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. Na sljedećoj stranici potrebno je označiti za koji tečaj osposobljavanja se traži odobrenje i navesti za koji tip.

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 ishođenje 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.

	Name of the course	*Aircrew Regulation reference*
☐	*Class Rating Course Single Pilot Multi Engine Aeroplane*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125;AMC1 FCL.725(a)
☐	*Class Rating Course Single Pilot High Performance NON-Complex Aeroplane*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125; • AMC1 FCL.720A; AMC1 FCL.725(a)
☐	*Type Rating Course Single Pilot Multi Engine Aeroplane (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125;AMC2 ORA.AT0.125;AMC1 FCL.725(a)
☐	*Type Rating Course Single Pilot High Performance NON-Complex Aeroplane (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125;AMC2 ORA.AT0.125; AMC2 ORA.AT0.125; • AMC1 FCL.720A;AMC1 FCL.725(a)
☐	*Type Rating Course Single Pilot High Performance Complex Aeroplane (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125; AMC2 ORA.AT0.125; AMC2 ORA.AT0.125; • AMC1 FCL.720A;AMC1 FCL.720(a)
☐	*Type rating Course Multi Pilot Aeroplane (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125; AMC2 ORA.AT0.125; AMC2 ORA.AT0.125; • AMC1 FCL.720(a)
☐	*Type rating Course Multi Pilot Aeroplane combined with MCC (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125; AMC2 ORA.AT0.125; AMC2 ORA.AT0.125; • FCL.735.A;AMC1 FCL.720(a)
☐	*Type rating Course Multi Pilot Aeroplane Zero Flight Time Training (specific type:_____)*	• FCL.700; GM1FCL.700; FCL.725; FCL.725.A; AMC1 FCL.720.A; GM1 FCL.710; • ORA.AT0.125; AMC1 ORA.AT0.125; AMC2 ORA.AT0.125; AMC2 ORA.AT0.125; • FCL.730A; ORA.AT0.330;AMC1 FCL.720(a)

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;				

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
	(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;				
	(iv) Rules concerning refresher training before retest;				

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
	(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.				
Part 2 - Briefing and Air Exercises					

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
(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 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.				

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
(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 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				

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
	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.				
(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).				

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
(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.				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
SECTION 1 – General				
FCL.700 Circumstances in which class or type ratings are required				
(a) Except in the case of the LAPL, SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except when undergoing skill tests, or proficiency checks for renewal of class or type ratings, or receiving flight instruction. (b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the competent authority, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights. (c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.				
GM1 FCL.700 Circumstances in which class or type ratings are required				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
- List of class and Type Ratings - Additional class and type rating lists and endorsement lists are published by the EASA				
Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for a class or type rating shall comply with the following experiencerequirements and prerequisites for the issue of the relevant rating:				
(a) Single-pilot multi-engine aeroplanes. An applicant for a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as PIC on aeroplanes.				
(b) **Single-pilot high performance non-complex aeroplanes**. Before starting flight training, an applicant for a first class or type rating for a single-pilot aeroplane classified as a high performance aeroplane shall: (1) have at least 200 hours of total flying experience, of which 70 hours as PIC on aeroplanes; and (2) (i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or (ii) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; or (iii) hold, in addition to a licence issued in accordance with this Part, an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with Annex 1 to the Chicago Convention; (3) in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of (d)(4).				
(c) **Single-pilot high performance complex aeroplanes**. Applicants for the issue of a first type rating for a complex singlepilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), have fulfilled the requirements for a multi-engine IR(A), as established in Subpart G.				
(d) **Multi-pilot aeroplanes**. An applicant for the first type rating course for a multi-pilot				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
aeroplane shall be a student pilot currently undergoing training on an MPL training course or comply with the following requirements: (1) have at least 70 hours of flight experience as PIC on aeroplanes; (2) hold a multi-engine IR(A); (3) have passed the ATPL(A) theoretical knowledge examinations in accordance with this Part; and				
(4) **except when the type rating course is combined with an MCC course**: (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or (iii) have at least 500 hours as a pilot on multi-pilot helicopters; or (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements.				
(e) Notwithstanding paragraph (d), a Member State may issue a type rating with restricted privileges for multi pilot aeroplane that allows the holder of such rating to act as a cruise relief co-pilot above Flight Level 200, provided that two other members of the crew have a type rating in accordance with paragraph (d).				
(f) **Additional multi-pilot and single-pilot high performance complex aeroplane** type ratings. An applicant for the issue of additional multi-pilot type ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR(A).				
(g) When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot's logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.				
FCL.725 Requirements for the issue of class and type ratings				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
- An applicant shall complete a training course at an ATO. - The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Part-21. - Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the ATO - For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus - For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft - For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 60 multiple-choice questions distributed appropriately across the main subjects of the syllabus - Skill test. An applicant for a class or type rating shall pass a skill test.The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating				
ORA.ATO.125 Training programme				
(a) A training programme shall be developed for each type of course offered. (b) The training programme shall comply with the requirements of Part-FCL and, in the case of flight test training, the relevant requirements of Part-21.				
AMC1 ORA.ATO.125 Training programme				
Flight training in an FSTD and theoretical knowledge instruction should be phased in such a manner as to ensure that students are able to apply to flight exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered during instruction can be resolved during subsequent training.				
FCL.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings — aeroplanes				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
Unless otherwise determined in the operational suitability data established in accordance with Part-21: (a) Single-pilot multi-engine aeroplanes. (1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations. (2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.				
(b) Single-pilot aeroplanes-sea. The training course for single-pilot aeroplane-sea ratings shall include theoretical knowledge and flight instruction. The flight training for a class or type rating-sea for single-pilot aeroplanes-sea shall include at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.				
FCL.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — aeroplanes				
A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least (1) if an FFS qualified to level CG, C or interim C is used during the course, 1 500 hours flight time or 250 route sectors (2) if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors. When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop				

GENERAL	Organization reference	RESULTS		
		S	U	N/A
aeroplane, additional simulator training shall be required				
ORA.ATO.330 General				
Approval for zero flight-time training (ZFTT), as specified in Part-FCL, shall only be given to ATOs that also have the privileges to conduct commercial air transport operations or ATOs having specific arrangements with commercial air transport operators.				
GM1 FCL.710 Class and type ratings — variants				
Differences and familiarisation training (a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft. (b) Familiarisation training requires the acquisition of additional knowledge				
FCL.735.A Multi-crew cooperation training course — aeroplanes				
(a) The MCC training course shall comprise at least: (1) 25 hours of theoretical knowledge instruction and exercises; and (2) 20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course. An FNPT II MCC or an FFS shall be used. When the **MCC training is combined** with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.				
(b) The MCC training course shall be completed within 6 months at an ATO.				
(c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.				
(d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
GENERAL				
AMC2 ORA.ATO.125 Training programme				
TYPE RATING COURSES – AEROPLANES (a) Introduction (1) When developing the training programme for a type rating course, in addition to complying with the standards included in the operational suitability data (OSD), as established in accordance with Regulation (EC) 1702/20033 for the applicable type, the ATO should also follow any further recommendations contained therein.				
(2) The type rating course should, as far as possible, provide for a continual process of ground, FSTD and flight training to enable the student to assimilate the knowledge and skills required to operate a specific aircraft type safely and efficiently. The student's ability to do this should be determined by the demonstration of a satisfactory level of theoretical knowledge of the aircraft determined by progressive checking of knowledge and examination, progressive assessment by the ATO during flight training and the successful completion of a practical skill test with an examiner.				
(3) The type rating course should normally be conducted as a single, full-time course of study and training. However, in the situation where the course is intended to enable a pilot to fly a further aircraft type while continuing to fly a current type, such as to enable mixed fleet flying with the same operator, some elements of the theoretical knowledge course conducted by self-study may be undertaken while the student continues to fly the current type.				
(b) Variants (1) Familiarisation training: Where an aeroplane type rating also includes variants of the same aircraft type requiring familiarisation training, the additional familiarisation training may be included in the theoretical knowledge training of				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
the initial type rating course. Flight training should be conducted on a single variant within the type. (2) Differences training: Where an aeroplane type rating also includes variants of the same aircraft type for which difference training is required, the initial training course should be directed towards a single variant. Additional training to operate other variants within the same type rating should be completed after successful completion of the initial type rating course. However, elements of this differences training may be undertaken at appropriate stages of the initial course, with the agreement of the competent authority.				
(c) **Programme of theoretical knowledge and flight training** (1) The training programme should specify the time allocated to theoretical knowledge training, FSTD training and, if not approved for zero flight-time training (ZFTT), the aeroplane. The initial type rating course should be programmed on the basis that the student has the minimum licensing and experience requirements for entry to the course. For a first type rating on a multi-pilot aeroplane (MPA), the course should also provide for consolidation and type-specific training in those elements of basic multi-crew cooperation (MCC) training relevant to the type or variant. (2) If the ATO wishes to provide a training course that includes credit for previous experience on similar types of aircraft, such as those with common systems or operating procedures with the new type, 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 crew member. (3) The ATO is permitted to contract elements of training to a third party training provider. In such cases the contracted organisation should normally be approved to conduct such training. When the contracted organisation is not an ATO, the competent authority should, within the approval process of the ATO, include the contracted organisation and be satisfied that the standard of training intended to				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
be given meets the requirements. The other obligations of the ATO, such as student progress monitoring and an adequate management system, can be exercised by the ATO seeking approval and which retains responsibility for the whole course.				
(d) Syllabus The ground training syllabus should provide for the student to gain a thorough understanding of the operation, function and, if appropriate, abnormal and emergency operation of all aircraft systems. This training should also include those systems essential to the operation of the aircraft, such as 'fly-by-wire' flight control systems, even if the flight crew have little or no control of their normal or abnormal operation.				
(e) Theoretical knowledge instruction The theoretical knowledge instruction training should meet the general objectives of (but not be limited to) giving the student: (1) a thorough knowledge of the aircraft structure, powerplant and systems, and their associated limitations, including mass and balance, aircraft performance and flight planning considerations; (2) a knowledge of the positioning and operation of the cockpit controls and indicators for the aircraft and its systems; (3) an understanding of system malfunctions, their effect on aircraft operations and interaction with other systems; and (4) the understanding of normal, abnormal and emergency procedures.				
(f) Facilities and training aids 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 the operation of systems covered by the theoretical knowledge syllabus and, in the case of multi-pilot aeroplanes, 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				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
formal training programme.				
(g) Computer-based training (CBT) CBT provides a valuable source of theoretical instruction, enabling the students to progress at their 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.				
(h) Self-study and distance learning 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.				
(i) 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 final theoretical knowledge examination should cover all areas of the theoretical knowledge syllabus. The final examination should be conducted as a supervised written (including computer-based) knowledge test without reference to course material. The pass mark of 75% assumes the achievement of				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
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. A successful pass of the theoretical knowledge course and final examination should be a pre-requisite for progression to the flight training phase of the type rating course, unless otherwise determined in the OSD established in accordance with Regulation (EC) 1702/2003.				
FLIGHT TRAINING				
(j) Flight simulation training devices (FSTDs) A type rating course for a multi-pilot aeroplane should include FSTD training. The amount of training required when using FSTDs will depend on the complexity of the aeroplane concerned, and to some extent on the previous experience of the pilot. Except for those courses giving credit for previous experience (c.2.), a minimum of 32 hours of FSTD training should be programmed for a crew of a multi-pilot aeroplane, of which at least 16 hours should be in an FFS operating as a crew. FFS time may be reduced if other qualified FSTDs used during the flight training programme accurately replicate the cockpit environment, operation and aeroplane response. Such FSTDs may typically include flight management computer (FMC) training devices using hardware and computer programmes identical to those of the aeroplane.				
(k) Aeroplane training with FFS (1) with the exception of courses approved for ZFTT, certain training exercises normally involving take-off and landing in various configurations should be completed in the aeroplane rather than an FFS. For MPAs where the student pilot has more than 500 hours of MPA experience in aeroplanes of similar size and performance, these should include at least four landings of which at least one should be a full-stop landing, unless otherwise specified in the OSD established in accordance with Regulation (EC) 1702/2003, when available. In all other cases the student should complete at least six landings. This aeroplane training				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
may be completed after the student pilot has completed the FSTD training and has successfully undertaken the type rating skill test, provided it does not exceed 2 hours of the flight training course. (2) courses approved for ZFTT During the specific simulator session before line flying under supervision (LIFUS), consideration should be given to varying conditions, for example: (i) runway surface conditions; (ii) runway length; (iii) flap setting; (iv) power setting; (v) crosswind and turbulence conditions; and (vi) maximum take-off mass (MTOM) and maximum landing mass (MLM). (3) the landings should be conducted as full-stop landings. The session should be flown in normal operation. Special attention should be given to the taxiing technique: (i) a training methodology should be agreed with the competent authority that ensures the trainee is fully competent with the exterior inspection of the aeroplane before conducting such an inspection un-supervised; (ii) the LIFUS should be performed as soon as possible after the specific FFS session; (iii) the licence endorsement should be entered on the licence after the skill test, but before the first four take-offs and landings in the aeroplane. At the discretion of the competent authority, provisional or temporary endorsement and any restriction should be entered on the licence. Where a specific arrangement exists between the ATO and the commercial air transport operator, the operator proficiency check (OPC) and the ZFTT specific details should be conducted using the operator's standard operating procedures (SOPs).				
(I) Aeroplane without FFS (1) Flight training conducted solely in an aeroplane without the use of FSTDs cannot				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
cover the crew resource management (CRM) and multi-crew cockpit (MCC) aspects of MPA flight training, and for safety reasons cannot cover all emergency and abnormal aircraft operation required for the training and skill test. In such cases, the ATO should demonstrate to the competent authority that adequate training in these aspects can be achieved by other means. For training conducted solely on an MPA where two pilots are trained together without the use of an FSTD, a minimum of 8 hours of flight training as pilot flying (PF) for each pilot should normally be required. For training on a single-pilot aeroplane, 10 hours of flight training should normally be required. It is accepted that for some relatively simple single or multi-engine aircraft without systems such as pressurisation, flight management system (FMS) or electronic cockpit displays, this minimum may be reduced. (2) Aeroplane training normally involves an 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.				
SKILL TEST				
(m) Upon completion of the flight training, the pilot will be required to undergo a skill test with an examiner to demonstrate adequate competency of aircraft operation for issue of the type rating. The skill test should be separate from the flight training syllabus, and provision for it cannot be included in the minimum requirements or training hours of the agreed flight training programme. The skill test may be conducted in an FFS, the aeroplane or, in exceptional circumstances, a combination of both.				
COURSE COMPLETION CERTIFICATE				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(n) The HT, or a nominated representative, should certify that all training has been carried out before an applicant undertakes a skill test for the type rating to be included in the pilot's licence. If an ATO is unable to provide certain elements of the training that is required to be carried out on an aircraft the ATO may issue such a certificate confirming the completion of the ground training or the training in an FSTD.				
AMC1 FCL.725(a) Requirements for the issue of class and type ratings SYLLABUS OF THEORETICAL KNOWLEDGE FOR CLASS OR TYPE RATINGS SE AND ME AEROPLANES				
(a) Detailed listing for aeroplane structure and equipment, normal operation of systems and malfunction's				
(1) dimensions: minimum required runway width for 180 ° turn.				
2) engine including auxiliary power unit:				
(i) type of engine or engines; (ii) in general, function of the following systems or components: (A) engine; (B) auxiliary power unit; (C) oil system; (D) fuel system; (E) ignition system; (F) starting system; (G) fire warning and extinguishing system; (H) generators and generator drives; (I) power indication; (J) reverse thrust; (K) water injection. (iii) on piston or turbine-propeller engines additionally: (A) propeller system; (B) feathering system.				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(iv) engine controls (including starter), engine instruments and indications in the cockpit, their function, interrelation and interpretation; (v) engine operation, including APU, during engine start, start and engine malfunctions, procedures for normal operation in the correct sequence.				
3) fuel system:				
(i) location of the fuel tanks, fuel pumps, fuel lines to the engines, tank capacities, valves and measuring; (ii) location of the following systems: (A) filtering; (B) heating; (C) fuelling and defueling; (D) dumping; (E) venting. (iii) in the cockpit: (A) the monitors and indicators of the fuel system; (B) quantity and flow indication, interpretation. (iv) procedures: (A) fuel procedures distribution into the various tanks; (B) fuel supply, temperature control and fuel dumping				
(4) pressurisation and air conditioning: (i) components of the system and protection devices; (ii) cockpit monitors and indicators; (iii) interpretation about the operational condition; (iv) normal operation of the system during start, cruise, approach and landing, air conditioning airflow and temperature control.				
(5) ice and rain protection, windshield wipers and rain repellent:				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(i) ice protected components of the aeroplane including engines, heat sources, controls and indications; (ii) operation of the anti-icing or de-icing system during take-off, climb, cruise and descent, conditions requiring the use of the protection systems; (iii) controls and indications of the windshield wipers and rain repellent systems operation.				
(6) hydraulic system: (i) components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system; (ii) controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications.				
(7) landing gear: (i) main components of the: (A) main landing gear; (B) nose gear; (C) gear steering; (D) wheel brake system, including anti-skid. (ii) gear retraction and extension (including changes in trim and drag caused by gear operation); (iii) required tyre pressure, or location of the relevant placard; (iv) controls and indicators including warning indicators in the cockpit in relation to the retraction or extension condition of the landing gear and brakes; (v) components of the emergency extension system.				
(8) flight controls and high lift devices: (i) (A) aileron system;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(B) elevator system; (C) rudder system; (D) trim system; (E) spoiler system; (F) lift devices; (G) stall warning system; (H) take-off configuration warning system. (ii) flight control system from the cockpit controls to the flight control or surfaces; (iii) controls, monitors and indicators including warning indicators of the systems mentioned under (8) (i), interrelation and dependencies				
(9) electrical power supply: (i) number, power, voltage, frequency and location of the main power system (AC or DC), auxiliary power system location and external power system; (ii) location of the controls, monitors and indicators in the cockpit; (iii) flight instruments, communication and navigation systems, main and back-up power sources; (iv) location of vital circuit breakers; (v) generator operation and monitoring procedures of the electrical power supply.				
(10) flight instruments, communication, radar and navigation equipment, autoflight and flight data recorders: (i) visible antennae; (ii) controls and instruments of the following equipment in the cockpit during normal operation: (A) flight instruments;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(B) flight management systems; (C) radar equipment, including radio altimeter; (D) communication and navigation systems; (E) autopilot; (F) flight data recorder, cockpit voice recorder and data-link communication recording function; (G) TAWS; (H) collision avoidance system; (I) warning systems.0				
(11) cockpit, cabin and cargo compartment: (i) operation of the exterior, cockpit, cabin and cargo compartment lighting and the emergency lighting; (ii) operation of the cabin and cargo doors, stairs, windows and emergency exits; (iii) main components of the oxygen system and their location, oxygen masks and operation of the oxygen systems for the crew and passengers, required amount of oxygen by means of a table or diagram.				
(12) emergency equipment operation and correct application of the following emergency equipment in the aeroplane: (i) portable fire extinguisher; (ii) first-aid kits; (iii) portable oxygen equipment; (iv) emergency ropes; (v) life-jacket; (vi) life rafts; (vii) emergency transmitters; (viii) crash axes;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(ix) megaphones; (x) emergency signals				
(13) pneumatic system: (i) components of the pneumatic system, pressure source and actuated components; (ii) controls, monitors and indicators in the cockpit and function of the system; (iii) vacuum system				
(b) Limitations:				
(1) general limitations: (i) certification of the aeroplane, category of operation, noise certification and maximum and minimum performance data for all flight profiles, conditions and aircraft systems: (A) maximum tail and crosswind-components at take-off and landing; (B) maximum speeds for flap extension vfo; (C) at various flap settings vfe; (D) for landing gear operation vlo, Mlo; (E) for extended landing gear vle, Mle; (F) for maximum rudder deflection va, Ma; (G) for tyres; (H) one propeller feathered. (ii) (A) minimum control speed air vmca; (B) minimum control speed ground vmcg; (C) stall speed under various conditions vso, vs1; (D) maximum speed vne, Mne; (E) maximum speed for normal operation vmo, Mmo; (F) altitude and temperature limitations; (G) stick shaker activation. (iii) (A) maximum airport pressure altitude, runway slope; (B) maximum taxi mass;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(C) maximum take-off mass; (D) maximum lift off mass; (E) maximum landing mass; (F) zero fuel mass; (G) maximum dumping speed vdco, Mdco, vdce, Mdce; (H) maximum load factor during operation; (I) certificated range of centre of gravity.				
(2) engine limitations: (i) operating data of the engines: (A) time limits and maximum temperatures; (B) minimum RPMs and temperatures; (C) torque; (D) maximum power for take-off and go-around on pressure altitude or flight altitude and temperature; (E) piston engines: certified range of mixture; (F) minimum and maximum oil temperature and pressure; (G) maximum starter time and required cooling; (H) time between two start attempts for engines and auxiliary power unit; (I) for propeller: maximum RPM of propeller triggering of automatic feathering device. (ii) certified oil grades.				
(3) systems limitations: (i) operating data of the following systems: (A) pressurisation, air conditioning maximum pressures; (B) electrical power supply, maximum load of main powe system (AC or DC); (C) maximum time of power supply by battery in case of emergency; (D) mach trim system and yaw damper speed limits; (E) autopilot limitations of various modes;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(F) ice protection; (G) speed and temperature limits of window heat; (H) temperature limits of engine and wing anti-ice. (ii) fuel system: certified fuel specifications, minimum and maximum pressures and temperature of the fuel				
(4) minimum equipment list				
(c) Performance, flight planning and monitoring:				
(1) performance calculation about speeds, gradients, masses in all conditions for take-off, en-route, approach and landing according to the documentation available (for example for take-off v1, vmbe, vr, vlof, v2, take-off distance, maximum take-off mass and the required stop distance) on the following factors: (i) accelerate or stop distance; (ii) take-off run and distance available (TORA, TODA); (iii) ground temperature, pressure altitude, slope, wind; (iv) maximum load and maximum mass (for example ZFM); (v) minimum climb gradient after engine failure; (vi) influence of snow, slush, moisture and standing water on the runway; (vii) possible single or dual engine failure during cruise flight; (viii) use of anti-icing systems; (ix) failure of water injection system or antiskid system; (x) speeds at reduced thrust, v1, v1red, vmbe, vmu, vr, vlof, v2; (xi) safe approach speed vref, on vmca and turbulent conditions; (xii) effects of excessive approach speed and abnormal glideslope on the landing distance; (xiii) minimum climb gradient during approach and landing; (xiv) limiting values for a go-around with minimum fuel; (xv) maximum allowable landing mass and the landing distance for				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
the destination and alternate aerodrome on the following factors: (A) available landing distance; (B) ground temperature, pressure altitude, runway slope and wind; (C) fuel consumption to destination or alternate aerodrome; (D) influence of moisture on the runway, snow, slush and standing water; (E) failure of the water injection system or the anti skid system; (F) influence of thrust reverser and spoilers.				
(2) flight planning for normal and abnormal conditions: (i) optimum or maximum flight level; (ii) minimum required flight altitude; (iii) drift down procedure after an engine failure during cruise flight; (iv) power setting of the engines during climb, cruise and holding under various circumstances, as well as the most economic cruising flight level; (v) calculation of a short range or long range flight plan; (vi) optimum and maximum flight level and power setting of the engines after engine failure.				
(3) flight monitoring.				
(d) Load and balance and servicing:				
(1) load and balance: (i) load and trim sheet on the maximum masses for take-off and landing; (ii) centre of gravity limits; (iii) influence of fuel consumption on the centre of gravity; (iv) lashing points, load clamping, maximum ground load.				
(2) servicing on ground, servicing connections for:				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(i) fuel; (ii) oil; (iii) water; (iv) hydraulic; (v) oxygen; (vi) nitrogen; (vii) conditioned air; (viii) electric power; (ix) start air; (x) toilet and safety regulations.				
(e) Emergency procedures:				
(1) recognition of the situation as well as immediate memory actions in correct sequence and for those conditions recognised as emergencies by the manufacturer and competent authority for certification: (i) engine failure during take-off before and after v1, as well as inflight; (ii) malfunctions of the propeller system; (iii) engine overheat, engine fire on ground and in-flight; (iv) wheel well fire; (v) electrical smoke or fire; (vi) rapid decompression and emergency descent; (vii) air-conditioning overheat, anti-ice system overheat; (viii) fuel pump failure; (ix) fuel freezing overheat; (x) electric power failure; (xi) equipment cooling failure; (xii) flight instrument failure; (xiii) partial or total hydraulic failure; (xiv) failures at the lift devices and flight controls including boosters;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(xv) cargo compartment smoke or fire.				
(2) actions according to the approved abnormal and emergency checklist: (i) engine restart in-flight; (ii) landing gear emergency extension; (iii) application of the emergency brake system; (iv) emergency extension of lift devices; (v) fuel dumping; (vi) emergency descent.				
(f) Special requirements for extension of a type rating for instrument approaches down to decision heights of less than 200 ft (60 m):				
(1) airborne and ground equipment: (i) technical requirements; (ii) operational requirements; (iii) operational reliability; (iv) fail operational; (v) fail passive; (vi) equipment reliability; (vii) operating procedures; (viii) preparatory measures; (ix) operational downgrading; (x) communications.				
(2) procedures and limitations: (i) operational procedures; (ii) crew coordination.				
(g) Special requirements for 'glass cockpit' aeroplanes with EFIS				
Additional learning objectives: (1) general rules of aeroplanes computer hardware and software design; (2) logic of all crew information and alerting systems and their limitations;				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
(3) interaction of the different aeroplane computer systems, their limitations, the possibilities of computer fault recognition and the actions to be performed on computer failures; (4) normal procedures including all crew coordination duties; (5) aeroplane operation with different computer degradations (basic flying).				
(h) Flight management systems.				
AMC1 FCL.720.A Additional theoretical knowledge for a class or type rating for high performance SP aeroplanes				
(a) A number of aeroplanes certificated for SP operation have similar performances, systems and navigation capabilities to those more usually associated with MP types of aeroplanes, and regularly operate within the same airspace. The level of knowledge required to operate safely in this environment is not part of, or not included to the necessary depth of knowledge in the training syllabi for the PPL, CPL or IR(A) but these licence holders may fly as PIC of such aeroplanes. The additional theoretical knowledge required to operate such aeroplanes safely is obtained by completion of a course at an ATO. (b) The aim of the theoretical knowledge course is to provide the applicant with sufficient knowledge of those aspects of the operation of aeroplanes capable of operating at high speeds and altitudes, and the aircraft systems necessary for such operation.				
(c) The course should cover at least the following items of the aeroplane syllabus to the ATPL(A) level:				
021 00 00 00 AIRCRAFT GENERAL KNOWLEGDE: AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT				
021 02 02 01 Alternating current: general				

Type and Class ratings					
Section 2		Organization reference	RESULTS		
			S	U	N/A
To 021 02 02 03	Generators AC power distribution				
021 01 08 03	Pressurisation (Air driven systems - piston engines)				
021 01 09 04	Pressurisation (Air driven systems - turbojet and turbo propeller)				
021 03 01 06 021 03 01 07 021 03 01 08 021 03 01 09	Engine performance - piston engines Power augmentation (turbo or supercharging) Fuel Mixture				
021 03 02 00 to 021 03 04 09	Turbine engines				
021 04 05 00	Aircraft oxygen equipment				
032 03 00 00	Performance class B: ME aeroplanes				
032 03 01 00 to 032 03 04 01	Performance of ME aeroplanes not certificated under CS and FAR 25: entire subject				
040 00 00 00	HUMAN PERFORMANCE				
040 02 01 00 to 040 02 01 03	Basic human physiology and High altitude environment				
050 00 00 00	METEOROLOGY				
050 02 07 00 To 050 02 08 01	Jet streams CAT Standing waves				
050 09 01 00 To 050 09 04 05	Flight hazards Icing and turbulence Thunderstorms				

Type and Class ratings				
Section 2	Organization reference	RESULTS		
		S	U	N/A
062 02 00 00 Basic radar principles				
062 02 01 00 Basic radar principles To Airborne radar 062 02 05 00 SSR				
081 00 00 00 PRINCIPLES OF FLIGHT: AEROPLANES				
081 02 01 00 Transonic aerodynamics: entire subject To Mach number or shockwaves 081 02 03 02 buffet margin or aerodynamic ceiling				
(d) Demonstration of acquisition of this knowledge is undertaken by passing an examination set by ATO. A successful pass of this examination results in the issue of a certificate indicating that the course and examination have been completed. (e) The certificate represents a 'once only' qualification and satisfies the requirement for the addition of all future high performance aeroplanes to the holder's licence. The certificate is valid indefinitely and is to be submitted with the application for the first HPA type or class rating. (f) A pass in any theoretical knowledge subjects as part of the HPA course will not be credited against meeting future theoretical examination requirements for issue of a CPL(A), IR(A) or ATPL(A).				

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.