



LAA/MOD 7
**APPLICATION FOR APPROVAL OF
 AIRCRAFT AVIONICS INSTALLATION**
 Issue 16

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 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>	✓	



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4. INSTALLATION & INSPECTION DETAILS

LAA inspector or CAA R Licensed Engineer to sign each block and give details where requested.

	Signature
Please specify circuit protection details of all avionics equipment installed – including those previously installed and approved (i.e. fuse/circuit breaker rating):	
Please detail all aerial installations – including those previously installed and approved (i.e. type/location):	
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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Additional required information for ELT installations:

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 GPS to Mode S transponder (ADS-B out):

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 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'.

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

PLEASE ATTACH A COPY OF THE TEST RESULTS TO THIS FORM.



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5. DECLARATION

I consider the above installation to be airworthy and I have certified the work. Subject to satisfactory flight testing, where appropriate, I request that the LAA approve the installation.

Name:	Signed:	Insp / LAE. No.:	Date:
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6. 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 R licensed 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.

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

IMPORTANT NOTICE

Due to changes in EU regulations regarding aircraft radio installations the following applies:

SINCE 17th NOVEMBER 2013:

- No new-build aircraft may receive an initial UK Permit to Fly unless any radios fitted are 8.33 kHz capable.
- Any upgrade to aircraft radios must be to a radio with 8.33 kHz capability.
- Manufacturers may not market radios unless they are 8.33 kHz capable.

SINCE 1st JANUARY 2014:

- No aircraft may fly VFR in class A, B or C airspace that unless it is 8.33 kHz capable.
- No aircraft may fly VFR in class A, B or C airspace that is operating 8.33 kHz channel spacing unless it is 8.33 kHz capable.

FROM 31st DECEMBER 2017

- All aircraft radios operated in the EU must be 8.33 kHz capable.