



LAA/MOD 17
**APPLICATION FOR INSTALLATION OF
 CERTIFIED ADS-B OUT**
 Issue 2

This form is used to apply for the installation of a certified ADS-B Out system. For ADS-B Out using non-certified or TABS GPS units, please use form [MOD7](#) (if the transponder has not yet been approved on your aircraft) or [MOD14](#) (if the transponder has already been approved on your aircraft). If also changing the radio, please follow the process given in form MOD7. Refer to [TL 3.03](#) for details and advice. Note that only combinations of equipment listed in Appendix 2 of TL 3.03 will be accepted unless previously agreed with LAA Engineering.

1. AIRCRAFT DETAILS (FROM PERMIT TO FLY)

Registration	Aircraft Type	Serial No.
G-		

2. OWNER DETAILS

Owner's Name	Membership No.	
Name and address of person to be contacted regarding this modification:		
Daytime Telephone Number:		e-mail:

3. EQUIPMENT DETAILS

List the make, model and software version (where applicable) of the following items:

Item	Make	Model/part number	Software version
GPS receiver			
GPS antenna			
Transponder			
Transponder antenna			
Altitude encoder			

4. INSTALLATION & INSPECTION DETAILS

CAA BCAR Section L 'R' or EASA Part 66 'B2' Licensed Aircraft Engineer to sign each block to confirm that each statement is true and give details where requested. The whole installation, transmission characteristics and data content are to be checked. The person making the checks must have access to the appropriate installation manuals and associated documentation.

<i>Item</i>	<i>Signature</i>
The installation of the above equipment has been carried out exactly in accordance with the equipment manufacturers' instructions. State references and issue numbers of instructions used:	



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<i>Item</i>	<i>Signature</i>
Installation of the above equipment has not compromised the aircraft's structural integrity.	
All equipment controls are suitably annotated and are operable from the pilot's 'harnessed' position.	
The installation does not interfere in any way with the satisfactory operation of any of the aircraft's controls or systems	
The equipment is installed in such a way that it will not provide a hazard to the aircraft in the event of failure of the equipment.	
The installation does not present any undue hazard to occupants in the event of a collision and does not unduly impair egress from the cockpit.	
All associated wiring and cables are properly routed and secured.	
The aircraft's wiring diagram has been updated to record the changes.	
If there is no on-the-ground status system, or equivalent system/setting, the on-ground-state has been set to 'airborne'.	
The GPS source is connected directly to the transponder (or is integral to the transponder) and the data doesn't pass through another unit.	
The altitude encoder is connected to the aircraft's static system.	
The effects on battery and alternator capacity requirements have been assessed (if aircraft approved for night and/or IFR operations)	
A compass swing has been carried out where necessary.	
The transponder has been programmed with all relevant aircraft settings (aircraft category, flight ID, aircraft dimensions, antenna offset, etc).	
Transponder serial port configuration settings correct (connection to GPS). State configuration of port:	
GPS serial port configurations settings correct (connection to transponder). State configuration of port:	

Ground test data:

<i>Item</i>	<i>Signature</i>
State location where the ground tests were carried out:	
State make/model of ground test equipment used:	
Mode A Code checked as transmitting correctly in range 0000 to 7777 (octal)	
Pressure altitude transmitted corresponds within ±125 ft of the aircraft's altimeter between -1000 ft and 10000 ft	
On-ground status checked as transmitting correctly	
Aircraft registration checked as transmitting correctly	



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<i>Item</i>	<i>Signature</i>
'Ident' checked as transmitting correctly	
ICAO 24-bit aircraft address correctly programmed and transmitting correctly. State 24-bit address received:	
Airborne/Surface Source Integrity Level (SIL) being transmitted correctly. State SIL value received:	
Airborne/Surface System Design Assurance (SDA) being transmitted correctly. State SDA value received:	

5. LAA INSPECTOR DECLARATION

I consider the above installation to be mechanically fit for flight and I have completed a PMR for the work in the aircraft's logbook, allowing the aircraft to be flown with the transponder switched off. The aircraft's weight and balance report has been amended as required.

Name:	Signed:	Insp No.:	Date:
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Note: if necessary, the above LAA inspector declaration can be used to allow an aircraft fitted with the above system to be flown to a location for ground testing by a Licensed Aircraft Engineer, provided the aircraft has a valid Permit to Fly or flight test authorisation. The transponder must be switched off until the LAE declaration below has been completed. The above declaration is required before any flight.

6. POST-INSTALLATION TESTING

I confirm that the system has been installed and configured satisfactorily and in accordance with the requirements of this form and TL 3.03. Ground testing has shown the system to satisfy the requirements of ACNS.ADSB.015 and ACNS.ADSB.020 and is functioning correctly.

Name:	Signed:	LAE No.:	Date:
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Note: signee must be a current CAA BCAR Section L 'R' or EASA Part 66 'B2' Licensed Aircraft Engineer.

7. OWNER DECLARATION

I believe that the above information is correct and request that the LAA approve the installation.

Name:	Signed:	Date:
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8. LAA APPROVAL PROCEDURE

This application form must then be returned to LAA Engineering and the application fee of £30 paid via the [webshop](#). If everything is satisfactory, LAA Engineering will approve the connection modification and send the aircraft owner a connection approval certificate AD917/LAA/ADS-B. Provided the LAA inspector, LAE and aircraft owner have signed the form, the aircraft may be flown with the system operational.

Data privacy: personal data submitted on this application form may be stored electronically but will only be used in relation to the application and to support the safety of any aircraft to which it relates. Statutory obligations excepting, personal data will not be passed on to third parties without your permission. The full LAA data protection policy can be found on our website at www.laa.uk.com