



MANUFACTURER'S OPTIONS FOR THE VANS KITPLANES

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INTRODUCTION

With the exception of the items listed below, optional equipment listed in the 2015/2016 Vans accessories catalogue can be considered approved by LAA Engineering, provided it is installed per Vans instructions and is fitted to an aircraft type for which the mod was intended: this would need to be confirmed by a LAA Inspector. Such options do not need a mod application to LAA Engineering but must be signed for quality and conformity of installation in the aircraft's logbook by an LAA Inspector, which must include a PMR statement.

EXCEPTIONS

The following catalogue items generally need to be applied for as modifications:

- Engines (the engines listed in the catalogue don't need to be applied for as modifications at build).
- Propellers (propellers listed on the aircraft's individual Operating Limitations document or listed on the [PTL/1](#) list for the aircraft type do not need to have a mod application; on new-build aircraft, propellers considered 'standard fit' for the engine and type by Vans do not need to have a mod application, subject to a review of compatibility).
- Fuel flow meters involving the insertion of a transducer in the fuel lines.
- Autopilots (except those listed in the [RV-12 TADS](#), subject to the notes therein).

NOTES

Where the TADS for the type calls for an aural stall warning device (RV-6/-6A/-7/-7A/9/-9A/-10), angle of attack monitoring systems are only acceptable as alternatives to traditional vane-type devices with the written agreement of LAA Engineering.

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