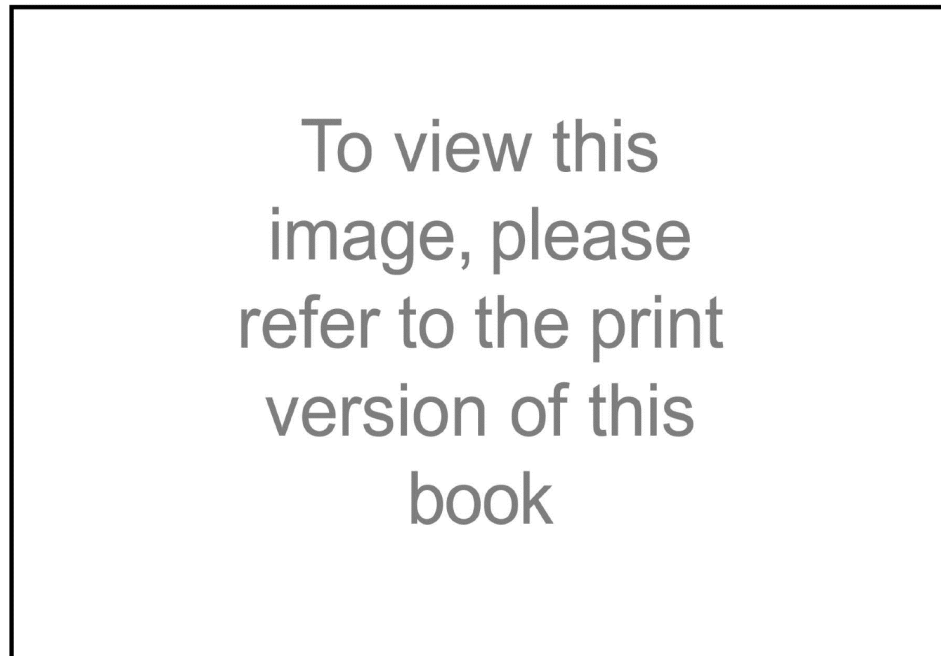


and try to sell you the parts as FAA-approved. A few even will go so far as to scribe official-looking numbers on the part and/or alter it to resemble approved parts, despite potentially stiff fines resulting from such violation of the FARs. Fortunately, this is as rare as it is illegal.

More unapproved parts find their way into civil aircraft through the salvage and military surplus markets. The uninformed owner assumes that if it came off another aircraft, especially a military one, it must be acceptable. But there is no guarantee that the aircraft it was salvaged from didn't overstress or otherwise damage the part. There also is a question of storage, exposure to a harmful environment, and even the compatibility of the original manufacturing process with its intended use. There are only two types of FAA-approved parts: OEM and PMA.

### OEM Parts

Original equipment manufacturer (OEM) parts are those designed and constructed for the manufacturer of the original piece of equipment, such as the elevator tab control displayed in Figure 3-3. These parts are issued a TCDS. For instance, when you purchase a brand-new engine from its manufacturer, the entire engine consists of OEM parts. Eventually, a mechanic will discover a part that needs to be replaced in that engine. When that happens, there are two legal choices that the mechanic can make: install an OEM or a PMA part. Any subsequent manufacturer who desires to build and



**Fig. 3-3.** *OEM part.* (Photo by author, courtesy of Frasca Air Services)