formed an Aging Nonstructural Systems study team. This team, led by the Transport Airplane Directorate (TAD), conducted an inspection of systems in several aging airplanes. It then met with FAA principal maintenance inspectors (PMI) tasked with oversight of major air carriers to evaluate the need for additional work in addressing the commission's concerns. The team concluded that additional work was warranted and that industry involvement in this work was essential.

The elements of the Aging Nonstructural Systems Plan were grouped into five major tasks. One task was to define standards for a simplified chapter 20, commonly referred to as the standard wiring practices manual (SWPM), of manufacturers' airplane maintenance manuals, and to define a process for training development based on the airline's customized chapter 20. This task was assigned to industry-represented Task 4 Working Group.

The tasking statement assigned to the Task 4 Working Group also required the group to consider ''simplification'' of chapter 20 of wiring diagram manuals (WDM). The working group concluded that simplification of the chapter 20 SWPM by end users was not appropriate for several reasons:

1. It would not be practical, because end-users do not have access to the source data.
2. It would result in different standards from one end-user to another.
3. End-users would need the details for inspection, maintenance, and repair that are currently in the manufacturer's SWPM.

At the conclusion of Aging Transport Non-Structural Systems Plan Phase I, the Task 4 Working Group stated that the current presentation and arrangement of standard wiring practices make it difficult for an aircraft maintenance technician to locate and extract pertinent and applicable data necessary to effect satisfactory electrical repairs.

Subsequent tasks assigned to the Standard Wire Practice Manual Harmonization Working Group required the development of a standardized SWPM format and a definition of the minimum content to be included in an SWPM.

This guidance presents 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–YY 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.

[FR Doc. 05–19409 Filed 10–5–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 120–YY, ''Aircraft Electrical Wiring Interconnection Systems Training Program''

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 developing a training program for electrical wiring interconnection systems. 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.* 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 120–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 developing an electrical wiring interconnection systems training program. This guidance is directed to air carriers, air operators, repair stations, and maintenance providers. It may also be used by type certificate holders, supplemental type certificate holders, and persons performing field approval modifications or repairs. The recommendations in this proposed AC can be applied to any aircraft training program.

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

James J. Ballough,

Director, Flight Standards Service, Aviation Safety.

John J. Hickey,

Director, Aircraft Certification Service, Aviation Safety.

[FR Doc. 05–19410 Filed 10–5–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25.869–1, ''Fire Protection Systems''

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 §§ 25.863 and 25.869 concerning flammable fluid fire protection and fire protection systems. 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.*