



# AIRCRAFT DUPLICATE INSPECTION WORKSHEET

LAA/IC-DUP  
Issue 1

Reference				Sheet No	of
A/C Type		Registration		Serial No	

Item No	Control/System	Detail of Work Carried Out	First Inspection (Signature/Authority/Date)	Second Inspection (Signature/Authority/Date)

Note: Duplicate Inspections are required whenever engine or flying controls are disturbed or at the completion of an aircraft build project. The control/system should be inspected for correct assembly and locking and for full range and freedom of movement in the correct sense. Some aircraft have 'Vital Points' (such as wing attachment bolts) and whilst not required to have a Duplicate Inspection it may be considered wise to carry out such inspections on Vital Points. Each part of such inspections should be signed by a suitably approved LAA inspector. Where there is no possibility of such a person being available, an owner/pilot (who is also a member of the LAA) or a suitably licenced aircraft engineer may sign the second part of the duplicate inspection. When doing so, the owner/pilot must include his pilot's licence number with his signature. No seniority is implied by the first or second inspection, but convention is that the inspector overseeing the work as a whole will sign the first. The PMR statement must also be signed by the LAA inspector. Duplicate Inspections may be recorded in the aircraft's log books.

Note: All worksheets should be attached or referenced in the logbooks of the aircraft to which they refer and are considered to be part of the aircraft's legal maintenance record.