

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-001

[Published on 08 January 2026 and officially closed for comments on 22 January 2026]

Commenter 1: Jordan Airmotive Co. Ltd – Abdullah Jaradat – 11/01/2026

Comment # 1

For the PAD in subject, please note that the following SBs were deleted by the CFMI, therefore, you might reflect that to the AD that will be issued:

- CFM56-5B SB72-1132
- CFM56-7B SB72-1099

EASA response:

Comment noted. The actions and reference related to the above mentioned SBs are deleted. The PAD-R1 has been updated accordingly.

Commenter 2: Lufthansa Technik AG – Thilo Conrad – 15/01/2026

Comment # 2

The PAD 26-001 addresses actions contained in so-called "limited distribution SBs" (The one-time BSI SB: CFM SB CFM56-5B SB 72-1132 or CFM56-7B SB 72-1099), which are not available to MROs but only to the affected AOC. Even if requested, the OEM does not share these SBs. As a consequence neither the information about which AOC/ESN/SN are affected nor the technical content of the SB is known to MROs.

Even if the one-time BSI is to be carried out on wing only, MROs need to know the content and effectivity to be able to fully access the AD and confirm/sign off on the required AD actions.

The PAD requires to contact CFM in case of findings per one time BSI:

"Corrective Action(s):



(4) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, cracks or other unusual damage is detected, as described in the one-time BSI SB or in the repetitive BSI SB, as applicable, before next flight, contact CFM for approved instructions and accomplish those instructions accordingly."

Without access the effectivity statement of the limited distribution SB, an MRO shop is not in a position to assess if an inducted engine is affected by this part of the AD. When assessing an AD which requires dedicated actions on engines affected by an SB, we cannot rely on the customer AD/SB status only. We have to be in a position to check the AD requirements against the ESN or PN/SN effectivity listed in the SB to issue a correct AD status and Form 1. This is currently not possible from our perspective. We think the SBs must be released to the public or the effectivity must be published in the AD.

EASA response:

See answer to Comment 1 above.

Commenter 3: Lufthansa Technik AG – Veselina Evtimova-Chernogorova – 15/01/2026

Comment # 3

Please note that both Service Bulletins CFM56-5B S/B 72-1132 & CFM56-7B S/B 72-1099 are for limited distribution only.

Therefore, the content is not visible to everyone. Only the affected operators have access to the Affected Part 2: HPT inner stationary seal having Part Number (P/N) 1808M56G01 and a s/n as listed in Paragraph 1 (Planning information), Section A (Effectivity), Table 1 of the one-time BSI SB (Group 2 engines).

We believe that the nature of both Service Bulletins should be mentioned in the upcoming EASA AD.

Also, consider Table 1 of the one-time BSI SB to be included in the upcoming EASA AD.

EASA response:

See answer to Comment 1 above.

Commenter 4: TUI Airline – Sahin Peker – 15/01/2026



Comment # 4

As per EASA PAD 26-001, the affected HPT Inner Stationary Seal serial numbers are listed in CFM56-7B S/B 72-1099 (Effectivity). However, we cannot see the content of the SB as it is classified for limited distribution.

We need to have the access for this SB 72-1099 effectivity to be able assess the proposed engines (for lease or purchase).

Could you please consider a mean to provide access for the effectivity of SB 72-1099?

EASA response:

See answer to Comment 1 above.

Commenter 5: JAL Engineering Co, Ltd. – Tatsuya Takeuchi – 21/01/2026**Comment # 5**

So please confirm the following comments.

[Description/Situation]

A. Technical Opinion:

For Group 2 engines, the Inspection(s) (1) requires the specified inspection to be performed per one-time BSI SB. If a crack or unusual detected is found during this inspection, it is understood that the corrective action(s) (4) instructs operators to contact CFM regarding corrective maintenance actions and to accomplish the maintenance actions accordingly.

However, if a crack or unusual detected is “NOT” found during this inspection, the instructions do not clearly define the required disposition.

While it is understood that Group 2 engines are already installed with Affected Part 2, and therefore Affected Parts 2 cannot be installed per Part(s) Installation (9), this disposition is not explicitly described in the document.

Above reason, clarification is requested on the intended action for Group 2 engines when no crack and unusual defects are found, and further explanation would be appreciated if necessary.

B. Clarification Request:

Regarding the intention of “Any Engine” described in Part(s) Installation (9), it is understood that this refers to the engines listed in (9.1) and (9.2), namely “Group 1A, 1B, 2, and Group 3 engines.”



Please let us know whether this interpretation is correct or not.

C. EASA AD Program:

Today, CFM shared information regarding the revisions to SB 72-1093 and SB 72-1096.

As a conclusion, CFM commented that the inspection scope (Affected Part 1) will be expanded, and that it may continue to be further expanded depending on future conditions.

We understand that EASA is already aware of the current situation, however, under these situations, **would the AD still be issued as originally scheduled?**

JAL would appreciate it if EASA could confirm the overall program with CFM and reconsider the issuance of the AD accordingly.

EASA response:

A: See answer to Comment 1 above. If, during the inspection no findings are observed, no corrective action has to be performed. The repetitive inspections as well as the shop visit inspection remain valid. No changes have been made to the Final AD in response to this comment

B: Comment noted. "Any engine" refers to any engine listed in the applicability of the AD; the entry into force of the requirement is different depending on engine groups. No changes have been made to the Final AD in response to this comment

C: Comment noted. The PAD-R1 now requires accomplishment of the latest revisions of certain SBs.

Commenter 6: XAERO – Cai Wen – 21/01/2026

Comment # 6

We have a 7B engine that is affected by SB 72-1193. At present, this engine is undergoing a minor repair in ST Engineering. Now the assembly is nearly complete, and awaiting for test.

We have noticed that the AD requires that during the next engine shop visit, the inspection is required and even if no separation of the honeycomb is observed, the honeycomb of the ISS shall be replaced before next flight.

Under this scenario, in accordance with the requirements of the AD, we have the following questions:

A. For our engine that now in shop for minor repair and almost finished the assembly, does "next engine shop visit" as defined in the AD still apply to this engine?



B. Could we perform the one-time inspection this time and then accomplish the terminating action(replacement of the honeycomb) during next engine shop visit?

EASA response:

A: Comment noted. Please note the definition in the AD of the Engine Shop visit. It describes the conditions.

B: Comment not agreed. The shop visit inspection as required by paragraph (3) of the AD as well as the corrective action as required by paragraph (5) or (6), as applicable, have to be accomplished during the same shop visit.

Please note, that the “one-time inspection” is not in the PAD-R1 anymore. See answer to comment 1 for more information.

No changes have been made to the Final AD in response to this comment

