

WHAT THE AD PROPOSES

The FAA's proposed AD against ECI cylinders identifies two groups of cylinders defined by serial number ranges. One group (A) is in SN 1 through 33696, the second (B) runs from 33697 through 61176.

The proposed AD would require removing Group A cylinders from service within 25 operating hours if, on the effective date of the AD, the cylinder had fewer than 500 hours, or more than 1000 hours. Group B cylinders would have to be removed from service within 25 operating hours if, on the effective date of the AD, the cylinders have 1000 or more operating hours.

The AD would also require repetitive visual inspections, compression tests, and leak checks for cracks, for Group A cylinder assemblies with between 500 and 1000 hours and for

Group B cylinders with fewer than 1000 hours, until they are removed from service, which the AD eventually requires.

The AD would also prohibit installing affected cylinders onto to any engine and would require reporting to the FAA all removed cylinders.

Note that the serial numbers suggest the affected population is larger than 30,000, but other cylinder types not subject to the AD are in the serial number range. In the affected range are about 10,000 cylinders that are already under an inspection requirement under ECI's MSB 06-2 mandatory service bulletin issued in 2006 after manufacturing defects were identified and later corrected. The FAA's new NPRM expands the range of cylinders to be identified, inspected and eventually removed.