適航指令發布單
Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-10-009	發布日期 Date issued	2026/11/03
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025.		
主旨摘要 Subject	This AD requires measuring the free play of the horizontal stabilizer pivot hinges and the jack screw and applicable on-condition actions.		

民航局
CAA

○ 本國產品
Native product

○ 其他個案
Other

設計國民航主管機構
Original Authority

◉ FAA	○ Germany LBA
○ EASA	○ CAA-NL
○ Brazil	○ UK CAA
○ Transport Canada Civil Aviation	○ Japan CAB
○ DGAC	○ CAA of Israel
	○ Other____

設計國AD編號 Original AD number	2026-20-14

1. 直接採用原AD之內容? (Is the original AD directly adopted?)

◉ 是(Yes) ○ 否(No)_

a. 生效日期另訂為(Re-specify the effective date as)：

b. 執行時限另訂為(Re-specify the compliance time or period as)：

2. 使用人是否需要將AD執行結果向民航局提出報告?
(Do users need to report the status of compliance to the CAA?)

○ 需要(Yes) ◉ 不需要(No)

備註 Note	ATA 55. Ref. Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025.

註： 1. AD內容後附。
2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。
3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Note：1. The AD text is enclosed.
2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.
3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

[Federal Register, Volume 91 Number 200 (Monday, October 19, 2026)]
[Rules and Regulations]
[Pages 65959-65961]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2026-21333]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-5403; Project Identifier AD-2025-01167-T; Amendment 39-23487; AD 2026-20-14]

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 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This AD was prompted by reports from multiple operators of pitch oscillation events due to excessive horizontal stabilizer freeplay. This AD requires measuring the freeplay of the horizontal stabilizer pivot hinges and the jackscrew 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 23, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 23, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2025-5403; 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-2025-5403.

FOR FURTHER INFORMATION CONTACT:

Raymond Vital, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3521; email: *Raymond.J.Vital@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. The NPRM was published in the **Federal Register** on January 9, 2026 (91 FR 931); corrected January 16, 2026 (91 FR 2090). The NPRM was prompted by reports from multiple operators of pitch oscillation events due to excessive horizontal stabilizer freeplay. In the NPRM, the FAA proposed to require measuring the freeplay of the horizontal stabilizer pivot hinges and the jackscrew and applicable on-condition actions. The FAA is issuing this AD to address excessive horizontal stabilizer freeplay. The unsafe condition, if not addressed, could lead to a flutter event, which can result in loss of control of the airplane.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from five commenters, including the Air Line Pilots Association, International, Boeing, and two individuals who supported the NPRM without change.

The FAA received additional comments from four commenters, including Alaska Airlines, Aviation Partners Boeing (APB), Canadian North, and United Airlines. The following presents the comments received on the NPRM and the FAA's response to each comment.

Effect of Winglets on Accomplishment of the Proposed Actions

APB stated that the blended or split scimitar winglets installed per Supplemental Type Certificate (STC) ST00830SE does not affect compliance with the proposed requirements. APB further stated that, for airplanes with the split scimitar winglet (SSW) configuration, an alternative method of compliance (AMOC) might not be able to be obtained from The Boeing Company Organization Designation Authorization (ODA) per paragraph (i)(2) of the proposed AD for either (1) a repair of any worn parts identified as SSW-affected, as a result of proposed inspections, or (2) a deviation from the instructions of the Boeing service information in an SSW-affected area. APB noted that Boeing does not have delegated authority to approve repairs or deviations in areas affected by the SSW configuration, but that operators of airplanes accomplishing a repair of SSW-affected parts or deviation from Boeing service information in an SSW-affected area may obtain an alternative method of compliance (AMOC) according to paragraph (i)(1) of the proposed AD.

The FAA agrees that the installation of STC ST00830SE does not affect the ability to accomplish the actions required by this AD. The FAA has not changed this AD in this regard.

Request To Extend Certain Compliance Times

Canadian North requested that the FAA extend the initial inspection threshold from 12 months to 36 months after the original issue date of Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025 (Boeing Alert Requirements Bulletin 737-55A1104 RB), to align it with the repetitive inspection interval. The commenter stated this would also align the initial inspection with the typical heavy maintenance visit, which

would allow sufficient time for procurement, planning, and logistical coordination, thereby minimizing the risk of unscheduled downtime and reducing administrative burden.

United Airlines noted the repetitive inspection intervals are the same regardless of the inspection findings and applicable follow-on action, *i.e.,* either keeping the original parts installed or replacing or repairing a worn part. The commenter stated it believes the repetitive inspection intervals for airplanes with newly replaced parts (specifically hinge bearings) should be longer than the intervals for airplanes that have original production parts installed.

The FAA disagrees with extending the initial inspection threshold and the repetitive inspection intervals for airplanes with newly replaced parts. The FAA has determined that the compliance times identified in the required service information will ensure an acceptable level of safety for the fleet. Further, the repetitive inspection intervals were chosen to ensure that excessive freeplay does not exist for either original or new or replaced parts. However, under the provisions of paragraph (i) of this AD, the FAA will consider requests for approval of an extension of a compliance time, if sufficient data are submitted to substantiate that the new compliance time would provide an acceptable level of safety. The FAA has not changed this AD in this regard.

Request To Allow a Deviation to Certain Required Actions

Alaska Airlines requested that the FAA revise paragraph (g) of the proposed AD to allow accomplishment of Actions 1, 2, and 3 of Table 3, Condition 3 of Boeing Alert Requirements Bulletin 737-55A1104 RB as an option to the required actions in Table 3, Condition 2. The commenter stated that Table 3, Condition 2 drives operators to Table 4, Condition 2, which consists of doing an interim freeplay check within 3,100 flight hours or within 6 months after the last freeplay check, and that a second interim freeplay check is required if the measurements of the first interim freeplay check fall under Table 4, Condition 2.1. The commenter stated that this change would allow operators to repair or replace parts to bring the airplane within the Level 1 limits and avoid interim freeplay checks.

The FAA disagrees with providing a deviation to the tables in the “Compliance” paragraph and Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-55A1104 RB. Table 3, Condition 2 and Table 4, Condition 2 do not prohibit accomplishing an inspection earlier than the specified compliance time; therefore, operators may accomplish the interim inspection in Table 4, Condition 2 early, and then perform the repair or replacement as soon as practical within the same maintenance period. A post-repair/replacement inspection is still required to verify freeplay values D1, D2, D3, and H are within the Level 1 limits before the airplane is returned to service. Additionally, under the provisions of paragraph (i) of this AD, the FAA will consider AMOC requests for a deviation to the required actions, provided adequate supporting information is submitted. The FAA has not changed this AD in this regard.

Request To Provide Credit for Other Service Information

United Airlines requested that the FAA revise the proposed AD to provide credit for inspecting the horizontal stabilizer for free play using Boeing Multi-Operator Message (MOM) MOM-MOM-22-0187-01B(R1), dated May 27, 2022 (Boeing MOM-MOM-22-0187-01B(R1)). The commenter noted that Boeing MOM-MOM-22-0187-01B(R1) states operators are able to obtain credit for performing this inspection once the eventual service bulletin and the potential AD are released. The commenter also stated it reviewed Boeing MOM-MOM-22-0187-01B(R1) and Boeing Alert Requirements Bulletin 737-55A1104 RB and confirmed they contain identical work instructions for the freeplay inspection.

The FAA disagrees because it is not necessary to provide credit in this AD. Airplanes on which accepted freeplay measurement procedures were accomplished using Boeing MOM-MOM-22-0187-01B(R1), or other certain service information, are classified as Group 1, Configuration 1 airplanes. Refer to the note under paragraph 1.A., “Effectivity,” of Boeing Alert Requirements Bulletin 737-55A1104 RB. The work instructions for Group 1, Configuration 1 airplanes already provide some relief for prior accomplishment of the freeplay measurement. The FAA has not changed this AD in this regard.

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 737-55A1104 RB, dated June 12, 2025. This material specifies procedures for measuring freeplay of the left and right horizontal stabilizer pivot hinges and the jackscrew to determine freeplay value, and applicable on-condition actions. On-condition actions include determining total horizontal stabilizer freeplay, repeating the freeplay measurement procedure of the horizontal stabilizer pivot hinges and the jackscrew, and replacement or repair of any worn parts.

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 1,987 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
Freeplay measurement procedure	6 work-hours × $85 per hour = $510	$0	$510	$1,013,370

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

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Repeat freeplay measurement procedure	6 work-hours × $85 per hour = $510	$0	$510
Replacement or repair of worn parts	1 work-hour × $85 per hour = $85	* 0	85

** The FAA has received no definitive data on which to base the cost estimate for the worn parts.*

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:

2026-20-14 The Boeing Company: Amendment 39-23487; Docket No. FAA-2025-5403; Project Identifier AD-2025-01167-T.

(a) Effective Date

This airworthiness directive (AD) is effective November 23, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by reports from multiple operators of pitch oscillation events due to excessive horizontal stabilizer freeplay. The FAA is issuing this AD to address excessive horizontal stabilizer freeplay. The unsafe condition, if not addressed, could lead to a flutter event, which can result in loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025.

Note 1 to paragraph (g):

Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737-55A1104, dated June 12, 2025, which is referred to in Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12,2025.

(h) Exception to Requirements Bulletin Specifications

Where the "Effectivity" paragraph and the Boeing Recommended Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 2025, refer to the original issue date of the Requirements Bulletin 737-55A1104 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) 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 Raymond Vital, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3521; email: *Raymond.J.Vital@faa.gov*.

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

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 737-55A1104 RB, dated June 12, 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 October 9, 2026.

Brian Knaup,

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

[FR Doc. 2026-21333 Filed 10-16-26; 8:45 am]

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