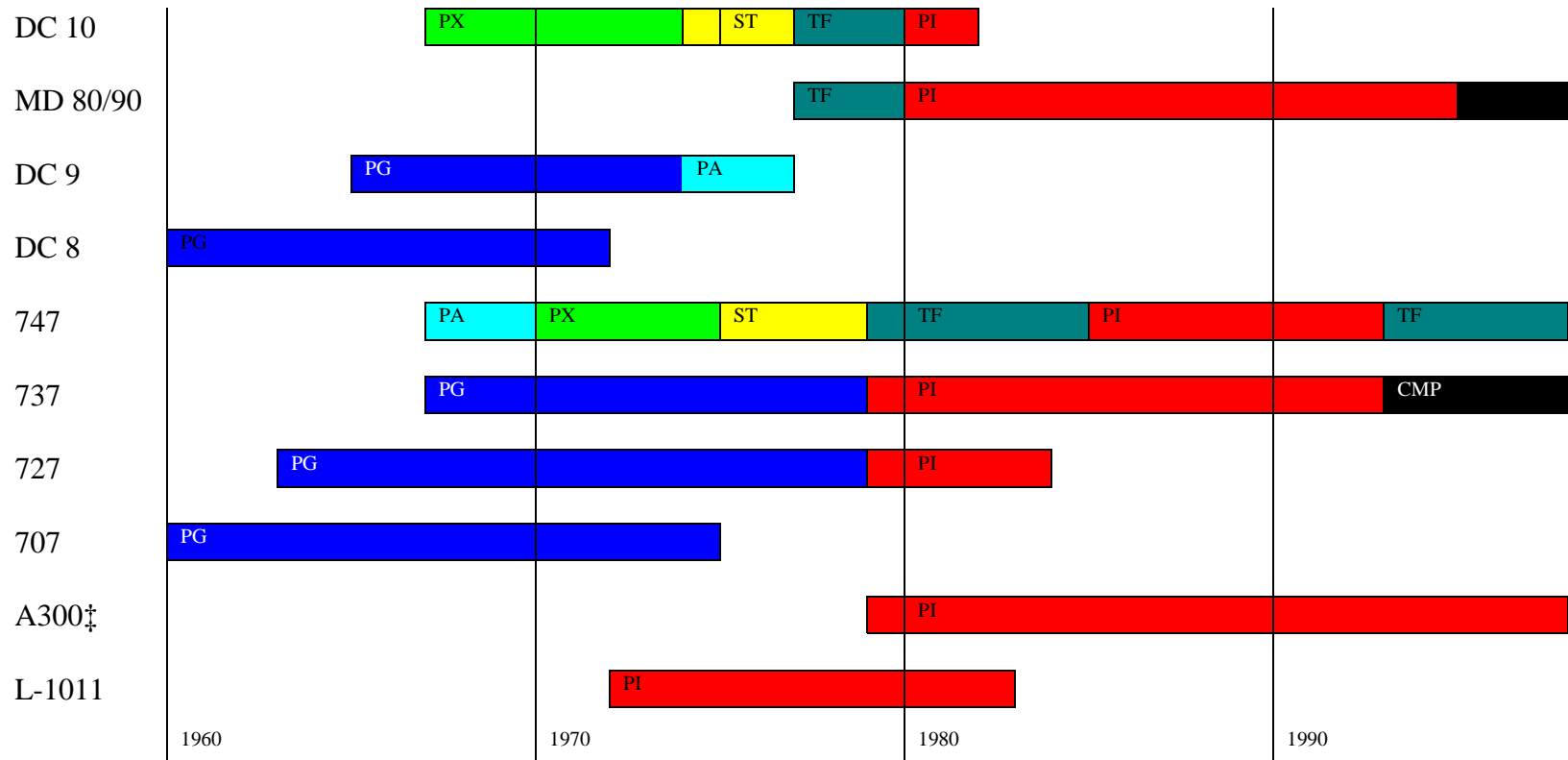


### Appendix 1.3: Fleet Wire Type Utilization

Specification Class	Constituent Polymer s	Common Designations	Aircraft	Years	Percent	Percent Fleet	Percent < 1980 mfr
Mil-W-5086/1,2; BMS 13-13;	PVC/Glass/Nylon	Quad 4	DC-8	all dates		26%	68%
			DC-9	-1968			
			707	all dates			
			727	-1979			
			737	-1979			
Mil-W-81044/6; BMS13-38	Extruded XL- Polyalkene/PVDF	Spec 44®	DC-9	1968-77		1-2%	4%
			747	-1970			
Mil-W-81044/16, BMS13-42B	Alkane-Imide or Alaphatic Polyimide	Poly X	DC-10	1968-75		3%	7%
			747	1970-75			
Mil-W-81044/20; BMS13-42C&D	Polyarylene	Stilan	DC-10	1974-77		<1%	1%
			747	1975-79			
Mil-W-81381; BMS13-51; BXS7007; NSA 935012AK	Aromatic Polyimide	Kapton®  Apical®	727	1979-and later		48%	6%
			737	1979-93			
			L1011				
			Airbus	all dates‡			
Mil-W-22759/34; BMS13-48; BXS7008	Cross-Linked ETFE	XL-Tefzel®;  Spec 55®	MD-80	1977-80		6%	3%
			DC-10	1977-80			
			747	1979-85, 1993-present ‡			
			747	79-present §			

## Aircraft General Purpose Wire Types



## Notes

This data was generated using information available in the public domain (cross checked with manufacturers proprietary data) and the FAA's tail number database. It represents the US registered fleet only. Note in particular that Airbus aircraft dates on the graph correspond to the oldest and most recently manufactured Airbus aircraft in US service, which is not necessarily equivalent to first and last date of manufacturer of those aircraft models. The data was collected in 1999.

Symbols used in wire type table

† pressurized only

‡ Airbus uses two general purpose wires in the A300, a polyimide wire shown in the table above and a composite wire not represented in the table.

§ unpressurized areas

Wire types were first associated with aircraft by date, not serial or line number. In years where wire type changed I assumed half of the production to have the old wire type and half to have the new wire type. Information regarding wire type changes associated with series changes and the assumption that sister ships would have the same wire type was used to establish wire-type for individual aircraft. Because these assumptions will not always hold, the numbers are approximate.

The statistics in the last two columns are for the "general purpose" wire. General purpose wire represents about 90-95% of wire in an aircraft but not all wire. Where a distinction between pressurized and unpressurized was made, I chose to use data for pressurized.

The percentages are based on number of aircraft having a particular general-purpose wire relative to the total fleet. Total installed length and the criticality of the application are not considered.

Because of approximations, omitted wire types, and unknown types, the numbers don't necessarily add to 100.

The last column is restricted to aircraft produced before 1979.

The PVC/Glass/Nylon includes PVC/Nylon also.

Kapton and Tefzel are registered trademarks of E. I. Du Pont de Nemours and Company  
Spec 44 and Spec 55 are registered trademarks of Raychem Corporation

Apical is a registered trademark of Kanegafuchi Kagaku Kogyo Kabushiki Kaisha