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[Pages 66785-66791]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2712; Project Identifier AD-2025-00931-T; Amendment 39-23483; AD 2026-20-10]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes; Correction

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule; correction.

SUMMARY:

The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register** . That AD applies to certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. As published, a paragraph reference specified in the regulatory text is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES:

This correction is effective November 12, 2026. The effective date of AD 2026-20-10 remains November 12, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 12, 2026 (91 FR 64259, October 8, 2026).

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of October 11, 2019 (84 FR 54765, October 11, 2019).

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA-2026-2712; 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; correction, any comments received, and other information. The street 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-2026-2712.

FOR FURTHER INFORMATION CONTACT:

Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562-627-5350; email: *emanuel.chaves.torres@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

AD 2026-20-10, Amendment 39-23483 (91 FR 64259, October 8, 2026) (AD 2026-20-10), requires repetitive operational checks of the leading edge (LE) outboard (OB) slats and applicable on-condition actions, revising the airplane flight manual (AFM) to prohibit flap retraction under icing conditions after landing, and revising the existing maintenance or inspection program, as applicable, to incorporate a new operation check. AD 2026-20-10 also requires replacing the LE outboard geared rotary actuator (GRA) with a LE outboard lockout actuator (LEOLA) at leading edge OB slat locations and revising the existing maintenance or inspection program, as applicable, to incorporate a new certification maintenance requirement (CMR). That AD applies to certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes.

Need for Correction

As published, a paragraph reference specified in the regulatory text of AD 2026-20-10 is incorrect. Paragraph (l) of AD 2026-20-10 inadvertently references paragraph (i) of the AD instead of paragraph (n) of the AD.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024. This material specifies procedures for replacing the LE outboard GRA with a LEOLA at leading edge slat 2 and slat 11 outboard locations and revising the operator's maintenance program to incorporate CMR document item 27-CMR-14, “Functionally check the Leading Edge Power Drive Unit Half System Torque Brake.”

This AD also requires Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019, which the Director of the Federal Register approved for incorporation by reference as of October 11, 2019 (84 FR 54765, October 11, 2019).

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.

Correction of Publication

This document corrects an error and correctly adds the AD as an amendment to 14 CFR 39.13. Although no other part of the preamble or regulatory information has been corrected, the FAA is publishing the entire rule in the **Federal Register** .

The effective date of this AD remains November 12, 2026.

Since this action only corrects a paragraph reference, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public comment procedures are unnecessary.

List of Subjects in 14 CFR Part 39

- Air transportation
- Aircraft
- Aviation safety
- Incorporation by reference
- Safety

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 [Corrected]

2. The FAA amends § 39.13 by:

a. Removing Airworthiness Directive (AD) 2019-20-07, Amendment 39-19760 (84 FR 54765, October 11, 2019); and

b. Adding the following new AD:

2026-20-10 The Boeing Company: Amendment 39-23483; Docket No. FAA-2026-2712; Project Identifier AD-2025-00931-T.

(a) Effective Date

This airworthiness directive (AD) is effective November 12, 2026.

(b) Affected ADs

This AD replaces AD 2019-20-07, Amendment 39-19760 (84 FR 54765, October 11, 2019) (AD 2019-20-07).

(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-SB270055-00 RB, Issue 002, dated November 25, 2024.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by a determination that the leading edge (LE) outboard (OB) slat system could be out of position without flight deck annunciation. The FAA is issuing this AD to address a potential condition in which the LE OB slat system could be out of position without flight deck annunciation. The unsafe condition, if not addressed, could result in insufficient lift, resulting in inability to maintain continued safe flight and landing.

(f) Compliance

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

(g) Retained Required Actions, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2019-20-07, with no changes. 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-SB270051-00 RB, Issue 001, dated July 5, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB270051-00, Issue 001, dated July 5, 2019, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

(h) Retained Exception to Service Information Specifications, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2019-20-07, with no changes. For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019, uses the phrase "the Issue 001 date of Requirements Bulletin B787-81205-SB270051-00 RB," this AD requires using "October 11, 2019" (the effective date of AD 2019-20-07).

(i) Retained Airplane Flight Manual (AFM) Revision To Prohibit Flap Retraction Under Icing Conditions, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2019-20-07, with no changes. Within 60 days after October 11, 2019 (the effective date of AD 2019-20-07), revise the Limitations Section of the existing AFM to include the information in figure 1 to paragraph (i) of this AD. This may be done by inserting a copy of figure 1 to paragraph (i) of this AD into the Limitations Section of the existing AFM.

Figure 1 to Paragraph (i): AFM Revision

Flap Operation After Landing (Required by AD 2019-20-07)
In order to prevent failure of the slat drive system after landing, flaps must not be retracted if:
• Operating on the ground with ice, snow, slush, or standing water in icing conditions, or;
• An accumulation of airframe ice is observed or suspected.
Under circumstances where the flight crew deems it necessary to retract the flaps for safety reasons, they must notify maintenance via an approved means.

(j) Retained Maintenance or Inspection Program Revision To Incorporate a New Operation Check, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2019-20-07, with no changes. Within 60 days after October 11, 2019 (the effective date of AD 2019-20-07), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in figure 2 to paragraph (j) of this AD. This may be done by inserting a copy of figure 2 to paragraph (j) of this AD into the existing maintenance or inspection program.

Figure 2 to Paragraph (j): Maintenance or Inspection Program Revision

1. Cold Weather Maintenance Procedure—Handling
A. General
(3) After an airplane lands in icing conditions, do the OPERATION CHECKS—SLAT/FLAP INSPECTION in this task before retracting the slats/flaps.
NOTE: Icing conditions exist when OAT (on the ground) or TAT (in-flight only) is 50 °F (10 °C) or below, and any of the following exist:

• When visible moisture (clouds, fog with visibility of one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present.
• When ice, snow, slush or standing water is present on the taxiways, or runways.
(a) Do this inspection to make sure that contaminants (ice, snow, slush) are not present which can either obstruct retraction of the LE slats or TE flaps, or freeze the slats to the fixed leading edge after retraction.
(b) The type and area of inspection is as follows:
(1) Do an examination of the entire leading edge slats and trailing edge flaps areas.
G. Operation Checks
(1) **SLAT/FLAP INSPECTION**
After any landing in icing conditions, do this inspection with the slats/flaps (flaps 25 detent) fully extended (Figure 2):
WARNING: MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.
(a) Examine these areas for contaminants (ice, snow, slush):
(1) Slats/flaps surfaces
(2) Leading edge contact surfaces
NOTE: “Contact surfaces” refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
(3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
(4) Flap tracks, hinges, seals
(b) Remove the contamination that you find.

Figure 2 to Paragraph (j): Maintenance or Inspection Program Revision Continued

(a) Confirm a contaminant-free condition in these areas immediately prior to retraction of the slats/flaps surfaces.
(1) Slats/flaps surfaces
(2) Leading edge contact surfaces

NOTE: “Contact surfaces” refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
(3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
(4) Flap tracks, hinges, seals
(d) When the inspection is complete, do these steps:
NOTE: These steps make sure that the leading edge slat system is functional.
NOTE: Two persons are necessary to do these steps. One person will move the flap control lever in the flight compartment, and the other will confirm slat position from the ground.
(1) Do not use Alternate mode to operate the surfaces.
NOTE: The Alternate mode only allows extension of slats to the Middle (sealed) position and not to the Extended (gapped) position.
WARNING: MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.
(2) Retract the leading edge slats to the full up position (Flaps UP detent).
(a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
(3) Extend the leading edge slats to the full extend position (Flaps 25 detent).
(a) Make sure that you visually confirm from the ground that the slats have extended to the Extended (gapped) position.
(4) Retract the leading edge slats to the full up position (Flaps UP detent).
(a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
(e) When all of the above steps are completed, the OPERATION CHECKS—SLAT/FLAP INSPECTION is complete.

Figure 2 to Paragraph (j): Maintenance or Inspection Program Revision Continued

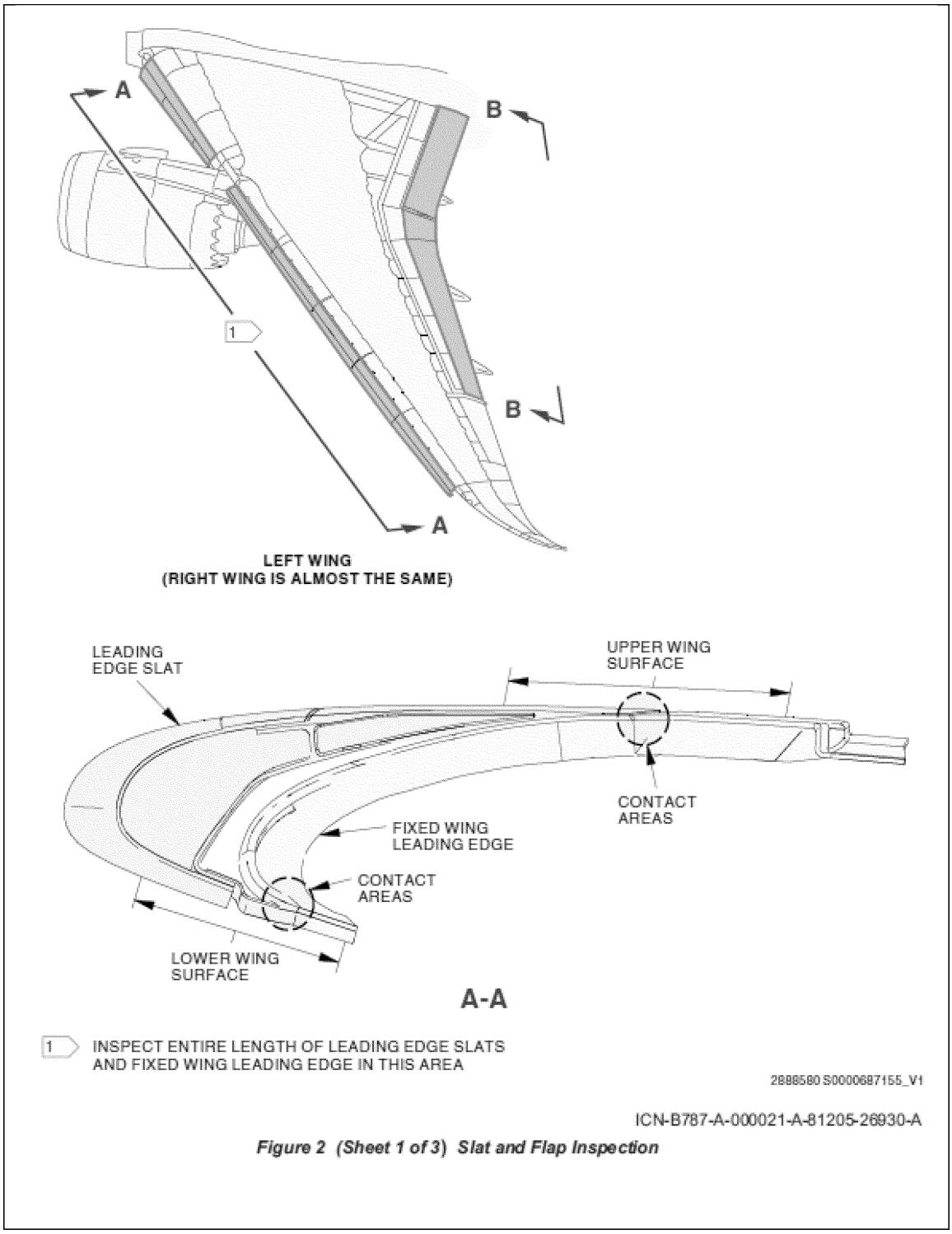
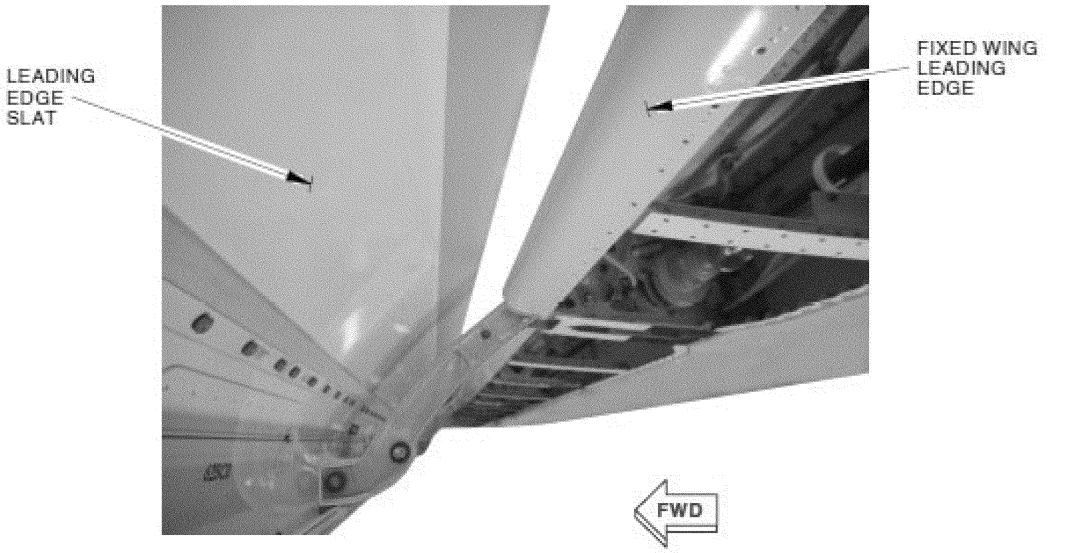
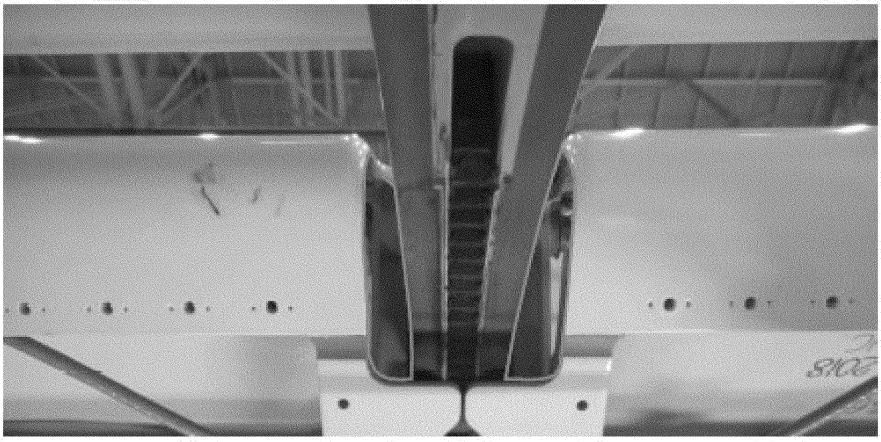


Figure 2 (Sheet 1 of 3) Slat and Flap Inspection

Figure 2 to Paragraph (j): Maintenance or Inspection Program Revision Continued



ACTUATION AREAS
(TYPICAL)
A-A



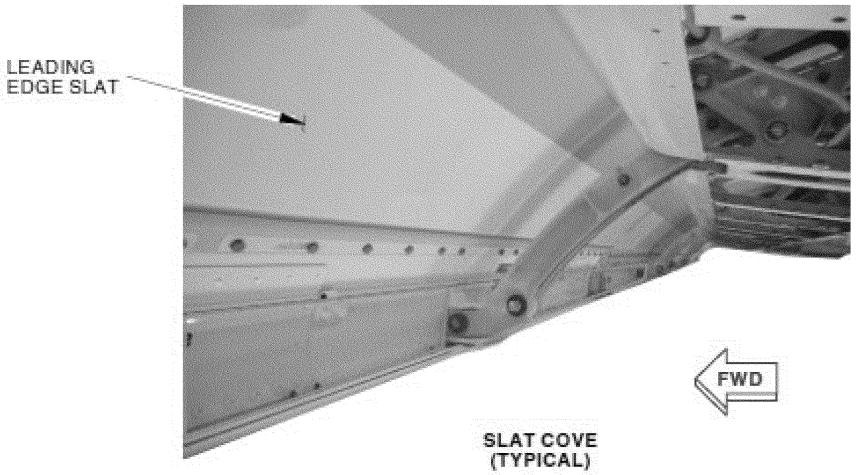
SLAT TRACK CAVITY
(TYPICAL)
(VIEW IN THE AFT DIRECTION)
A-A

2896941 S0000691106_V1

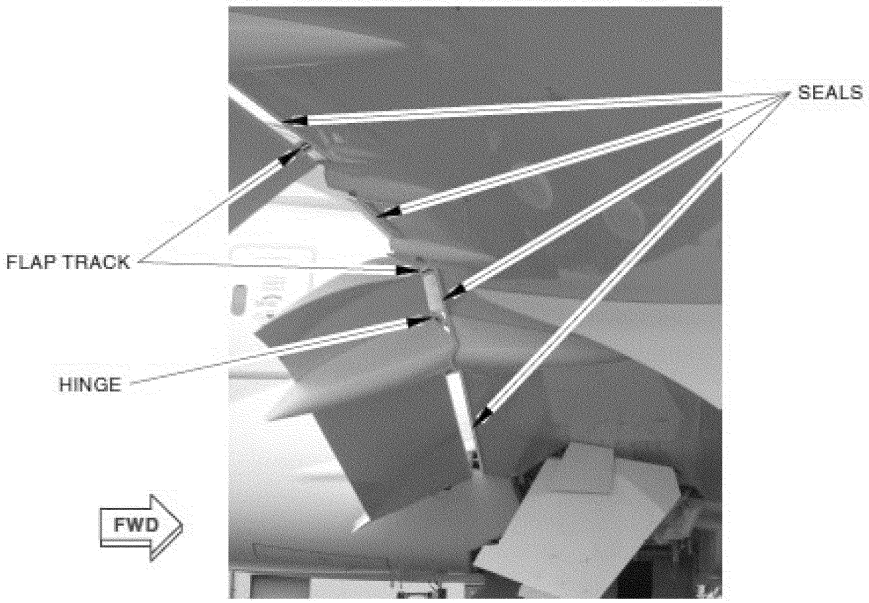
ICN-B787-A-000021-A-81205-27016-A

Figure 2 (Sheet 2 of 3) Slat and Flap Inspection

Figure 2 to Paragraph (j): Maintenance or Inspection Program Revision Continued



SLAT COVE
(TYPICAL)
A-A



FLAP TRACKS, HINGES, SEALS
(TYPICAL)
B-B

2897076 S0000691119_V1

ICN-B787-A-000021-A-81205-27017-A

Figure 2 (Sheet 3 of 3) Slat and Flap Inspection

(k) Retained No Alternative Actions or Intervals, With No Changes

This paragraph restates the requirements of paragraph (k) of AD 2019-20-07, with no changes. After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.*, inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (p) of this AD.

(l) New Required Actions

Except as specified by paragraph (n) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024.

Note 2 to paragraph (l): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB270055-00, Issue 002, dated November 25, 2024, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024.

(m) Terminating Action

Accomplishing the actions required by paragraph (l) of this AD terminates the requirements of paragraphs (g), (i), and (j) of this AD for that airplane. After all affected airplanes in an operator's fleet have complied with paragraph (l) of this AD, the AFM revision required by paragraph (i) of this AD may be removed and the maintenance or inspection program revision required by paragraph (j) of this AD may be removed.

(n) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time column of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024, refers to the Issue 001 date of Requirements Bulletin B787-81205-SB270055-00 RB, this AD requires using the effective date of this AD.

(o) Credit for Previous Actions

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 Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 001, dated December 12, 2023.

(p) 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 (q)(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.

(3) AMOCs approved for AD 2019-20-07 are approved as AMOCs for the corresponding provisions of paragraphs (g), (i), and (j) of this AD.

(q) Additional Information

(1) For more information about this AD, contact Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562-627-5350; email: *emanuel.chaves.torres@faa.gov*.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (r)(5) of this AD.

(r) 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 November 12, 2026 (91 FR 64259, October 8, 2026).

(i) Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024.

(ii) [Reserved]

(4) The following material was approved for IBR on October 11, 2019 (84 FR 54765, October 11, 2019).

(i) Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

(ii) [Reserved]

(5) 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*.

(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 October 20, 2026.

Lona C. Saccomando,

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

BILLING CODE 4910-13-P

BILLING CODE 4910-13-C

[FR Doc. 2026-21686 Filed 10-22-26; 8:45 am]