



## PART A – Instructions and Advice

- This form contains the process and information for the Application, Assessment and Approval of an Approved Single Engine Turbine Powered Aeroplane. The form can be used for multiple aircraft of the same model only. For multiple models multiple forms are to be completed.
- The aircraft type/model should be a type previously approved and stated ASETPA approved in the STC, TAC or TC for the aeroplane.
- Completion and submission of this form constitutes a request to operate a single engine aircraft under Night VFR or IFR for charter or RPT purposes under CAR 174B and 175A.
- If the application is not from the Registered Operator a letter of authority from the Registered Operator will need to be provided. Please see [applicant's declaration](#) for this form.
- CASA processing and consideration of this application is cost recoverable at an hourly rate under Section 9.6 of the [Civil Aviation \(Fees\) Regulation 1995](#). A cost estimate will be forwarded to the applicant for applicable payment before the task can commence. If the processing and assessment is via an appropriate IOA Holder the payment/fee processes are provided by them.
- An application submitted to CASA should be submitted to the Client Services Centre. ([regservices@casa.gov.au](mailto:regservices@casa.gov.au))
- This form is an electronic form intended to be completed on a PC and either embedded with an electronic signature (picture) and submitted in an email, or printed and signed, scanned and attached to an email and sent to the appropriate Client Service Centre.
  - [Part B – Applicant Details](#)
  - [Part C - Aircraft Details](#)
  - [Part D – Application Action Items](#)
  - [Part E – Applicants Declaration](#)
  - [Part F – AWI / FOI Validation](#)
  - [Part G – MEL Requirements](#)
  - [Part H – Application Approval Items](#)
- If you find an error or improvement in or for this form please send an email to the [AEB Information Asset Administrator](#) mailbox.

## PART B – Applicant Details

Registered Operators Name:	Registered Operator ARN: <table border="1" data-bbox="703 338 1026 416"> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td> </tr> </table>									Applicants Name:
Applicants Address:	Applicants Contact Details:  Phone:  Email/s:  Mobile:									
Part B Comments/Additional information:										

## PART C – Aircraft Details

Aircraft Registration VH -	Aircraft Serial Number:
Manufacturer:	Aircraft Type/Model Designation:
Engine Type/Model:	Propeller:
Type Certificate:	Class of Operation: Charter <input type="checkbox"/> RPT <input type="checkbox"/>
Part C Comments/Additional information:	

## PART D – Application Action Items

Requirement/Action		
1. Certificate of Registration	Attach Copy	Yes <input type="checkbox"/>
2. Certificate of Airworthiness	Attach Copy	Yes <input type="checkbox"/>
3. CASA TC/TAC/STC for ASETPA operations	Attach Copy	Yes <input type="checkbox"/>
4. System of Maintenance / Approved Maintenance Program.	Attach Copy	Yes <input type="checkbox"/>
5. MEL with specific ASETPA items.	Attach Copy	Yes <input type="checkbox"/>
6. Nomination of Maintenance Controller / Continuing Airworthiness Manager.	Attach Copy	Yes <input type="checkbox"/>
7. Maintenance Control Manual / Continuing Airworthiness Management Exposition.	Attach Copy	Yes <input type="checkbox"/>
8. Primary Maintenance Support agreement.	Attach Copy	Yes <input type="checkbox"/>
9. Letter of Agreement between training and checking contractor and operator, where applicable. Part 142 Organisation.	Attach Copy	Yes <input type="checkbox"/>
10. Aircraft and component reliability program.	Attach Copy	Yes <input type="checkbox"/>
11. Engine trend monitoring data interpretation process.	Attach copy	Yes <input type="checkbox"/>
12. Avionics equipment List.	Attach copy	Yes <input type="checkbox"/>
13. Major modification list including STC and EO's.	Attach copy	Yes <input type="checkbox"/>
14. Electrical Load Analysis	Attach copy	Yes <input type="checkbox"/>
15. Flight Check System	Attach copy	Yes <input type="checkbox"/>
16. Operations manual Part B	Attach copy	Yes <input type="checkbox"/>
17. Training and Checking Manual	Attach copy	Yes <input type="checkbox"/>
<b>Comments and additional information</b> <i>Enter any relevant information here:</i>		

Flight Operation Documents	Document reference
1. Maximum number of passengers to be carried.	
<ul style="list-style-type: none"> <li>• Emergency Procedures – VMC and IMC QRH Document and Operations Manual Emergency Section.</li> </ul>	
2. Routes and route limitations (RPT only) - 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. MEL and MEL procedures	
7. Pilot qualifications, ratings and experience (Pilot training file)	
8. Pilot initial and recurrent training (Pilot training file)	
9. Engine failure during take-of, including turn back procedures.	
10. Operators conversion course	
11. Performance data factoring	
12. Procedures in the event of pilot recognising engine performance parameter have been exceeded.	
13. Approved Flight Manual revision status	
14. Electrical load shedding	
<p><b>Comments and additional information</b>  Enter any relevant information here:</p>	

<b>Aircraft Equipment</b>		
1. Automatic activation, electronic engine trend monitoring recording system.		Yes <input type="checkbox"/>
2. Automatic engine ignition, or engine ignition "ON" selector and duty cycle		Yes <input type="checkbox"/>
3. In-flight warning, engine reduction gearbox/engine accessory gearbox metal contamination detection system.		Yes <input type="checkbox"/>
4. Engine fire warning system.		Yes <input type="checkbox"/>
5. Electrical power source duplication.		Yes <input type="checkbox"/>
6. Duplicate flight and navigation instruments and power sources.		Yes <input type="checkbox"/>
7. Autopilot system.		Yes <input type="checkbox"/>
8. Supplementary oxygen. (As required)		Yes <input type="checkbox"/>
9. Global Navigation Satellite System		Yes <input type="checkbox"/>
10. Weather radar		Yes <input type="checkbox"/>
11. Radar altimeter		Yes <input type="checkbox"/>
12. Passenger seats compliant to CAR 23.562 and 23.785		Yes <input type="checkbox"/>
<b>Comments/Additional information</b>		

## **PART E – Applicants Declaration**

I am signing this form as the Registered Operator or as an authorised agent of the Registered Operator of the aircraft.

I understand that giving false or misleading information in an application for an Approved Single Engine Turbine Powered Aeroplane is a criminal offence under section 136.1 of the Commonwealth Criminal Code and further:

1. Declare that the information provided on this form is true and correct.
2. 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.
3. I understand that the information provided on this application will form the basis of the calculation for the fee for processing.
4. I understand and accept that the cost estimate may change, and processing the application may be delayed if:
  - a. The application does not accurately & completely identify the requirements
  - b. The details in this application are subsequently changed, or
  - c. Adequate supporting documentation/evidence has not been provided
5. I understand and accept that for CASA to proceed with this application I must :
  - a. Accept the cost estimate
  - b. Forward the prescribed payment or have a valid account with CASA; and
  - c. Supply all supporting documentation to CASA.
6. If I am signing this as an agent, I declare I have obtained the necessary authorisations to enable me to sign on behalf of the Registered Operator.

**Name:**

**Signature:**

  

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**Date:**

**PART F – AWI/FOI Aircraft Validation.**

<b>Airworthiness Requirement/Action</b>		
<b>Engine Type</b>	<b>Comments</b>	<b>Complies</b>
<p><b>1. Pratt &amp; Whitney Canada PT6A-114,114A, 67B, 64 and 42A.</b></p> <ul style="list-style-type: none"> <li>• Or if other contact AEB to determine engine applicability for ASETPA operations.</li> </ul>		Yes <input type="checkbox"/>
<b>Aircraft Equipment</b>		
<p><b>2. Engine Ignition system.</b></p> <ul style="list-style-type: none"> <li>• Auto or Manual, duty cycle capable of operating greater than 1 hour.</li> </ul>		Yes <input type="checkbox"/>
<p><b>3. Manual engine fuel control.</b></p> <ul style="list-style-type: none"> <li>• The PT6A series engines require installation of a secondary means of engine fuel control, which bypasses the governing section of the fuel control unit (its use must be documented in the AFM).</li> <li>• Other engine types may not require redundancy on this item due to FCU design. Contact AEB if required.</li> </ul>		Yes <input type="checkbox"/>
<p><b>4. Engine electronic magnetic particle detection system.</b></p> <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"/>
<p><b>5. Engine compartment fire detection system.</b></p> <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 CASA.</li> <li>• TSO-C11E.</li> </ul>		Yes <input type="checkbox"/>

<p><b>6. Automatic engine trend monitoring.</b></p> <ul style="list-style-type: none"> <li>• The aeroplane shall be equipped with an approved automatically activated electronic engine trend monitoring and recording (ECTM) system. The system shall record: <ul style="list-style-type: none"> <li>○ Engine parameters referenced in the engine manufacturer's published engine trend monitoring procedures; and</li> <li>○ Engine performances parameters exceedances.</li> </ul> </li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>7. Electrical generation duplication.</b></p> <ul style="list-style-type: none"> <li>• In addition to the aeroplanes primary electrical generator and the primary electrical storage battery(s), the aeroplane type shall be equipped with an alternative source of electrical power. The alternative source shall be capable of supplying power to all essential flight instruments, navigation systems and aeroplane systems required for the endurance of the IFR flight.</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>8. Electrical load analysis.</b></p> <ul style="list-style-type: none"> <li>• An electrical load analysis confirming the electrical storage capacity of the aeroplanes prime battery(s) is sufficient to maintain operation of essential flight and navigation instruments.</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>9. Battery storage capacity</b></p> <ul style="list-style-type: none"> <li>• The aeroplanes primary battery(s) shall have sufficient capacity to cover the period required to glide from the maximum operating altitude, or an elected limiting altitude, to sea level and have sufficient capacity remaining to conduct two engine start attempts and to lower the flaps and the undercarriage.</li> </ul>		<p>Yes <input type="checkbox"/></p>



<p><b>10.Engine start</b></p> <ul style="list-style-type: none"> <li>• The requirement for two engine start may be reduced to one engine start, provided: <ul style="list-style-type: none"> <li>○ The aeroplane's engine fuel feed system from the aeroplane's fuel tank(s) to the engine fuel control unit is automatic, and</li> <li>○ The engine compressor air intake incorporates continuous anti-icing whilst the engine is operating, and</li> <li>○ The aeroplane incorporates an automatic engine ignition system which activates in the event of a loss of an engine parameter such as engine speed, turbine temperature or engine torque.</li> </ul> </li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>11.Electrical Load shedding.</b></p> <ul style="list-style-type: none"> <li>• The airplane flight manual or approved equivalent shall provide the pilot with a procedure for shedding non-essential electrical systems during maximum glide range.</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>12.Flight instruments and Power Supply.</b></p> <ul style="list-style-type: none"> <li>• The aeroplane type must be equipped with flight and navigation instruments and instrument power sources complying with Australian regulatory requirements for commercial passenger carrying IFR operations.</li> <li>• AIP Australia Gen 1.5.</li> <li>• CAO 20.18</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>13.Global Navigation Satellite System.</b></p> <ul style="list-style-type: none"> <li>• Must be equipped with an IFR approved GNSS system.</li> <li>• AIP Gen 1.5</li> <li>• TSO – C145b / TSO – C146b</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>14.Autopilot.</b></p> <ul style="list-style-type: none"> <li>• For single pilot operations, the aeroplane type must be equipped with an approved automatic pilot complying with Australian regulatory requirements for commercial passenger carrying IFR operations.</li> <li>• TSO – C9c</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>15.Radar/Radio altimeter.</b></p> <ul style="list-style-type: none"> <li>• The aeroplane must be equipped with a radar/radio altimeter acceptable to CASA.</li> <li>• TSO-C87</li> <li>• TSO-C67</li> </ul>		<p>Yes <input type="checkbox"/></p>

<p><b>16. Supplementary Oxygen (as applicable)</b></p> <ul style="list-style-type: none"> <li>• All occupants shall be provided with sufficient supplemental oxygen to permit, following an engine failure, a descent to 14,000 feet AMSL from the maximum operating altitude, or elected limiting altitude, at the planes best gliding speed.</li> <li>• TSO-C64a</li> <li>• TSO-C103</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>17. Weather Radar</b></p> <ul style="list-style-type: none"> <li>• The aeroplane type shall be equipped with a weather radar system acceptable to CASA.</li> <li>• TSO-C63c</li> </ul>		<p>Yes <input type="checkbox"/></p>
<p><b>18. Passenger Seating</b></p> <ul style="list-style-type: none"> <li>• The aeroplane type shall be equipped with passenger seats and shoulder harness, identified by part number, meeting the requirements of;</li> <li>• Amendment 36 of FAR 23, parts 23.562 and 23.785; and</li> <li>• TSO 127A TypeC2</li> </ul> <p>Various seats are available for installation, it needs to be validated that the seats meet the above standards.</p> <p><i>Note: Some corporate seating may not fulfil this requirement.</i></p>		<p>Yes <input type="checkbox"/></p>
<p>Note: All equipment should either be original OEM installation to airframe or installed IAW approved STC or CASR part 21M approval.</p> <p>If items are powered electrically from the aircraft electrical system the aircraft ELA should be assessed for appropriate changes.</p>		

**PART F – AWI/FOI Documentation Validation.**

<b>Airworthiness Requirement/Action</b>		
<b>Nominated Positions</b>	<b>Comments</b>	<b>Complies</b>
<b>1. MC/CAM</b> <ul style="list-style-type: none"> <li>• Assessment process completed.</li> </ul>		Yes <input type="checkbox"/>
<b>Manuals</b>		
<b>1. SOM/AMP</b> <ol style="list-style-type: none"> <li>a. Does the approved maintenance schedule include:               <ol style="list-style-type: none"> <li>i. The aeroplane’s manufacturer’s maintenance schedule and any CASA approved variations.</li> <li>ii. An aeroplane, engine, propeller and component reliability monitoring program.</li> <li>iii. Procedures to be carried out in response to parameters recorded by that reliability program.</li> <li>iv. Procedures for the maintenance of ASETPA approved requirements.</li> <li>v. Procedures in response to:                   <ol style="list-style-type: none"> <li>1. Exceeding an engine performance parameter</li> <li>2. An engine oil particle contamination indication</li> <li>3. An inadvertent engine shutdown and relight event.</li> <li>4. When required procedures for servicing the aeroplane’s prime electrical source storage battery(s) in accordance with the battery manufacturer’s published data.</li> </ol> </li> </ol> </li> </ol>		Yes <input type="checkbox"/>

**2. MCM**

- a. For ASETPA Charter Operations, the CASA inspector will verify that the Maintenance Control Manual includes:
- b. The Operator has appointed a person to control the aircraft's maintenance , acceptable to CASA,
- c. Procedures to ensure that maintenance conducted on the ASETPA aircraft engines by an Aircraft Maintenance Organisation is carried out by a suitably endorsed AME licence holder meeting the following criteria:
  - i. Has been trained in and understands the ASETPA airworthiness requirements, and
  - ii. Has held the licence endorsement for a minimum of two years, and
  - iii. Has exercised the privileges of that licence during the preceding two calendar years.
- d. Procedures that take into consideration the criticality of maintenance relating to ASETPA operations, and where necessary identify additional tasks with (duplicate / independent) inspection requirements.
- e. The Engine condition trend monitoring procedures, including:
  - i. The training and qualification requirements for persons carrying out trends monitoring
  - ii. The requirements that Engine trend Monitoring shall only be accessed and interpreted by an appropriately trained person in accordance with engine manufacturer's published data and at intervals not exceeding four days.

Yes

### 3. CAME

- a. The CASA inspector will verify that the CAMO Exposition includes:
- i. Procedures to ensure maintenance conducted on the ASETPA aircraft engine is carried out by a suitably endorsed authorisation holder meeting the following criteria:
    - 1. Has been trained in and understands the ASETPA airworthiness requirements, and
    - 2. Has held the licence endorsement for a minimum of two years, and
    - 3. Has exercised the privileges of that licence during the preceding two calendar years.
    - 4. It is recommended that the ASETPA competency is noted on the Certification Authorisation issued by the 145 AMO.
  - ii. Procedures that take into consideration the criticality of maintenance relating to ASETPA operations, and where necessary identify additional tasks with independent inspection requirements.
  - iii. The Engine condition trend monitoring procedures, including:
    - 1. The training and qualification requirements for persons carrying out trends monitoring
    - 2. The requirements that Engine trend Monitoring shall only be accessed and interpreted by an appropriately trained person in accordance with engine manufacturer's published data and at intervals not exceeding four days.

Yes

## Documents

1. Certificate of Registration a. Check against EAP		Yes <input type="checkbox"/>
2. Certificate of Airworthiness a. Check against EAP		Yes <input type="checkbox"/>
3. TC/TAC/STC a. Check for compliance b. Check for continuing airworthiness requirements		Yes <input type="checkbox"/>
4. ELA		Yes <input type="checkbox"/>

Flight Operation Requirements	Comments	Complies
<b>Operations Manual</b>		
1. Letter of Agreement between training and checking contractor and operator, where applicable. Part 142 Organisation		Yes <input type="checkbox"/>
2. Emergency Procedures – VMC and IMC QRH Document.		Yes <input type="checkbox"/>
3. Routes and route limitations (RPT only) - shows compliance for each route.		Yes <input type="checkbox"/>
4. Procedures in the event of chip detector warning.		Yes <input type="checkbox"/>
5. Procedures for the use of other than automatic engine ignition systems.		Yes <input type="checkbox"/>
6. Procedures in the event of engine fire warning.		Yes <input type="checkbox"/>
7. Procedures in the event of an oil contamination warning.		Yes <input type="checkbox"/>
8. Procedure in the event of exceeding an engine performance parameter.		Yes <input type="checkbox"/>
9. MEL procedures.		Yes <input type="checkbox"/>
10. Procedures following an inadvertent engine shutdown and relight event.		Yes <input type="checkbox"/>
11. Pilot qualifications, ratings and experience. (training file)		Yes <input type="checkbox"/>
12. Pilot initial and recurrent training. (Training file)		Yes <input type="checkbox"/>
13. Engine failure during take – of, including turn back procedures.		Yes <input type="checkbox"/>
14. Engine failure procedures and practiced forced landing in both VMC and simulated IMC.		Yes <input type="checkbox"/>
15. Proving flight.		Yes <input type="checkbox"/>
<b>AFM:</b>		
1. Ensure latest revision status.		Yes <input type="checkbox"/>
2. Ensure all supplements required are available.		Yes <input type="checkbox"/>
<b>Flight Check System:</b>		
1.		Yes <input type="checkbox"/>
<b>Training and Checking Manual</b>		
1.		Yes <input type="checkbox"/>

## PART H – ASETPA MEL items

Following items to be included within the MEL, and the O and M limitations as applicable.		Revision No: 0	
ASETPA Required Equipment	Number Installed		
		Number Required for Dispatch	
			Remarks or Exceptions
ATA 31 <b>Engine electronic trend monitoring system</b> Cat C item	-	0	(O) Aeroplane may continue in service for a period not to exceed 10 days subject to the manual collection of data detailed in the PWC ECTM Analytical Guide (EAG) Manual. Data collected is still required to be analysed.
ATA 24 <b>Alternate electrical power source.</b> Cat B item	-	0	(M) (O) Aeroplane may continue in service provided: <ul style="list-style-type: none"> <li>a. Flight is conducted under VFR, and</li> <li>b. Not conducted under CAR 174B (2) (d), and</li> <li>c. Not in known or forecast icing conditions, and</li> <li>d. Power source is disconnected in accordance with manufacturer's instructions.</li> </ul>
ATA 34 <b>Global navigation satellite system</b> Cat C item	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a. Subject to the requirements of 20.18</li> <li>b. The cockpit indicator is placard inoperative.</li> </ul>
ATA 22 <b>Auto pilot</b> Cat C item Single Pilot operations	-	0	(M) (O) May be inoperative subject to: <ul style="list-style-type: none"> <li>a. Flight is not conducted under CAR 174B (2) (d) or CAR 175A (1) (d), and</li> <li>b. The auto pilot is placard inoperative, and</li> <li>c. Disconnected in accordance with the manufacturer's instructions.</li> </ul>
Two Pilot Operations	-	0	May be inoperative subject to <ul style="list-style-type: none"> <li>a. Subject to the requirements of 20.18</li> <li>b. The autopilot is placard inoperative</li> </ul>
ATA 34 <b>Radar/radio altimeter</b> Cat C	-	0	(O) (M) Aeroplane may continue in service subject to: <ul style="list-style-type: none"> <li>a. Flight is not conducted under CAR 174B (2) (d) or CAR 175A (1) (d), and</li> <li>b. Approach minimums or operating procedures do not require its use and</li> <li>c. The cockpit indicator is placard inoperative.</li> </ul>



<small>ATA 35</small> <b>Supplemental oxygen passenger system only</b> CAT C	-	0	(O) Aeroplane may continue in service subject to an altitude limitation of 10,000 feet AMSL.
<b>Weather radar</b> ATA 34 CAT C	-	0	(O) Aeroplane may continue in service for a period not exceeding 10 days, subject to: <ul style="list-style-type: none"> <li>a. No thunderstorms or cloud formations associated with severe turbulence anywhere along the route to be flown, including the route to a planned alternate.</li> <li>b. The cockpit indicator is placard inoperative.</li> </ul>
<small>ATA 34</small> <b>Secondary EADI/EHSI display unit</b> Cat B	1	0	(O) Aeroplane may continue in service provided: <ul style="list-style-type: none"> <li>a. Flight is not conducted under CAR 174B (2) (d) or CAR 175A (1) (d), and</li> <li>b. The display is placard inoperative.</li> <li>c. The standby A/I is operative</li> </ul>
<b>Engine fire warning horn</b>	-	0	(M)(O) Aeroplane may continue in service provided: <ul style="list-style-type: none"> <li>a. Flight is not conducted under CAR 174B(2)(d) or CAR 175A(1)(d) operations,</li> <li>b. Fire warning light is operative.</li> </ul>

**PART I – Application Assessment Items** (office use only)

Requirement/Action		
1. Appropriate fee/estimate paid.	Confirm	Yes <input type="checkbox"/>
2. Checked the supplied Certificate of Registration details match the aircraft details.	Confirm	Yes <input type="checkbox"/>
3. All the items in Section G of this form are addressed satisfactorily.	Confirm or enter details in Part I comment box below	Yes <input type="checkbox"/>
4. Annotate File #		.....
5. Ensure file has all the attachments enclosed.	Confirmed	Yes <input type="checkbox"/>
6. Fee estimator completed (CASA only).	Confirmed	Yes <input type="checkbox"/>
7. Create Instrument document.	Confirmed	Yes <input type="checkbox"/>
Comments/Additional information		

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

## PART J – Application Approval Items

Requirement/Action		
1. FOI approval	Confirm	Yes <input type="checkbox"/>
2. AWI approval	Confirm	Yes <input type="checkbox"/>
3. CMT leader approval	Confirm	Yes <input type="checkbox"/>
Comments/Additional information		

**FOI Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**AWI Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**CMT Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Signature:** \_\_\_\_\_