



Civil Aviation Authority
SAFETY NOTICE
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Version 2 is published for editorial changes only.

Components Strip Reports

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Aircraft Owners, CAMOs, Maintenance Organisations and OEMs
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Licensed Engineers

1 Introduction

- 1.1 UK Reg (EU) No. 1321/2014 M.A.301, Continuing Airworthiness Tasks, requires that the aircraft continuing airworthiness and the serviceability of both operational and emergency equipment of all complex motor-powered aircraft or aircraft used by licenced air carriers in accordance with UK Reg (EC) 1008/2008, is ensured by performing analysis of the effectiveness of the approved Aircraft Maintenance Programme (AMP).
- 1.2 The Acceptable Means of Compliance (AMC) to M.A 301(e) further requires the owner or continuing airworthiness management organisation (CAMO) (as applicable) managing the continuing airworthiness of the aircraft to have a system in place for analysing effectiveness of the maintenance programme and to amend it accordingly.
- 1.3 In order to assess the effectiveness of the maintenance programme, operators should collect data from various information sources. One of which should be reports on component condition, also known as strip reports.

- 1.4 A strip report is a common term used for a report, produced either by a maintenance organisation or a manufacturer of the equipment (OEM), detailing findings on the condition of a component after it has been inspected and tested, following its removal from an aircraft. A strip report should be available whether the component was part of a scheduled or unscheduled removal or repair.
- 1.5 UK Reg (EU) 2015/1018 Annex II requires that “any defect in a life-controlled critical part causing retirement before completion of its full life” is reported under the Mandatory Occurrence Reporting scheme. As a minimum, the strip reports are required on the above mentioned parts so that the root cause for rejection is understood.
- 1.6 Critical parts are listed, as applicable, on the basis for certification within the Instructions for Continued Airworthiness (ICA).

2 Compliance/Action to be Taken

- 2.1 The UK CAA advises the aircraft owners and the CAMOs, who are responsible for the effectiveness of the maintenance programme, to request strip reports from maintenance organisations and OEMs so that they can analyse the effectiveness of their Aircraft Maintenance Programme.
- 2.2 The OEMs and maintenance organisations are required to provide strip reports when one is requested by either the operator or CAMO.

3 Queries

- 3.1 Any queries or requests for further guidance as a result of this communication should be addressed to SafetyPublicationsTeam@caa.co.uk.

4 Cancellation

- 4.1 This Safety Notice will remain in force until further notice.

5 Related Documents

[UK Reg \(EU\) No. 1321/2014](#)

[UK Reg \(EU\) 2015/1018](#)