

	<b>SIERRA LEONE CIVIL AVIATION AUTHORITY</b>	<b>Reference</b>	<b>FORM:AC-FSS020A</b>
	<b>APPROVED SINGLE-ENGINE TURBINE POWERED AIRCRAFT (ASETPA) – APPLICATION AND ASSESSMENT FOR OPERATIONS AT NIGHT OR IN IMC</b>	<b>Revision</b>	<b>01</b>
		<b>Date</b>	

**APPROVED SINGLE-ENGINE TURBINE POWERED AIRCRAFT (ASETPA) – APPLICATION AND ASSESSMENT FOR OPERATIONS AT NIGHT OR IN IMC**

This form contains the process and information for the Application, Assessment and Approval for Single-engine Turbine Powered Aircraft operations at night or in IMC. The form can be used for multiple aircraft of the same model only. For multiple models multiple forms are to be completed. Completion and submission of this form by the applicant constitutes a request to operate a single engine turbine powered aircraft under night or in IMC conditions. Reference should be made to the relevant guidance material.

**PART A – Applicant Details**

<b>Operators Name:</b>	
<b>Operators AOC number:</b>	
<b>Applicants Contact Details:</b>	
<b>Phone:</b>	
<b>Email/s:</b>	
<b>Mobile:</b>	
<b>Address:</b>	

**PART B – Aircraft Details**

<b>Aircraft</b>	<b>Aircraft Type/Model</b>	<b>Aircraft Serial</b>	<b>Manufacturer</b>	<b>Engine</b>	<b>Propeller</b>	<b>Type Certificate</b>
-----------------	----------------------------	------------------------	---------------------	---------------	------------------	-------------------------

Registration	Designation	Number		Type/Model		No.

**Comments/Additional information:**

**PART C – Application Action Items**

Flight Operations Documents	Document reference <i>(To be filled by Applicant)</i>	SLCAA Inspector comment
1. Emergency Procedures – QRH Document and Operations Manual Emergency Section.		
2. Routes and route limitations shows compliance for each proposed route.		
3. Procedures for the use of other than automatic engine ignition systems.		
4. Procedures in the event of chip detector warning.		
5. Procedures in the event of fire		
6. Procedures in the event of engine failure including descent to a forced landing in night and/IMC conditions		
7. MEL and MEL procedures(must include equipment required for night and/IMC operations)		
8. Flight crew qualifications, ratings and experience ( Pilot training file )		
9. Flight crew initial and recurrent training ( Pilot training file - appropriate to night and/IMC operations)		
10. Procedures in the event of pilot recognizing		

engine performance parameter have been exceeded.		
11. Operations manual Part B(for specific type)		
12. On-site inspection of manuals and training records		
<i>SLCAA Official use only</i>		

Airworthiness Documents	Requirement	Action ( <i>To be filled by applicant</i> )	SLCAA Inspector comment
1. Certificate of Registration	Attach Copy	Yes <input type="checkbox"/>	
2. Certificate of Airworthiness	Attach Copy	Yes <input type="checkbox"/>	
3. MEL with specific ASETPA items.	Attach Copy	Yes <input type="checkbox"/>	
4. AMP and MCM	Attach Copy	Yes <input type="checkbox"/>	
5. Turbine Engine Reliability	Attach Copy	Yes <input type="checkbox"/>	
6. Engine trend monitoring data interpretation process.	Attach Copy	Yes <input type="checkbox"/>	
7. Avionics equipment List.	Attach Copy	Yes <input type="checkbox"/>	
8. Approved Flight Manual (POH) revision status	Attach Copy	Yes <input type="checkbox"/>	
9. 12. Engine Type  1. Pratt & Whitney Canada PT6A-114,114A, 67 B, 64 and 42A.  • Or if other contact Manufacturer to determine engine applicability for ASETPA operations.	Attach Copy	Yes <input type="checkbox"/>	
<i>SLCAA Official use only</i>			

Aircraft Equipment	Action (To be filled by applicant)	SLCAA Inspector (AWI) comment
1. Engine Ignition system. <ul style="list-style-type: none"> <li>• Auto or Manual</li> </ul>	Yes <input type="checkbox"/>	
2. Power source <ul style="list-style-type: none"> <li>• Two separate electrical generating systems. Each capable of supplying all probable combinations of continuous in-flight electrical loads at night and/IMC</li> </ul>	Yes <input type="checkbox"/>	
3. Emergency electrical supply system	Yes <input type="checkbox"/>	
4. Radio altimeter	Yes <input type="checkbox"/>	
5. Engine electronic magnetic particle detection system. <ul style="list-style-type: none"> <li>• The aeroplane must be equipped with an electronic engine particle detection system which provides the pilot with an in-flight, visual caution warning.</li> <li>• Compliance can be met by either magnetic plug chip detector (MCD) or oil debris monitoring system.</li> <li>• For PT6A engines incorporating MCD's, two chip detectors are required.</li> </ul>	Yes <input type="checkbox"/>	
6. Engine compartment fire detection system. <ul style="list-style-type: none"> <li>• For the purpose of ASETPA type approval; "Approved" shall mean compliance with an applicable TSO, or included in the type certification of the aeroplane, or as otherwise approved by SLCAA.</li> </ul>	Yes <input type="checkbox"/>	

7. Engine start The requirement for two engine start may be reduced to one engine start, provided:	<b>Action (To be filled by applicant)</b>	<b>SLCAA Inspector comment</b>
a. The aeroplane's engine fuel feed system from the aeroplane's fuel tank(s) to the engine fuel control unit is automatic, and	Yes <input type="checkbox"/>	
b. The engine compressor air intake incorporates continuous anti-icing whilst the engine is operating, and	Yes <input type="checkbox"/>	
c. The aeroplane incorporates an engine ignition system which activates in the event of a loss of an engine parameter such as engine speed, turbine temperature or engine torque.	Yes <input type="checkbox"/>	
8. Electrical Load shedding.  • The airplane flight manual or approved equivalent shall provide the pilot with a procedure for shedding non-essential electrical systems during maximum glide range.	Yes <input type="checkbox"/>	
9. Flight instruments  • The aeroplane type must be equipped with flight and navigation instruments complying with SLCAA regulatory requirements for commercial passenger carrying IFR operations.	Yes <input type="checkbox"/>	
10. Global Navigation Satellite System.  • Must be equipped with an IFR approved GNSS system.	Yes <input type="checkbox"/>	
11. Autopilot.  • For single pilot operations, the aeroplane type must be equipped with an approved automatic pilot complying with SLCAARs	Yes <input type="checkbox"/>	
12. Weather Radar  • The aeroplane type shall be equipped with a weather radar system acceptable to SLCAA	Yes <input type="checkbox"/>	
13. Supplementary oxygen. (As required)	Yes <input type="checkbox"/>	
14. Passenger seats compliant with SLCAARs.	Yes <input type="checkbox"/>	

15. Two attitude indicators powered from independent sources.	Yes <input type="checkbox"/>	
16. Landing light with independent of landing gear capable of adequately illuminating touchdown area in a night forced landing.	Yes <input type="checkbox"/>	
<i>SLCAA Official use only</i>		

**PART D – Applicants Declaration**

1. I declare that the information provided on this form is true and correct.
2. I declare that the aircraft is in a condition for safe operation, has no uncertified modifications or repairs and continues to meet the applicable design requirements.

Name:

Signature:

**SLCAA USE ONLY**

**PART E – Application Recommendation/Approval Items**

**Airworthiness Inspector Overall Comments:**

--

**Flight Ops Inspector Overall Comments:**

--

<b>Subject</b>	<b>Name &amp; Signature</b>	<b>Date</b>
Airworthiness Approval Recommended.		
Flight Ops Inspector Approval Recommended.		
MFOPs Approval		

**Name of Inspector (CPM/FOI)**\_\_\_\_\_

**Signature**\_\_\_\_\_ **Date**\_\_\_\_\_