

| DISPOSITION OF PUBLIC COMMENTS AC 25-27, DEVELOPMENT OF TRANSPORT CATEGORY AIRPLANE ELECTRICAL WIRING INTERCONNECTION SYSTEMS INSTRUCTIONS FOR CONTINUED AIRWORTHINESS USING AN ENHANCED ZONAL ANALYSIS PROCEDURE | | | |
|--|--|-------------------------|--|
| Commenter | Comment | Requested Change | Disposition |
| 1 EASA European Aging Systems Coordination Group | Page 5 Definition for swarf is different from the AC 120-YY and also the ATSRAC HWG 8 final report and the EASA NPA. The correct version is contained within the FAA AC 120-YY. The definition should be consistent across all AC's. | | The definition of this term has been aligned in the two documents. |
| 2. Rob Pappas, FAA Technical Center | Page 11 I'd like to suggest the following addition to 8.B.8 - Circuit Breakers, Contacts, Relays (page 11): Missing hardware (screws, washers, etc.) Loose hardware Improper hardware (screws, washers, etc.) These items were pointed out in the aging circuit breaker research report that we published several years ago and are obvious precursors to potentially serious hazards. Would also apply to 8.B.3- | | This text has been added to the final AC. |

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| | Switches. | | |
| 3. Airbus | Airbus requests we add the words “continued airworthiness” to second sentence of 11b. | <p>Change -</p> <p><u>b. Compatibility/Consolidation of EWIS and Fuel Tank Maintenance Tasks.</u> Typically, fuel tank systems contain elements of electrical wire interconnection systems. Section 25.1805(b) requires that TC holders review the fuel tank system instructions along with the results of the EZAP applied to EWIS to ensure the that the two sets of instructions for continued airworthiness are compatible and redundancies are minimized.</p> <p>To -</p> <p><u>b. Compatibility/Consolidation of EWIS and Fuel Tank Maintenance Tasks.</u> Typically, fuel tank systems contain elements of electrical wire interconnection systems. Section 25.1805(b) requires that TC holders review the fuel tank system continued airworthiness instructions along with the results of the EZAP applied to EWIS to ensure the that the two sets of instructions for continued airworthiness are compatible and redundancies are minimized.</p> | This section has been reworded. The reference now is to Instructions for Continued Airworthiness |

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| 4. Airbus | Airbus requests we change wording in descriptors of Worksheets 3A and 3B on page 35. | Change - <ul style="list-style-type: none"> • Worksheet 3A Inspection Level Determination based on Rating Tables (for use when a dedicated zonal inspection program exists) • Worksheet 3B Inspection Level Determination based on Rating Tables (for use when a dedicated zonal inspection program does not exist) To – <ul style="list-style-type: none"> • Worksheet 3A Inspection Level Determination based on Rating Tables (for programs with a dedicated zonal inspection program (ZIP)) • Worksheet 3B Inspection Level Determination based on Rating Tables (for programs without a dedicated zonal inspection program (ZIP)) | The wording has been changed, as requested.. |

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| 5. Airbus | Add words "SB mod or" to Appendix C flowchart 1 box 1 | Change wording – Does the STC : To Does the SB mod or STC : | The flowchart has been revised. A reference to service bulletin modifications is included. |