DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–1322; Project Identifier AD–2025–01665–T; Amendment 39–23507; AD 2026–22–05]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. This AD was prompted by a report that, during production, certain sealant installations within the center wing fuel tank did not receive required visual and adhesion inspections. This AD requires a detailed inspection of certain sealant installations in the left, right, and center wing side-of-body areas, an adhesion test of the sealant, and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 7, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of December 7, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–1322; 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.

Material Incorporated by Reference:

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com.*
- 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* under Docket No. FAA–2026–1322.

FOR FURTHER INFORMATION CONTACT: Tak Kobayashi, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3553; email: *takahisa.kobayashi@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 The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. The NPRM was published in the **Federal Register** on February 24, 2026 (91 FR 8791). The NPRM was prompted by a report that, during production, certain sealant installations within the center wing fuel tank did not receive required visual and adhesion inspections. In the NPRM, the FAA proposed to require a detailed inspection of certain sealant installations in the left, right, and center wing side-of-body areas, an adhesion test of the sealant, and applicable on-condition actions. The FAA is issuing this AD to address the potential for sealant defects.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from the Air Line Pilots Association, International (ALPA), United Airlines, and an individual, who supported the NPRM without change.

The FAA received additional comments from American Airlines (American), Boeing, and the Foundation for Aviation Safety. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Allow Alternative Repair Instructions

Boeing and American requested that the FAA add an exception to paragraph (h) of the proposed AD that would allow certain repairs to be accomplished using other Boeing service information. Specifically, American requested that the fuel tank repairs be accomplished using the Boeing 787 Aircraft Maintenance Manual (AMM), B787–A–28–11–00–14A–663A–A, ''Fuel Tank Structure Sealant—Standard,'' instead of using a method approved in accordance with the procedures in paragraph (i) of the proposed AD. Boeing requested that the removal and replacement of damaged sealant to restore edge seals, fillet seals, and seal caps be performed using the critical design configuration control limitations (CDCCLs) and airworthiness limitation instructions (ALIs) in the latest published Boeing 787 Special Compliance Items/Airworthiness Limitations, Document D011Z009–03–04. Boeing stated that critical features of sealant are defined in that document, and that repairs involving removal and replacement of damaged sealant, without any deviation from that document, reliably restore the airworthiness of the airplane.

The FAA agrees with Boeing's request. Sealant repairs that comply with the requirements of all applicable airworthiness limitations (AWLs) will restore the sealant installation intended by this AD and therefore should be allowed without further FAA review under the provisions of paragraph (i) of this AD. Accordingly, the FAA has revised paragraph (h)(2) of this AD to specify that, for sealant installation repairs, complying with AWL Nos. 28–AWL–83, 28–AWL–120, 28–AWL–121, 28–AWL–123, 28–AWL–124, and 28–AWL–125, as applicable, in Section D, ''Summary List of AWLs,'' of Boeing 787 Special Compliance Items/Airworthiness Limitations, D011Z009–03–04, dated August 2018, is an acceptable repair. Further, the FAA notes that operators are allowed to use the applicable AMM procedures for removal and replacement of damaged sealant, provided each repair complies with the requirements of all applicable AWL items associated with sealant installation. Therefore, the FAA has not revised this AD in response to American's comment.

Request To Clarify the Inspection Area

American requested that the FAA clarify the inspection area in Figure 1, Appendix F of Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025 (the Boeing Alert Requirements Bulletin). American stated it is unclear whether the specified adhesion test of the injection seals should be done along the yellow dashed lines or within the whole area enclosed by those lines in Figure 1. Further, American stated Figure 1 does not clearly identify the area for inspecting the interface between sealant and substrate.

The FAA notes that Figure 1 of Appendix F of the Boeing Alert Requirements Bulletin is an example of the actual inspection areas that are provided in the Accomplishment Instructions of the Boeing Alert Requirements Bulletin. For example, View J of ''Task 7 Figure 8'' shows the adhesion test area, and Step 4 of ''Task

7 Figure 8'' requires an adhesion test of injection sealant in accordance with Appendix F (as noted in footnote [5] to Table 1 of Task 7). Therefore, the adhesion test is required along the dashed lines shown in Figure 1 of Appendix F. Further, paragraph 1.C of Appendix F specifies the required sealant conditions at the transition from the substrate. When the injection sealant is tested for adhesion, the sealant transition from the substrate must be inspected in accordance with Appendix F. The FAA has not changed this AD in this regard.

Request To Clarify Status of Installation Inspections During Production

The Foundation for Aviation Safety asked if the FAA has confirmed that inspections of the installation job (*i.e.,* sealant installation within the center wing fuel tank) are now required during production.

The FAA notes the applicability of this AD is limited to certain airplanes identified in paragraph (c) of the AD due to lack of evidence substantiating that the required inspections were accomplished on those airplanes during production. The FAA has confirmed that inspections of the sealant installations within the center wing tank are being performed during production on airplanes that are outside the applicability of this AD. No change to this AD is necessary as a result of this comment.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025. This material specifies procedures for a detailed inspection for any sealant defects and any surface depression defects on identified sealant installed in the left, right, and center wing side-of-body area and the area between side-of-body rib and rib 2, an adhesion test on identified sealants installed in the left, right, and center wing side-of-body area and the area between side-of-body rib and rib 2, and applicable on-condition actions. On-condition actions also include contacting Boeing for repair instructions and performing a repair.

The FAA also reviewed Section D, ''Summary List of AWLs,'' of Boeing 787 Special Compliance Items/Airworthiness Limitations, D011Z009–03–04, dated August 2018. This material specifies the AWLs (CDCCLs and ALIs) for the fuel system, including sealant installation repair.

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.

Costs of Compliance

The FAA estimates that this AD affects 60 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Detailed inspection and adhesion test of sealant	34 work-hours × $85 per hour = $2,890	$0	$2,890	$173,400

The FAA has received no definitive data on which to base the cost estimates for the on-condition repairs specified in this AD.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 adding the following new airworthiness directive:

2026–22–05 The Boeing Company: Amendment 39–23507; Docket No. FAA–2026–1322; Project Identifier AD–2025–01665–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 7, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787–8, 787–9, and 787–10 airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wing.

(e) Unsafe Condition

This AD was prompted by a report that, during production, certain sealant installations within the center wing fuel tank volume did not receive required visual and adhesion inspections. The FAA is issuing this AD to address the potential for sealant defects. The unsafe condition, if not addressed, could result in development of an ignition source within the fuel tank volume and a risk of a fuel tank explosion during a lightning strike event.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787–81205–SB570053–00, Issue 001, dated November 5, 2025, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time column of the table in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025, refers to the Issue 001 date of Requirements Bulletin B787–81205–SB570053–00 RB, this AD requires using the effective date of this AD.

(2) Where Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025, specifies contacting Boeing for repair instructions, this AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD. For sealant installation repairs: Complying with Airworthiness Limitations (AWLs) Nos. 28–AWL–83, 28–AWL–120, 28–AWL–121, 28–AWL–123, 28–AWL–124, and 28–AWL–125, as applicable, in Section D, ''Summary List of AWLs,'' of Boeing 787 Special Compliance Items/Airworthiness Limitations, D011Z009–03–04, dated August 2018, is an acceptable repair.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520, Continued Operational Safety 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: *AMOC@faa.gov*. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) 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 The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Additional Information

(1) For more information about this AD, contact Tak Kobayashi, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3553; email: *takahisa.kobayashi@faa.gov*.

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

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Boeing Alert Requirements Bulletin B787–81205–SB570053–00 RB, Issue 001, dated November 5, 2025.

(ii) Section D, ''Summary List of AWLs,'' of Boeing 787 Special Compliance Items/Airworthiness Limitations, D011Z009–03–04, dated August 2018.

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com.*

(4) 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.

(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* or email *fr.inspection@nara.gov.*

Issued on October 26, 2026.

Brian Knaup,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026–22318 Filed 10–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7215; Project Identifier AD–2025–01558–T; Amendment 39–23506; AD 2026–22–04]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2023–07–09, which applied to certain The Boeing Company Model 747–400 and –8 series airplanes. AD 2023–07–09 required inspecting for wear of the transfer pump housing inlet check valves and transfer pump motor impeller inlet adapters for the horizontal stabilizer fuel tank and doing corrective actions, if necessary, and limited the installation of affected parts. This AD was prompted by the manufacturer developing further action to address the unsafe condition. This AD requires repetitive inspections for damage of the transfer pump housing inlet check valves and transfer pump motor impeller inlet adapters for the horizontal stabilizer fuel tank and applicable on-condition actions. This AD also limits the installation of affected parts under certain conditions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 7, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 7, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–7215; 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