

3.5(d) and (e)

Determinations of proper installation including acceptability of the parts used, are not made based on advertisements or distributor literature; they are made based on FAA established acceptable methods, techniques and practices, FAA and manufacturer engineering or service data and other FAA accepted data. Likewise, determinations that a part is an "approved" part are based on the same documents and the markings required by 14 CFR 45.

3.5(f)

The FAA would be better served if the agency devoted more resources to the actual surveillance of installers and manufacturers rather than the sometimes sporadic and superficial surveillance that is currently performed as a result of the workload imposed on understaffed offices. Additionally the agency and operators and maintenance personnel would be better equipped to make determinations of certain questionable parts and materials if the agency ensured that applications of the existing rules were applied uniformly by the manufacturing inspection and field inspection offices, particularly with respect to "Owner/operator" produced parts used in alterations.