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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-0023; Project Identifier AD-2025-00427-T; Amendment 39-23436; AD 2026-16-06]

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) 2018-11-14, which applied to certain The Boeing Company Model 767-300 and -300F series airplanes with certain winglets installed. AD 2018-11-14 required high frequency eddy current (HFEC) inspections for cracking of the lower outboard wing skin and repair or modification if necessary. AD 2018-11-14 also required one of three follow-on actions: Repeating the HFEC inspections; modifying certain internal stringers and oversizing and plugging the existing fastener holes of the lower wing; or modifying the external doubler/tripler and doing repetitive post-modification inspections. This AD was prompted by reports of fatigue cracking in the lower outboard wing skin at the inboard fastener of stringer L-9.5, and the lower outboard wing skin of stringer L-6.5, on airplanes with winglets installed per Supplemental Type Certificate (STC) ST01920SE. This AD was also prompted by a determination that, for certain airplanes, the area of the lower wing skin in the vicinity of the critical inboard end fasteners of installed repair doublers must be inspected. This AD continues to require the actions in AD 2018-11-14, adds to the applicability airplanes that have had STC ST01920SE installed and the STC winglets removed, and, for certain airplanes, requires repetitive internal and external HFEC inspections of the lower outboard wing skin common to the external doubler repair at stringer L-9.5 and repair if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective September 17, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 17, 2026.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of July 10, 2018 (83 FR 25885, June 5, 2018).

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2026-0023; 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 Aviation Partners Boeing material identified in this AD, contact Aviation Partners Boeing, 555 Andover Park West, Suite 200, Tukwila, Washington 98188; telephone 206-830-7699; email*certification@aviationpartners.com;* website *aviationpartnersboeing.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-2026-0023.

FOR FURTHER INFORMATION CONTACT:

Sarah Illg, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: 206-231-3517; email: *Sarah.A.Illg@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2018-11-14, Amendment 39-19302 (83 FR 25885, June 5, 2018) (AD 2018-11-14). AD 2018-11-14 applied to certain The Boeing Company Model 767-300 and -300F series airplanes with Aviation Partners Boeing (APB) winglets installed. The NPRM was published in the **Federal Register** on January 26, 2026 (91 FR 3084). The NPRM was prompted by reports of fatigue cracking in the lower outboard wing skin at the inboard fastener of stringer L-9.5, and the lower outboard wing skin of stringer L-6.5, on airplanes with winglets installed per STC ST01920SE. The NPRM was also prompted by a determination that, for certain airplanes, the area of the lower wing skin in the vicinity of the critical inboard end fasteners of installed repair doublers must be inspected. The FAA is issuing this AD to prevent fatigue cracking in the lower outboard wing skin. The unsafe condition, if not addressed, could result in failure and subsequent separation of the wing and winglet and consequent reduced controllability of the airplane.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from United Airlines and two commenters who supported the NPRM without change.

The FAA received additional comments from five commenters, including APB, Boeing, Delta Air Lines (Delta), FedEx, and Obelisk Tech Systems Inc. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Revise the Applicability

Boeing requested that the FAA revise paragraph (c) of the proposed AD by adding that the AD is not applicable to Model 767-300 and -300F series airplanes on which STC ST01920SE has never been installed. Boeing noted that paragraph (c) of the proposed AD refers to paragraph 1.A.1 of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and AP767-57-014, Revision 3, dated November 17, 2025; for the airplane applicability, but the service information lists airplane groups based on which APB kits have been installed instead of identifying individual airplanes. Boeing also stated that the referenced service information is unavailable to operators who have not purchased the APB STC. Boeing concluded this places a burden on operators to demonstrate that they are not affected by the proposed AD.

APB requested that the FAA revise paragraph (c) of the proposed AD by adding that the AD applies to Model 767-300 and -300F series airplanes with STC ST01920SE incorporated. APB stated this change addresses Boeing's request without adding an exemption to the applicability of the proposed rule.

The FAA agrees to clarify the applicability. The effectivity (paragraph 1.A.1) of the referenced APB service information specifies it applies to Model 767-300 and -300F airplanes provisioned for blended winglets modified in accordance with STC ST01920SE, with or without winglets installed. Therefore, the FAA has revised paragraph (c) of this AD to clarify that this AD is applicable to Model 767-300 and -300F airplanes provisioned for blended winglets modified in accordance with STC ST01920SE, with or without winglets installed.

Request To Reduce the Compliance Time

Obelisk Tech Systems Inc. requested that the FAA reduce the compliance time of the proposed AD. The commenter stated that the affected airplanes are not airworthy, and that non-compliant airplanes must be grounded within 30 days and not be given an extended compliance period.

Boeing requested that the FAA revise paragraph (k) of the proposed AD to require that the new requirements for Group 3 airplanes be accomplished within 3,000 flight cycles after the effective date of this AD. Boeing stated that the fleet finding showing additional inspection requirements were needed for Group 3 airplanes also showed the threshold to start the inspections was not adequate and should be reduced. Boeing asserted that limiting the threshold inspection to within 3,000 flight cycles after the effective date of the AD would adequately address this issue.

The FAA does not agree to change the compliance time. The FAA has determined that the threshold and intervals identified in the APB service information for Group 3 airplanes is adequate for

addressing the unsafe condition. APB has not provided the FAA with any new analysis that showed those thresholds and intervals need to be adjusted if the repairs were installed correctly. The grace period of 3,000 flight cycles for those airplanes that are past the applicable thresholds identified in the service information is adequate. The FAA did not change this AD as a result of this comment.

Request To Clarify the Reporting Requirement

Delta requested that the FAA clarify whether certain notes in the APB service information require operators to report all inspection findings at the specified inspection interval or to only report if cracks are found. Delta stated that those notes are not identified as Required for Compliance (RC).

The FAA agrees that the notes in the APB service information that specify to report inspection results to APB are not identified as RC steps and, therefore, not required for compliance with this AD. If an operator wishes to voluntarily report findings, the FAA recommends they contact APB for clarification. The FAA did not change this AD as a result of this comment.

Request To Correct Certain Paragraph References

APB and FedEx requested that the FAA correct a typographical error in paragraph (m)(1) of the proposed AD by replacing the reference to paragraph (o)(3) with paragraph (m)(3). The commenters also requested the reference to paragraph (o)(3) be removed from paragraphs (m)(2)(ii) and (m)(3)(ii) of the proposed AD. FedEx stated that paragraph (o)(3) is not defined in the NPRM.

APB further requested that the FAA correct a typographical error in paragraph (m)(3) by replacing the reference to paragraph (m)(2)(ii) with paragraph (m)(3)(ii).

The FAA agrees and has revised paragraphs (m)(1), (m)(2)(ii), (m)(3), and (m)(3)(ii) of this AD, accordingly.

Request To Revise APB's Address

APB requested that the FAA revise paragraph (s)(5) of the proposed AD to reference APB's current address: 555 Andover Park West, Suite 200, Tukwila, Washington 98188.

The FAA agrees and has revised the **ADDRESSES** section and paragraph (s)(5) of this AD, accordingly.

Request To Require Other Methods of Compliance

Obelisk Tech Systems Inc. requested that the FAA recognize commercial-off-the-shelf (COTS) alternatives and engage small defense contractors with COTS solutions. The commenter stated that true cost of compliance, which includes revenue lost, maintenance repair operations (MRO) scheduling, parts procurement, and management time, is 1,500 to 3,300 percent above the FAA's disclosed estimate. The commenter further stated its drone-based nondestructive inspections (NDI) and artificial intelligence (AI) diagnostics reduce the per-airplane compliance time by 40 to 70 percent.

Obelisk Tech Systems Inc. demands sole-source engagement under 41 U.S.C. 3304(a)(1) and 10 U.S.C. 3204(a)(1) for drone-based NDI inspection, AI diagnostic technology, and compliance support via GSA

commercial catalog. The commenter stated that it qualifies under the urgency exception of Federal Acquisitions Regulation (FAR) 6.302-2, and that the GSA catalog provides a compliant immediate procurement vehicle. The commenter also stated the "DoD shall issue task orders to Obelisk for military Boeing AD compliance under OTA or rapid acquisition authority." Obelisk Tech Systems Inc. further stated that the proposed AD with understated expected harm and extended timeline violates State Farm, 463 U.S. 29 (1983).

The FAA does not agree to revise this AD to require a different method of compliance. Under the provisions of paragraph (q) of this AD, anyone may request an alternative method of compliance (AMOC) for accomplishing the inspections required by this AD. Alternative inspections methods may be allowed if they provide an acceptable level of safety. Further, operators are private entities that may engage with the businesses and technologies they choose to work with.

The FAA infers that the commenter requests the FAA revise the Costs of Compliance section to account for indirect costs, such as airplane downtime, scheduling disruptions, and other administrative costs. The FAA recognizes that, in doing the actions required by an AD, operators might incur indirect costs in addition to the direct costs, but disagrees with revising the estimated costs. Since these costs vary significantly and the FAA lacks specific data on them, they are not included in the analysis. Additionally, the FAA considered the impact that this AD will have on affected operators and determined this AD will not trigger any downtime costs because the requirements of this AD can be performed during regularly scheduled maintenance. Since the FAA has assessed and disclosed the total known costs of the AD requirements in the Costs of Compliance section of the proposed AD, and the commenter did not provide additional cost data for the FAA to consider in its cost analysis, the FAA did not change this AD 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 Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025. This material specifies procedures, for Group 1 and 2 airplanes, for an HFEC inspection for cracking of the external surface of the lower outboard wing skin at stringer L-9.5, and on-condition actions that include repetitive HFEC inspections, modification by oversizing and plugging the existing fastener holes of the wing skin, repair (modification) of the stringer with new stringer, and repair (modification) of the stringer with external doubler/tripler; repetitive post-repair inspections for cracking, and repair. This material also specifies procedures, for Group 3 airplanes, for repetitive internal and external HFEC inspections of the lower outboard wing skin common to the external doubler repair at stringer L-9.5 and repair. In addition, the effectivity of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, was revised to specify airplanes provisioned for blended winglets modified in accordance with STC ST01920SE, with or without winglets installed.

The FAA also reviewed Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025. This material does not change the procedures but does change the effectivity to specify airplanes provisioned for blended winglets modified in accordance with STC ST01920SE, with or without winglets installed.

This AD also requires Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; and Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, which the Director of the Federal Register approved for incorporation by reference as of July 10, 2018 (83 FR 25885, June 5, 2018).

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 195 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
HFEC inspections	6 work-hours × $85 per hour = $510 per inspection cycle	$0	$510 per inspection cycle	$99,450 per inspection cycle.
Internal and external HFEC inspections (Group 3 airplanes)	3 work-hours × $85 per hour = $255 per inspection cycle	0	$255 per inspection cycle	$255 per inspection cycle (1 airplane).

The FAA estimates the following costs to do any necessary repairs that would be required based on the results of the proposed inspection. The FAA has no way of determining the number of aircraft that might need these repairs:

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Post-repair inspections	6 work-hours × $85 per hour = $510	$0	$510 per inspection cycle.
Repair/modification	262 work-hours × $85 per hour = $22,270	0	$22,270.

The FAA has received no definitive data on which to base the cost estimates for on-condition repairs for the post-repair inspections 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:

a. Removing Airworthiness Directive (AD) 2018-11-14, Amendment 39-19302 (83 FR 25885, June 5, 2018); and

b. Adding the following new AD:

2026-16-06 The Boeing Company: Amendment 39-23436; Docket No. FAA-2026-0023; Project Identifier AD-2025-00427-T.

(a) Effective Date

This airworthiness directive (AD) is effective September 17, 2026.

(b) Affected ADs

This AD replaces AD 2018-11-14, Amendment 39-19302 (83 FR 25885, June 5, 2018) (AD 2018-11-14).

(c) Applicability

This AD applies to The Boeing Company Model 767-300 and -300F series airplanes, certificated in any category, provisioned for blended winglets modified in accordance with Supplemental Type Certificate (STC) ST01920SE, with or without winglets installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of fatigue cracking in the lower outboard wing skin at the inboard fastener of stringer L-9.5, and the lower outboard wing skin of stringer L-6.5, on airplanes with winglets installed per Supplemental Type Certificate ST01920SE. This AD was also prompted by a determination that, for certain airplanes, the area of the lower wing skin in the vicinity of the critical inboard end fasteners of installed repair doublers must be inspected. The FAA is issuing this AD to prevent fatigue cracking in the lower outboard wing skin. The unsafe condition, if not addressed, could result in failure and subsequent separation of the wing and winglet and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Retained Repetitive Stringer L-9.5 Inspections, Modification, Repair (Modification), Repetitive Post-Repair Inspections, and Repair, With Revised Service Information

This paragraph restates the requirements of paragraph (g) of AD 2018-11-14, with revised service information.

(1) For Group 1 and Group 2 airplanes, identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, with winglets installed: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, except as required by paragraph (j)(1) of this AD: Do a high frequency eddy current (HFEC) inspection for cracking of the lower outboard wing skin at stringer L-9.5, in accordance with Part 1 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(i) For airplanes on which "Condition 1" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, during any inspection required by paragraph (g)(1) or (g)(1)(i)(A) of this AD: Do the applicable actions required by paragraph (g)(1)(i)(A), (g)(1)(i)(B), (g)(1)(i)(C), or (g)(1)(i)(D) of this AD.

(A) Repeat the inspection specified in paragraph (g)(1) of this AD thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017.

(B) Do the applicable actions required by paragraphs (g)(1)(i)(B)(*1*), (g)(1)(i)(B)(*2*), and (g)(1)(i)(B)(*3*) of this AD.

(*1*) Before further flight, do actions (modifications and repair (modification)) in accordance with Part 2, Part 3, Part 4, and Part 5, as applicable, of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) For airplanes on which the repair (modification) specified in Part 5 of Aviation Partners Boeing Service Bulletin AP767-57-010 was done: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 12 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(i)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(C) Do the actions required by paragraphs (g)(1)(i)(C)(*1*) and (g)(1)(i)(C)(*2*) of this AD, and do all

applicable actions required by paragraph (g)(1)(i)(C)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(i)(C)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(D) Do the actions required by paragraphs (g)(1)(i)(D)(*1*) and (g)(1)(i)(D)(*2*) of this AD, and do all applicable actions required by paragraph (g)(1)(i)(D)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; except as required by paragraph (j)(4) of this AD. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(i)(D)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(ii) For airplanes on which "Condition 2" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, during any

inspection required by paragraph (g)(1) or (g)(1)(i)(A) of this AD: Do the actions required by paragraph (g)(1)(ii)(A) or (g)(1)(ii)(B) of this AD.

(A) Do the actions required by paragraphs (g)(1)(ii)(A)(*1*) and (g)(1)(ii)(A)(*2*) of this AD, and do all applicable actions required by paragraph (g)(1)(ii)(A)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance." of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(ii)(A)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(B) Do the actions required by paragraphs (g)(1)(ii)(B)(*1*) and (g)(1)(ii)(B)(*2*) of this AD, and do all applicable actions required by paragraph (g)(1)(ii)(B)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; except as required by paragraph (j)(4) of this AD. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(ii)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(iii) For airplanes on which "Condition 3" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, during the actions specified in paragraph (g)(1)(i)(B)(*1*) of this AD: Do the actions required by paragraph (g)(1)(iii)(A) or (g)(1)(iii)(B) of this AD.

(A) Do the actions required by paragraphs (g)(1)(iii)(A)(*1*) and (g)(1)(iii)(A)(*2*) of this AD, and do all applicable actions required by paragraph (g)(1)(iii)(A)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(iii)(A)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(B) Do the actions required by paragraphs (g)(1)(iii)(B)(*1*) and (g)(1)(iii)(B)(*2*) of this AD, and do all applicable actions required by paragraph (g)(1)(iii)(B)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57- 010, Revision 11, dated April 3, 2017; or Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; except as required by paragraph (j)(4) of this AD. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(*3*) If any crack is found during any inspection required by paragraph (g)(1)(iii)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in

paragraph (q) of this AD.

(iv) For airplanes on which "Condition 4" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, during any action specified in paragraph (g)(1)(i)(C)(*1*), (g)(1)(i)(D)(*1*), (g)(1)(ii)(A)(*1*), (g)(1)(ii)(B)(*1*), (g)(1)(iii)(A)(*1*), and (g)(1)(iii)(B)(*1*) of this AD: Repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(2) For Group 3 airplanes, identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, with winglets installed: At the applicable time specified in paragraph 1.E., "Compliance" of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, or within 6 months after July 10, 2018 (the effective date of AD 2018-11-14), whichever occurs later, do an HFEC inspection for cracking of the lower outboard wing skin at stringer L-9.5, in accordance with Part 7 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017. If any cracking is found during any inspection, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD. An approved repair terminates the repetitive inspections required by paragraph (g)(2) of this AD for the repaired area only. Doing the initial inspections required by paragraph (k) of this AD terminates the inspections required by paragraph (g)(2) of this AD.

(3) Group 4 airplanes, identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, with winglets installed, are not affected by the actions required by paragraph (g) of this AD.

(h) Retained Repetitive Stringer L-6.5 Inspections, Repair (Modification), Repetitive Post-Repair Inspections, and Repair With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2018-11-14, with no changes.

(1) For airplanes, identified in Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, with winglets installed: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, except as required by paragraph (j)(2) of this AD: Do an HFEC inspection for cracking of stringer L-6.5 of the lower outboard wing skin, in accordance with Part 1 of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025. If no cracking is found, repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, except as provided by paragraph (h)(3) of this AD. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(2) If any crack is found during any inspection required by paragraph (h)(1) of this AD, do the actions required by paragraphs (h)(2)(i) and (h)(2)(ii) of this AD, and do all applicable actions required by paragraph (h)(2)(iii) of this AD.

(i) Before further flight, repair (modify) stringer L-6.5, in accordance with Part 2 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(ii) Except as required by paragraph (j)(3) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, except as required by paragraph (j)(2) of this AD, do an HFEC post-repair inspection for cracking, in accordance with Part 3 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(iii) If any crack is found during any inspection required by paragraph (h)(2)(ii) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(3) As an option to the repetitive inspections required by paragraph (h)(1) of this AD, do the actions required by paragraphs (h)(3)(i) and (h)(3)(ii) of this AD, and do all applicable actions required by paragraph (h)(3)(iii) of this AD.

(i) Before further flight after accomplishing the most recent inspection required by paragraph (h)(1) of this AD, repair (modify) stringer L-6.5, in accordance with Part 2 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(ii) Except as required by paragraph (j)(3) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, except as required by paragraph (j)(2) of this AD, do a post-repair HFEC inspection for cracking, in accordance with Part 3 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017. As of the effective date of this AD, only Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, may be used for performing the actions required by this paragraph.

(iii) If any crack is found during any inspection required by paragraph (h)(3)(ii) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(i) Retained Repair Approval, With New Service Information References

This paragraph restates the repair approval specified in paragraph (i) of AD 2018-11-14, with new service information references. Repairs of the lower outboard wing skin that were approved after June 15, 2017, and before July 10, 2018 (the effective date of AD 2018-11-14), by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, are approved for the applicable repairs required by paragraphs (g) and (h) of this AD. The ODA repairs will have post installation inspection requirements in lieu of the post-inspection instructions specified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; and Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025.

(j) Retained Exceptions to Service Information Specifications With No Changes

This paragraph retains the exceptions specified in paragraph (j) of AD 2018-11-14, with no changes.

(1) Where paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, specifies a compliance time "after the issue date of Revision 11 of this service bulletin," this AD requires compliance within the specified compliance time after July 10, 2018 (the effective date of AD 2018-11-14).

(2) Where paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, specifies a compliance time "after the initial issue date of this service bulletin," this AD requires compliance within the specified compliance time after July 10, 2018 (the effective date of AD 2018-11-14).

(3) For Condition 1 and Condition 2 airplanes: Where paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017, specifies a compliance time for accomplishing the Part 3 HFEC inspection of 18 months "after the initial issue date of this service bulletin," the required compliance time is 6,000 flight cycles or 18,000 flight hours, whichever occurs first, after doing the Part 2 repair.

(4) For airplanes on which a stringer L-9.5 replacement was accomplished per Part 11 of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017: Where Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017, specifies repeating the post-repair HFEC inspection "in Part 9," this AD requires repeating the post-repair HFEC inspection in Part 13.

(k) New Requirements for Group 3 Airplanes

For Group 3 airplanes identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025: At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, do the initial internal and external HFEC inspections of the lower outboard wing skin common to the external doubler repair at stringer L-9.5, in accordance with Part 7 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025. If any cracking is found during any inspection, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD. Doing the initial inspections required by this paragraph terminates the inspections required by paragraph (g)(2) of this AD.

(l) New Repetitive Stringer L-9.5 Inspections, Modification, Repair (Modification), Repetitive Post-Repair Inspections, and Repair

(1) For Group 1 and Group 2 airplanes identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, without winglets installed: At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, except as required by paragraph (o)(1) of this AD: Do a HFEC inspection for cracking of the lower outboard wing skin at stringer L-9.5, in accordance with Part 1 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(i) For airplanes on which “Condition 1” is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, during any inspection required by paragraph (l)(1) or (l)(1)(i)(A) of this AD: Do the applicable actions required by paragraph (l)(1)(i)(A), (l)(1)(i)(B), (l)(1)(i)(C), or (l)(1)(i)(D) of this AD.

(A) Repeat the inspection specified in paragraph (l)(1) of this AD thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(B) Do the applicable actions required by paragraphs (l)(1)(i)(B)(*1*), (l)(1)(i)(B)(*2*), and (l)(1)(i)(B)(*3*) of this AD.

(*1*) Before further flight, do actions (modifications and repair (modification)) in accordance with Part 2, Part 3, Part 4, and Part 5, as applicable, of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) For airplanes on which the repair (modification) specified in Part 5 of Aviation Partners Boeing Service Bulletin AP767-57-010 was done: At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 12 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(i)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(C) Do the actions required by paragraphs (l)(1)(i)(C)(*1*) and (l)(1)(i)(C)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(i)(C)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(i)(C)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(D) Do the actions required by paragraphs (l)(1)(i)(D)(*1*) and (l)(1)(i)(D)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(i)(D)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(i)(D)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(ii) For airplanes on which "Condition 2" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, during any inspection required by paragraph (l)(1) or (l)(1)(i)(A) of this AD: Do the actions required by paragraph (l)(1)(ii)(A) or (l)(1)(ii)(B) of this AD.

(A) Do the actions required by paragraphs (l)(1)(ii)(A)(*1*) and (l)(1)(ii)(A)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(ii)(A)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance." of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(ii)(A)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(B) Do the actions required by paragraphs (l)(1)(ii)(B)(*1*) and (l)(1)(ii)(B)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(ii)(B)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(ii)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(iii) For airplanes on which "Condition 3" is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, during the actions specified in paragraph (l)(1)(i)(B)(*1*) of this AD: Do the actions required by paragraph (l)(1)(iii)(A) or (l)(1)(iii)(B) of this AD.

(A) Do the actions required by paragraphs (l)(1)(iii)(A)(*1*) and (l)(1)(iii)(A)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(iii)(A)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 9 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(iii)(A)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(B) Do the actions required by paragraphs (l)(1)(iii)(B)(*1*) and (l)(1)(iii)(B)(*2*) of this AD, and do all applicable actions required by paragraph (l)(1)(iii)(B)(*3*) of this AD.

(*1*) Before further flight, repair (modify) in accordance with Part 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November

17, 2025.

(*2*) At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, do a post-repair HFEC inspection for cracking, in accordance with Part 13 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(*3*) If any crack is found during any inspection required by paragraph (l)(1)(iii)(B)(*2*) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(iv) For airplanes on which “Condition 4” is found, as defined in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, during any action specified in paragraph (l)(1)(i)(C)(*1*), (l)(1)(i)(D)(*1*), (l)(1)(ii)(A)(*1*), (l)(1)(ii)(B)(*1*), (l)(1)(iii)(A)(*1*), and (l)(1)(iii)(B)(*1*) of this AD: Repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(2) Group 4 airplanes identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, without winglets installed, are not affected by the actions required by paragraph (l) of this AD.

(m) New Repetitive Stringer L-6.5 Inspections, Repair (Modification), Repetitive Post-Repair Inspections, and Repair

(1) For airplanes identified in Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, without winglets installed: At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as required by paragraph (o)(2) of this AD, do an HFEC inspection for cracking of stringer L-6.5 of the lower outboard wing skin, in accordance with Part 1 of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025. If no cracking is found, repeat the inspection thereafter at the applicable times specified in paragraph 1.E., “Compliance” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as provided by paragraph (m)(3) of this AD.

(2) If any crack is found during any inspection required by paragraph (m)(1) of this AD, do the actions required by paragraphs (m)(2)(i) and (m)(2)(ii) of this AD, and do all applicable actions required by paragraph (m)(2)(iii) of this AD.

(i) Before further flight, repair (modify) stringer L-6.5, in accordance with Part 2 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025.

(ii) At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as required by paragraph (o)(2) of this AD, do an HFEC post-repair inspection for cracking, in accordance with Part 3 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, and repeat the inspection thereafter at the applicable times specified in

paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as required by paragraph (o)(2) of this AD.

(iii) If any crack is found during any inspection required by paragraph (m)(2)(ii) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(3) As an option to the repetitive inspections required by paragraph (m)(1) of this AD, do the actions required by paragraphs (m)(3)(i) and (ii) of this AD, and do all applicable actions required by paragraph (m)(3)(iii) of this AD.

(i) Before further flight after accomplishing the most recent inspection required by paragraph (m)(1) of this AD, repair (modify) stringer L-6.5, in accordance with Part 2 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025.

(ii) At the applicable time specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as required by paragraph (o)(2) of this AD, do a post-repair HFEC inspection for cracking, in accordance with Part 3 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, and repeat the inspection thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, except as required by paragraph (o)(2) of this AD.

(iii) If any crack is found during any inspection required by paragraph (m)(3)(ii) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(n) Repair Approval for Paragraphs (l) and (m) of This AD

Repairs of the lower outboard wing skin that were approved after June 15, 2017, and before July 10, 2018 (the effective date of AD 2018-11-14), by the Boeing ODA that has been authorized by the Manager, AIR-770, West Certification Branch, FAA, are approved for the applicable repairs required by paragraphs (l) and (m) of this AD. The ODA repairs will have post installation inspection requirements in lieu of the post-inspection instructions specified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025; and Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025.

(o) New Exceptions to Service Information Specifications

(1) Where paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025, specifies a compliance time “the effective date of AD 2018-11-14,” this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where paragraph 1.E., “Compliance,” of Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025, specifies a compliance time “Within 18 months after the effective date of AD 2018-11-14,” this AD requires compliance within the specified compliance time after the effective date of this AD.

(p) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 12, dated June 21, 2018; or Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 13, dated November 5, 2024.

(2) This paragraph provides credit for the actions specified in paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 2, dated July 9, 2018.

(3) This paragraph provides credit for the actions specified in paragraph (k) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 13, dated November 5, 2024.

(4) For Group 1 and 2 airplanes identified in Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025: This paragraph provides credit for the actions specified in paragraph (l) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017; Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 12, dated June 21, 2018; or Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 13, dated November 5, 2024.

(5) This paragraph provides credit for the actions specified in paragraph (m) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017; or Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 2, dated July 9, 2018.

(q) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-770, West 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (r) 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 ODA that has been authorized by the Manager, AIR-770, West Certification 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.

(3) AMOCs approved for AD 2018-11-14 are approved as AMOCs for the corresponding provisions of paragraphs (g) and (h) of this AD.

(4) Except as required by paragraphs (g)(1)(i)(B)(*3*), (g)(1)(i)(C)(*3*), (g)(1)(i)(D)(*3*), (g)(1)(ii)(A)(*3*), (g)(1)(ii)(B)(*3*), (g)(1)(iii)(A)(*3*), (g)(1)(iii)(B)(*3*), (g)(1)(iv), (g)(2), (h)(2)(iii), (h)(3)(iii), (k), (l)(1)(i)(B)(*3*), (l)(1)(i)(C)(*3*), (l)(1)(i)(D)(*3*), (l)(1)(ii)(A)(*3*), (l)(1)(ii)(B)(*3*), (l)(1)(iii)(A)(*3*), (l)(1)(iii)(B)(

3), (l)(1)(iv), (l)(2), (m)(2)(iii), and (m)(3)(iii), of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (q)(4)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(r) Additional Information

For more information about this AD, contact Sarah Illg, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: 206-231-3517; email: *Sarah.A.Illg@faa.gov*.

(s) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on September 17, 2026.

(i) Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 14, dated November 17, 2025.

(ii) Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 3, dated November 17, 2025.

(4) The following material was approved for IBR on July 10, 2018 (83 FR 25885, June 5, 2018).

(i) Aviation Partners Boeing Service Bulletin AP767-57-010, Revision 11, dated April 3, 2017.

(ii) Aviation Partners Boeing Service Bulletin AP767-57-014, Revision 1, dated April 12, 2017.

(5) For Aviation Partners Boeing material identified in this AD, contact Aviation Partners Boeing, 555 Andover Park West, Suite 200, Tukwila, Washington 98188; telephone 206-830-7699; email *certification@aviationpartners.com;* website *aviationpartnersboeing.com.*

(6) 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.

(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 August 5, 2026.

Steven W. Thompson,

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

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