



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-8818; Project Identifier AD-2025-01766-A]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2015-07-03, which applies to certain Cessna Aircraft Company (Cessna) (type certificate currently held by Textron Aviation, Inc.) (Textron) Model 402C and 414A airplanes. Since the FAA issued AD 2015-07-03, there have been additional reports of cracking and multi-site cracking in areas of engine beams that are difficult to access. This proposed AD would require repetitive inspections of the engine beam for cracks and applicable on-condition actions. This proposed AD would also add a new life-limit to affected engine beams and require replacement when engine beams reach this life-limit. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.
- Fax: (202) 493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-8818; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Cessna and Cessna Aircraft Company material identified in this proposed AD, contact Textron, One Cessna Blvd., Wichita, KS, 67215; phone: (316) 517-0061; email: structures@txtav.com; website: support.cessna.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT: Margot I. Perez Sosa, Aviation Safety Engineer, FAA, 1801 South Airport Road, Wichita, KS 67209; phone: (316) 941-1287; email: CCB-COS@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the ADDRESSES section. Include “Docket No. FAA-2026-8818; Project Identifier AD-2025-01766-A” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may revise this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal

information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Margot I. Perez Sosa, Aviation Safety Engineer, FAA, 1801 South Airport Road, Wichita, KS 67209. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2015-07-03, Amendment 39-18131 (80 FR 19017, April 9, 2015) (AD 2015-07-03), for certain Cessna (type certificate currently held by Textron) Model 402C and 414A airplanes. AD 2015-07-03 was prompted by reports of cracks found across the engine beams. AD 2015-07-03 requires repetitively inspecting the engine beams for cracks and contacting Cessna for an FAA-approved corrective action if any cracks are found. AD 2015-07-03 also requires sending an inspection report to the FAA and to Cessna. The FAA issued AD 2015-07-03 to prevent failure of the engine beams.

Actions Since AD 2015-07-03 Was Issued

Since the FAA issued AD 2015-07-03, there have been additional reports of cracks found in hard-to-access areas of engine beams, and multi-site cracking has also been detected. Further investigation revealed that current engine beam inspection methods are insufficient, and that a life-limit is needed for certain affected engine beams. As a result, Textron published updated Cessna supplemental inspection material for the

Model 402C and Model 414A airplanes, which adds a new life-limit for certain affected engine beams. The FAA is proposing this AD to prevent failure of the engine beam. This condition, if not addressed, could result in engine separation, loss of power, and loss of control of the airplane.

FAA's Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Cessna Model 402C Maintenance Manual, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 5-7, dated April 15, 2019; and Cessna Model 414A Supplemental Inspection Document, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 21, dated April 15, 2019. This material provides the engine beam life-limits for certain affected engine beams and specifies procedures for replacement of certain affected engine beams.

This proposed AD would also require Cessna Aircraft Company Multi-engine Service Letter No. MEL-54-01, dated March 20, 2015, which the Director of the Federal Register approved for incorporation by reference as of April 24, 2015 (80 FR 19017, April 9, 2015).

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Proposed AD Requirements in this NPRM

This proposed AD would retain certain requirements of AD 2015-07-03. This proposed AD would require repetitive inspections of the engine beam for cracks and applicable on-condition actions. This proposed AD would also add a new life-limit to certain affected engine beams and require replacement when engine beams reach this life-limit.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 476 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

Estimated costs

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Prepare airplane for inspections	3 work-hours x \$85 per hour = \$255	\$0	\$255	\$121,380
Visual inspection of the engine beams (four engine beams per airplane)	1 work-hour x \$85 per hour = \$85	\$0	\$85	\$40,460
Eddy current inspection of the engine beams (four engine beams per airplane)	1 work-hour contracted service x \$600 per hour = \$600	\$0	\$600	\$285,600
X-ray inspection of the engine beams (four engine beams per airplane)	8 work-hours x \$85 per hour = \$680	\$400	\$1,080	\$514,080

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Replacement of all engine beams	348 work-hours x \$85 per hour = \$29,580	\$22,063	\$51,643	\$24,582,068

The FAA has no way of knowing the extent of cracks that may be found during the required inspections. Therefore, the FAA has no way of determining the cost of the corrective action.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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 [Amended]

2. The FAA amends § 39.13 by:

a. Removing Airworthiness Directive 2015-07-03, Amendment 39-18131 (80 FR 19017, April 9, 2015); and

b. Adding the following new airworthiness directive:

Textron Aviation, Inc.: Docket No. FAA-2026-8818; Project Identifier AD-2025-01766-A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2015-07-03, Amendment 39-18131 (80 FR 19017, April 9, 2015) (AD 2015-07-03).

(c) Applicability

This AD applies to all Textron Aviation, Inc. (Textron) (type certificate previously held by Cessna Aircraft Company) Model 402C and 414A airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5400, Nacelle/Pylon Structure.

(e) Unsafe Condition

This AD was prompted by additional reports of cracking and multi-site cracking in areas of engine beams that are difficult to access. The FAA is issuing this AD to prevent failure of the engine beam. The unsafe condition, if not addressed, could result in engine separation, loss of power, and loss of control of the airplane.

(f) Compliance

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

(g) Inspect Engine Beam

(1) For each engine beam that has accumulated less than 20,000 hours TIS, inspect each engine beam using radiographic (x-ray), eddy current, and visual methods in accordance with the Accomplishment Instructions in Cessna Aircraft Company Multi-engine Service Letter No. MEL-54-01, dated March 20, 2015, initially at whichever of the compliance times in paragraph (g)(1)(i) or (ii) of this AD that occurs later and repetitively thereafter at intervals not to exceed 200 hours TIS as long as no cracks are found. If total hours TIS on an engine beam is unknown, use the airplane's total hours TIS.

(i) At or before the accumulation of 15,000 hours TIS on each engine beam; or

(ii) Within the next 100 hours TIS after April 24, 2015 (the effective date of AD 2015-07-03) or within 90 days after April 24, 2015 (the effective date of AD 2015-07-03), whichever occurs first.

(2) If any cracks are found during any inspection required by paragraph (g)(1) of this AD, before further flight, either remove the engine beam from service or repair the engine beam using a method approved as specified in paragraph (j) of this AD. Contact the Manager, Central Certification Branch, FAA; or Textron Aviation, Inc., at the address specified in paragraph (l)(5) of this AD, for an FAA-approved corrective action developed specifically for this AD, and do that action.

(h) Replace Engine Beam

At the applicable compliance time specified in paragraph (h)(1) or (2) of this AD, replace the engine beams with a part eligible for installation in accordance with the Accomplishment Instructions in Cessna Model 414A Supplemental Inspection

Document, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 21, dated April 15, 2019, or Cessna Model 402C Maintenance Manual, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 5-7, dated April 15, 2019, as applicable to airplane model.

(1) For engine beams that have accumulated 19,700 hours TIS or less as of the effective date of this AD, before accumulating 20,000 hours TIS.

(2) For engine beams that have accumulated more than 19,700 hours TIS as of the effective date of this AD, whichever of the following is applicable:

(i) For engine beams that have accumulated less than 23,000 hours TIS as of the effective date of this AD, within 300 hours TIS or 3 years, whichever occurs first after the effective date of this AD.

(ii) For engine beams that have accumulated 23,000 hours TIS or more as of the effective date of this AD, within 110 hours TIS or 1 year, whichever occurs first after the effective date of this AD.

(i) No Reporting Requirement

Although Cessna Aircraft Company Multi-engine Service Letter No. MEL-54-01, dated March 20, 2015, specifies to submit inspection findings to the manufacturer, this AD does not include that requirement.

(j) 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 (k) of this AD and email to: 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by a Textron

Aviation, Inc. Unit Member (UM) of the Textron Organization Designation Authorization (ODA), that has been authorized by the Manager, Central Certification Branch, to make those findings. To be approved, the repair, modification, or alteration must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) Global AMOC dated September 2, 2015, Letter # L115W-15-587 approved for AD 2015-07-03, is approved as an AMOC for the corresponding provisions of this AD.

(k) Additional Information

Margot I. Perez Sosa, Aviation Safety Engineer, FAA, 1801 South Airport Road, Wichita, KS 67209; phone: (316) 941-1287; email: CCB-COS@faa.gov.

(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.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) Cessna Model 402C Maintenance Manual, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 5-7, dated April 15, 2019.

(ii) Cessna Model 414A Supplemental Inspection Document, Supplemental Inspection Number: 54-10-04, Temporary Revision Number 21, dated April 15, 2019.

(4) The following material was approved for IBR on April 24, 2015 (80 FR 19017, April 9, 2015).

(i) Cessna Aircraft Company Multi-engine Service Letter No. MEL-54-01, dated March 20, 2015.

(ii) [Reserved]

(5) For Cessna and Cessna Aircraft Company material identified in this AD, contact Textron Aviation, Inc., One Cessna Blvd., Wichita, KS 67215; phone: (316) 517-0061; email: structures@txtav.com; website: support.cessna.com.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

(7) 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 or email fr.inspection@nara.gov.

Issued on September 18, 2026.

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

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