



LAA/MOD 14  
**APPLICATION FOR CONNECTION OF  
 GPS TO MODE S TRANSPONDER**  
 Issue 5

This form is to be used to apply for changes to previously approved transponder installations. For new transponder installations please submit a MOD 7 instead.

**1. AIRCRAFT DETAILS (FROM PERMIT TO FLY)**

Registration	Aircraft Type	Serial No.
<b>G-</b>		

**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 and model of both the GPS Unit and the transponder, the 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>

**4. INSTALLATION & INSPECTION DETAILS**

LAA inspector or CAA R Licensed Engineer to sign each block and give details where requested. Advice on device configurations can be found at [www.fasvig.org](http://www.fasvig.org)

	Signature
The installation of the above equipment has been carried out in accordance with the equipment manufacturer's instructions. Data settings <b>SIL=0 and SDA=0</b> have been set as per the configuration guide (or SIL=1 for TABS devices approved to TSO C199) have been set as per the configuration guide.	
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.	



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**5. INSPECTOR DECLARATION**

I consider the above installation to be airworthy and I have certified the work.

Name:	Signed:	Insp / LAE. No.:	Date:
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**6. POST-INSTALLATION TESTING**

After the equipment has been installed, the installation must be verified to confirm correct configuration and operation. The procedure detailed in the Appendix 1 to 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 approved TABS devices).

Name:	Signed:	Insp / LAE. No.:	Date:
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**7. OWNER DECLARATION**

A successful test has been performed and the results are attached. I request that the LAA approve the installation.

Name:	Signed:	Date:
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**8. LAA APPROVAL PROCEDURE**

This application form and the test results must then be returned to LAA Engineering. If everything is satisfactory, LAA Engineering will approve the connection modification and send the aircraft owner a connection approval certificate AD917/LAA/ADS-B.

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

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](http://www.laa.uk.com)