

<b>DISPOSITION OF PUBLIC COMMENTS</b> <b>AC 25.XX (NOW AC 25-26)</b> <b>DEVELOPMENT OF STANDARD WIRING PRACTICES</b> <b>DOCUMENTATION</b>			
<b>Commenter Name</b>	<b>Comment</b>	<b>Requested Change</b>	<b>FAA Disposition</b>
<p>A member of the public.</p>	<p>I would like to comment regarding the wire splicing section of the subject Draft AC but have not been able to open up the Comment section.</p> <p>As an Avionics Engineer that has worked in the US Airline industry for over 45 years, I believe that we should provide some additional guidance in this Draft AC that is aimed at setting minimum standards for aircraft wiring installations. Specifically, I've seen problems over the years caused by inadequate training of Avionics Techs when crimping wire splices and terminals.</p> <p>At 2 different airlines, I have found it necessary to issue a "Wiring Repair Manual" to help the Techs know exactly which splice or terminal to install on a given wire or wires and which crimp tool to use to make sure the connection is secure. Experience has shown that without specific guidance, a faulty connection may result down the road because the Tech did not properly strip the wires and then clean the wires, tools, and splices/terminals.</p>	<p>Why not, in Section 7.b.(7).(a) of the subject AC, include some details such as the following on how to crimp wire splices and terminals. This would expand on the very sketchy treatment in AC 43.13-1B and would more closely harmonize with the intent of Section II.E of the proposed NPRM Notice 05-08 (Docket No. FAA-2004-18379).</p> <p>"Wire Splicing and termination – Each crimped connection is a potential weak point in the wiring. There must be no more than 1 splice installed in each non essential system wire segment and it must be installed using the proper part number splice and crimp tool under clean room conditions.</p> <p>The wiring in essential systems such as the Captain's instrument/communication/navigation systems, fire control circuits, stabilizer trim, cockpit warning and annunciation systems,</p>	<p>The commenter raises good points. However, the FAA believes they are too detailed and address issues that are beyond the scope of this AC. Training criteria for performing sound wiring repairs are provided in AC 120-94 (the draft was numbered AC 120-YY), titled Aircraft Electrical Wiring Interconnection Systems Training Program.</p>

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	<p>In today's sophisticated computerized aircraft, carrying 30 to 50 miles of wire, the exposure to intermittent wiring connections is much higher than it was in the much simpler aircraft of 40 years ago. It therefore is imperative that all of these miles of wire, along with their multiplied thousands of connections be properly installed and maintained.</p> <p>If we don't provide specific guidance such as the above examples [see suggested text in the column to the right], I believe that we are leaving gaps in the maintenance program that may cause accidents later on.</p>	<p>etc. must not be spliced except temporarily if approved by Engineering until the next scheduled A Check or equivalent.</p> <p>Splices are never permitted inside a fuel tank or fuel vapor area except temporarily if approved by Engineering until the next A Check or equivalent. Splices are not permitted in a high vibration area, nor in a section of wire subject to twisting or bending except temporarily until the next scheduled A Check or equivalent. If more than one wire in a bundle is spliced, all the splices must be well staggered and placed on the outside of the bundle for easy inspection.</p> <p><u>CAUTION:</u> (1) All splices and terminals must be installed using the stripping and crimping tools authorized by the appropriate manuals and while maintaining clean room conditions. Do not crimp one manufacturer's</p>	

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		<p>splices/terminals with another manufacturer's tooling.</p> <p>(2) All oil, grease, fingerprints, etc. must be removed from the wire, splices, terminals and tooling before making the connection. Isopropyl alcohol is a recommended solvent that will remove oily residues without leaving a film (BE CERTAIN TO OBSERVE THE RECOMMENDED HANDLING PRECAUTIONS REGARDING THE FLAMMABILITY OF ALCOHOL)".</p>	