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[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-3876; Project Identifier AD-2025-01892-T; Amendment 39-23522; AD 2026-23-05]

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 all The Boeing Company Model 757 airplanes. This AD was prompted by reports of crack damage at existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections. This AD requires doing an inspection for any existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-3876; 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-2026-3876.

FOR FURTHER INFORMATION CONTACT: Wayne Ha, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; 562-627-5238; email: wayne.ha@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 all The Boeing Company Model 757 airplanes. The NPRM was published in the *Federal Register* on April 30, 2026 (91 FR 23185). The NPRM was prompted by reports of crack damage at existing reinforcing repairs in the fuselage frame lower lobe areas in section 46 between stringers S-20 and S-25 from station (STA) 440 to STA 820 and between stringers S-25 and S-28 from STA 1300 to STA 1661, on the left and right sides of the airplane. In the NPRM, the FAA proposed to require doing an inspection for any existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections and applicable on-condition actions. The FAA is issuing this AD to address existing reinforcing repairs in the fuselage frame

lower lobe areas that could be lacking necessary post-repair damage tolerant inspections, which could lead to undetected cracks at repaired frame locations. The unsafe condition, if not addressed, could result in the inability of a principal structural element to sustain limit load, which could adversely affect the structural integrity of the airplane.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from Airlines for America (A4A), Aviation Partners Boeing (APB), Boeing, and FedEx Express. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request to Revise the Unsafe Condition

Boeing requested that the FAA revise paragraph (e) of the proposed AD to state that the FAA is issuing this AD to address "existing reinforcing repairs in the fuselage frame lower lobe areas that could be lacking necessary post-repair, damage tolerant inspections, which could lead to undetected cracks at repaired frame locations." Boeing clarified that, in addition to existing reinforcing repairs that could be lacking post-repair damage tolerant inspections (DTI) requirements, some existing reinforcing repairs in critical fuselage frame lower lobe areas have approved DTI requirements that need to be re-evaluated. Boeing further stated that it was aware of some approved repairs that require re-evaluation to ensure timely detection of cracks on frames in critical lower lobe areas.

The FAA agrees with the request and has revised paragraph (e) of this AD accordingly.

Clarification of Reported Crack Damage Location

Boeing clarified that it had not received reports of crack damage at existing reinforcing repairs on section 43 frames. Boeing stated that all three reports of crack damage occurred at existing reinforcing repairs on section 46 frames and that it was

unaware of any reports of damage at existing repairs on section 43 frames. Boeing stated that cracks were detected at an existing reinforcing repair identified in the Air Transport Association (ATA) 51 Structural Repair Manual (SRM), with no DTI on the STA 1400 frame between S-26L and S-27L and at two undocumented reinforcing repairs with no known DTI requirements, one on the STA 1420 frame between S-26L and S-27L and another on the STA 1600 frame between S-26R and S-27R. Boeing stated that the Boeing Alert Requirements Bulletin 757-53A0129 RB, dated December 8, 2025, includes inspections for existing reinforcing repairs in high stress areas of section 43 frames, since those repairs may require re-evaluation to ensure timely detection of cracking.

The FAA agrees with Boeing's clarification and has removed the reference to section 43 frames as the reported location from the background and paragraph (e) of this AD.

Request to Extend Compliance Time for SRM 53-00-07 Repair 5 and Repair 6

A4A and FedEx Express requested that the FAA add an exception to paragraph (h) of the proposed AD to extend the compliance time to 36 months for repairs accomplished per 757 SRM 53-00-07 Repair 5 or Repair 6, FAA Form 8100-9, or FAA Form 8110-3. A4A stated that the requirement to contact Boeing and complete the applicable on-condition actions before further flight for all repairs was anticipated to have significant operational impacts on all operators, Boeing, and the FAA due to the high number of repairs expected in the inspection area. A4A stated that the majority of those repairs were anticipated to have been accomplished in accordance with previously FAA-approved data and that they presented an inherently lower risk because they had been evaluated and approved by the FAA or a designated authority. A4A noted that, without an extended compliance time for those repairs, the requirement would create unnecessary burdens and potentially cause aircraft groundings and compliance delays.

The FAA disagrees with the request. All existing reinforcing repairs are affected by this AD, including repairs accomplished per 757 SRM 53-00-07 Repair 5 or Repair 6, FAA Form 8100-9, or FAA Form 8110-3. Therefore, the FAA considers it necessary to require the applicable on-condition actions for all reinforcing repairs before further flight. The FAA has not changed this AD in regard to this comment.

Effect of Winglets on Accomplishment of the Proposed Actions

APB stated that the installation of winglets per Supplemental Type Certificate (STC) ST01518SE does not affect the actions specified in the proposed AD. APB stated that Boeing does not have delegation to approve repairs in areas affected by the scimitar blended winglet configuration of STC ST01518SE and therefore would not be able to use Organization Designation Authorization (ODA) approval in paragraph (i)(2) of the proposed AD to make an alternative method of compliance (AMOC) finding on behalf of the FAA for alternative inspections and corrective actions in areas affected by the scimitar blended winglet configuration of STC ST01518SE.

The FAA concurs with the commenter. The FAA has redesignated paragraph (c) of the proposed AD as paragraph (c)(1) of this AD and added paragraph (c)(2) to this AD to state that installation of STC ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a "change in product" AMOC approval request is not necessary to comply with the requirements of 14 CFR 39.17.

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 757-53A0129 RB, dated December 8, 2025. This material specifies procedures for performing a general visual inspection (GVI) for any existing reinforcing repairs in the fuselage frame lower lobe areas in sections 43 and 46, between S-20 and S-25 from STA 440 to STA 820 and between S-25 and S-28 from STA 1300 to STA 1661, on the left and right sides of the airplane, and applicable on-condition actions. On-condition actions include contacting Boeing for further instructions and doing the instructions.

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 427 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
Inspection for existing reinforcing repairs	Up to 263 work-hours X $85 per hour = $22,355	$0	Up to $22,355	Up to $9,545,585

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

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:

2026-23-05 The Boeing Company: Amendment 39-23522; Docket No. FAA-2026-3876; Project Identifier AD-2025-01892-T.

(a) Effective Date

This airworthiness directive (AD) is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by reports of crack damage at existing reinforcing repairs in the fuselage frame lower lobe areas in section 46. The FAA is issuing this AD to address existing reinforcing repairs in the fuselage frame lower lobe areas that could be lacking necessary post-repair damage tolerant inspections, which could lead to undetected cracks at repaired frame locations. The unsafe condition, if not addressed,

could result in the inability of a principal structural element to sustain limit load, which could adversely affect the structural integrity of the airplane.

(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 757-53A0129 RB, dated December 8, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 757-53A0129 RB, dated December 8, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 757-53A0129 dated December 8, 2025, which is referred to in Boeing Alert Requirements Bulletin 757-53A0129 RB, dated December 8, 2025.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time column of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 757-53A0129 RB, dated December 8, 2025, refers to the original issue date of Requirements Bulletin 757-53A0129 RB, this AD requires using the effective date of this AD.

(2) Where Boeing Alert Requirements Bulletin 757-53A0129 RB, dated December 8, 2025, specifies contacting Boeing for repair instructions: This AD requires doing the repair and applicable on-condition actions before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(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 Wayne Ha, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; 562-627-5238; email: wayne.ha@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 757-53A0129 RB, dated December 8, 2025.

(ii) [Reserved]

(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 November 10, 2026.

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

[FR Doc. 2026-23688 Filed: 11/19/2026 8:45 am; Publication Date: 11/20/2026]