Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-130

Issued: 26 October 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):
CFM56-7B engines

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

TCDS Number(s): EASA.E.004

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – Fan Blades – Inspection

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

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

These engines are known to be installed on, but not limited to 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:

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The SB: CFM International (CFM) Service Bulletin (SB) CFM56-7B S/B 72-1119 original issue.

Reason:

An occurrence was reported of a fan blade failure on a CFM56-7B engine. The released fan blade was initially contained by the engine case, but there was subsequent uncontained forward release of debris. Preliminary investigation determined that the event was due to a fracture in the blade, which had initiated from the fan blade dovetail.

This condition, if not detected and corrected, could lead to fan blade failure, possibly resulting in uncontained forward release of debris, with consequent damage to the engine and aeroplane.

To address this potential unsafe condition, CFM International issued the SB, as defined in this AD, providing visual inspection and, in case of findings, corrective action instructions.

For the reasons described above, this AD requires accomplishment of a one-time visual inspection and, depending on findings, corrective action(s).

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) for on-wing engines:

(1) Within 400 flight cycles (FC) or within 90 days after the effective date of this AD, whichever occurs first, accomplish a visual inspection of each Fan Blade in accordance with the instructions of the SB.

(2) From the effective date of this AD, installation of an engine on an aeroplane is allowed, provided that before next flight after installation or concurrently with the installation, as applicable, each Fan Blade is inspected in accordance with the instructions of the SB.

Corrective Action(s):

(3) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as defined in the SB, is detected on a Fan Blade, within the compliance time specified in the SB, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Reporting:

(4) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as defined in the SB, is detected on a Fan Blade, within 30 days after that inspection, as applicable, or after the effective date of this AD, whichever occurs later, report the inspection results to CFM. The SB provides instructions which are acceptable to comply with this requirement.

Acceptable Method of Compliance:

(5) Inspection of a set of Fan Blades and, depending on findings, corrective action(s), accomplished in accordance with the instructions as specified in paragraph (5.1), (5.2) or (5.3) of this AD is an

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acceptable method to comply with the requirements of paragraph (1), (2) or (3) of this AD, as applicable for that set of Fan Blades:

(5.1) The Engines Shop Manual (ESM) Revision 65, or later, piece-part inspection was accomplished on each Fan Blade in the set, within 100 FC before 08 September 2026; or

(5.2) CFM SB 72-1033 Revision 03 or later was accomplished on each Fan Blade in the set within 100 FC before 08 September 2026; or

(5.3) CFM SB 72-1118 at original issue or later was accomplished on each Fan Blade in the set.

Ref. Publications:

CFM SB CFM56-7B S/B 72-1119 original issue dated 08 September 2026.

CFM SB CFM56-7B S/B 72-1118 original issue dated 22 June 2026.

CFM SB CFM56-7B S/B 72-1033 Revision 03 dated 06 November 2018, or Revision 04 dated 12 September 2019, or Revision 05 dated 28 July 2026, or Revision 06 dated 14 August 2026.

CFM ESM Revision 65 Incremental Change dated 27 March 2025, or later Revisions.

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 23 November 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.

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