



# ATSRAC

## Electrical Wiring

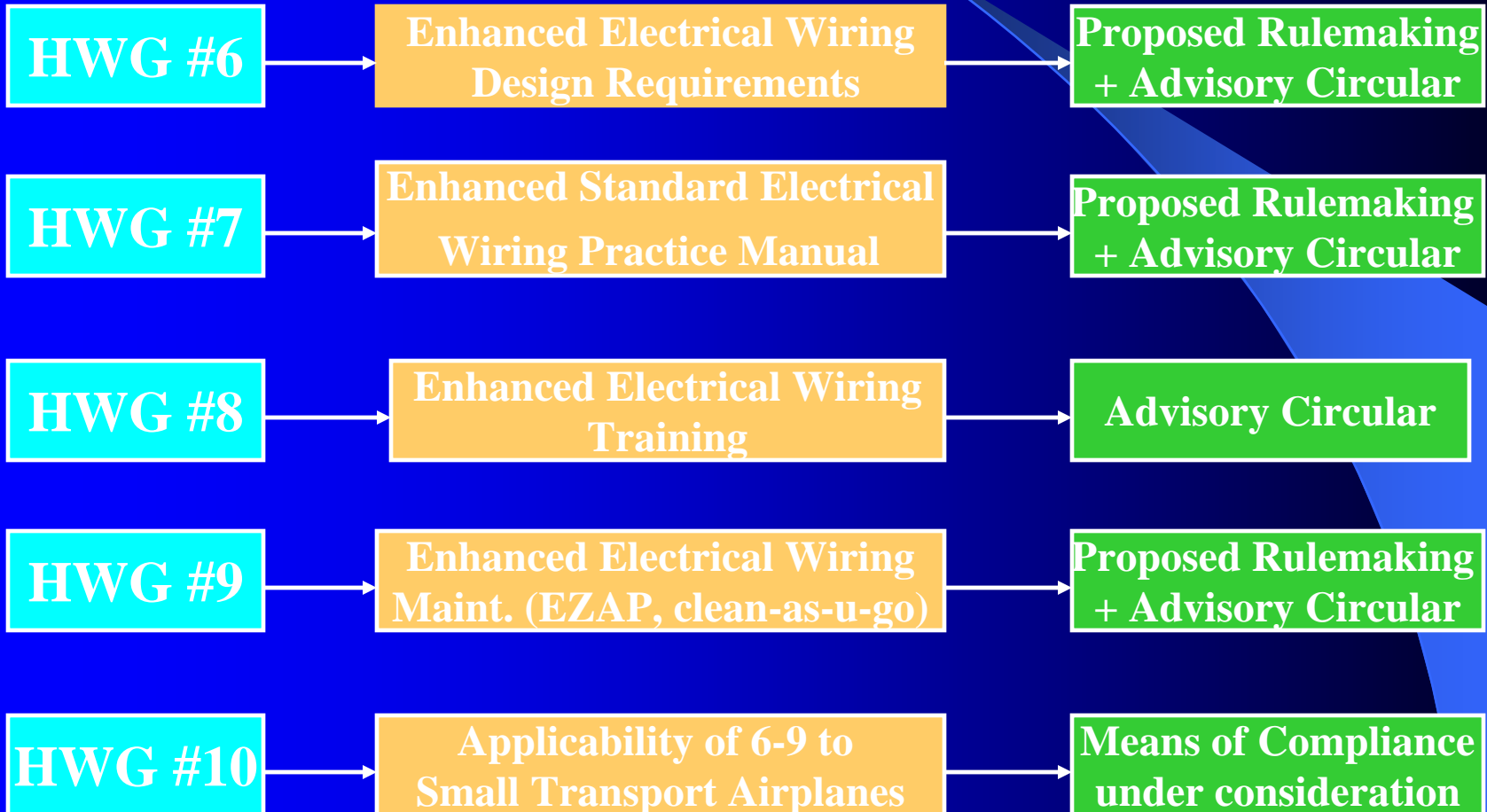
## Rulemaking

## Recommendations

ATSRAC  
April 29, 2004

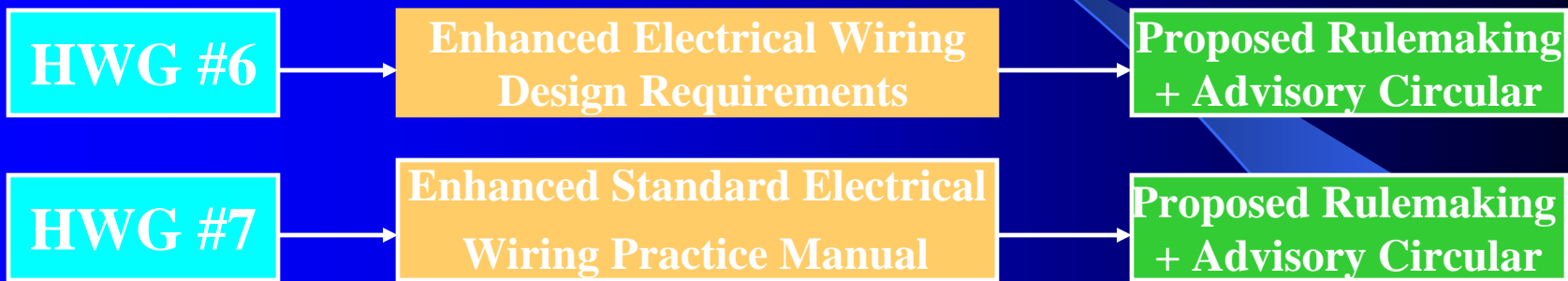


# ATSRAC Recommendations





# Implementation Proposals



- Part 25 Changes

- Applies to all future Part 25 Type Certificates and Supplemental Type Certificate



# Implementation Proposals

HWG #8

Enhanced Electrical Wiring  
Training

Advisory Circular

- Provides a full training guidance
- Partly required by the existing training requirements



# Implementation Proposals

WG #9

Enhanced Electrical Wiring  
Maint. (EZAP, clean-as-u-go)

Proposed Rulemaking  
+ Advisory Circular

- Applies to all new part 25-certified TCs and STCs – by Part 25 changes
- Applies to existing part 25-certified TCs, 30 pax or more or 7500 lbs max. payload or more
  - Creation of retroactive requirements for ICAWs
- Incorporation of EWIS ICAWs in operators' programs – by changes to the operational rules



# NPRM Organization

- Background
  - Accidents/Incidents
  - Findings (NTSB, )
  - ATSRAC
- General Discussion of the Proposals
  - Problem
  - Intent
  - Alternatives
- Overview of Proposals
  - Part 25 subpart H
- Section by Section Discussion of Proposals
  - Proposed design and operational rules
- Appendices



# Planning for Compliance

- The goal is for FAA approval to be granted prior to start of operator compliance period.
- FAA, EASA, JAA, TCCA, and TCA will work together to come up with the best approval process for ICAWs.
- Appropriate FAA organizations (ACO, AEG, AFS, and ANM) will be involved in ICAWs approval process.

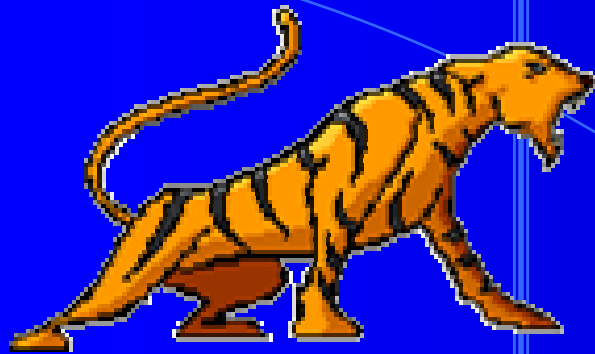


# Proposed Rulemaking Schedule



# Rulemaking Schedule

- ATSRAC reports are posted on ATRSRC Website.
- FAA will **not** publish ATSRAC HWG #7, 8, and 9 reports prior to the NPRM, to avoid unnecessary delays in NPRM process.
- ACs will be published with the NPRM.
- Notice of Proposed Rulemaking (NPRM) and Advisory Circulars  
**Early 2005**
- Final Rule  
**Mid 2006**
- FAA is considering potential impacts of other safety initiatives.



# FAA Tiger Team Recommendations for Aging Aircraft Rulemaking



# Tiger Team Tasking

- Scope
  - To review the aging related rules from a holistic approach, with the goal of developing an integrated plan for implementation as appropriate.
- Goals
  - To minimize the impact to the operators while achieving the safety objectives.



# Tiger Team Tasking

- Tasks to be accomplished
  - ✓ Baseline the current initiatives, considering compliance times and affected airplanes.
  - ✓ Determine the interface between the current rules and those being developed.
  - ✓ Provide focus on the operational impact and “ability to comply.”
  - ✓ Determine the necessary interface between operators (ops rules) and TC/STC holder.
  - ✓ Determine relationships and the needs between ops and cert rules.
  - ✓ Evaluate implementation methods (e.g., ADs vs. Ops rules).
  - ✓ Prioritize the rules.



# Summary of Rules Considered and Impact to Operators

- SFAR 88 Related Operational Rules
  - Requires operators of certain airplanes (>30 pax or >7500 lbs max payload) to conduct safety assessment of fuel tank systems and implement approved changes to maintenance programs.
- EAPAS - Enhanced Airworthiness Program for Airplane Systems
  - Require operators of certain airplanes (>30 pax or >7500 lbs max payload) to enhance their maintenance programs regarding electrical wiring interconnection systems.
- Aging Aircraft
  - Requires inspection of transport and commuter airplanes 14 years and older, review of airplane records, and incorporation of damage tolerance based inspections. Applies to airplanes operated under Parts 121, 129 (N-Reg), and 135.
- WFD – Widespread Fatigue Damage
  - Requires incorporation of maintenance actions to preclude WFD prior to the airplane reaching an established limit of validity (in terms of flight cycles/hours).
- CPCP - Corrosion Prevention and Control Program
  - Requires maintenance actions to help prevent and control corrosion on transport airplanes operated under Part 121, 129, and 135.



# Status

- A proposal has been developed and accepted by the FAA Administrator.
- A master plan including details for all actions has been developed based on the recommendations made by the Tiger Team.
- The plan will be coordinated with the JAA/EASA/TCCA.
- An overview of the plan will be published in the Federal Register (plan is for May 2004), followed by presentations to the public/industry meetings (e.g., next ATSRAC meeting).



Any Question?