (1) use of VOR: (i) availability, AIP and frequencies; (ii) signal reception range; (iii) selection and identification; (iv) radials and method of numbering; (v) use of OBS; (vi) to or from indication and station passage; (vii) selection, interception and maintaining a radial; (viii) use of two stations to determine position. (2) use of ADF equipment: (i) availability of NDB stations, AIP and frequencies; (ii) signal reception range; (iii) selection and identification; (iv) orientation in relation to NDP; (v) homing to an NDP. (3) use of VHF/DF: (i) availability. AIP and frequencies; (ii) R/T procedures; (iii) obtaining QDMs and QTEs. (4) use of radar facilities: (i) availability and provision of service and AIS; (ii) types of service;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(iii) R/T procedures and use of transponder: (A) mode selection; (B) emergency codes. (5) use of distance DME: (i) availability and AIP; (ii) operating modes; (iii) slant range. (6) use of GNSS (RNAV – SATNAV): (i) availability; (ii) operating modes; (iii) limitations. (b) Air exercise: (1) use of VOR: (i) availability, AIP and frequencies; (ii) selection and identification; (iii) use of OBS; (iv) to or from indications: orientation; (v) use of CDI; (vi) determination of radial; (vii) intercepting and maintaining a radial; (viii) VOR passage; (ix) obtaining a fix from two VORs. (2) use of ADF equipment; (i) availability of NDB stations, AIP and frequencies; (ii) selection and identification; (iii) orientation relative to the beacon; (iv) homing. (3) use of VHF/DF: (i) availability, AIP and frequencies;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(ii) R/T procedures and ATC liaison; (iii) obtaining a QDM and homing. (4) use of en-route or terminal radar: (i) availability and AIP; (ii) procedures and ATC liaison; (iii) pilot's responsibilities; (iv) secondary surveillance radar; (v) transponders; (vi) code selection; (vii) interrogation and reply. (5) use of DME: (i) station selection and identification; (ii) modes of operation. (6) use of GNSS (RNAV – SATNAV): (i) setting up; (ii) operation; (iii) interpretation.				
EXERCISE 19: BASIC INSTRUMENT FLIGHT				
(a) Long briefing objectives: (1) flight instruments; (i) physiological sensations; (ii) instrument appreciation; (iii) attitude instrument flight; (iv) pitch indications; (v) bank indications; (vi) different dial presentations; (vii) introduction to the use of the attitude indicator; (viii) pitch attitude;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(ix) bank attitude; (x) maintenance of heading and balanced flight; (xi) instrument limitations (inclusive system failures). (2) attitude, power and performance; (i) attitude instrument flight: (ii) control instruments; (iii) performance instruments; (iv) effect of changing power and configuration; (v) cross-checking the instrument indications; (vi) instrument interpretation; (vii) direct and indirect indications (performance instruments); (viii) instrument lag; (ix) selective radial scan; (3) basic flight manoeuvres (full panel); (i) straight and level flight at various air speeds and aeroplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns onto pre-selected headings: (A) level; (B) climbing; (C) descending. (b) Air exercise: (1) Introduction to instrument flying (i) flight instruments; (ii) physiological sensations; (iii) instrument appreciation; (iv) attitude instrument flight; (v) pitch attitude; (vi) bank attitude;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(vii) maintenance of heading and balanced flight; (2) attitude, power and performance; (i) attitude instrument flight; (ii) effect of changing power and configuration; (iii) cross-checking the instruments; (iv) selective radial scan; (3) basic flight manoeuvres (full panel); (i) straight and level flight at various air speeds and aeroplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns onto pre-selected headings: (A) level; (B) climbing; (C) descending.				
EXERCISE 20: NIGHT FLYING (if night instructional qualification required)				
(a) Long briefing objectives: (1) start up procedures; (2) local procedures: including ATC liaison; (3) taxiing: (i) parking area and taxiway lighting; (ii) judgement of speed and distances; (iii) use of taxiway lights; (iv) avoidance of hazards: obstruction lighting; (v) instrument checks; (vi) holding point: lighting procedure; (vii) initial familiarisation at night; (viii) local area orientation; (ix) significance of lights on other aircraft;				



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Zahtjev/Lista usklađenosti za odobrenje
 FI (A) tečaja osposobljavanja
*Application / Compliance Checklist for
 FI (A) course approval*

FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(x) ground obstruction lights; (xi) division of piloting effort: external or instrument reference; (xii) rejoining procedure; (xiii) aerodrome lighting: approach and runway lighting (including VASI and PAPI): (A) threshold lights; (B) approach lighting; (C) visual approach slope indicator systems. (4) night circuits: (i) take-off and climb: (A) line up; (B) visual references during the take-off run; (C) transfer to instruments; (D) establishing the initial climb; (E) use of flight instruments; (F) instrument climb and initial turn. (ii) circuit: (A) aeroplane positioning: reference to runway lighting; (B) the traffic pattern and look-out; (C) initial approach and runway lighting demonstration; (D) aeroplane positioning; (E) changing aspect of runway lights and VASI (or PAPI); (F) intercepting the correct approach path; (G) the climb away. (iii) approach and landing: (A) positioning, base leg and final approach; (B) diurnal wind effect; (C) use of landing lights; (D) the flare and touchdown; (E) the roll out;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(F) turning off the runway: control of speed. (iv) missed approach: (A) use of instruments; (B) re-positioning in the circuit pattern; (5) night navigation: (i) particular emphasis on flight planning; (ii) selection of ground features visible at night: (A) air light beacons; (B) effect of cockpit lighting on map colours; (C) use of radio aids; (D) effect of moonlight upon visibility at night; (iii) emphasis on maintaining a 'minimum safe altitude'; (iv) alternate aerodromes: restricted availability; (v) restricted recognition of weather deterioration; (vi) lost procedures; (6) night emergencies; (i) radio failure; (ii) failure of runway lighting; (iii) failure of aeroplane landing lights; (iv) failure of aeroplane internal lighting; (v) failure of aeroplane navigation lights; (vi) total electrical failure; (vii) abandoned take-off; (viii) engine failure; (ix) obstructed runway procedure. (b) Air exercise: during the air exercise all long briefing objectives mentioned above should also be trained on site and the student instructor should demonstrate the following items: (1) how to plan and to perform a flight at night; (2) how to advise the student pilot to plan and prepare a flight at night;				



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FI (A) training course				
A. Aeroplanes	Organization reference	RESULTS		
		S	U	N/A
(3) how to advise the student pilot to perform a flight at night; (4) how to analyse and correct errors as necessary.				

Instructor Certificates								
GM1 FCL.900 Instructor certificates	Organization reference	RESULTS						
		S	U	N/A				
GENERAL								
(a) Nine instructor categories are recognised: (1) FI certificate: aeroplane (FI(A)), helicopter (FI(H)), airship (FI(As)), sailplane (FI(S)) and balloon (FI(B)); (2) TRI certificate: aeroplane (TRI(A)), helicopter (TRI(H)), powered-lift aircraft (TRI(PL)); (3) CRI certificate: aeroplane (CRI(A)); (4) IRI certificate: aeroplane (IRI(A)), helicopter (IRI(H)) and airship (IRI(As)); (5) SFI certificate: aeroplane (SFI(A)), helicopter (SFI(H)) and powered-lift aircraft (SFI(PL)); (6) MCCI certificate: aeroplanes (MCCI(A)), helicopters (MCCI(H)), powered-lift aircraft(MCCI(PL)) and airships (MCCI(As)); (7) STI certificate: aeroplane (STI(A)) and helicopter (STI(H)); (8) MI certificate: (MI); (9) FTI certificate: (FTI). (b) For categories (1) to (4) and for (8) and (9) the applicant needs to hold a pilot licence. For categories (5) to (7) no licence is needed, only an instructor certificate. (c) A person may hold more than one instructor certificate.								



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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.