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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-1330; Project Identifier AD-2025-01687-T; Amendment 39-23474; AD 2026-20-01]

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 cargo liner joint sealing tape could be missing in particular areas on certain airplanes. The absence of this tape could allow a fire to propagate into the cabin. This AD requires a detailed inspection of these areas for the missing tape, and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective November 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 2, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2026-1330; 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-2026-1330.

FOR FURTHER INFORMATION CONTACT:

Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3584; email: *julie.linn@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 The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. The NPRM was published in the **Federal Register** on February 20, 2026 (91 FR 8147). The NPRM was prompted by a report indicating that Boeing Material Specification (BMS) 5-146 cargo liner joint sealing tape could be missing outboard of the left side and right side monuments forward of Door 1. In the NPRM, the FAA proposed to require a detailed inspection of the area located between the monuments, forward of Door 1 left side and right side, and the outer walls, for missing BMS5-146 cargo liner joint sealing tape, and applicable on-condition actions. The FAA is issuing this AD to address any missing cargo liner joint sealing tape.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from four commenters, including Air Line Pilots Association, International (ALPA), United Airlines (United), and two individuals, who supported the NPRM without change.

The FAA received additional comments from two commenters, including Qantas Airways 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 Consider Other Causes of the Unsafe Condition

Qantas presented a potential scenario where an airplane is delivered with the cargo liner joint sealing tape, and after a period of time in service the tape goes missing due to adhesion failure or other causes. To account for this scenario, Qantas reviewed the Boeing 787 Task Card Manual, Aircraft Maintenance

Manual, and Maintenance Planning Document, but was unable to locate procedures for identifying missing tape on an in-service airplane. Qantas, therefore, asked whether the FAA had considered if the unsafe condition could be caused by other factors such as adhesion failure and if the existing 787 maintenance data is adequate.

The FAA determined that the unsafe condition of this AD was caused by a quality escape during airplane production, which was limited at most to the airplane serial numbers identified in the required Boeing service information. At this time, the FAA has not received any reports of loss of cargo liner joint sealing tape on in-service Boeing Model 787-8, 787-9, and 787-10 airplanes due to adhesion failure or other causes. If the FAA receives any such reports in the future, the FAA will evaluate the data to determine what corrective actions should be taken to address that potential scenario, as well as evaluate the adequacy of the 787 maintenance documents. No change was made to this AD as a result of this comment.

Request To Clarify Root Cause of the Unsafe Condition

The Foundation for Aviation Safety asked whether the root cause of the unsafe condition could be related to the removal of inspections and, if not, how the affected airplanes were identified.

The FAA determined that the unsafe condition of this AD was caused by a quality escape during airplane production. Boeing has since addressed the installation instruction issue that primarily contributed to the quality escape. Additionally, the Boeing quality system was able to identify the airplane serial numbers that may potentially be missing the cargo liner joint sealing tape. No change was made to 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, 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-SB530108-00 RB, Issue 001, dated November 5, 2025. This material specifies procedures for a detailed inspection of the area located between the monuments, forward of Door 1 left side and right side, and the outer walls, for missing BMS5-146 cargo liner joint sealing tape, and applicable on-condition actions. On-condition actions include installing cargo liner joint sealing tape on each affected location.

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 87 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 of area between monuments and outer walls	1 work-hour × $85 per hour = $85	$0	$85	$7,395

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

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Install cargo liner joint sealing tape	Up to 21 work-hours × $85 per hour = $1,785	$100	Up to $1,885.

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:

2026-20-01 The Boeing Company Airplanes: Amendment 39-23474; Docket No. FAA-2026-1330; Project Identifier AD-2025-01687-T.

(a) Effective Date

This airworthiness directive (AD) is effective November 2, 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-SB530108-00 RB, Issue 001, dated November 5, 2025.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that Boeing Material Specification (BMS) 5-146 cargo liner joint sealing tape could be missing outboard of the left side and right side monuments forward of Door 1. The FAA is issuing this AD to address any missing cargo liner joint sealing tape. The unsafe condition, if not addressed, could result in fire propagation from the lower lobe cheek area to the cabin over-ceiling space and compartments, potentially leading to loss of continued safe flight and landing.

(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-SB530108-00 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-SB530108-00 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-SB530108-00, Issue 001, dated November 5, 2025, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB530108-00 RB, Issue 001, dated November 5, 2025.

(h) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time column of the table in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB530108-00 RB, Issue 001, dated November 5, 2025, refers to the Issue 001 date of Requirements Bulletin B787-81205-SB530108-00 RB, this AD requires using the effective date 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 Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3584; email: *julie.linn@faa.gov*.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) 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-SB530108-00 RB, Issue 001, dated November 5, 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 September 23, 2026.

Brian Knaup,

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

[FR Doc. 2026-19754 Filed 9-25-26; 8:45 am]

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