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SERVICE INSTRUCTION

DATE: July 20, 2026

Service Instruction No. 1596

Engineering design data in this service document is FAA approved.

SUBJECT: Recommended Time Between Overhaul Periods for Engines Affected by and Not in Compliance with AD 2012-19-01.

MODELS AFFECTED: All Lycoming Piston Aircraft Engines Affected by AD 2012-19-01.

This Service Instruction provides Instructions for Continued Airworthiness (ICA).

This Service Instruction lists the operating hour TBOs for engines affected by and not in compliance with AD 2012-19-01 only. For engines in compliance with AD 2012-19-01, refer to the latest revision of Service Instruction No. 1009 for TBO requirements.

All engine models are to be overhauled within twelve (12) calendar years of the date they first entered service or of last overhaul. The twelve (12) calendar year TBO must not be exceeded if the engine is affected by and not in compliance with AD 2012-19-01.

The following charts show the established time between overhaul (TBO) for Lycoming piston aircraft engines. TBO's can be established on engines that incorporate GENUINE LYCOMING PARTS only, and are not applicable if the engine contains parts other than those supplied by Lycoming. Service experience, variations in operating conditions, and frequency of operation are some of the factors taken into consideration when a TBO is established. **Because of variations in the manner in which engines are operated and maintained, Lycoming can give no assurance that any individual operator will achieve the recommended TBO.**

Continuous service assumes that the aircraft will not be out of service for any extended period of time. Refer to latest revision of Service Letter No. L180 if the aircraft is to be out of service for a period of time greater than 30 days.

Engine deterioration in the form of corrosion (rust) and the drying out and hardening of composition materials such as gaskets, seals, flexible hoses and fuel pump diaphragms can occur if an engine is out of service for an extended period of time. Due to the loss of a protective oil film after an extended period of inactivity, abnormal wear on soft metal bearing surfaces can occur during engine start. Therefore, all engines that do not accumulate the hourly period of time between overhauls specified in this publication are recommended to be overhauled in the twelfth year.

Engine accessories and propellers may require overhaul prior to engine overhaul. Perform overhaul of these components in accordance with the accessory manufacturer's recommendation.

The TBO's in the charts do not apply to engines engaged in crop dusting or other chemical-application flying. Overhaul these engines at 1500-hour intervals or at recommended TBO, whichever is lower.



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Reliability and average service life cannot be predicted when an engine has undergone any modification not approved by Lycoming. The TBO's shown in the table are recommendations for engines as manufactured, without considering any modifications that may alter the life of the engine.

RECOMMENDED TIME BETWEEN OVERHAUL PERIODS

FIXED WING AIRCRAFT	
Engine Models	Hours
O-360 Series (except O-360-E)	2000
O-360-E	2000
IO-360-L2A	2000
IO-360-A, -C, -D, -J (200 HP)	2000
IO-360-B, -E, -F, -M, -N, -P (180 HP)	2000
AEIO-360 Series (180 HP)	1600
AEIO-360 Series (200 HP)	1400
IO-390-A, -C, -D	2000
AEIO-390-A	1400
O-540-A, -B, -E4A5	2000
O-540-E4B5, -E4C5	2000
O-540-G, -H, -J	2000
O-540-L3C5D	2000
IO-540-A, -B (290 HP)	1400
IO-540-C	2000
IO-540-D	2000
IO-540-E, -G, -P	1600
IO-540-S, -AA	1800
IO-540-J, -R (except -J4A5)	1800
IO-540-J4A5	2000
IO-540-AB1A5, -AC1A5, -AF1A5	2000
IO-540-K, -L, -M, -N, -T, -V, -W	2000
AEIO-540 Series	1400
TIO-540-V, -W, -AE	2000
TIO-540-C, -AA, -AB, -AF, -AG, -AH, -AJ, -AK	2000
TIO-540-A, -F, -J, -N, -R, -S, -U	1800
IO-580-B1A	2000
AEIO-580-B1A	1400

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FIXED WING AIRCRAFT (Cont.)

Engine Models	Hours
IO-720 Series	1800
IO-540-AG1A5	1800
IGO & IGSO-540	1200
TIO-541-A (320 HP)	1300
TIO-541-E (380 HP)	1600
TIGO-541 (425 HP)	1200
TEO-540-A1A, -C1A*	2000

RECOMMENDED TIME BETWEEN OVERHAUL PERIODS

ROTARY WING AIRCRAFT	
Engine Models	Hours
O-360-C2B, -C2D, HO-360 (except -C1A); HIO-360-B	1500
O-360-J2A	2000
O-540-F1B5	2000
IO-540-AE1A5	2000

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

East Certification Branch
1701 Columbia Ave.
College Park, Georgia 30337

Date: May 29, 2026
Letter Number: 755-26-00281

Ms. Marian Folk
Lycoming TC ODA Administrator
Lycoming Principal Engineering Consultant
Lycoming Engines
652 Oliver Street
Williamsport, PA 17701

Subject: Request for Global Alternate Means of Compliance (AMOC), Against FAA
AD 2012-19-01 (AMOC Log # 26-15, WTS # 26-DOC-06422)

References:

- 1 – FAA AD 2012-19-01
- 2 – SI No. 1009BF, Time Between Overhaul (TBO) Schedules, dated July 20, 2026
- 3 – SI No. 1596, Rev --, Recommended Time Between Overhaul Periods for Engines Affected by and Not in Compliance with AD 2012-19-01, dated July 20, 2026

Dear Ms. Folk:

The Federal Aviation Administration (FAA) has received your proposal for a global AMOC to AD 2012-19-01, dated April 28, 2026, to allow the use of Lycoming Service Instruction (SI) 1596, Rev --, dated July 20, 2026, in place of paragraphs (f)(1)(i) and (f)(2)(i).

Paragraphs (f)(1)(i) and (f)(2)(i) of AD 2012-19-01 require replacing an affected crankshaft at the time of the next overhaul as specified in Lycoming Service Instruction No. 1009AU, dated November 18, 2009.

Lycoming Engines SI 1596, dated July 20, 2026, lists the operating hour time before overhaul (TBO) for engines affected by and not in compliance with AD 2012-19-01. These engines have no TBO extensions until compliance with the AD is accomplished and are not eligible for the TBOs listed in Lycoming Engines SI 1009BF, dated July 20, 2026. There are notes in each SI making this clear to operators.

The East Certification Branch approves Lycoming Engines SI 1596, Revision --, dated July 20, 2026, as an AMOC to paragraphs (f)(1)(i) and (f)(2)(i), of AD 2012-19-01.

In accordance with FAA Order 8110.103C, dated May 11, 2026, the following conditions apply:

1. All provisions of AD 2012-19-01 that have not been specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is transferable with engine(s) to other operators.
3. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.

4. This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

If you have any questions or need additional information, please contact Mr. David Bergeron, Aerospace Engineer, AIR-755, by telephone at 860-386-1805 or electronic mail at david.j.bergeron@faa.gov.

Sincerely,

**KRISTOPHER
GREER**

Digitally signed by KRISTOPHER
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Date: 2026.06.03 09:34:04
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for: Michael Linegang
Manager, East Certification Branch
Compliance & Airworthiness Division
Aircraft Certification Service

cc: Ron Coleman, AFS-150, Propulsion Systems Branch