European Union Aviation Safety Agency

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-091

Published on 30 July 2026 and officially closed for comments on 27 August 2026

Commenter 1: SunExpress Airlines – Serkan Aslan – 31/07/2026

Comment # 1

CFM56-7B Service Bulletin 72-1033 Revision 05 explicitly states that CFM recommends compliance with Revision 5 no later than 45 days after the Revision 5 issue date, and that inspections accomplished in accordance with previous revisions remain compliant until the next scheduled repetitive inspection performed in accordance with Revision 5.

As this transition provision from CFM56-7B SB 72-1033 Revision 05 is not explicitly reflected in the proposed AD, we kindly request clarification as to whether inspections accomplished in accordance with CFM56-7B SB 72-1033 Revision 04 prior to the AD effective date, or during the 45-day transition period recommended by the SB, remain valid until the next scheduled repetitive inspection in accordance with CFM56-7B SB 72-1033 Revision 05, as specified in the SB.

Including this clarification in the AD would help ensure consistent interpretation and implementation by operators and maintenance organizations.

EASA response:

Comment noted.

While the AD mandates as minimum revision the revision 05, the Credit paragraph (5) provides credit for previously accomplished inspection and corrective actions, if applicable, in accordance with previous revisions of the SB (if done before the effective date of this AD).

Therefore, previously accomplished inspections may be accomplished with previous revisions, but after, those have to be accomplished with Rev. 05 or later.

Having said that, in the Ref. Publications section of the AD, its clearly stated that: *The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.*

Meaning, that once the Revision 06 is published, it can be used for compliance with the AD.

No change has been made to the final AD in response to this comment.

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Commenter 2: Japan Airlines – Tatsuya Takeuchi – 24/08/2026

Comment # 2

JAL would like to clarify the intention of the subject PAD.

Please confirm the following comments.

A. **Alignment of the AD Effective Date / Grace Period with CFM SB Rev.05**

- Will the Effective Date of the EASA AD be set on or after 10 September 2026, to align with the 45-day grace period specified in Note 7 of CFM SB Rev.05?
- If the Effective Date is earlier, we kindly request EASA to add a provision to Paragraph (5) "Credit" stating that *"inspections accomplished in accordance with CFM56-7B SB 72-1033 Rev.04 within 45 days after the issuance date of SB Rev.05 are acceptable for compliance."*

B. **Clarification on the Required ESM Revision for ECI**

- Note 3 of CFM SB Rev.05 requires ECI to be performed in accordance with ESM Rev.67 (or later). However, the definition of "ECI" in the Proposed AD states "Revision 55 (or later)." Does EASA intend not to mandate ESM Rev.67 (or later) as required by the SB?
- We would like EASA to clarify its intent regarding whether an ECI accomplished in a shop using an earlier ESM revision (e.g., Rev.55 through Rev.66) after the AD Effective Date will still be considered compliant with this AD.

C. **Specification of the SB Revision**

- We have been informed by CFMI that CFM56-7B SB 72-1033 Rev.06 will be issued. Will the required SB revision specified in the EASA AD be updated to Rev.06 to reflect this?

EASA response:

Comment noted:

A: The Effective date will be after the 10th of September 2026. Please note that in case of discrepancy, the instructions of the AD prevail over the SB.

B: Please note that the AD states the minimum requirements, therefore the accomplishment of a later Revision is accepted. Therefore, accomplishment of the Rev. 55 as an example, is considered acceptable from an AD standpoint.

C: See answer to comment 1.

No change has been made to the final AD in response to this comment.

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Commenter 3: All Nippon Airways Co. Ltd – Tetsuro Nakamura – 26/08/2026

Comment # 3

We seek clarification regarding the definition of a "serviceable fan blade" as mandated by EASA PAD 26-091.
Based on PAD 26-091, we understand that a serviceable fan blade is defined as follows:
1) A fan blade that is not an affected fan blade;
2) An affected fan blade which is new;
3) An affected fan blade which has accumulated less than 17 000 flight cycles (FC) since new (first installation on an engine);
4) An affected fan blade which, within the last 1 600 FC before installation, passed an inspection (no defects found) in accordance with the instructions of the SB, or of CFM56-7B SB 72-1019, or of CFM56-7B SB 72-1024, or an in-shop ECI;
5) An affected fan blade which failed an inspection in accordance with the instructions of the SB, or of CFM56-7B SB 72-1019, or of CFM56-7B SB 72-1024, but, after that inspection and within the last 1 600 FC before installation, passed an in-shop ECI (no defects found).

On the other hand, Credit (6) states that inspections of an affected fan blade accomplished before the effective date of this AD in accordance with the instructions of CFM56-7B SB 72-1033 at original issue, or Revision 01, 02, 03, or 04, are acceptable to determine whether that fan blade is serviceable.

Could you please clarify the following questions to help us confirm the definition of a serviceable fan blade:

A. Regarding item 4), could you please confirm that a serviceable fan blade includes an affected fan blade which, within the last 1 600 FC before installation, passed an inspection (no defects found) in accordance with the instructions of not only CFM56-7B SB 72-1033 Revision 05, but also the original issue, or Revision 01, 02, 03, or 04?
B. Regarding item 5), could you please confirm that a serviceable fan blade includes an affected fan blade which failed an inspection in accordance with the instructions of not only CFM56-7B SB 72-1033 Revision 05, but also the original issue, or Revision 01, 02, 03, or 04, but, after that inspection and within the last 1 600 FC before installation, passed an in-shop ECI (no defects found)?

EASA response:

Comment noted.

A: Confirmed.

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B: Confirmed.

No change has been made to the final AD in response to this comment.

Commenter 4: United Airlines – Punit Batra – 27/08/2026

Comment # 4

United Airlines appreciates EASA's efforts to address the unsafe condition associated with CFM56-7B fan blade inspections.

The PAD 26-091 references CFM56-7B Service Bulletin 72-1033 Revision 05, dated 28 July 2026, as the approved ultrasonic inspection procedure. CFM has announced that Revision 06 of SB 72-1033 is forthcoming but has not yet been released. The proposed AD defines Revision 05 as the SB and incorporates its requirements for compliance.

United requests clarification on how EASA intends to address the forthcoming release of Revision 06. Specifically, United requests confirmation that Revision 06, once released and approved, will be considered acceptable for compliance with the PAD's provision allowing the use of later approved revisions of the referenced documents.

This clarification would help operators understand EASA's long-term compliance expectations and ensure consistent implementation of the AD requirements.

EASA response:

Please see the answer to comment 1.

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