

REPEAT MODIFICATIONS

1. Introduction

Modifications to an aircraft are often unique and so the Prototype modification route is appropriate (see TL 3.01); however, if a modification that has already been approved is sufficiently repeatable then an owner of another aircraft of the same type can apply to install it on their aircraft. In this case a Repeat mod application can be made.

Since the bulk of the engineering verification work has already been done, the Engineering department don't need to spend so much time in checking the application and a reduced charge can be applied. An LAA inspector is still required in the process to verify that the aircraft has indeed been modified in accordance with the approved modification.

Note: this Technical Leaflet was previously entitled "Using a modification approved for 'all of type'". This category of modification is no longer used; however, mods made in accordance with issue 5 or earlier of this TL remain valid. Any future modifications must use the routes described in the latest versions of TL 3.01 (Prototype modifications), TL 3.03 (Changing the propeller or engine), TL 3.06 (Standard modifications), TL 3.16 (Factory modifications), or this TL.

2. Applying for a Repeat modification

The paperwork for applying a Repeat mod is quite simple. The applicant simply selects a mod from the list published in TL 3.17 and fills in the standard form LAA/MOD 11. This records all of the relevant information including the reference number of the original modification. Where items of equipment are being installed and have already been purchased, please supply a copy of the installation instructions so that we can compare the installation with the original modification.

The list in TL 3.17 includes the registration(s) on which the modification has been approved. Applicants are encouraged to contact the owners of those aircraft to find out the broad details of what the mod entails and whether it has been successful. The 'G-INFO' database on the CAA's website (www.caa.co.uk) can be used to find the owner's address. Potential applicants should not contact LAA Engineering for such details, except as a last resort.

Once the application has been received, Engineering will review the application in relation to the original modification. If it is considered that the mod may be successfully applied to the subsequent aircraft, drawings or data sheets as appropriate to the mod will be supplied to the owner along with an instruction sheet. This instruction sheet will detail the inspections, ground tests and/or flight tests required to confirm successful installation of the modification. Once the completed instruction sheet has been returned and the contents successfully checked, a mod approval sheet will be issued, including the registration of the subsequent aircraft.

Alternatively, if an application is not considered appropriate to be repeated (or any test results indicate a problem) it will be rejected in writing, along with the reasons why this is the case.

3. Charges for incorporating Repeat modifications

Provision of services such as this where Engineering resources are deployed to support a specific LAA member are subject to additional fees, these are published on the website (www.laa.uk.com) and in each issue of *Light Aviation*. Due to the reduced engineering input that is required to approve a Repeat mod, the fee to approve it is lower than if you wish to copy a Prototype mod.

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In order to keep the running costs of the Engineering department to a minimum, members are requested to submit complete and well-presented applications giving full details so that the application can be readily compared to the original Prototype mod.

4. Subsequent Actions

When LAA Engineering has confirmed that the proposed *Repeat* modification can go ahead, they will issue the applicant with an instruction form (or else give reasons why the mod can't go ahead). The instruction form will list the actions required, including any testing or special inspection instructions. If flight testing is required, it will ask for details of who is proposed to carry out the tests and where. The form requires that both the applicant and inspector sign it to declare that the modification has been successfully embodied and the aircraft is fit for flight.

Once the instruction form has been completed and returned, either the modification will be approved or a PFRC will be issued (in the case of modifications requiring flight test). If flight testing is required, the modification will be approved on receipt of flight test results showing successful testing.

When the modification has been approved on that aircraft, an approval certificate will be issued to the applicant.