



AIRCRAFT DUPLICATE INSPECTION RECORD

LAA/IC-DUP
Issue 4

Reference					Sheet No	of
A/C Type		Registration		Serial No		
Item No	Control/System	Detail of Work Carried Out	First Inspection by Inspector* (Signature/Insp No/Date)	Second Inspection** (Signature/Authority/Date)		

Duplicate Inspections are required whenever engine or flying controls and their systems 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.

The signatory requirements for a duplicate inspection are:
 *The first part of the duplicate inspection must be certified by an LAA inspector.
 **The second part of the duplicate inspection may be certified by a second inspector or by a licensed pilot who is a current member of the LAA. When doing so, the pilot must include their full pilot's licence number with their signature and date as the authority. Alternatively, the second part may be signed for by a licensed engineer, or acceptable equivalent (see SPARS for details).

Where two LAA inspectors are signatories, 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.