Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-001R1

Issued: 04 February 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

CFM56-5B, CFM56-5C and CFM56-7B engines

Effective Date: [TBD – standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.003 and EASA.E.004

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – High-Pressure Turbine Inner Stationary Seal – Inspection

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Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric (United States)

Applicability:

CFM56-5B1, CFM56-5B1/2P, CFM56-5B1/3, CFM56-5B1/P, CFM56-5B2, CFM56-5B2/2P, CFM56-5B2/3, CFM56-5B2/P, CFM56-5B3/2P, CFM56-5B3/2P1, CFM56-5B3/3, CFM56-5B3/3B1, CFM56-5B3/P, CFM56-5B3/P1, CFM56-5B4, CFM56-5B4/2P, CFM56-5B4/2P1, CFM56-5B4/3, CFM56-5B4/3B1, CFM56-5B4/P, CFM56-5B4/P1, CFM56-5B5, CFM56-5B5/3, CFM56-5B5/P, CFM56-5B6, CFM56-5B6/2P, CFM56-5B6/3, CFM56-5B6/P, CFM56-5B7, CFM56-5B7/3, CFM56-5B7/P, CFM56-5B8/3, CFM56-5B8/P, CFM56-5B9/2P, CFM56-5B9/3 and CFM56-5B9/P engines, all serial numbers (s/n);

CFM56-5C2, CFM56-5C2/4, CFM56-5C2/F, CFM56-5C2/F4, CFM56-5C2/G, CFM56-5C2/G4, CFM56-5C2/P, CFM56-5C3/F, CFM56-5C3/F4, CFM56-5C3/G, CFM56-5C3/G4, CFM56-5C3/P, CFM56-5C4, CFM56-5C4/1, CFM56-5C4/P and CFM56-5C4/1P engines, all s/n; and

CFM56-7B20, CFM56-7B20/2, CFM56-7B20/3, CFM56-7B20E, CFM56-7B22, CFM56-7B22/2, CFM56-7B22/3, CFM56-7B22/3B1, CFM56-7B22/B1, CFM56-7B22E, CFM56-7B22E/B1, CFM56-7B24, CFM56-7B24/2, CFM56-7B24/3, CFM56-7B24/3B1, CFM56-7B24/B1, CFM56-7B24E, CFM56-7B24E/B1, CFM56-7B26, CFM56-7B26/2, CFM56-7B26/3, CFM56-7B26/3B1, CFM56-7B26/3B2, CFM56-7B26/3B2F, CFM56-7B26/3F, CFM56-7B26/B1, CFM56-7B26/B2, CFM56-7B26E, CFM56-7B26E/B1, CFM56-7B26E/B2, CFM56-7B26E/B2F, CFM56-7B26E/F, CFM56-7B27, CFM56-7B27/2, CFM56-7B27/3, CFM56-7B27/3B1, CFM56-7B27/3B1F, CFM56-7B27/3B3, CFM56-7B27/3F, CFM56-7B27/B1, CFM56-7B27/B3, CFM56-7B27A, CFM56-7B27A/3, CFM56-7B27AE, CFM56-7B27E, CFM56-7B27E/B1, CFM56-7B27E/B1F, CFM56-7B27E/B3 and CFM56-7B27E/F engines, all s/n.

These engines are known to be installed on, but not limited to, Airbus A318, A319, A320, A321 and A340 aeroplanes, and Boeing 737-600, 737-700, 737-800, 737-900 and 737-900ER series aeroplanes.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable shop visit SB: CFM International (CFM) Service Bulletin (SB) CFM56-5B S/B 72-1125 Revision 02, CFM56-5C S/B 72-0811 Revision 02 or CFM56-7B S/B 72-1093 Revision 02, as applicable.

The repetitive BSI SB: CFM borescope inspection (BSI) SB CFM56-5B S/B 72-1129 Revision 01, CFM56-5C S/B 72-0813 or CFM56-7B S/B 72-1096 Revision 01, as applicable.

Affected part: High-pressure turbine (HPT) inner stationary seal having Part Number (P/N) 1808M56G01 and an s/n as listed in Paragraph 4, Appendix A, Table 3 of the applicable shop visit SB, except those which, after the 'HPT Inner Stationary Seal Repair date' as listed in Paragraph 4, Appendix A, Table 3 of the applicable shop visit SB, had the honeycomb replaced in accordance with the instructions of the applicable repair 003.

Applicable repair 003: CFM56-5B engine shop manual (ESM), 72-41-03, repair 003; CFM56-5C ESM, 72-41-03 repair 003; and CFM56-7B ESM, 72-41-03, repair 003, as applicable.

Groups:

Group 1A engines are CFM56-5B or CFM56-7B or CFM56-5C engines having an affected part installed and a rotating air HPT front seal P/N 1795M36P01, P/N 1795M36P02, P/N 1523M34P02 or P/N 1523M34P03 installed.

Group 1B engines are CFM56-5B, CFM56-7B or CFM56-5C engines having an affected part installed and not having a rotating air HPT front seal P/N 1795M36P01, P/N 1795M36P02, P/N 1523M34P02 nor P/N 1523M34P03 installed.

Group 2 engines are those that are not Group 1A nor 1B.

Engine shop visit: Induction of an engine into the shop for maintenance, starting after the effective date of this AD, involving the separation of major mating engine flanges, except for the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance.

Reason:

Occurrences have been reported of finding cracks in the rotating air HPT front seal. Subsequent investigations identified a batch of HPT inner stationary seals which, as a consequence of an in-service honeycomb replacement, could release material, leading to the damage of the rotating air HPT front seal.

This condition, if not detected and corrected, could lead to failure of affected parts, possibly leading to uncontained release of the rotating air HPT front seal, damage to the engine and damage to the aeroplane.

To address this potential unsafe condition, CFM issued several SBs, providing a list of affected parts and instructions to accomplish visual inspection of the honeycomb condition and BSI of the rotating air HPT front seal.

For the reason described above, this AD requires BSI inspection(s) of the rotating air HPT front seal and engine shop visit inspection of the affected parts and, depending on findings, accomplishment of corrective action(s). This AD also prohibits re-installation of affected parts.

During the consultation period of PAD 26-001, comments were received and CFM published new revisions of certain SBs. This PAD is revised to remove reference to the one-time inspection, which was proposed to be required in the original issue of this PAD, to mandate the use of the latest revisions of certain SBs and to provide credit for inspections done before the effective date of this AD.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) For Group 1A engines: Within the initial compliance time as specified in Table 1 of this AD and, thereafter, at intervals not exceeding the values as specified in Table 1 of this AD, accomplish a BSI on the rotating air HPT front seal in accordance with the instructions of the repetitive BSI SB.

Table 1 – Compliance Time

Engine Model	Initial Compliance Time (after the effective date of this AD)	Intervals
CFM56-5C	125 FC	250 FC
CFM56-5B and CFM56-7B	300 FC	800 FC

(2) For Group 1A and Group 1B engines: During the next engine shop visit, accomplish the inspection of the affected part in accordance with the instructions of the applicable shop visit SB.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) of this AD, as applicable, cracks or other unusual damage is detected, as described in the repetitive BSI SB, before next flight, contact CFM for approved instructions and accomplish those instructions accordingly.

(4) If, during the inspection as required by paragraph (2) of this AD, honeycomb separation, as defined in the applicable shop visit SB, is detected on an engine, before next flight, accomplish the additional inspections and corrective actions, as applicable, and replacement of parts, as identified in, and in accordance with the instructions of the applicable shop visit SB.

(5) If, during the inspection as required by paragraph (2) of this AD, no honeycomb separation, as defined in the applicable shop visit SB, is detected, before next flight, replace the honeycomb in accordance with the instructions of the applicable shop visit SB.

Terminating Action(s):

(6) For Group 1A engines: Accomplishment of the inspection of an engine, as required by paragraph (2) of this AD, and accomplishment of the corrective action(s) as required by paragraph (4) or (5) of this AD, as applicable, constitutes terminating action for the repetitive inspections (including the initial inspection) as required by paragraph (1) of this AD for that engine.

(7) Accomplishment on an engine of the corrective action(s) as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that engine.

Part(s) Installation:

(8) Do not install on any engine an affected part, as required by paragraph (8.1) or (8.2) of this AD, as applicable:

(8.1) For Group 1A and 1B engines: After accomplishment of the inspection of the engine as required by paragraph (1) or (2) of this AD, as applicable, and of the corrective action(s) as required by paragraph (3), (4) or (5) of this AD, as applicable.

(8.2) For Group 2 engines: From the effective date of this AD.

Credit:

(9) Inspection(s) and corrective action(s), as applicable, accomplished on an engine before the effective date of this AD in accordance with the instructions of the applicable shop-visit SB or the repetitive BSI SB at original issue or Revision 01, as applicable, are acceptable for compliance with the requirements of paragraph (1) to (5) of this AD, as applicable, for that engine.

Ref. Publications:

CFM56-7B S/B 72-1093 initial issue dated 28 January 2025, Revision 01 dated 10 July 2025, or Revision 02 dated 19 January 2026.

CFM56-5C S/B 72-0811 initial issue dated 28 January 2025, Revision 01 dated 10 July 2025 or Revision 02 dated 19 January 2026.

CFM56-5B S/B 72-1125 initial issue dated 28 January 2025, Revision 01 dated 10 July 2025, or Revision 02 dated 19 January 2026.

CFM56-5C S/B 72-0813 initial issue dated 15 July 2025.

CFM56-5B S/B 72-1129 initial issue dated 10 July 2025 or Revision 01 dated 21 January 2026.

CFM56-7B S/B 72-1096 initial issue dated 10 July 2025 or Revision 01 dated 21 January 2026.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 18 February 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: CFM International S.A., Customer Support Centre, Telephone: +33 1 64 14 88 66, Fax: +33 1 64 14 87 65, E-mail: cfm.csc@safrangroup.com,

or

CFM Inc., GE Aerospace Fleet Support, Telephone: +1 513-552-3272 or +1 877-432-3272, E-mail: aviation.fleetsupport@ge.com.