

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 fee to LAA Engineering is generally less than for a Prototype modification. 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 3.02](#) (Changing the propeller or engine), [TL 3.06](#) (Standard modifications), or this TL.

APPLYING FOR A REPEAT MODIFICATION

To apply for a Repeat modification, the applicant selects a mod from the list published in [TL 3.17](#). In general, a modification may only be repeated on another example of the same aircraft type and, if applicable, the same engine type. At the discretion of LAA Engineering, a modification may be accepted to be repeated on a closely related aircraft type, e.g. a modification on a Vans RV-7 may be accepted to be repeated on a Vans RV-6 if there are no implications due to the differences between the two types. Similarly, it may be acceptable to repeat the installation of an accessory (e.g. a spin-on oil filter adapter) where there are no knock-on effects that might need investigation.

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.

If the modification appears to be suitable to be repeated exactly on the applicant's aircraft, LAA Engineering may be contacted for further details. Please send an email to engineering@laa.uk.com quoting the mod number for which information is required – if suitable information is available, this will be emailed back (note that it may take up to two weeks to digitise and redact the necessary files).

The applicant then completes a form [LAA/MOD 11](#) and sends it to LAA Engineering. Where items of equipment are being installed and have already been purchased, please supply a copy of the installation instructions with the application so that we can compare the installation with the original modification. The application should contain sufficient supporting information so that we can verify that this application matches the original Prototype modification exactly, e.g. photographs of your installation or a copy of the drawing to be used.

Once the application has been received, within a month LAA Engineering will aim to review the application in relation to the original modification. If it is considered that the mod may be successfully applied to the subsequent aircraft LAA Engineering will write to the applicant with a request for any further details or testing that might need to be done, and ask for a worksheet to be completed to record the work on the aircraft and the inspector's confirmation that the installation has been done appropriately. Once this has been received by LAA Engineering, any necessary flight checks will be authorised and upon satisfactory receipt of flight check reports the Repeat modification will be approved.

LAA Engineering reserves the right to not accept an application as a Repeat modification. This might be the case if the original Prototype modification was not sufficiently well documented for it to be adequately repeatable, if the Repeat application does not sufficiently match the original, or if the original was approved on the understanding that it would be a one-off. In the event of an application not being accepted, LAA Engineering will write to the applicant explaining the reasons for this. The applicant will often then be invited to submit the application as a Prototype modification: the LAA/MOD 11 form can often be accepted in lieu of an LAA/MOD 2 form in this situation (see [TL 3.01](#)).

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*.

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.

There is no fee payable on submission of the initial application (form [LAA/MOD11](#)); subsequently, however, a fee is chargeable depending on the amount of engineers' time spent approving it. Following the initial assessment, LAA Engineering will advise you of the likely number of hours that will be required to approve the modification and invite you to submit further information and the initial fee (the greater of £30 or half the estimated cost). At this stage you'll be given the opportunity to stop the application from going any further at no charge. Once further work starts, you'll be charged a fee even if you subsequently abandon or cancel the modification.

All applications attract a minimum fee of £30 which covers up to 1 hour of engineers' time. Subsequent hours are charged at £30/hour, in £10 (20 minute) increments. We'll keep track of engineers' time spent to the nearest 5 minutes, but the final charge will be rounded down to the nearest 20 minutes. For instance, if we logged 4:35, we'd charge $4 \times £30 + 1 \times £10 = £130$.

Any outstanding fees must be paid before final issue of the modification approval. All fees should be paid via the LAA's webshop using your aircraft registration (or serial number if a registration is not yet issued) and mod number as the reference, e.g. 'G-ABCD 14100' or '009-12345 14100'. If LAA Engineering becomes aware that the modification will take significantly longer than initially estimated, this will be communicated to you as soon as possible.

Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com