

## WHEN MODIFICATION APPROVAL IS NOT REQUIRED

The theme through much of the LAA Engineering published information is to reinforce the requirement to seek approval from LAA Engineering for all design changes. There are occasions, however, where an aspect of the build is not defined by the LAA approved plans, aircraft kit or the TADS (i.e. the approved data). In these instances it falls to the owner and LAA Inspector to apply "Standard Aircraft Practice" to ensure an airworthy result. This information letter explores some areas where this situation is commonly found and clarifies the boundaries in which the inspectors are authorised to operate.

Examples where "Standard Aircraft Practice" may be applied where approved data does not exist.

- Firewall forward
- Instrumentation
- Electrical systems
- Upholstery
- Aircraft paint and fabric covering systems

### How is "Standard Aircraft Practice" defined?

The following can be considered to be examples of "Standard Aircraft Practice"

- CAAIPs (CAA CAP562)
- FAA Advisory Circular AC-43.13
- "Sportplane Construction Techniques", "The Sportplane Builder", "Firewall Forward", and "Tony Bingelis on Engines" by Tony Bingelis
- The use of components intended for aircraft use
- The installation of aircraft components in accordance with the manufacturers instructions
- LAA Information Letters

Some care and judgement must be used when applying this principle. The engine and propeller type for example, although not specified in the kit or plans, are nonetheless part of the approved data since they are listed on the Permit to Fly. There are also some key principles which need to be complied with when approving aircraft under this regime. These include rules concerning minimum flight instrumentation standard, electronic ignition systems and engine instrumentation systems. Additional guidance will be published in subsequent LAA information letters.

The key principle is that if the design has been defined in the data which is approved by LAA Engineering then the mod form must be used to authorise any deviation which might affect airworthiness.

If there is any doubt over whether LAA Engineering approval is required then clarification should be sought from LAA Engineering.