

**(e) Unsafe Condition**

This AD was prompted by several reports of connecting rod failures resulting in uncontained engine failure and in-flight shutdowns (IFSDs). The FAA is issuing this AD to prevent connecting rod failure. The unsafe condition, if not addressed, could result in engine failure, an IFSD, and loss of control of the aircraft.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

(1) At the next oil change or within 4 months after the effective date of this AD, whichever occurs first, and thereafter at every oil change until the bushing replacement required by either paragraph (g)(3) or (4) of this AD is done, perform a visual inspection of the engine oil filter, oil pressure screen, and oil suction screen (depending on the engine configuration) for bronze metal particulates. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

**Note 2 to paragraph (g)(1):** Guidance for engine oil filter, oil pressure screen, and oil suction screen inspection instructions and identification of metallic solids may be found in Lycoming Mandatory Service Bulletin No. (MSB) 480F, dated May 25, 2017 (Lycoming MSB 480F).

(2) If, during any inspection required by paragraph (g)(1) of this AD, any bronze metal particulates are found and the source is identified as the connecting rod bushings, before further flight, inspect all affected connecting rod bushings for damage (e.g. deterioration, missing metal), proper fit, movement, and wear in accordance with "Connecting Rod Bushing Inspection," of Lycoming MSB 630B, dated June 11, 2025.

**Note 3 to paragraph (g)(2):** Guidance for identifying the source of metallic contamination may be found in Table 3 of Lycoming MSB 480F.

(3) If the connecting rod bushings fail any inspection required by paragraph (g)(2) of this AD, before further flight, replace the connecting rod bushings with parts eligible for installation. This terminates the repetitive inspection required by paragraph (g)(1) of this AD.

(4) At the next engine overhaul, replace the connecting rod bushings with parts eligible for installation. This terminates the repetitive inspection required by paragraph (g)(1) of this AD.

**(h) Definition**

For the purpose of this AD, a "part eligible for installation" is any connecting rod bushing having P/N 01K28983 or AEL13923, and any connecting rod assembly having P/N AEL11750, AEL78030, SL78030, SL77450, SL13937, SL19332, SL11750, and SL13422.

**(i) Credit for Previous Actions**

(1) You may take credit for the actions required by paragraph (g)(1) of this AD if you performed those actions before the effective date of this AD using Lycoming MSB 480F.

(2) You may take credit for the actions required by paragraph (g)(2) of this AD if you performed those actions before the effective date of this AD using Lycoming MSB 630A, dated June 13, 2017.

(3) You may take credit for the actions required by paragraph (g) of this AD if you accomplished AD 2017-16-11, Amendment 39-18988 (82 FR 37296, August 10, 2017) before the effective date of this AD. Credit is not given if you received replacement bushings from Lycoming as a result of accomplishing AD 2017-16-11 and you did not perform the connecting rod bushing press-out verification procedure on the replacement bushings in accordance with Lycoming Engines Mandatory Service Bulletin No. 632B, dated August 4, 2017.

(4) You may take credit for the actions required by paragraph (g) of this AD if you accomplished AD 2024-21-02, Amendment 39-22869 (89 FR 86721, October 31, 2024) before the effective date of this AD.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, East Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the East Certification Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(k) Additional Information**

(1) For more information about this AD, contact David Bergeron, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (516) 228-7321; email: [david.j.bergeron@faa.gov](mailto:david.j.bergeron@faa.gov).

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(3) of this AD.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Lycoming Mandatory Service Bulletin No. 630B, dated June 11, 2025.

(ii) [Reserved]

(3) For Lycoming material identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: (800) 258-3279; website: [lycoming.com/contact/knowledge-base/publications](http://lycoming.com/contact/knowledge-base/publications).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on February 18, 2026.

**Paul R. Bernado,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2026-04281 Filed 3-3-26; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2025-5037; Project Identifier AD-2025-00212-A; Amendment 39-23255; AD 2026-03-06]**

**RIN 2120-AA64**

**Airworthiness Directives; Textron Aviation, Inc. (Type Certificate Previously Held by Cessna Aircraft Company) Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. That AD applies to all Textron Aviation, Inc., Model 525B airplanes. As published, there was an error in Table 1 to paragraph (g) of the AD. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This correction is effective March 13, 2026. The effective date of AD 2026-03-06 remains March 13, 2026.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2025-5037, or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**  
Soban Saeed, Aviation Safety Engineer,  
FAA, 1801 South Airport Road, Wichita,  
KS 67209; phone: (316) 946-4123;  
email: [CCB-COS@faa.gov](mailto:CCB-COS@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

AD 2026-03-06, Amendment 39-23255 (91 FR 5283, February 6, 2026) (AD 2026-03-06), requires revising the Airworthiness Limitations Section (ALS) of the existing aircraft maintenance manual (AMM) or instructions for continued airworthiness (ICA) and the existing approved maintenance or inspection program, as applicable, for all Textron Aviation, Inc., Model 525B airplanes.

**Need for Correction**

As published, there is an error in Table 1 to paragraph (g)—Revised Model 525B Airworthiness Limitation Tasks of the AD. Specifically, Task Number 54-50-00-250, Inspection Document incorrectly references 4-12-MI. The correct reference is 4-12-NA.

**Correction of Publication**

This document corrects an error and correctly adds the AD as an amendment to 14 CFR 39.13. Although no other part of the preamble or regulatory information has been corrected, the FAA is publishing the entire rule in the **Federal Register**.

The effective date of this AD remains March 13, 2026.

Since this action only corrects one typographical error and does not affect compliance with the AD, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public comment procedures are unnecessary.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Corrected]**

■ 2. The FAA amends § 39.13 by adding the following airworthiness directive:

**2026-03-06 Textron Aviation, Inc.:**  
Amendment 39-23255; Docket No. FAA-2025-5037; Project Identifier AD-2025-00212-A.

**(a) Effective Date**

This airworthiness directive (AD) is effective March 13, 2026.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Textron Aviation, Inc. (Type Certificate previously held by Cessna Aircraft Company) Model 525B airplanes, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 5530, Vertical Stabilizer Structure; 5415, Nacelle/Pylon, Attach Fittings.

**(e) Unsafe Condition**

This AD was prompted by the manufacturer's revision of the aircraft maintenance manual (AMM) to introduce more restrictive inspection intervals. The FAA is issuing this AD to prevent undetected cracks in the engine mount and vertical stabilizer front and rear spar caps. The unsafe condition, if not addressed, could result in reduced structural integrity and consequent reduced controllability of the airplane.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Airworthiness Limitations Section (ALS) Revision**

Within 150 hours time-in-service (TIS) or 12 months after the effective date of this AD, whichever occurs first: Revise the ALS of the existing AMM or instructions for continued airworthiness (ICA) and the existing approved maintenance or inspection program, as applicable, by incorporating the information identified in table 1 to paragraph (g) of this AD.

TABLE 1 TO PARAGRAPH (G)—REVISED MODEL 525B AIRWORTHINESS LIMITATION TASKS

Task No.	Task title	Existing task interval	Revised task interval	Inspection document	Zone
54-50-00-250.	Forward Engine Mount Channel Flange (Eddy Current) Special Detailed Inspection.	6,000 hours TIS .....	6,100 hours TIS, then 4,100 hours TIS thereafter.	4-12-NA	411, 412
54-50-00-252.	Aft Engine Beam Aft Upper Angle Common to Aft Web, BL 24.50 (Eddy Current) Special Detailed Inspection.	11,500 hours TIS .....	14,100 hours TIS, then every 2,700 hours TIS thereafter.	4-12-MR	311, 312
54-50-00-254.	Forward Engine Mount Aft Channel Web (Eddy Current) Special Detailed Inspection.	12,000 hours TIS .....	16,300 hours TIS, then every 11,600 hours TIS thereafter.	4-12-MS	410, 420
54-50-00-255.	Forward Engine Mount Forward Channel Web (Eddy Current) Special Detailed Inspection.	12,000 hours TIS .....	15,600 hours TIS, then every 11,100 hours TIS thereafter.	4-12-NB	410, 420
55-40-00-250.	Vertical Fin Left and Right Front Spar Cap at Attachment Hole #2 (Eddy Current) Special Detailed Inspection.	9,000 hours TIS, then every 7,500 hours TIS thereafter.	9,000 hours TIS, then every 7,000 hours TIS thereafter.	4-12-ML	340
55-40-00-251.	Vertical Fin Left and Right Front Spar Cap at Attachment Hole #1 (Eddy Current) Special Detailed Inspection.	15,000 hours TIS .....	17,700 hours TIS, then every 14,900 hours TIS thereafter.	4-12-MO	340

TABLE 1 TO PARAGRAPH (G)—REVISED MODEL 525B AIRWORTHINESS LIMITATION TASKS—Continued

Task No.	Task title	Existing task interval	Revised task interval	Inspection document	Zone
55-40-00-252.	Vertical Fin Left and Right Rear Spar Cap at Attachment Hole #1 (Eddy Current) Special Detailed Inspection.	15,000 hours TIS, then every 14,500 hours TIS thereafter.	23,600 hours TIS, then every 12,100 hours TIS thereafter.	4-12-MQ	340

**Note 1 to paragraph (g):** Additional guidance for accomplishing the actions required by this AD can be found in Textron Aviation Service Letter SL525B-05-04, Revision 1, dated January 7, 2025.

**(h) Provisions for Alternative Actions and Intervals**

After the action required by paragraph (g) of this AD has been done, no alternative actions and associated thresholds and intervals are allowed unless they are approved as specified in the provisions of paragraph (i) of this AD.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Central Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Central Certification Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(j) Additional Information**

(1) For more information about this AD, contact Soban Saeed, Aviation Safety Engineer, FAA, 1801 South Airport Road, Wichita, KS 67209; phone: (316) 946-4123; email: [CCB-COS@faa.gov](mailto:CCB-COS@faa.gov).

(2) For Textron Aviation material identified in this AD that is not incorporated by reference, contact Textron Aviation, Inc., P.O. Box 7706, Wichita, KS 67277; phone: (316) 517-6215; email: [citationpubs@txtav.com](mailto:citationpubs@txtav.com); website: [ww2.txtav.com/technicalpublications/](http://ww2.txtav.com/technicalpublications/).

**(k) Material Incorporated by Reference**

None.

Issued on February 27, 2026.

**Steven W. Thompson,**

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026-04331 Filed 3-3-26; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2025-2545; Project Identifier MCAI-2024-00657-T; Amendment 39-23264; AD 2026-04-04]

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Airbus Canada Limited Partnership Model BD-500-1A10 and BD-500-1A11 airplanes. This AD was prompted by reports of certain fuel transfer float valves failing in the closed position, preventing normal fuel transfer between the center and wing fuel tanks. This AD requires replacing the existing fuel transfer float valves on airplanes approved for extended-range twin-engine operation performance standards (ETOPS). The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective April 8, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 8, 2026.

**ADDRESSES:**

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2025-2545; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room

W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**Material Incorporated by Reference:**

- For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888-663-3639; email [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca). You may find this material on the Transport Canada website at [tc.canada.ca/en/aviation](http://tc.canada.ca/en/aviation).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA-2025-2545.

**FOR FURTHER INFORMATION CONTACT:** Joseph Catanzaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 516-228-7366; email: [joseph.catanzaro@faa.gov](mailto:joseph.catanzaro@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus Canada Limited Partnership Model BD-500-1A10 and BD-500-1A11 airplanes. The NPRM was published in the **Federal Register** on September 15, 2025 (90 FR 44356). The NPRM was prompted by AD CF-2024-37, dated November 4, 2024 (Transport Canada AD CF-2024-37) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that there have been several reports of fuel transfer float valves failing in the closed position, preventing normal fuel transfer between the center fuel tank and wing fuel tanks. An investigation determined that high friction of the fuel transfer float valve carbon seal prevents the fuel transfer float valve from opening. Each wing tank is equipped with one fuel transfer float valve. If one fuel transfer float valve fails closed, the crew is alerted and may manually