



LAA/MOD 7
**APPLICATION FOR APPROVAL OF
 AIRCRAFT AVIONICS INSTALLATION**
 Issue 18

This form is used to apply for the installation of radios and transponders (with or without ADS-B Out systems that use non-certified or TABS GPS units). For ADS-B Out systems using certified GPS units, please use form [MOD17](#). Refer to [TL 3.03](#) for details and advice.

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

[TL 3.03](#) gives advice relevant to this application form. The following should be completed by an LAA inspector or CAA/EASA Radio Licensed Engineer.

- The approval will be **for the complete avionics installation** therefore it is required to list in the table below **all** currently installed transmitting avionics equipment fitted to the aircraft, e.g. comm radios, transponders, altitude encoders, DME, TCAS and ELTs, **even if only adding or substituting** a piece of avionics equipment.
- Where an item of avionics equipment has **previously** been installed and LAA approved **specifically in the aircraft described** in Section 1 above, please indicate this with a **tick in the last column**.
- **Do not list removed equipment.**

Notes: Temporarily installed portable equipment does not require to be listed below but 'hand-held' radios do require the issue of an Aircraft Radio Licence.

Is a hand-held radio used as the only comm? *Delete as appropriate.* YES / NO

Type	Make	Model	EASA/CAA/FAA Approval No.	Included on previously issued LAA approval cert for this a/c or newly installed equip't? Tick one.	
				Newly inst'd	Prev. inst'd.
<i>e.g. VHF COMM</i>	<i>Garmin</i>	<i>SL-40</i>	<i>EASA.210.119</i>	✓	



LAA/MOD 7
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 Issue 18

4. INSTALLATION & INSPECTION DETAILS

LAA inspector or 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.

Signature

<p>Please specify below the circuit protection details of all avionics equipment installed – including those previously installed and approved (i.e. fuse/circuit breaker rating):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%; border-right: 1px solid black; padding: 5px;"><i>Equipment</i></td> <td style="width: 15%; border-right: 1px solid black; padding: 5px;"><i>Fuse or CB</i></td> <td style="padding: 5px;"><i>Fuse or CB rating</i></td> </tr> <tr style="height: 100px;"> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;"></td> <td></td> </tr> </table>	<i>Equipment</i>	<i>Fuse or CB</i>	<i>Fuse or CB rating</i>				
<i>Equipment</i>	<i>Fuse or CB</i>	<i>Fuse or CB rating</i>					
<p>Please detail below all aerial installations – including those previously installed and approved (i.e. type/location – generic type is acceptable):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 35%; border-right: 1px solid black; padding: 5px;"><i>Equipment</i></td> <td style="width: 25%; border-right: 1px solid black; padding: 5px;"><i>Aerial type/model</i></td> <td style="padding: 5px;"><i>Location</i></td> </tr> <tr style="height: 100px;"> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;"></td> <td></td> </tr> </table>	<i>Equipment</i>	<i>Aerial type/model</i>	<i>Location</i>				
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The equipment listed above is approved by EASA, CAA or FAA. (Refer to Technical Leaflets TL 3.03 and 3.18 for guidance).							
For equipment with a CAA 'LA3' approval number, a placard must be fitted adjacent stating 'Not to be used in notified airspace'.							
The installation of the above equipment has been carried out in accordance with the equipment manufacturer's instructions.							
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 weight schedule has been suitably amended.							
A compass swing has been carried out where necessary.							



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<i>Additional required information for ELT installations:</i>	Signature
It has been checked that the ELT has been installed in the correct orientation with the airframe.	
The manual activation switch, if fitted, is suitably annotated and operable from the pilot's position with the lap strap fully tight.	
Please provide a drawing or photograph that shows the ELT's installation and any nearby control runs, etc.	
A function test has been carried out in accordance with the installation instructions with satisfactory results.	
A completed registration form has been submitted for inclusion on the UK ELT Database. State date submitted: _____	
To aid future ELT installers please provide sufficient information of how and where the equipment was installed (use separate sheet if required):	

Additional required information for connection of uncertified or TABS GPS to Mode S transponder (ADS-B out) (Note: use form MOD17 for certified GPS units):

List the make and model of the GPS Unit, Transponder and connection type, and state the communication protocol used.

GPS Unit	Transponder	Connection Type	Protocol
<i>e.g Garmin 296</i>	<i>Trig TT21</i>	<i>Serial</i>	<i>NMEA</i>

Signature

The installation of the above equipment has been carried out in accordance with the equipment manufacturer's instructions. Data settings SIL=0 and SDA=0 (or SIL=1 and SDA=1 for TABS devices approved to TSO C199) have been set as per the configuration guide.	
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After the equipment has been installed, the installation must be verified to confirm correct configuration and operation. The procedure detailed in appendix 1 of [TL 3.03](#) must be followed and the resulting data submitted with this form.

I confirm that the testing of the equipment has shown the system to be operating satisfactorily and that the SIL and SDA values are reporting as '0' (or SIL '1' for TABS devices approved to TSO C199).

Name:	Signed:	Insp / LAE. No.:	Date:

**PLEASE ATTACH A COPY OF THE TEST RESULTS TO THIS FORM
 (SEE TL 3.03 APPENDIX 1 FOR ACCEPTABLE TEST PROCEDURES)**



LAA/MOD 7
**APPLICATION FOR APPROVAL OF
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Issue 18

4. 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.

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 configuration/testing by a Licensed Aircraft Engineer, provided the aircraft has a valid Permit to Fly or flight test authorisation. The equipment must remain switched off until the declaration below has been completed. The above declaration is required before any flight.

5. POST-INSTALLATION DECLARATION

I confirm that the above system has been installed and configured satisfactorily and in accordance with the requirements of this form and TL 3.03. I consider the system to be airworthy.

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

6. 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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7. FLIGHT TESTING

a. For a new (or imported) aircraft that has not yet been issued with a Permit to Fly.

The aircraft **must not be flown** at this stage and instead this form with parts 1 to 5 completed should be sent to LAA Engineering along with other Permit application details. An avionics function check will form part of the flight test requirements when the aircraft is eventually cleared to test fly.

b. For all other aircraft (assuming there is no other prohibiting factor).

The completed avionics installation must be inspected by an LAA inspector or CAA/EASA licensed avionics engineer. Once satisfied with the installation, he or she must then complete and sign this form. The aircraft should be flown to carry out a function test of all installed avionics equipment (**not** ELTs) in accordance with Avionics Installations Flight Test Checks Report, [LAA/FT-AVIONICS](#). The completed flight checks results should be returned to LAA Engineering along with this form. If everything is satisfactory, LAA Engineering will approve the installation and send the aircraft owner an Avionics Installation Approval Certificate AD917/LAA.

Provided sections 4, 5 and 6 have been signed, the aircraft may be flown with the equipment operational.

Note: Owners must also obtain a radio licence from Ofcom for all equipment fitted, which must be renewed (currently 3 yearly) for as long as the aeroplane is kept in service.

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