

Parts Documentation—CAA Form Two-New Zealand Domestic Part Label

General

Civil Aviation Authority (CAA) advisory circulars (ACs) contain information about standards, practices, and procedures that the Director has found to be an **acceptable means of compliance** with the associated rule.

Consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate AC.

Purpose

This AC describes an acceptable means of compliance with standards for the maintenance of New Zealand-registered aircraft and components, **and specifically instructions on** ~~This AC provides guidance material in relation to completing the CAA Form Two.~~

Related Rules

This AC relates specifically to **Part 43 - General Maintenance Rules**.

Change Notice

Revision 5 makes minor changes throughout to align format and style with other ACs. It also adds a Version History. No changes have been made to the CAA Form Two itself.

~~Revision 4 updates the details for CAA Form Two, and deletes reference to CAA Form One which is now included in AC00-5.~~

Version History

History log

Revision No.	Effective Date	Summary of Changes
AC43-1	14 July 1995	Initial issue.
AC43-1A	19 January 1996	Superseded information in AC43-1.
AC43-3, Rev 0	25 December 1997	Superseded information in AC43-1A.
AC43-3, Rev 1	19 February 2001	Minor formatting changes.
AC43-3, Rev 2	2 March 2007	Clarification added to Purpose of the CAA Form Two on Page 7. Change is highlighted. Update to Release to Service text on CAA Form Two (Page 10).
AC43-3, Rev 3	27 April 2007	Altered a number of references to a number of ACs to reflect new numbering in line with a project to standardise the numbering of all ACs.
AC43-3, Rev 4	3 September 2010	Updated the details for CAA Form Two. Deleted reference to CAA Form One which is now included in AC00-5.
AC43-3, Rev 5	28 October 2022	Makes minor changes throughout to align format and style with other ACs. Adds a Version History.

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Introduction

General

This AC is intended as a general guide on the use of the document required by rule 43.105(b)(2) namely *CAA Form Two-New Zealand domestic part label*, and includes instructions for the completion of the CAA Form Two.

~~CAA Form Two is intended for persons to Release to Service components for use within New Zealand. It The CAA Form Two does not replace the CAA Form One for certificated organisations.~~

A **component** means – *any instrument, mechanism, equipment, part, or accessory, including an airframe, aircraft engine or propeller, that is used, or is intended to be used, in operating or controlling an aircraft in flight, or is installed in or attached to the aircraft, that has a part number or a serial number allocated by the manufacturer, unless the manufacturer has designated such an item as a standard part. (CAR-Part 1 - Definitions)*

For the purposes of this AC, the term: **an 'item'** refers to **—** a part, appliance, component, aircraft engine, propeller, or material (excluding an aircraft).

CAA Form Two

Purpose of the CAA Form Two

The purpose of the CAA Form Two is to identify the origin of items being transferred between aircraft or aircraft maintenance providers and **the** certification of the item's airworthiness.

The CAA Form Two is to be used to track serviceable items:

- on or off aircraft, **or**
- into or out of stores.

The CAA Form Two is **to be used within the New Zealand aviation system as it** ~~only to be used for domestic purposes and~~ serves as a means of establishing the traceability of an item:

- ~~used in New Zealand on a New Zealand-registered aircraft that has had conformity to type design established by the inspection and issue of an airworthiness certificate by the Director, and Every aircraft coming onto the New Zealand register and issued with an airworthiness certificate has had conformity to a type design established by the Director. If required, parts may be removed from an aircraft that has had conformity to a type design established, and fitted to another New Zealand registered aircraft with a current airworthiness certificate. Both donor and recipient aircraft are considered to have conformity established by the issue of a New Zealand airworthiness certificate.~~
- not requiring the services of an organisation certificated under Part 145.

Note: *Every aircraft coming onto the New Zealand register and issued with an airworthiness certificate conforms to a type design established by the Director. If required, parts may be removed from an aircraft that conforms to a type design established, and fitted to another New Zealand-registered aircraft with a current airworthiness certificate. Both donor and recipient aircraft are considered to have conformity established by the issue of a New Zealand airworthiness certificate.*

The CAA Form Two is not **accepted.** ~~to be used.~~

- as a Release Note; (only supply organisations approved in accordance with Part 19 Subpart F may use Release Notes, and then only in specific circumstances)
- as a CAA Form One; (only certificated maintenance and manufacturing organisations may use the CAA Form One)
- for transferring components that require maintenance to be performed in accordance with a certificate issued under Part 145, or
- by certificated maintenance or manufacturing organisations instead in lieu of the CAA Form One.

Layout and format of CAA Form Two

The CAA Form Two is to follow the format and layout of Figures 1 and 2 at the end of this AC. The block size may be varied to suit individual applications, but not to the extent that would make the label unrecognisable.

All printing is to be clear and legible to permit easy reading.

The CAA Form Two can is to be either preprinted or computer-generated, but in either case the printing of lines and characters are to be clear and legible. Release-to-service (RTS) certification may be entered and signed electronically, provided that a system exists meeting the requirements detailed in AC AC43-1.

The details to be entered on the CAA Form Two can be computer generated, typed, or hand-written. Abbreviations are to be kept to a minimum.

If the details are too comprehensive for the label, then add a clear reference to attached work cards is to be made. The reference is to include the number of work cards attached.

Each additional work card is to include the CAA Form Two reference number and be secured firmly to the label.

Completion of the CAA Form Two is to be in English.

Distribution of the CAA Form Two

Two copies of the CAA Form Two are to accompany the certified items and clearly identify which item(s) is listed in correlation be established between the CAA Form Two and the item(s).

On installing the item to an aircraft, place one copy of the CAA Form Two is to be placed in that aircraft's maintenance records and return the other copy returned to the source of the item for inclusion in the previous aircraft's maintenance records.

Completion of the CAA Form Two

Front of label

Block 1 – Title

The title of the form is ~~to be stated~~ **must** clearly **indicate** ~~to indicate~~ the domestic nature of the label. This may be preprinted on the label.

Block 2 – Label Ref. No.

Pre-print a unique number ~~is to be preprinted~~ in this block for certificate control and traceability purposes. In the case of a computer-generated CAA Form Two, the unique number need not be preprinted where the computer is programmed to produce the number.

Block 3 – Organisation

Enter the full name and address of the organisation or person releasing the part covered by the CAA Form Two. This block may be preprinted. Logos **or similar marks**, ~~and suchlike~~, are permitted on the label if the logo does not detract from the readability of the label.

If the organisation is certificated, **ensure** the CAA approval number is ~~to be~~ included.

Block 4 – Work Order / Contract

Provide ~~This block provides~~ a reference to a work order, contract, invoice, or any other internal organisation process such that traceability can be established.

If a work card is attached that lists the maintenance performed on the item associated **with that** ~~to the~~ CAA Form Two, then **enter** the work card reference and total number of cards ~~should be entered~~ here. Each work card should contain the CAA Form Two reference number from block 2.

Block 5 – Description

Provide the name or description of the part ~~must be given~~, **as detailed in the appropriate** ~~Preference is to be given to use of the~~ Illustrated Parts Catalogue (IPC). ~~designation.~~

Block 6 – IPC Ref.

State the IPC or other manual reference.

Block 7 – Log card

Indicate here if the part has a log card or not. If a part has a log card, then **record** further maintenance ~~recording actions~~ **will be required**.

Block 8 – Part No.

There ~~must be~~ **Record the** a part number **from** given. ~~Preference shall be given to use of the IPC number designate.~~

Block 9 – Serial No.

State the part Serial Number if applicable.

Block 10 – TSN / TSO

Enter in this block the applicable life status of the part.

Block 11 – Removed from: ZK – xxx

Block 12 – Hours / cycles

Block 13 – Date dd/mmm/yyyy (e.g. 20/OCT/2022)

Date the part is removed.

Note: Blocks 11, 12 & 13 identify where the part was last fitted. This forms the removal information. ~~data~~ As directed in section *Distribution of the CAA Form Two*, on page 5 of this AC, return the duplicate label to the source of the item for inclusion in the previous aircraft's records, and also indicates where the returned copy of the CAA Form Two is to be recorded.

Block 14 – Remarks

If there is any limitation regarding the use of an item being released-to-service, describe what the limitation is in this block and attach any supporting documents (if any).

Enter in this block the status of the item being released and any applicable information to assist the installer of the item.

Support any The remarks should be supported by reference to the approved data, manual, or specification.

Statements may include, but are not limited to, the following.

Removed serviceable

In order to state this, items are to be tested for serviceability before removal, in accordance with the applicable manufacturer's requirements.

Inspected serviceable

In order to state this, items are to be examined by visual or other test procedures to establish conformity with an approved standard, eg: the appropriate Instructions for Continued Airworthiness (ICA's).

Inhibited

In order to state this, items are to be inhibited in accordance with manufacturer's recommendations. AC43-15 contains more information about stores procedures.

Repaired

In order to state this, items are to be repaired in accordance with **Acceptable Technical Data (ATD)**, a design change that is intended to return the item to its original, or properly modified condition.

(Refer: *Part 1 Definitions* - Repair)

Modified

In order to state this, items are to be modified in accordance with **ATD** a design change that generally results in a change to the configuration of a product, component or appliance.

(Refer: *Part 1 Definitions* -Modification).

Block 15 – Release to Service

Signing in this block constitutes a ~~release to service~~ **an RTS** for the item.

Similar to the CAA Form One, a signature in this block **attests only to the work described in block 14.** It does not constitute an authority to install. The installer **must** ~~should~~ confirm the eligibility for installation on the applicable aircraft before fitting the item.

Block 16 – Name

Type or print legibly the name of the person signing the CAA Form Two ~~is to be typed or printed in a legible form.~~

Block 17 – Signed

The CAA Form Two is to be signed by a person meeting the requirements of rule 43.101 to certify the ~~Release to service~~ **RTS** of the item.

Block 18 – Date dd/mmm/yyyy

Date the ~~release to service~~ **RTS** statement is signed.

Block 19 – Licence or Authorisation Number

Quote the LAME number or individual's authorisation number issued by a certificate holder; of the person releasing the item ~~is to be quoted.~~

Rear of label

The rear of the label ~~forms the installation data and~~ is to be filled in on both copies of the CAA Form Two received with the item.

Include the completed label ~~is to be included~~ in the installed aircraft records.

Return the duplicate label ~~is to be returned~~ to the source of the item for inclusion in the previous aircraft's records.

Block 20 – Installed on: ZK – xxx**Block 21 – Hours / cycles****Block 22 – Date** dd/mmm/yyyy

Date the part is installed

Block 23 – Work Order / Contract

Provide ~~This block provides~~ a reference to a work order, contract, invoice, or any other internal organisation process such that traceability can be established.

Block 24 – Remarks

Enter any pertinent remarks ~~are to be entered here~~ **that are** relevant to the installation **here.**

Figure 1: CAA Form Two

1. New Zealand Domestic Part Label		2. Label Ref. No.	
3. Organisation CAA Approval Number (if applicable)		4. Work Order/Contract	
5. Description		6. IPC Ref.	7. Log Card Yes / No
8. Part No.	9. Serial No.		10. TSN / TSO
11. Removed from ZK –	12. Hours / cycles		13. Date
14. Remarks			
15. Release to service The maintenance recorded has been carried out in accordance with the requirements of New Zealand Civil Aviation Rule Part 43 and in respect of that maintenance the (aircraft)* (component)* is released to service * delete as applicable			
16. Name	17. Signed		18. Date
19. Licence or Authorisation Number.			

CAA Form Two

Figure 2: CAA Form Two (Reverse)

20. Installed on ZK –	21. Hours / cycles	22. Date
23. Work Order / Contract		
24. Remarks		

CAA Form Two