

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Proposed Advisory Circular 25.17XX,  
“Certification of Electrical Wiring  
Interconnection Systems on Transport  
Category Airplanes”**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed advisory circular (AC) that sets forth acceptable methods of compliance with 14 CFR part 25, subpart H, sections §§25.1701 through 25.1739 and sections H25.4 and H25.5 of Appendix H to part 25. This proposed AC complements revisions to the airworthiness standards that are being proposed by a separate notice. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before December 5, 2005.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Stephen Slotte, ANM-111, Airplane & Flight Crew Interface, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2315; facsimile (425) 227-1320, e-mail [steve.slotte@faa.gov](mailto:steve.slotte@faa.gov). Comments may be inspected at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Annette Kovite, Transport Standards Staff, at the address above, telephone (425) 227-1262.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25.17XX and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the FAA before issuing the final AC. The proposed AC can be found and downloaded from the Internet at <http://www.airweb.faa.gov/rgl> under “Draft Advisory Circulars.” A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

**Discussion**

This proposed AC provides guidance for certification of electrical wiring interconnection systems on transport category airplanes in accordance with 14 CFR part 25, subpart H—Electrical Wiring Interconnection Systems (EWIS), and section H25.4 and H25.5 of Appendix H to part 25. The guidance provided in this proposed AC is directed to transport category airplane manufacturers, modifiers, foreign regulatory authorities, FAA transport airplane type certification engineers, designees, and FAA Flight Standards personnel. It is one means, but not the only means, of complying with the part 25 revisions proposed in Notice No. 05-08, entitled “Enhanced Airworthiness Program for Airplane Systems/Fuel Tank Safety (EAPAS/FTS),” published in this same edition of the **Federal Register**. Issuance of AC 25.17XX is contingent on final adoption of the proposed revisions to part 25.

Issued in Washington, DC, on September 22, 2005.

**John J. Hickey,**

*Director, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Proposed Advisory Circular 25-YY,  
“Development of Standard Wiring  
Practices Documentation”**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed advisory circular (AC) that sets forth acceptable methods of compliance with section H25.5(a)(2) of Appendix H to 14 CFR part 25 concerning development of an electrical system standard wiring practices document. This proposed AC complements revisions to the airworthiness standards that are being proposed by a separate notice. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before December 5, 2005.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Stephen Slotte, ANM-111, Airplane & Flight Crew Interface, Federal Aviation

Administration, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2315; facsimile (425) 227-1320, e-mail [steve.slotte@faa.gov](mailto:steve.slotte@faa.gov). Comments may be inspected at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Annette Kovite, Transport Standards Staff, at the address above, telephone (425) 227-1262.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25-YY and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the FAA before issuing the final AC. The proposed AC can be found and downloaded from the Internet at <http://www.airweb.faa.gov/rgl> under “Draft Advisory Circulars.” A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

**Discussion**

This proposed AC provides guidance for demonstrating compliance with the transport category airplane certification requirements of H25.5 Electrical Wiring Interconnection System (EWIS) Instructions for Continued Airworthiness. The guidance provided in this proposed AC is applicable to all air carriers, air operators, holders of type certificates, holders of STCs, maintenance providers, and repair stations operating under 14 CFR parts 21, 25, 43, 91, 121, 125, 135, and 145.

This guidance is a product of the Aging Non-Structural Systems Plan. The FAA developed the Aging Non-Structural Systems Plan to address recommendations of the White House Commission on Aviation Safety and Security (WHCSS). That commission recommended that, in cooperation with airlines and manufacturers, the FAA's Aging Aircraft Program should be expanded to cover nonstructural systems.

The commission was concerned that existing directives, procedures, quality assurance, and inspections may not be sufficient to prevent safety-related problems caused by corrosion and other deteriorating effects on nonstructural components of commercial aircraft as they age. To fully address the WHCSS recommendations on aging systems, we