Service Newsletter

September 17, 1993

TITLE

MAINTENANCE PRACTICES FOR PRESSURE CYLINDERS

TO

Cessna Distributors, Single Engine, Multi-engine, Caravan I, Caravan II, And Propjet Service Stations

MODELS AFFECTED

All equipped with an oxygen cylinder, any type or size of fire extinguisher cylinder/bottle, or a landing gear emergency blow-down cylinder/bottle

DISCUSSION

The FAA has issued Order 8000.40C, Maintenance Of Pressure Cylinders in Use As Aircraft Equipment. The purpose of this Service Newsletter is to transmit the requirements of this Order.

According to the FAA: “Recognizing the lack of specific FAA test data necessary to consider cylinder aging, internal corrosion, external pressure changes, cycles, and extreme temperature changes, it is logical to accept those standards developed by the DOT, RSPA (Research and Special Programs Administration) and other experts for maintaining the integrity of pressure cylinders. It follows that pressure cylinders used aboard aircraft should be maintained under the same specifications prescribed by the appropriate regulatory agency and manufacturers if no other requirements are available”.

MAINTENANCE REQUIREMENTS

All pressure cylinders installed as aircraft equipment shall be inspected and maintained as follows:

1. All pressure cylinders manufactured per DOT specifications (including spheres) must be inspected and tested as required by Title 49 Code of Federal Regulations (CFR), Section 173.34.

   NOTE: All pressure cylinders manufactured per DOT specifications will be clearly marked with “DOT” followed by the specification number, example; DOT 3HT.

2. All pressure cylinders (including spheres) manufactured under an exemption issued by the RSPA must be inspected and tested as required by the terms of the exemption.
3. All other pressure cylinders (including spheres) must be inspected and tested as required by Title 49 CFR, Section 173.34 as it applies to DOT 3HT cylinders, unless more stringent retesting and inspection procedures have been specified by the cylinder manufacturer.

NOTE: DOT 3HT cylinders require hydrostatic testing once every 3 years and must be removed from service after 4,380 pressurizations or 24 years after the date of the original test, whichever occurs first. A record must be kept of the number of rechargings of cylinders that are recharged more than an average of once every other day.

If a pressure cylinder used as aircraft equipment is beyond the hydrostatic test due date, the pressure cylinder may remain in service until the next major scheduled inspection. Major scheduled inspections shall be considered as follows:

1. For model F406, 425, and 441 airplanes; at the next Phase 3 inspection.

2. For all other applicable airplane models; within the next 200 hours of operation or 12 months, whichever occurs latter.

Cylinders that have reached or exceeded the hydrostatic test due date cannot be recharged or reinstalled until hydrostatically tested.

Under no circumstances shall a pressure cylinder for which a hydrostatic test is overdue be allowed to remain in service after May 29, 1997.

PUBLICATIONS AFFECTED

This revised information will be incorporated in future revisions to the applicable airplane Service/Maintenance Manuals.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

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