



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje
IRI tečajeva osposobljavanja
*Application / Compliance Checklist for
IRI courses approval*

Upravne pristojbe
70,00 kn

UPUTE:

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

Uz ovaj zahtjev/listu usklađenosti potrebno je dostaviti:

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

Upute za ispunjavanje:

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

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

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

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

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



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TRAINING MANUAL		Obligatory			
Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
Part 1 – The training plan					
(1) The aim of the course (ATP, CPL/IR, CPL, etc. as applicable)	A statement of what the student is expected to do as a result of the training, the level of performance, and the training constraints to be observed.				
(2) Pre-entry requirements	(i) Minimum age, educational requirements (including language), medical requirements; (ii) Any individual Member State requirements.				
(3) Credits for previous experience	To be obtained from the competent authority before training begins.				
(4) Training syllabi	As applicable, the flying syllabus (single-engine or multi-engine, as applicable), the flight simulation training syllabus and the theoretical knowledge training syllabus.				
(5) The time scale and scale, in weeks, for each syllabus	Arrangements of the course and the integration of syllabi time.				
(6) Training programme	(i) The general arrangements of daily and weekly programmes for flying, theoretical knowledge training and training in FSTDs, if applicable;				
	(ii) Bad weather constraints;				
	(iii) Programme constraints in terms of maximum student training times, (flying, theoretical knowledge, on FSTDs), for example per day, week or month;				
	(iv) Restrictions in respect of duty periods for students;				
	(v) Duration of dual and solo flights at various stages;				
	(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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Ref.: AMC&GM to Part-ORA; Subpart ATO; Section II; AMC1 ORA.ATO.230 (a)		Organization reference	RESULTS		
			S	U	N/A
(2) Air exercise reference list	An abbreviated list of the above exercises giving only main and subtitles for quick reference, and preferably in flip-card form to facilitate daily use by instructors.				
(3) Course structure: phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency.				
	Also, the syllabus hours for each phase and for groups of exercises within each phase shall be stated and when progress tests are to be conducted, etc.				
(4) Course structure: integration of syllabi	The manner in which theoretical knowledge and flying training in an aircraft or an FSTD will be integrated so that as the flying training exercises are carried out students will be able to apply the knowledge gained from the associated theoretical knowledge instruction and flight training.				
(5) Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc. as necessary before significant exercises for example night flying.				
(6) Instructional methods	The ATO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorization of solo flights, etc.				



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



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



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			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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IRI training courses				
	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.IRI IRI — Training course				
(a) The training course for the IRI shall include, at least: (1) 25 hours of teaching and learning instruction; (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills; (3) (i) for the IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5; (ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III; (iii) for the IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.				
(b) Flight instruction shall be given by an FI qualified in accordance with FCL.905.FI(i).				
(c) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).				



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IRI training courses		RESULTS		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
		GENERAL		
(a) The aim of the IRI training course is to train aircraft licence holders to the level of competence defined in FCL.920, and adequate for an IRI.				
(b) The IRI training course should give particular stress to the role of the individual in relation to the importance of human factors in the manmachine environment.				
(c) Special attention should be paid to the applicant's levels of maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.				
(d) With the exception of the section on 'teaching and learning', all the subject detail contained in the theoretical and flight training syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to: (1) refresh and bring up to date the technical knowledge of the student instructor; (2) train pilots in accordance with the requirements of the modular instrument flying training course; (3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating; (4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.				
(e) In part 3 some of the air exercises of the flight instruction syllabus of this AMC may be combined in the same flight.				
(f) During the training course the applicants should be made aware of their own attitudes to the important aspects of flight safety. Improving safety awareness should be a fundamental objective throughout the training course. It will be of major importance for the training course to aim at giving applicants the knowledge, skills and attitudes relevant to an instructor's task. To achieve this, the course curriculum, in terms of objectives, should comprise at least the following areas.				
(g) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.				
(h) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.				
CONTENT				



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IRI training courses		RESULTS		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
(i) The training course consists of three parts: (1) Part 1: teaching and learning that should follow the content of AMC1 FCL.920. (2) Part 2: instrument technical theoretical knowledge instruction (technical training). (3) Part 3: flight instruction.				
Part 1				
The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.				
Part 2				
TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS				
(a) The instrument theoretical knowledge instruction should comprise not less than 10 hours training to include the revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the IRI to instruct the instrument theoretical knowledge syllabus.				
(b) All the subject detail contained in the instrument theoretical knowledge instruction syllabus and flight instruction syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to: (1) refresh and bring up to date the technical knowledge of the student instructor; (2) train pilots in accordance with the requirements of the modular instrument flying training course; (3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating; and (4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.				
(c) The theoretical subjects covered below should be used to develop the instructor's teaching skills. The items selected should relate to the student's background and should be applied to training for an IR.				



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IRI training courses				
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
GENERAL SUBJECTS				
(d) Physiological and psychological factors: (1) the senses; (2) spatial disorientation; (3) sensory illusions; (4) stress. (e) Flight instruments: (1) air speed indicator; (2) altimeter; (3) vertical speed indicator; (4) attitude indicator; (5) heading indicator; (6) turn and slip indicator; (7) magnetic compass; (8) in relation to the above instruments the following items should be covered: (i) principles of operation; (ii) errors and in-flight serviceability checks; (iii) system failures. (f) Radio navigation aids: (1) basic radio principles; (2) use of VHF RTF channels; (3) the Morse code; (4) basic principles of radio aids; (5) use of VOR; (6) ground and aeroplane equipment;				



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IRI training courses		RESULTS		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
		(7) use of NDB/ADF; (8) ground and aeroplane equipment; (9) use of VHF/DF; (10) radio detection and ranging (radar); (11) ground equipment; (12) primary radar; (13) secondary surveillance radar; (14) aeroplane equipment; (15) transponders; (16) precision approach system; (17) other navigational systems (as applicable) in current operational use; (18) ground and aeroplane equipment; (19) use of DME; (20) ground and aeroplane equipment; (21) marker beacons; (22) ground and aeroplane equipment; (23) pre-flight serviceability checks; (24) range, accuracy and limitations of equipment. (g) Flight planning considerations; (h) Aeronautical information publications: (1) the training course should cover the items listed below, but the applicant's aptitude and previous aviation experience should be taken into account when determining the amount of instructional time allotted. Although a number of items contained under this heading are complementary to those contained in the PPL/CPL/IR syllabi, the instructor should ensure that they have been covered during the applicant's training and due allowance should be made for the time needed to revise these items as necessary.		



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IRI training courses		RESULTS		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
(2) AIP (3) NOTAM class 1 and 2; (4) AIC; (5) information of an operational nature; (6) the rules of the air and ATS; (7) visual flight rules and instrument flight rules; (8) flight plans and ATS messages; (9) use of radar in ATS; (10) radio failure; (11) classification of airspace; (12) airspace restrictions and hazards; (13) holding and approach to land procedures; (14) precision approaches and non precision approaches; (15) radar approach procedures; (16) missed approach procedures; (17) visual manoeuvring after an instrument approach; (18) conflict hazards in uncontrolled airspace; (19) communications; (20) types of services; (21) extraction of AIP data relating to radio aids; (22) charts available; (23) en-route; (24) departure and arrival; (25) instrument approach and landing; (26) amendments, corrections and revision service.				



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IRI training courses		RESULTS		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
(i) flight planning general: (1) the objectives of flight planning; (2) factors affecting aeroplane and engine performance; (3) selection of alternate(s); (4) obtaining meteorological information; (5) services available; (6) meteorology briefing; (7) telephone or electronic data processing; (8) actual weather reports (TAFs, METARs and SIGMET messages); (9) the route forecast; (10) the operational significance of the meteorological information obtained (including icing, turbulence and visibility); (11) altimeter considerations; (12) definitions of: (i) transition altitude; (ii) transition level; (iii) flight level; (iv) QNH; (v) regional QNH; (vi) standard pressure setting; (vii) QFE. (13) altimeter setting procedures; (14) pre-flight altimeter checks; (15) take-off and climb; (16) en-route;				



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AMC1 FCL.930.IRI IRI — Training course	Organization reference	S	U	N/A
		(17) approach and landing; (18) missed approach; (19) terrain clearance; (20) selection of a minimum safe en-route altitude; (21) IFR; (22) preparation of charts; (23) choice of routes and flight levels; (24) compilation of flight plan or log sheet; (25) log sheet entries; (26) navigation ground aids to be used; (27) frequencies and identification; (28) radials and bearings; (29) tracks and fixes; (30) safety altitude(s); (31) fuel calculations; (32) ATC frequencies (VHF); (33) tower, approach, en-route, radar, FIS, ATIS, and weather reports; (34) minimum sector altitudes at destination and alternate aerodromes; (35) determination of minimum safe descent heights or altitudes (decision heights) at destination and alternate aerodromes. (j) The privileges of the instrument rating: (1) outside controlled airspace; (2) within controlled airspace; (3) period of validity and renewal procedures.		
Part 3				



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IRI training courses				
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
FLIGHT INSTRUCTION SYLLABUS				
(a) An approved IRI course should comprise of at least 10 hours of flight instruction, of which a maximum of 8 hours may be conducted in an FSTD. A similar number of hours should be used for the instruction and practice of pre-flight and post-flight briefing for each exercise.				
(b) The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently.				

IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
LONG BRIEFINGS AND AIR EXERCISES				
EXERCISE 1: INSTRUMENT FLYING (Basic) (for revision, as deemed necessary by the instructor)				
(a) Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications; (iii) bank indications; (iv) different instrument presentations; (v) introduction to the use of the attitude indicator; (vi) pitch attitude; (vii) bank attitude; (viii) maintenance of heading and balanced flight; (ix) instrument limitations (inclusive system failures). (4) attitude, power and performance:				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(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. (5) the 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; (v) level, climbing and descending on to pre-selected headings.				
(b) Air exercise: (1) instrument flying (basic); (i) physiological sensations; (ii) instrument appreciation; (iii) attitude instrument flight; (iv) pitch attitude; (v) bank attitude; (vi) maintenance of heading and balanced flight; (vii) attitude instrument flight; (viii) effect of changing power and configuration; (ix) cross-checking the instruments; (x) selective radial scan; (2) the basic flight manoeuvres (full panel):				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(i) straight and level flight at various air speeds and aeroplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
EXERCISE 2: INSTRUMENT FLYING (Advanced)				
(a) Long briefing objectives: (1) full panel; (2) 30 ° level turns; (3) unusual attitudes: recoveries; (4) transference to instruments after take-off; (5) limited panel; (6) basic flight manoeuvres; (7) unusual attitudes: recoveries.				
(b) Air exercise: (1) full panel; (2) 30 ° level turns; (3) unusual attitudes: recoveries; (4) limited panel; (5) repeat of the above exercises.				
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR				
(a) Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(7) to or from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing; (20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				
(b) Air exercise: (1) station selection and identification; (2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turn; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries;				



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 IRI courses approval*

IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(12) holding at a pre-selected fix; (13) holding at a VOR station.				
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB				
(a) Long briefing objectives: (1) availability of an NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound; (12) station passage; (13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other navaid; (16) holding procedures and various approved entries; (17) communication (R/T procedures and ATC liaison).				
(b) Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison);				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the aeroplane's position from two NDBs or alternatively from one NDB and one other navaid; (11) ADF holding procedures and various approved entries.				
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF				
(a) Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range; (4) effect of altitude; (5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM and QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (10) assessment of groundspeed and timing.				
(b) Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T Procedures and ATC liaison;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (7) assessment of groundspeed and timing.				
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME				
(a) Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix.				
(b) Air exercise: (1) station selection and identification; (2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS (SSR)				
(a) Long briefing objectives: (1) operation of transponders;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b) Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF EN-ROUTE RADAR				
(a) Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMs; (4) provision of service; (5) communication (R/T, procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service; (8) aircraft separation standards.				
(b) Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES				
(a) Long briefing objectives: (1) determining the serviceability of the aeroplane radio; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio nav aids before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				
(b) Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) nav aid selection; (4) frequencies, radials, etc.; (5) aerodrome departure checks, frequency changes, altitude and position reports; (6) SID procedures.				
EXERCISE 10: INSTRUMENT APPROACH: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURE				
(a) Long briefing objectives: (1) precision approach charts; (2) approach to the initial approach fix and minimum sector altitude; (3) nav aid requirements, for example radar, ADF, etc.;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(4) communication (ATC liaison and R/T phraseology); (5) holding procedure; (6) the final approach track; (7) forming a mental picture of the approach; (8) completion of aerodrome approach checks; (9) initial approach procedure; (10) selection of the ILS frequency and identification; (11) obstacle clearance altitude or height; (12) operating minima; (13) achieving the horizontal and vertical patterns; (14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (15) use of DME (as applicable); (16) go-around and missed approach procedure; (17) review of the published instructions; (18) transition from instrument to visual flight (sensory illusions); (19) visual manoeuvring after an instrument approach: (i) circling approach; (ii) visual approach to landing.				
(b) Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of runway lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of: (i) the descent rate on final approach; (ii) the wind velocity at the surface and the length of the landing runway; (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach; (15) circling approach; (16) the approach: (i) at the final approach fix; (ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localiser and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height; (17) runway direction;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(18) overshoot and missed approach procedure; (19) transition from instrument to visual flight; (20) circling approach; (21) visual approach to landing.				
EXERCISE 11: INSTRUMENTS APPROACH: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES				
(a) Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning; (6) holding procedure; (7) the approach track; (8) forming a mental picture of the approach; (9) initial approach procedure; (10) operating minima; (11) completion of approach planning; (12) achieving the horizontal and vertical patterns; (13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (14) use of DME (as applicable); (15) go-around and missed approach procedure; (16) review of the published instructions; (17) transition from instrument to visual flight (sensory illusions);				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(18) visual manoeuvring after an instrument approach; (19) circling approach; (20) visual approach to landing.				
(b) Air exercise: (1) completion of approach planning including determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing runway; (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach; (2) circling approach; (3) go-around and missed approach procedure; (4) initial approach; (5) frequency selection and identification; (6) review of the published procedure and minimum safe sector altitude; (7) ATC liaison and R/T phraseology; (8) determination of decision height and altimeter setting; (9) weather considerations, for example cloud base and visibility; (10) availability of runway lighting; (11) determination of inbound track; (12) assessment of time from final approach fix to the missed approach point; (13) ATC liaison; (14) the outbound procedure (inclusive completion of pre-landing checks); (15) the inbound procedure; (16) re-check of identification code; (17) altimeter setting re-checked;				



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IRI Training Course - A. AEROPLANES		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(18) the final approach; (19) note time and establish air speed and descent rate; (20) maintaining the final approach track; (21) anticipation of change in wind velocity and its effect on the drift; (22) minimum descent altitude or height; (23) runway direction; (24) go-around and missed approach procedure; (25) transition from instrument to visual flight (sensory illusions); (26) visual approach.				
EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNSS (to be developed)				
(a) Long briefing objectives: use of GNSS. (b) Air exercise: use of GNSS.				

IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
LONG BRIEFINGS AND AIR EXERCISES				
EXERCISE 1: INSTRUMENT FLYING (Basic) (for revision, as deemed necessary by the instructor)				
(a) Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(iii) bank indications; (iv) different instrument presentations; (v) introduction to the use of the attitude indicator; (vi) pitch attitude; (vii) bank attitude; (viii) maintenance of heading and balanced flight; (ix) instrument limitations (inc. system failures); (4) attitude, power and performance: (i) attitude instrument flight; (ii) control instruments; (iii) performance instruments; (iv) effect of changing power; (v) cross-checking the instrument indications; (vi) instrument interpretation; (vii) direct and indirect indications (performance instruments); (viii) instrument lag; (ix) selective radial scan; (5) the basic flight manoeuvres (full panel): (i) straight and level flight at various air speeds; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
(b) Air exercise: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) pitch attitude;				



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AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) bank attitude; (6) maintenance of heading and balanced flight; (7) attitude instrument flight; (8) effect of changing power; (9) cross-checking the instruments; (10) selective radial scan; (11) the basic flight manoeuvres (full panel): (i) straight and level flight at various air speeds and helicopter configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings; (vi) manoeuvring at minimum and maximum IMC speed.				
EXERCISE 2: INSTRUMENT FLYING (Advanced)				
(a) Long briefing objectives: (1) full panel; (2) 30° level turns; (3) unusual attitudes: recoveries; (4) transition to instruments after take-off; (5) limited panel; (6) basic flight manoeuvres; (7) unusual attitudes: recoveries.				
(b) Air exercise: (1) full panel; (2) 30° level turns; (3) unusual attitudes: recoveries; (4) identification and recovery from low pitch steep bank and high pitch steep bank attitudes (at low and high power settings);				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) limited panel; (6) repeat of the above exercises.				
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR				
(a) Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS; (7) to and from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing; (20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				
(b) Air exercise: (1) station selection and identification;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turns; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries; (12) holding at a pre-selected fix; (13) holding at a VOR station.				
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB				
(a) Long briefing objectives: (1) availability of NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound; (12) station passage;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other navaid; (16) holding procedures; (17) communication (R/T procedures and ATC liaison).				
(b) Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison); (4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the helicopter's position from two NDBs or alternatively from one NDB and one other navaid; (11) ADF holding procedures.				
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF				
(a) Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range; (4) effect of altitude;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM, QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (10) assessment of groundspeed and timing.				
(b) Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T procedures and ATC liaison; (3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (7) assessment of groundspeed and timing.				
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME				
(a) Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix;				
(b) Air exercise: (4) station selection and identification;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS				
(a) Long briefing objectives: (1) operation of transponders; (2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b) Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF EN-ROUTE RADAR SERVICES				
(a) Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMS; (4) provision of service;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) communication (R/T procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service; (8) aircraft separation standards.				
(b) Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES				
(a) Long briefing objectives: (1) determining the serviceability of the radio equipment; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio nav aids before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				
(b) Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) nav aid selection; (4) frequencies, radials, etc.;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(5) aerodrome departure checks, frequency changes, altitude and position reports; (6) SID procedures.				
EXERCISE 10: INSTRUMENT APPROACH: PRECISION APPROACH AID TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES				
(a) Long briefing objectives: (1) precision approach charts; (2) approach to the initial approach fix and minimum sector altitude; (3) navaid requirements, for example radar, ADF, etc.; (4) communication (ATC liaison and R/T phraseology); (5) holding procedure; (6) the final approach track; (7) forming a mental picture of the approach; (8) completion of aerodrome approach checks; (9) initial approach procedure; (10) selection of the ILS frequency and identification; (11) obstacle clearance altitude or height; (12) operating minima; (13) achieving the horizontal and vertical patterns; (14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (15) use of DME (as applicable); (16) go-around and missed approach procedure; (17) review of the published instructions; (18) transition from instrument to visual flight (sensory illusions); (19) visual manoeuvring after an instrument approach;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(i) circling approach; (ii) visual approach to landing.				
(b) Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS; (5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of landing site lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of: (i) the descent rate on final approach; (ii) the wind velocity at the surface and the length of the landing site; (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach; (15) circling approach; (16) the approach: (i) at the final approach fix;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localizer and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height. (17) landing direction; (18) go-around and missed approach procedure; (19) transition from instrument to visual flight; (20) circling approach; (21) visual approach to landing.				
EXERCISE 11: INSTRUMENT APPROACH: NON-PRECISION APPROACH TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES				
(a) Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning; (6) holding procedure; (7) the approach track; (8) forming a mental picture of the approach; (9) initial approach procedure; (10) operating minima; (11) completion of approach planning;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(12) achieving the horizontal and vertical patterns; (13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (14) use of DME (as applicable); (15) go-around and missed approach procedure; (16) review of the published instructions; (17) transition from instrument to visual flight (sensory illusions); (18) visual manoeuvring after an instrument approach; (19) circling approach; (20) visual approach to landing.				
(b) Air exercise: (1) completion of approach planning, including determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing site; (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach. (2) circling approach; (3) go-around and missed approach procedure; (4) initial approach; (5) frequency selection and identification; (6) review of the published procedure and minimum safe sector altitude; (7) ATC liaison and R/T phraseology; (8) determination of decision height and altimeter setting; (9) weather considerations, for example cloud base and visibility;				



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IRI Training Course - B. HELICOPTERS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(10) availability of landing site lighting; (11) determination of inbound track; (12) assessment of time from final approach fix to the missed approach point; (13) ATC liaison; (14) the outbound procedure (incl. completion of pre-landing checks); (15) the inbound procedure; (16) re-check of identification code; (17) altimeter setting re-checked; (18) the final approach; (19) note time and establish air speed and descent rate; (20) maintaining the final approach track; (21) anticipation of change in wind velocity and its effect on the drift; (22) minimum descent altitude or height; (23) landing site direction; (24) go-around and missed approach procedure; (25) transition from instrument to visual flight (sensory illusions); (26) visual approach.				
EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNSS (to be developed)				
(a) Long briefing objectives: use of GNSS.				
(b) Air exercise: use of GNSS.				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
LONG BRIEFINGS AND AIR EXERCISES				
EXERCISE 1: INSTRUMENT FLYING (Basic) (for revision, as deemed necessary by the instructor)				
(a) Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications; (iii) different instrument presentations; (iv) introduction to the use of the attitude indicator; (v) pitch attitude; (vi) maintenance of heading and balanced flight; (vii) instrument limitations (inclusive system failures). (4) attitude, power and performance: (i) attitude instrument flight; (ii) control instruments; (iii) performance instruments; (iv) effect of changing power, trim 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. (5) the basic flight manoeuvres (full panel): (i) straight and level flight at various air speeds and airship configurations; (ii) climbing; (iii) descending; (iv) standard rate turns;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(v) level, climbing and descending on to pre-selected headings.				
(b) Air exercise: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) pitch attitude; (5) bank attitude; (6) maintenance of heading and balanced flight; (7) attitude instrument flight; (8) effect of changing power and configuration; (9) cross-checking the instruments; (10) selective radial scan; (11) the basic flight manoeuvres (full panel): (i) straight and level flight at various air speeds and airship configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
EXERCISE 2: INSTRUMENT FLYING (Advanced)				
(a) Long briefing objectives: (1) full panel; (2) unusual attitudes: recoveries; (3) transference to instruments after take-off; (4) limited panel; (5) basic flight manoeuvres; (6) unusual attitudes: recoveries.				
(b) Air exercise: (1) full panel;				



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AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(2) unusual attitudes: recoveries; (3) limited panel; (4) repeat of the above exercises.				
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR				
(a) Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS; (7) to or from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing; (20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				
(b) Air exercise:				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(1) station selection and identification; (2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turns; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries; (12) holding at a pre-selected fix; (13) holding at a VOR station.				
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ADF (Automatic DF equipment)				
(a) Long briefing objectives: (1) availability of NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(12) station passage; (13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other navaid; (16) holding procedures and various approved entries; (17) communication (R/T procedures and ATC liaison).				
(b) Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison); (4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the airship's position from two NDBs or alternatively from one NDB and one other navaid; (11) ADF holding procedures and various approved entries.				
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF				
(a) Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(4) effect of altitude; (5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM, QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (10) assessment of groundspeed and timing.				
(b) Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T procedures and ATC liaison; (3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid); (7) assessment of groundspeed and timing.				
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME				
(a) Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix.				
(b) Air exercise:				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(1) station selection and identification; (2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS				
(a) Long briefing objectives: (1) operation of transponders; (2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b) Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF EN-ROUTE RADAR SERVICES				
(a) Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMS;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(4) provision of service; (5) communication (R/T, procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service; (8) aircraft separation standards.				
(b) Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES				
(a) Long briefing objectives: (1) determining the serviceability of the airship radio; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio nav aids before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				
(b) Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) nav aid selection;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(4) frequencies, radials, etc.;				
(5) aerodrome departure checks, frequency changes, altitude and position reports;				
(6) SID procedures.				
EXERCISE 10: INSTRUMENT APPROACHES: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURES				
(a) Long briefing objectives:				
(1) precision approach charts;				
(2) approach to the initial approach fix and minimum sector altitude;				
(3) navaid requirements, for example radar, ADF, etc.;				
(4) communication (ATC liaison and R/T phraseology);				
(5) review;				
(6) holding procedure;				
(7) the final approach track;				
(8) forming a mental picture of the approach;				
(9) completion of aerodrome approach checks;				
(10) initial approach procedure;				
(11) selection of the ILS frequency and identification;				
(12) obstacle clearance altitude or height;				
(13) operating minima;				
(14) achieving the horizontal and vertical patterns;				
(15) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;				
(16) use of DME (as applicable);				
(17) go-around and missed approach procedure;				
(18) review of the published instructions;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(19) transition from instrument to visual flight (sensory illusions); (20) visual manoeuvring after an instrument approach; (i) circling approach; (ii) visual approach to landing.				
(b) Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS; (5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of runway lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of: (i) the descent rate on final approach; (ii) the wind velocity at the surface (and the length of the landing runway); (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach; (15) circling approach;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(16) the approach: (i) at the final approach fix; (ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localiser and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height; (viii) runway direction. (17) missed approach procedure; (18) transition from instrument to visual flight; (19) circling approach; (20) visual approach to landing.				
EXERCISE 11: INSTRUMENT APPROACHES: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURE				
(a) Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning: (i) holding procedure; (ii) the approach track; (iii) forming a mental picture of the approach; (iv) initial approach procedure;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(v) operating minima; (vi) completion of approach planning. (6) achieving the horizontal and vertical patterns; (7) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (8) use of DME (as applicable); (9) go-around and missed approach procedure; (10) review of the published instructions; (11) transition from instrument to visual flight (sensory illusions); (12) visual manoeuvring after an instrument approach; (13) circling approach; (14) visual approach to landing.				
(b) Air exercise: (1) completion of approach planning including; (2) determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing runway; (iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach. (3) circling approach; (4) go-around and missed approach procedure; (5) initial approach; (6) frequency selection and identification; (7) review of the published procedure and minimum safe sector altitude;				



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IRI Training Course - C.AIRSHIPS		N/A <input type="checkbox"/>		
AMC1 FCL.930.IRI IRI — Training course	Organization reference	RESULTS		
		S	U	N/A
(8) ATC liaison and R/T phraseology; (9) determination of decision height and altimeter setting; (10) weather considerations, for example cloud base and visibility; (11) availability of runway lighting; (12) determination of inbound track; (13) assessment of time from final approach fix to the missed approach point; (14) ATC liaison; (15) the outbound procedure (inclusive completion of pre-landing checks); (16) the inbound procedure; (17) re-check of identification code; (18) altimeter setting re-checked; (19) the final approach; (20) note time and descent rate; (21) maintaining the final approach track; (22) anticipation of change in wind velocity and its effect on the drift; (23) minimum descent altitude or height; (24) runway direction; (25) go-around and missed approach procedure; (26) transition from instrument to visual flight (sensory illusions); (27) visual approach.				
EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNSS (to be developed)				
(a) Long briefing objectives: use of GNSS.				
(b) Air exercise: use of GNSS.				



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Instructor Certificates				
GM1 FCL.900 Instructor certificates	Organization reference	RESULTS		
		S	U	N/A
GENERAL				
<p>(a) Nine instructor categories are recognised:</p> <p>(1) FI certificate: aeroplane (FI(A)), helicopter (FI(H)), airship (FI(As)), sailplane (FI(S)) and balloon (FI(B));</p> <p>(2) TRI certificate: aeroplane (TRI(A)), helicopter (TRI(H)), powered-lift aircraft (TRI(PL));</p> <p>(3) CRI certificate: aeroplane (CRI(A));</p> <p>(4) IRI certificate: aeroplane (IRI(A)), helicopter (IRI(H)) and airship (IRI(As));</p> <p>(5) SFI certificate: aeroplane (SFI(A)), helicopter (SFI(H)) and powered-lift aircraft (SFI(PL));</p> <p>(6) MCCI certificate: aeroplanes (MCCI(A)), helicopters (MCCI(H)), powered-lift aircraft(MCCI(PL)) and airships (MCCI(As));</p> <p>(7) STI certificate: aeroplane (STI(A)) and helicopter (STI(H));</p> <p>(8) MI certificate: (MI);</p> <p>(9) FTI certificate: (FTI).</p> <p>(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.</p> <p>(c) A person may hold more than one instructor certificate.</p>				



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

Position	Name and Surname	Signature	Date
CCAA Inspector			
CCAA Inspector			

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