



Croatian Civil Aviation Agency

Zahtjev/Lista usklađenosti za odobrenje tečajeva  
osposobljavanja za Dio-FCL dodatna ovlaštenja  
*Application / Compliance Checklist for Part-FCL  
Additional rating 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
<b>Part 1 – The training plan</b>							
(1) The aim of the course (ATP, CPL/IR, CPL, etc. as applicable)	A statement of what the student is expected to do as a result of the training, the level of performance, and the training constraints to be observed.						
(2) Pre-entry requirements	(i) Minimum age, educational requirements (including language), medical requirements; (ii) Any individual Member State requirements.						
(3) Credits for previous experience	To be obtained from the competent authority before training begins.						
(4) Training syllabi	As applicable, the flying syllabus (single-engine or multi-engine, as applicable), the flight simulation training syllabus and the theoretical knowledge training syllabus.						
(5) The time scale and scale, in weeks, for each syllabus	Arrangements of the course and the integration of syllabi time.						
(6) Training programme	(i) The general arrangements of daily and weekly programmes for flying, theoretical knowledge training and training in FSTDs, if applicable;						
	(ii) Bad weather constraints;						
	(iii) Programme constraints in terms of maximum student training times, (flying, theoretical knowledge, on FSTDs), for example per day, week or month;						
	(iv) Restrictions in respect of duty periods for students;						
	(v) Duration of dual and solo flights at various stages;						



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



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		S	U	N/A
(iv) Rules concerning refresher training before retest;				
(v) Test reports and records;				
(vi) Procedures for examination paper preparation, type of question and assessment, standard required for 'pass';				
(vii) Procedure for question analysis and review and for raising replacement papers;				
(viii) Examinations resit procedures.				
(10) Training effectiveness				
(i) Individual responsibilities;				
(ii) General assessment;				
(iii) Liaison between departments;				
(iv) Identification of unsatisfactory progress (individual students);				
(v) Actions to correct unsatisfactory progress;				
(vi) Procedure for changing instructors;				
(vii) Maximum number of instructor changes per student;				
(viii) Internal feedback system for detecting training deficiencies;				
(ix) Procedure for suspending a student from training;				
(x) Discipline;				
(xi) Reporting and documentation.				
(11) Standards and level of performance at various stages				
(i) Individual responsibilities;				
(ii) Standardisation;				
(iii) Standardisation requirements and procedures;				
(iv) Application of test criteria.				



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<b>Part 2 - Briefing and Air Exercises</b>					
(1) Air Exercise	A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and subtitles.				
(2) Air exercise reference list	An abbreviated list of the above exercises giving only main and subtitles for quick reference, and preferably in flip-card form to facilitate daily use by instructors.				
(3) Course structure: phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency.				
	Also, the syllabus hours for each phase and for groups of exercises within each phase shall be stated and when progress tests are to be conducted, etc.				
(4) Course structure: integration of syllabi	The manner in which theoretical knowledge and flying training in an aircraft or an FSTD will be integrated so that as the flying training exercises are carried out students will be able to apply the knowledge gained from the associated theoretical knowledge instruction and flight training.				
(5) Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise				



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			S	U	N/A
	completion, etc. as necessary before significant exercises for example night flying.				
(6) Instructional methods	The ATO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorization of solo flights, etc.				
(7) Progress tests	The instructions given to examining staff in respect of the conduct and documentation of all progress tests.				
(8) Glossary of terms	Definition of significant terms as necessary.				
(9) Appendices	(i) Progress test report forms;				
	(ii) Skill test report forms;				
	(iii) ATO certificates of experience, competence, etc. as required.				
<b>Part 3 – Flight training in an FSTD, if applicable</b>					
(1) Air Exercise	A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and subtitles.				
(2) Air exercise reference list	An abbreviated list of the above exercises giving only main and subtitles for quick reference, and preferably in flip-card form to facilitate daily use by instructors.				
(3) Course structure: phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency. Also, the syllabus hours for each phase and for groups of exercises				



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			S	U	N/A
	within each phase shall be stated and when progress tests are to be conducted, etc.				
(4) Course structure: integration of syllabi	The manner in which theoretical knowledge and flying training in an aircraft or an FSTD will be integrated so that as the flying training exercises are carried out students will be able to apply the knowledge gained from the associated theoretical knowledge instruction and flight training.				
(5) Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc. as necessary before significant exercises for example night flying.				
(6) Instructional methods	The ATO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorization of solo flights, etc.				
(7) Progress tests	The instructions given to examining staff in respect of the conduct and documentation of all progress tests.				
(8) Glossary of terms	Definition of significant terms as necessary.				
(9) Appendices	(i) Progress test report forms;				
	(ii) Skill test report forms;				
	(iii) ATO certificates of experience, competence, etc. as required.				
<b>Part 4 - Theoretical knowledge instruction</b>					



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			S	U	N/A
(1) Structure of the theoretical knowledge course	A statement of the structure of the course, including the general sequence of the topics to be taught in each subject, the time allocated to each topic, the breakdown per subject and an example of a course schedule.				
	Distance learning courses should include instructions of the material to be studied for individual elements of the course.				
(2) Lesson Plans	A description of each lesson or group of lessons including teaching materials, training aids, progress test organisation and inter-connection of topics with other subjects.				
(3) Teaching materials	Specification of the training aids to be used (for example study materials, course manual references, exercises, self-study materials, demonstration equipment).				
(4) Student progress	The requirement for student progress, including a brief but specific statement of the standard that must be achieved and the mechanism for achieving this, before application for theoretical knowledge examinations.				
(5) Progress testing	The organization of progress testing in each subject, including topics covered, evaluation methods and documentation.				
(6) Review procedure	The procedure to be followed if the standard required at any stage of the course is not achieved, including an agreed action plan with remedial training if required.				





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AEROBATIC RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>FCL.800 Aerobatic rating</b>				
<b>(b) Applicants for an aerobatic rating shall have completed:</b>				
(1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;				
(2) a training course at an ATO, including: (i) theoretical knowledge instruction appropriate for the rating; (ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.				
<b>AMC1 FCL.800 Aerobatic rating</b>				
<b>THEORETICAL KNOWLEDGE AND FLYING TRAINING</b>				
(a) The aim of the aerobatic training is to qualify licence holders to perform aerobatic manoeuvres.				
(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.				
(c) Theoretical knowledge The theoretical knowledge syllabus should cover the revision or explanation of: (1) human factors and body limitation: (i) spatial disorientation; (ii) airsickness; (iii) body stress and G-forces, positive and negative; (iv) effects of grey- and blackouts. (2) technical subjects: (i) legislation affecting aerobatic flying to include environmental and noise subjects; (ii) principles of aerodynamics to include slow flight, stalls and spins, flat and inverted;				



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AEROBATIC RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(iii) general airframe and engine limitations (if applicable). (3) limitations applicable to the specific aircraft category (and type): (i) air speed limitations (aeroplane, helicopter, TMG and sailplane, as applicable); (ii) symmetric load factors (type-related, as applicable); (iii) rolling Gs (type-related, as applicable). (4) aerobatic manoeuvres and recovery: (i) entry parameters; (ii) planning systems and sequencing of manoeuvres; (iii) rolling manoeuvres; (iv) looping manoeuvres; (v) combination manoeuvres; (vi) entry and recovery from developed spins, flat, accelerated and inverted. (5) emergency procedures: (i) recovery from unusual attitudes; (ii) drills to include the use of parachutes (if worn) and aircraft abandonment.				
(d) Flying training The exercises of the aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard. Having completed the flight training, the student pilot should be able to perform a solo flight containing a sequence of aerobatic manoeuvres. The dual training and the supervised solo training flights should be tailored to the category of aircraft and limited to the permitted manoeuvres of that type of aircraft. The exercises should comprise at least the following practical training items: (1) confidence manoeuvres and recoveries: (i) slow flights and stalls; (ii) steep turns; (iii) side slips; (iv) engine restart in-flight (if applicable); (v) spins and recovery;				



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AEROBATIC RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(vi) recovery from spiral dives; (vii) recovery from unusual attitudes. (2) aerobatic manoeuvres: (i) Chandelle; (ii) Lazy Eight; (iii) rolls; (iv) loops; (v) inverted flight; (vi) Hammerhead turn; (vii) Immelmann.				

SAILPLANE TOWING AND BANNER TOWING RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>FCL.805 Sailplane towing and banner towing rating</b>				
<b>(b) Applicants for a sailplane towing rating shall have completed:</b>				
(1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;				
(2) a training course at an ATO including: (i) theoretical knowledge instruction on towing operations and procedures; (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights; and (iii) except for holders of an LAPL(S) or an SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.				
<b>(c) Applicants for a banner towing rating shall have completed:</b>				
(1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the				



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SAILPLANE TOWING AND BANNER TOWING RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs;				
(2) a training course at an ATO including: (i) theoretical knowledge instruction on towing operations and procedures; (ii) at least 10 instruction flights towing a banner, including at least 5 dual flights.				
<b>AMC1 FCL.805 Sailplane towing and banner towing rating</b>				
<b>THEORETICAL KNOWLEDGE AND FLYING TRAINING</b>				
(a) The aim of the towing instruction is to qualify licence holders to tow banners or sailplanes.				
(b) The ATO should issue a certificate of satisfactory completion of the instruction that can be used for licence endorsement.				
<b>(c) Theoretical knowledge: towing of sailplanes</b> The theoretical knowledge syllabus for towing of sailplanes should cover the revision or explanation of: (1) regulations about towing flights; (2) equipment for the towing activity; (3) sailplane towing techniques, including: (i) signals and communication procedures; (ii) take-off (normal and crosswind); (iii) in-flight launch procedures; (iv) descending on tow; (v) sailplane release procedure; (vi) tow rope release procedure; (vii) landing with tow rope connected (if applicable); (viii) emergency procedures during tow, including equipment malfunctions; (ix) safety procedures; (x) flight performance of the applicable aircraft type when towing sailplanes; (xi) look-out and collision avoidance; (xii) performance data sailplanes, including: (A) suitable speeds;				



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SAILPLANE TOWING AND BANNER TOWING RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(B) stall characteristics in turns.				
<p><b>(d) Theoretical knowledge: banner towing</b></p> <p>The theoretical knowledge syllabus for banner towing should cover the revision or explanation of:</p> <ul style="list-style-type: none"> <li>(1) regulations about banner towing;</li> <li>(2) equipment for the banner towing activity;</li> <li>(3) ground crew coordination;</li> <li>(4) pre-flight procedures;</li> <li>(5) banner towing techniques, including:               <ul style="list-style-type: none"> <li>(i) take-off launch;</li> <li>(ii) banner pickup manoeuvres;</li> <li>(iii) flying with a banner in tow;</li> <li>(iv) release procedure;</li> <li>(v) landing with a banner in tow (if applicable);</li> <li>(vi) emergency procedures during tow, including equipment malfunctions;</li> <li>(vii) safety procedures;</li> <li>(viii) flight performance of the applicable aircraft type when towing a heavy or light banner;</li> <li>(ix) prevention of stall during towing operations.</li> </ul> </li> </ul>				
<p><b>(e) Flying training: towing of sailplanes</b></p> <p>The exercises of the towing training syllabus for towing sailplanes should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:</p> <ul style="list-style-type: none"> <li>(1) take-off procedures (normal and crosswind take-offs);</li> <li>(2) 360 ° circles on tow with a bank of 30 ° and more;</li> <li>(3) descending on tow;</li> <li>(4) release procedure of the sailplane;</li> <li>(5) landing with the tow rope connected (if applicable);</li> <li>(6) tow rope release procedure in-flight;</li> <li>(7) emergency procedures (simulation);</li> </ul>				



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SAILPLANE TOWING AND BANNER TOWING RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(8) signals and communication during tow.				
<p>(f) <b>Flying training: banner towing</b> The exercises of the towing training syllabus for banner towing should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:</p> <ul style="list-style-type: none"> <li>(1) pickup manoeuvres;</li> <li>(2) towing in-flight techniques;</li> <li>(3) release procedures;</li> <li>(4) flight at critically low air speeds;</li> <li>(5) maximum performance manoeuvres;</li> <li>(6) emergency manoeuvres to include equipment malfunctions (simulated);</li> <li>(7) specific banner towing safety procedures;</li> <li>(8) go-around with the banner connected;</li> <li>(9) loss of engine power with the banner attached (simulated).</li> </ul>				

NIGHT RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>FCL.810 Night rating</b>				
<b>(a) Aeroplanes, TMGs, airships.</b>				
<p>(1) If the privileges of an LAPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall comprise:</p> <ul style="list-style-type: none"> <li>(i) theoretical knowledge instruction;</li> <li>(ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country</li> </ul>				



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NIGHT RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
flight of at least 50 km and 5 solo take-offs and 5 solo full-stop landings.				
(2) Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL.				
(3) When applicants hold both a single-engine piston aeroplane (land) and a TMG class rating, they may complete the requirements in (1) above in either class or both classes.				
<b>(b) Helicopters.</b> If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have:				
(1) completed at least 100 hours of flight time as pilot in helicopters after the issue of the licence, including at least 60 hours as PIC on helicopters and 20 hours of cross-country flight;				
(2) completed a training course at an ATO. The course shall be completed within a period of 6 months and comprise: (i) 5 hours of theoretical knowledge instruction; (ii) 10 hours of helicopter dual instrument instruction time; and (iii) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.				
(3) An applicant who holds or has held an IR in an aeroplane or TMG, shall be credited with 5 hours towards the requirement in (2)(ii) above.				
<b>(c) Balloons.</b>				
If the privileges of an LAPL for balloons or a BPL are to be exercised in VFR conditions at night, applicants shall complete at least 2 instruction flights at night of at least 1 hour each.				
<b>AMC1 FCL.810(b) Night rating</b>				
<b>PPL(H) NIGHT RATING COURSE</b>				
(a) The aim of the course is to qualify PPL(H) holders to exercise the privileges of the licence at night.				
(b) The ATO should issue a certificate of satisfactory completion of the instruction that can be used for licence endorsement.				
(c) Theoretical knowledge The theoretical knowledge syllabus should cover the revision or explanation of: (1) night VMC minima; (2) rules about airspace control at night and facilities available;				



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(3) rules about aerodrome ground, runway, landing site and obstruction lighting; (4) aircraft navigation lights and collision avoidance rules; (5) physiological aspects of night vision and orientation; (6) dangers of disorientation at night; (7) dangers of weather deterioration at night; (8) instrument systems or functions and errors; (9) instrument lighting and emergency cockpit lighting systems; (10) map marking for use under cockpit lighting; (11) practical navigation principles; (12) radio navigation principles; (13) planning and use of safety altitude; (14) danger from icing conditions, avoidance and escape manoeuvres.				
(d) Flying training The exercises of the night rating flight syllabus should be repeated as necessary until the student achieves a safe and competent standard: (1) In all cases, exercises 4 to 6 of the night rating flight syllabus should be completed. (2) For exercises 1 to 3, up to 50 % of the required flight training may be completed in an FSTD (H). However, all items within each exercise should be conducted in a helicopter in-flight. (3) Items marked (*) should be completed in simulated IMC and may be completed in daylight. (4) The flying exercises should comprise: (i) Exercise 1: (A) revise basic manoeuvres when flying by sole reference to instruments*; (B) explain and demonstrate transition to instrument flight from visual flight*; (C) explain and revise recovery from unusual attitudes by sole reference to instruments*. (ii) Exercise 2: Explain and demonstrate the use of radio navigation aids when flying by sole reference to instruments, to include position finding and tracking*.				





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	Organization reference	RESULTS		
		S	U	N/A
(iii) Exercise 3: Explain and demonstrate the use of radar assistance*. (iv) Exercise 4: (A) explain and demonstrate the use and adjustment of landing light; (B) explain and demonstrate night hovering: (a) higher and slower than by day; (b) avoidance of unintended sideways or backwards movements. (C) explain and demonstrate night take-off techniques; (D) explain and demonstrate night circuit technique; (E) explain and demonstrate night approaches (constant angle) with or without visual approach aids to: (a) heliports; (b) illuminated touchdown areas. (F) practise take-off's, circuits and approaches; (G) explain and demonstrate night emergency procedures to include: (a) simulated engine failure (to be terminated with power recovery at a safe altitude); (b) simulated engine failure, including SE approach and landing (ME only); (c) simulated inadvertent entry to IMC (not on base leg or final); (d) simulated hydraulic control failure (to include landing); (e) internal and external lighting failure; (f) other malfunctions and emergency procedures as required by the aircraft flight manual. (v) Exercise 5: Solo night circuits. (vi) Exercise 6: (A) explain and demonstrate night cross-country techniques; (B) practise night cross-country dual and as SPIC to a satisfactory standard.				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>FCL.815 Mountain rating</b>				
(b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.				
<b>AMC1 FCL.815 Mountain rating</b>				
<b>THEORETICAL KNOWLEDGE AND FLYING TRAINING - WHEEL</b>				
1. Equipment W.1.1 Personal equipment for the flight W.1.2 Aircraft equipment for the flight				
2. Take-off techniques W.2.1 Technique for approach and landing on a mountain surface W.2.2 Rolling techniques of the aircraft on various runway profiles W.2.3 Take-off technique W.2.4 Aircraft and engine performances about altitude				
3. Rules W.3.1 Mountain rating W.3.2 Overflight rules W.3.3 Surfaces classification W.3.4 PIC responsibilities W.3.5 Responsibilities of the surface manager W.3.6 Flight plan				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
4. Meteorology W.4.1 Movements of the air mass W.4.2 Flight consequences W.4.3 Relief effect on the movement of the air masses W.4.4 Altimetry				
5. Human Performance and Limitations W.5.1 The cold W.5.2 The food W.5.3 The hypoxia W.5.4 The radiance W.5.5 The thirst W.5.6 The tiredness W.5.7 Turbulence effects in altitude				
6. Navigation W.6.1 Progress of the flight W.6.2 Dead reckoning W.6.3 The path over the relief W.6.4 Progress in the valleys W.6.5 Detection of obstacles (high voltage lines, chairlifts, cables, etc.).				
<b>AMC1 FCL.815 Mountain rating</b>				
<b>FLIGHT INSTRUCTION- WHEEL</b>				
I.- Navigation W.I.1 Flight techniques in the valleys W.I.2 Flight over mountain passes and ridges W.I.3 U-turn in narrow valleys W.I.4 Choice of the flight path of aerology W.I.5 Map reading				
II. – Arrival and reconnaissance				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
W.II.1 Choice of the altitude of arrival W.II.2 Choice of the arrival and overflight pattern W.II.3 Choice of the landing pattern W.II.4 Aerology awareness W.II.5 Evaluation of the length of the runway W.II.6 Evaluation of the runway profile (slope and banking) W.II.7 Collision avoidance. W.II.8 Definition of the references for the landing (touchdown point) W.II.9 Determination of the circuit pattern altitude W.II.10 Choice of the final speed depending on the runway profile				
III – Approach and landing W.III.1 Landing pattern altitude W.III.2 Precision of flight along the landing path W.III.3 Corrections on the landing path (accuracy and effectiveness) W.III.4 Landing (precision of the flare and of the touchdown point) W.III.5 Taxiing (use of the engine power) on various profiles W.III.6 Parking of the aircraft (depending on the runway profile, the traffic, etc.)				
IV. – Take-off W.IV.1 Safety checks before take-off W.IV.2 Lining up on the runway W.IV.3 Control of the runway axis during take-off W.IV.4 Choice and use of the visual references of the take-off axis				
<b>AMC1 FCL.815 Mountain rating</b>				
<b>THEORETICAL KNOWLEDGE AND FLYING TRAINING - SKI</b>				
1. Equipment				
S.1.1 Personal equipment for the flight				
S.1.2 Aircraft equipment for the flight				
2. Take-off techniques				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
S.2.1 Technique for approach and landing on a mountain surface S.2.2 Landing technique on skis S.2.3 Rolling techniques of the aircraft on skis about the snow nature S.2.4 Take-off technique on surfaces covered with snow S.2.5. Aircraft and engine performances about altitude				
3. Rules S.3.2 Overflight rules S.3.1 Mountain rating S.3.3 Surfaces classification S.3.4 PIC responsibilities S.3.5 Responsibilities of the surface manager S.3.6 Flight plan S.3.7 Certification of the ski mounted aeroplanes				
4. Meteorology S.4.1 Movements of the air mass S.4.2 Flight consequences S.4.3 Relief effect on the movement of the air masses S.4.4 Altimetry				
5. Human Performance and Limitations S.5.1 The cold S.5.2 The food S.5.3 The hypoxia S.5.4 The radiance S.5.5 The thirst S.5.6 The tiredness S.5.7 Turbulence effects in altitude				
6. Navigation S.6.1 Progress of the flight				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
S.6.2 Dead reckoning S.6.3 The path over the relief S.6.4 Progress in the valleys S.6.5 Detection of obstacles (high voltage lines, chairlifts, cables, etc.)				
7. Specific items S.7.1 Knowledge of the snow and assessment of the snow nature in-flight S.7.2 Knowledge of the glacier S.7.3 Life of the glacier S.7.4 Formation of the cracks S.7.5 Snow bridges S.7.6 Avalanches				
8. Survival S.8.1 Ways of survival (psychological aspects) S.8.2 Use of the equipments S.8.3 Removal of snow from the aircraft S.8.4 Building of a shelter S.8.5 How to eat and feed				
<b>AMC1 FCL.815 Mountain rating</b>				
<b>FLIGHT INSTRUCTION- SKI</b>				
I.- Navigation S.I.1 Flight techniques in the valleys S.I.2 Flight over mountain passes and ridges. S.I.3 U-turn in narrow valleys S.I.4 Choice of the flight path of aerology S.I.5 Map reading				
II. – Arrival and reconnaissance S.II.1 Choice of the arrival altitude S.II.2 Choice of the arrival and overflight pattern				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
S.II.3 Description of the circuit pattern S.II.4 Aerology awareness S.II.5 Evaluation of the runway length S.II.6 Evaluation of the runway profile (slope and banking) S.II.7 Collision avoidance S.II.8 Definition of the references for the landing (touchdown point) S.II.9 Determination of the circuit pattern altitude S.II.10 Choice of the final speed depending on the runway profile S.II.11 Choice of the take-off axis S.II.12. Choice of the landing axis S.II.13 Choice of the parking area S.II.14 Observation of the obstacles on the ground (cracks, snow bridges, avalanches) S.II.15 Estimation of the snow nature S.II.16 Observation of the way to reach a refuge from the landing area				
III – Approach and landing S.III.1 Landing pattern altitude S.III.2 Precision of flight along the landing path S.III.3 Corrections on the landing path (accuracy and effectiveness) S.III.4 Landing (precision of the flare and of the touchdown point) S.III.5 Taxi of the aircraft on various snows and various runway profiles S.III.6 Parking of the aircraft (depending on the snow nature and the profile of the apron) S.III.7 Turns on various snow nature and various ground profiles				
IV. – Take-off S. IV.1 Safety checks before take-off. S.IV.2 Lining up on the runway S.IV.3 Control of the runway axis during take-off S.IV.4 Choice and use of the visual references of the take-off axis S.IV.5 Acceleration depending on the nature of the snow				



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MOUNTAIN RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
S.IV.6 Short take-off S.IV.7 Take-off avoiding the skid of the skis				
V. – Survival S.V.1 Use of the snowshoes S.V.2 Use of the markings				

FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>FCL.820 Flight test rating</b>				
<b>(d) Applicants for the first issue of a flight test rating shall:</b>				
(1) hold at least a CPL and an IR in the appropriate aircraft category;				
(2) have completed at least 1 000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;				
(3) have completed a training course at an ATO appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects: — Performance, — Stability and control/Handling qualities, — Systems, — Test management, — Risk/Safety management.				
<b>AMC1 FCL.820 Flight test rating</b>				
<b>TRAINING COURSE</b>				
<b>GENERAL</b>				
<b>(a) Competency-based training:</b>				
(1) Training courses for the flight test rating should be competency-based. The training programme should follow as much as possible the syllabus outlined below, but may be adapted taking into account the				





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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
previous experience, skill and theoretical knowledge level of the applicants.				
(2) It should also be recognised that the syllabi below assume that suitable flight test experience will be gained subsequent to attendance at the course. Should the applicant be significantly experienced already, then consideration should be made of that experience and it is possible that course content might be reduced in areas where that experience has been obtained.				
(3) Furthermore, it should be noted that flight test ratings are specific to both a certain category of aircraft (aeroplanes or helicopters) and to a certain category of flight test (category 1 or 2). Therefore, holders of a flight test rating wishing to extend their privileges to further categories of aircraft or to further categories of flight test (this is only relevant for holders of a category 2 flight test rating since the category one flight test rating includes the privileges for category 2 test flights) should not be requested to undertake the same course as an 'ab-initio' applicant. In these cases, the ATO should develop specific 'bridge courses' taking into account the same principles mentioned above.				
(4) To allow proper consideration of the applicant's previous experience, a pre-entry assessment of the applicant's skills should be undertaken by the applicant, on the basis of which the ATO may evaluate the level of the applicant to better tailor the course. Thus, the syllabi listed below should be regarded as a list of individual demonstrable competencies and qualifications rather than a list of mandatory training objectives.				
(b) Continuous evaluation Training courses for the flight test rating should be built on a continuous evaluation model to guarantee that successful completion of the course ensures that the applicant has reached the level of competence (both theoretical and practical) to be issued a flight test rating.				
<b>CONTENT OF THE COURSE</b>				
(c) In addition, the content of the course should vary taking into account whether the applicant seeks privileges for a category 1 or 2 flight test rating, as well as the relevant category of aircraft, and their level of complexity. To better take these factors into account, training courses for the flight test rating have been divided into two conditions: (1) condition 1 courses apply to category 1 flight test ratings on: (i) helicopters certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes;				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(ii) aeroplanes certificated in accordance with: (A) the standards of CS-25 or equivalent airworthiness codes; or (B) the standards of CS-23 or equivalent airworthiness codes, within the commuter category or having an MD above 0.6 or a maximum ceiling above 25 000 ft. (2) condition 2 training courses apply to: (i) category 2 flight test ratings for: (A) helicopters certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes; (B) aeroplanes certificated in accordance with: (a) the standards of CS-25 or equivalent airworthiness codes; or (b) the standards of CS-23 or equivalent airworthiness codes (included those mentioned in (c)(1)(ii)(B)), except for aeroplanes with a maximum take-off mass of less than 2 000 kg. (ii) category 1 flight tests for aeroplanes certificated in accordance with the standards of CS-23, with a maximum take-off mass of more than 2 000kg, with the exclusion of those mentioned in (c)(1)(ii)(B) (which are subject to condition 1 courses).				
<b>AEROPLANES</b>				
(d) Condition 1 courses for aeroplanes				
(1) These courses should include approximately: (i) 350 hours of ground training; (ii) 100 hours of flight test training, during which at least 15 flights should be made without an instructor on board; (iii) principles of test management and risk and safety managements should be integrated throughout the course. In addition, principles and methods applicable to the certification activity, as well as safety assessments should be taught.				
(2) These courses should include instruction on at least 10 different aeroplane types, of which at least one should be certificated in accordance with CS-25 standards or equivalent airworthiness codes.				
(3) During the course the student should be required to develop at least five substantial flight test reports.				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(4) The student should be evaluated through examinations on all of the theoretical knowledge subjects, and undertake a final in-flight test upon completion of the syllabus.				
(5) Syllabus. The following subjects should be covered in the course: CONDITION 1 – AEROPLANES <u>Theoretical knowledge</u> (a) aerodynamics; (b) stability and control or handling qualities; (c) engines and performance; (d) measurements and flight test instrumentation (including telemetry).  <u>Flight test techniques and flight training</u> (a) performance: (at least one flight test report should be developed) (1) air speed calibration; (2) climb ME; (3) take-off and landing, including turboprop or turbofan OEI. (b) engines Turboprop or turbofan limitations and relight envelope (c) handling qualities(at least two flight test reports should be developed) (1) flight controls characteristics; (2) longitudinal handling (3) longitudinal manoeuvre stability; (4) take-off and landing MET or ME turbofan, including $v_{mcq}$ and $v_{mu}$ ; (5) lateral, directional handling qualities; (6) handling qualities evaluation; (7) variable stability demo flights including HOFCS; (8) stalls; (9) spins; (10) $v_{mca}$ .				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(d) systems (at least one flight test report should be developed) At least three different systems for example: (1) autopilot or AFCS; (2) glass cockpit evaluation; (3) radio navigation, instruments qualification and integrated avionics; (4) TAWS; (5) ACAS. (e) high speed certification test (f) final evaluation exercise (a flight test report should be developed)				
(e) Condition 2 courses for aeroplanes (1) These courses should include approximately: (i) 150 hours of ground training; (ii) 50 hours of flight test training, during which at least eight flights should be made without an instructor on board. Principles of test management and risk and safety managements should be integrated throughout the course. In addition, principles and methods applicable to the certification activity, as well as safety assessments should be taught.				
(2) These courses should include instruction on at least seven different aeroplane types, of which at least one should be certificated in accordance with CS-25 standards or equivalent airworthiness codes.				
(3) During the course the student should be required to develop at least three substantial flight test reports.				
(4) The student should be evaluated through examinations on all of the theoretical knowledge subjects, and undertake a final in-flight test upon completion of the syllabus.				
(5) Syllabus. The following subjects should be covered in the course: CONDITION 2 – AEROPLANES <u>Theoretical knowledge</u> (a) aerodynamics; (b) stability and control or handling qualities; (c) engines and performance;				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(d) measurements and flight test instrumentation (including telemetry). <u>Flight test techniques and flight training</u> (a) performance: (at least one flight test report should be developed) (1) air speed calibration; (2) climb ME; (3) take-off and landing MET or ME turbofan. (b) handling qualities (1) flight control characteristics; (2) longitudinal static, dynamic stability and control or handling qualities; (3) lateral, directional stability and control or handling qualities; (4) stalls; (5) spins. (c) systems (at least one flight test report should be developed) At least three different systems, for example: (1) autopilot or AFCS; (2) glass cockpit evaluation; (3) radio navigation, instruments qualification and integrated avionics; (4) TAWS; (5) ACAS. (d) final evaluation exercise (a) flight test report should be developed)				
<b>HELICOPTERS</b>				
(f) Condition 1 courses for helicopters:				
(1) These courses should include approximately: (i) 350 hours of ground training; (ii) 100 hours of flight test training, during which at least 20 flights should be made without an instructor on board. Principles of test management and risk and safety managements should be integrated throughout the course. In addition, principles and methods applicable to the certification activity, as well as safety				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
assessments should be taught.				
(2) These courses should include instruction on at least eight different helicopter types, of which at least one should be certificated in accordance with CS-29 standards or equivalent airworthiness codes.				
(3) During the course the student should be required to develop at least five substantial flight test reports.				
(4) The student should be evaluated through examinations on all of the theoretical knowledge subjects, and undertake a final in-flight test upon completion of the syllabus.				
(5) Syllabus. The following subjects should be covered in the course: CONDITION 1 – HELICOPTERS <u>Theoretical knowledge</u> (a) aerodynamics; (b) stability and control or handling qualities; (c) engines and performance; (d) measurements and flight test instrumentation (including telemetry).  <u>Flight test techniques and flight training</u> (a) performance: (at least one flight test report should be developed) (1) air speed calibration; (2) level flight, climb and descent, vertical and hover performance; (b) engines (1) digital engine governing; (2) turbine or piston engine evaluation. (c) handling qualities(at least one flight test report should be developed) (1) flight control characteristics; (2) longitudinal static, dynamic stability and control or handling qualities;				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
(3) lateral, directional stability and control or handling qualities; (4) ADS 33; (5) teetering rotor assessment; (6) rigid rotor assessment; (7) variable stability demo flights including HOFCS. (d) systems (at least one flight test report should be developed) At least three different systems, for example: (1) navigation management systems; (2) autopilot or AFCS; (3) night vision goggles or electro-optics; (4) glass cockpit evaluation; (e) height and velocity envelope and EOL, including relights (f) category A procedure (g) vibrations and rotor adjustments (h) auto rotations (i) final evaluation exercise (a flight test report should be developed)				
(g) Condition 2 courses for helicopters				
(1) These courses should include approximately: (i) 150 hours of ground training; (ii) 50 hours of flight test training, during which at least eight flights should be made without an instructor on board. Principles of test management and risk and safety management should be integrated throughout the course. In addition, principles and methods applicable to the certification activity, as well as safety assessments should be taught.				
(2) These courses should include instruction on at least four different helicopters types, of which at least one should be certificated in accordance with CS-29 standards or equivalent airworthiness codes.				
(3) During the course the student should be required to develop at least three substantial flight test reports.				
(4) The student should be evaluated through examinations on all of the theoretical knowledge subjects, and				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
undertake a final in-flight test upon completion of the syllabus.				
(5) Syllabus. The following subjects should be covered in the course: CONDITION 2 – HELICOPTERS <u>Theoretical knowledge</u> (a) aerodynamics; (b) stability and control or handling qualities; (c) engines and performance; (d) measurements and flight test instrumentation (including telemetry).  <u>Flight test techniques and flight training</u> (a) performance: (at least one flight test report should be developed) (1) air speed calibration; (2) level flight, climb and descent, vertical and hover performance (b) engines (1) digital engines governing; (2) turbine or piston engine evaluation. (c) handling qualities (1) flight control characteristics; (2) longitudinal static, dynamic stability and control or handling qualities; (3) lateral, directional stability and control or handling qualities. (d) systems (at least one flight test report should be developed) At least three different systems, for example: (1) navigation management systems; (2) autopilot or AFCS; (3) night vision goggles or electro-optics; (4) glass cockpit evaluation. (e) vibration and rotor adjustments (f) final evaluation exercise (a flight test report should be developed)				





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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
<b>SUBPART ATO; Section III; Chapter 4; ORA.ATO.355 Flight test training organisations</b>				
(a) The ATO that has been approved to provide flight test training for the issue of a category 1 or 2 flight test rating in accordance with Part-FCL may have its privileges extended to providing training for other categories of flight tests and other categories of flight test personnel, provided that: (1) the relevant requirements of Part-21 are met; and (2) a specific arrangement exists between the ATO and the Part-21 organisation that employs, or intends to employ, such personnel.				
(b) The training records shall include the written reports by the student, as required by the training programme, including, where applicable, data processing and analysis of recorded parameters relevant to the type of flight test.				
<b>AMC &amp; GM to Part-ORA; Subpart ATO; AMC4 ORA.ATO.125 Training programme</b>				
<b>FLIGHT TEST TRAINING COURSES – AEROPLANES AND HELICOPTERS</b>				
(a) Introduction				
(1) The flight test training course should, as far as possible, provide for a continuous process of ground and flight training to enable the student to assimilate the knowledge and skills required to conduct flight testing safely and efficiently. The student's ability to do this should be determined by the demonstration of a satisfactory level of theoretical knowledge of flight testing determined by progressive checking of knowledge and examination and progressive assessment by the ATO during flying training. There should be no difference in the level of knowledge or competency required of the student, irrespective of the intended role of the student as test pilot or other flight test personnel (for example, flight test engineer) within the flight crew.				
(2) The flight test training course should normally be conducted as a single, full-time course of study and training.				
(b) Programme of theoretical knowledge and flight training				
(1) The training programme should specify the time allocated to theoretical knowledge training and flying training.				
(2) If the ATO wishes to provide a flight test training course that includes credit for previous experience on				



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FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
flight testing activity, the entry requirements to such courses should be specified by the ATO and should define the minimum level of experience and qualification required of the flight test crew member.				
<b>GROUND TRAINING</b>				
(c) Syllabus (1) The ground training syllabus should provide for the student to gain a thorough understanding of flight testing techniques.				
(d) Theoretical knowledge instruction (1) The theoretical knowledge instruction training should give the student a thorough knowledge of the academic requirements of flight testing.				
(e) Facilities and training aids (1) The ATO should provide adequate facilities for classroom instruction and have available appropriately qualified and experienced instructors. Training aids should enable students to gain practical experience of flight testing covered by the theoretical knowledge syllabus and enable such practical application of the knowledge to be carried out in a multi-crew environment. Facilities should be made available for student self-study outside the formal training programme.				
(f) Computer-based training (CBT) (1) CBT provides a valuable source of theoretical instruction, enabling the student to progress at his/her own pace within specified time limits. Many such systems ensure that syllabus subjects are fully covered and progress can be denied until a satisfactory assimilation of knowledge has been demonstrated. Such systems may allow self-study or distance learning, if they incorporate adequate knowledge testing procedures. When CBT is used as part of the theoretical knowledge instruction phase, the student should also have access to a suitably qualified instructor able to assist with areas of difficulty for the student.				
(g) Self-study and distance learning (1) Elements of the theoretical knowledge syllabus may be adequately addressed by distance learning, if approved, or self-study, particularly when utilising CBT. Progress testing, either by self-assessed or instructor-evaluated means, should be included in any self-study programme. If self-study or distance learning is included in the theoretical knowledge training, the course should also provide for an adequate period of supervised consolidation and knowledge testing prior				



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 Additional rating courses approval*

FLIGHT TEST RATING		N/A <input type="checkbox"/>		
	Organization reference	RESULTS		
		S	U	N/A
to the commencement of flight training.				
(h) Progress tests and final theoretical knowledge examination				
(1) The theoretical knowledge training programme should provide for progressive testing of the assimilation of the required knowledge. This testing process should also provide for retesting of syllabus items so that a thorough understanding of the required knowledge is assured. This should be achieved by intervention by a qualified instructor or, if using CBT with a self-testing facility, and by further testing during the supervised consolidation phase of the ground course.				
(2) The theoretical knowledge examinations should cover all areas of the theoretical knowledge syllabus. The examinations should be conducted as supervised written or oral knowledge tests without reference to course material. The pass mark (as defined by the ATO) assumes the achievement of satisfactory levels of knowledge during the progressive phase tests of the course. The student should be advised of any areas of lack of knowledge displayed during the examination and, if necessary, given remedial instruction.				
<b>FLIGHT TRAINING</b>				
(i) Aeroplane and helicopter training (1) It is widely accepted that flying training normally involves inherent delay in achieving an acceptable flight situation and configuration for training to be carried out in accordance with the agreed syllabus. These could include ATC or other traffic delay on the ground prior to take off, the necessity to climb to height or transit to suitable training areas and the unavoidable need to physically reposition the aircraft for subsequent or repeat manoeuvres or instrument approaches. In such cases it should be ensured that the training syllabus provides adequate flexibility to enable the minimum amount of required flight training to be carried out.				
<b>FINAL IN-FLIGHT EXERCISE</b>				
(j) Upon completion of the flight test training, the test pilot or flight test engineer will be required to undergo in-flight exercise with a flight test instructor (FTI) to demonstrate adequate competency of flight testing for issue of the flight test rating. The final in-flight exercise must be conducted in an appropriate aeroplane or helicopter (as applicable).				
<b>COURSE COMPLETION CERTIFICATE</b>				
(k) The HT is required to certify that the applicant has successfully completed the training course.				



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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.