

FAA AD 2026-04-11 – Lycoming Engine Critical Safety Bulletin

[Link To AD](#)

FAA Airworthiness Directive (AD) **2026-04-11**, published in March 2026, is a significant final rule issued to address a critical safety risk involving **Lycoming Engines**.

It supersedes the previous AD 2024-21-02 and is effective starting **April 8, 2026**.

What is this AD about?

The AD was prompted by multiple reports of **connecting rod failures**, which have led to uncontained engine failures and in-flight shutdowns (IFSDs). The core of the issue lies in the **connecting rod bushings**.

The FAA has mandated:

- **Repetitive Oil Inspections:** Checking for bronze metal particulates during every oil change.
- **Secondary Inspections:** If bronze is found, owners must perform a detailed inspection of the connecting rod bushings for damage, movement, wear, or improper fit.
- **Terminating Action:** The AD requires the eventual replacement of affected connecting rod bushings with new, eligible parts to permanently resolve the safety risk.

Which engines are affected?

This AD has a very broad scope, affecting an estimated **45,152 engines** on the U.S. registry. It applies to Lycoming model engines equipped with specific connecting rod assemblies and bushings manufactured or shipped within a certain date range (expanded from the 2024 directive).

Major Engine Series Affected:

The AD applies to hundreds of specific models across the following series:

- **O-Series:** O-235, O-290, O-320, O-360, O-540
- **IO-Series:** IO-320, IO-360, IO-390, IO-540, IO-580, IO-720
- **AEIO-Series:** AEIO-320, AEIO-360, AEIO-390, AEIO-540, AEIO-580
- **Turbocharged Series:** TIO-360, TIO-540, LTIO-540, TIGO-541
- **Specialty Series:** HIO (Helicopter), VO, IVO, and TVO models

Specific "New" Additions:

Following comments from Lycoming during the rulemaking process, the FAA explicitly added the following series to the list of known affected models:

- **IO-580 series**
- **IO-720 series**
- **O-290 series**

Compliance Costs

The FAA estimates the total cost of compliance for the U.S. fleet to be substantial:

- **Oil Inspections:** ~\$235 per engine.
- **Bushing Inspections:** ~\$85 per engine (if metal is found).
- **Bushing Replacement:** ~\$762 per bushing.

Owners and operators are advised to refer to **Lycoming Mandatory Service Bulletin No. 630B** (dated June 11, 2025) for the specific technical procedures and part numbers required by this directive.