

<b>DISPOSITION OF PUBLIC COMMENTS</b> <b>AC 120-94, AIRCRAFT ELECTRICAL WIRING</b> <b>INTERCONNECTION SYSTEMS TRAINING PROGRAM</b>			
Commenter	Comment	Requested Change	Disposition
<p><u>Comment No. 1</u> EASA European Aging Systems Coordination Group</p>	<ul style="list-style-type: none"> <li>• Page 4</li> </ul> <p>Target group 1 EASA should be: Part 66 Cat B1 and Cat B2 personnel (licensed technician avionic) <u>and</u> avionic skilled workers The way it is written in the draft it can look like B2 personnel <u>is</u> the same as an avionic skilled worker.</p> <p>Target group 2 EASA should be: Part 66 Cat B1 and Cat B2 licensed personnel</p> <p>Target group 4 EASA should read: Part 66 Cat A (licensed technician – minor maintenance and simple repair) or B1 (licensed technician – excluded avionics)</p> <p>Alternatively FAA could consider removing any references to EASA personnel in the AC. The FAA AC is intended to provide guidance within the FAA system and there will be an equivalent EASA AMC for the EASA system.</p>		<p>The FAA concurs with the commenter and has made the following changes to the AC.</p> <p>Target Group 1:</p> <ul style="list-style-type: none"> <li>• EASA – Part 66 Cat B1 and Cat B2 personnel (licensed technician avionic) <u>and</u> avionic skilled workers.</li> </ul> <p>Target Group 2:</p> <ul style="list-style-type: none"> <li>• EASA – Part 66 Cat B1 and Cat B2 licensed personnel.</li> </ul> <p>Target Group 4:</p> <ul style="list-style-type: none"> <li>• Part 66 Cat A (licensed technician – minor maintenance and simple repair) or B1 (licensed technician – excluded avionics).</li> </ul>

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<p><u>Comment No. 2</u></p> <p>EASA European Aging Systems Coordination Group</p>	<p>Appendices A, B and C</p> <p>EASA recommended that FAA revert to the wording as recommended in the ATSRAC task group 8 final report as noted in the table below. These words have specific meaning to training organisations as to how to undertake the necessary levels of training to make sure that the required skill sets are achieved</p> <p><b>Differences in bold should be considered.</b> You will notice that there are other small differences in the wording, but basically the same meaning.</p> <p><i>See the table immediately following this comment</i></p>		<p>The FAA concurs with the commenter. The wording used in the Harmonization Working Group report (see table reproduced in the second and third columns to the left) will be used in the AC table.</p>
	<p><b>Training matrix HWG 8 final report:</b></p>	<p><b>Training matrix FAA training AC:</b></p>	
<p>A</p>	<p><b>Know or demonstrate</b> the safe handling of airplane electrical systems, Line Replaceable Units, tooling, troubleshooting procedures and electrical measurement.</p>	<p>Demonstrate safe handling of airplane electrical systems, line replaceable units (LRUs), tooling, troubleshooting procedures, and electrical measurement.</p>	
<p>B</p>	<p><b>Know or demonstrate</b> the construction and navigation of the applicable airplane wiring system overhaul or wiring practices manual</p>	<p><b>Understand</b> how the applicable airplane wiring system overhaul or wiring practices manual is organized <b>and demonstrate</b> navigation through the documents to find information.</p>	
<p>C</p>	<p>Know the different types of inspections, human factors in inspections, zonal areas and typical damages</p>	<p>Know the different types of inspections, zonal areas and typical damages, and how human factors affect inspections.</p>	

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	D	Know the contamination sources, materials, cleaning and protection procedures	Know the contaminants, contamination sources, and cleaning and protection procedures.	
	E	<b>Know or</b> demonstrate the correct identification of different wire types, their inspection criteria, and damage tolerance, repair and preventative maintenance procedures	Demonstrate correct identification of different wire types, their inspection criteria and damage tolerance, and repair and preventative maintenance procedures.	
	F	Know <b>or demonstrate</b> the procedures to identify, inspect and find the correct repair for typical types of connective devices found on the <b>applicable</b> airplane.	Know the procedures to identify, inspect, and find the correct repair for typical types of connectors found on the <b>technician's</b> airplane.	
	G	Demonstrate the procedures for replacement of all parts of typical types of connective devices found on the <b>applicable</b> airplane.	Demonstrate replacement procedures for all parts of typical types of connectors found on the <b>technician's</b> airplane.	

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<p><u>Comment No. 3</u> EASA European Aging Systems Coordination Group</p>	<p>The different types of inspection contain SDI (Special detailed inspection). This is a term that no longer exists in current maintenance programmes. There is no definition for this on page 27 and it is not defined in the AC 120-XX. (It comes from Task 5 final report but left out in the Task 8 final report)</p>		<p>The FAA believes that SDI is commonly used and has added the definition of SDI to Appendix D. The definition is provided below.</p> <p>The term, Inspection – Special Detailed (SDI) is used in documents such as MSG-3 2005.1. The term is defined as “Inspection – Special Detailed (DSI). An intensive examination of a specific item installation, or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedures may be required.</p>
<p><u>Comment No. 4</u> 18379-48 Airbus</p>	<p>In Appendix A table, Module A is entitled “Introduction,” while in Appendix C Module A is titled “General electrical wiring interconnection system practices,” which is inconsistent.</p>	<p>Change title for Module A in Appendix A table.</p>	<p>The FAA agrees. We have aligned the two titles. Both now read as follows.</p> <p><b>MODULE A: General Electrical Wiring Interconnection Systems Practices.</b></p>