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[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-7232; Project Identifier AD-2026-00784-E]

RIN 2120-AA64

Airworthiness Directives; CFM International, S.A. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2018-26-01, which applies to all CFM International, S.A. (CFM) Model CFM56-7B engines. AD 2018-26-01 requires initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation. Since the FAA issued AD 2018-26-01, CFM issued updated service material providing improvements to the ultrasonic inspection procedures and expanding the inspection area. This proposed AD would require initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to regulations.gov. Follow the instructions for submitting comments.

• Fax: (202) 493-2251.

• Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-7232; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

• For CFM material identified in this proposed AD, contact CFM, GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432-3272; email:aviation.fleetsupport@ge.com.

• You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT: Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7178; email: alexei.t.marqueen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the ADDRESSES section. Include “Docket No. FAA-2026-7232; Project Identifier AD-2026-00784-E” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may revise this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal

information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2018-26-01, Amendment 39-19531 (83 FR 66090, December 26, 2018) (AD 2018-26-01), for all CFM Model CFM56-7B engines. AD 2018-26-01 was prompted by an April 2018 event involving an engine failure due to a fractured fan blade that led to the engine inlet cowl disintegrating and debris penetrating the fuselage, resulting in one fatality. AD 2018-26-01 superseded AD 2018-18-01, Amendment 39-19380 (83 FR 49272, October 1, 2018), and reduced the initial fan blade inspection interval based on an ongoing root cause investigation of the event. AD 2018-26-01 requires initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation. The FAA issued AD 2018-26-01 to prevent failure of the fan blade.

Actions Since AD 2018-26-01 Was Issued

Since the FAA issued AD 2018-26-01, CFM issued updated service material providing improvements to the ultrasonic inspection procedures and expanding the

ultrasonic inspection gated area to increase crack indication detectability. The FAA is issuing this AD to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in failure of the fan blade, the engine inlet cowl disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent.

On July 10, 2026, a Ryanair flight (operating as Malta Air flight FR1879), departing from Thessaloniki, Greece to Memmingen, Germany, experienced a CFM56-7B engine failure on a Boeing Model 737-800 airplane. Although this incident involved the CFM56-7B and the cause of the engine failure is still under investigation, the FAA has received no factual information that indicates that the incident is related to the unsafe condition addressed by this proposed AD. It is noted here for completeness only.

The FAA is providing a 30-day comment period for this NPRM instead of the standard 45-day comment period. This shortened timeframe is necessary to align the effective implementation of this safety action with EASA and in consideration of the recent in-service engine event. A 30-day comment period provides sufficient opportunity for public input while ensuring harmonization with EASA.

FAA's Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed CFM International CFM56-7B Service Bulletin 72-1033, Revision 5, dated July 28, 2026, which specifies procedures for performing an ultrasonic inspection of the affected fan blades.

The FAA also reviewed Subtask 72-21-01-220-091, of Task 72-21-01-200-001, from the CFM56-7B Engine Shop Manual, Revision 67, dated July 15, 2026, which specifies procedures for performing an eddy current inspection of the affected fan blades.

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.

Proposed AD Requirements in this NPRM

This proposed AD would require initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 4,553 engines installed on airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

Estimated costs

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Inspect engine fan blade	2 work-hours x $85 per hour = $170	$170	$340	$1,548,020

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 engines that might need these replacements:

On-condition costs

Action	Labor Cost	Parts Cost	Cost per product
Replace fan blade (pair)	1 work-hour x $85 per hour = $85	$208,300	$208,385

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the proposed regulation:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

a. Removing Airworthiness Directive 2018-26-01, Amendment 39-19531 (83 FR 66090, December 26, 2018); and

b. Adding the following new airworthiness directive:

CFM International, S.A.: Docket No. FAA-2026-7232; Project Identifier AD-2026-00784-E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2018-26-01, Amendment 39-19531 (83 FR 66090, December 26, 2018).

(c) Applicability

This AD applies to all CFM International, S.A. (CFM) Model CFM56-7B20, CFM56-7B22, CFM56-7B24, CFM56-7B26, CFM56-7B27, CFM56-7B22/B1, CFM56-7B24/B1, CFM56-7B26/B1, CFM56-7B26/B2, CFM56-7B27/B1, CFM56-7B27/B3, CFM56-7B20/3, CFM56-7B22/3, CFM56-7B24/3, CFM56-7B26/3, CFM56-7B27/3, CFM56-7B22/3B1, CFM56-7B24/3B1, CFM56-7B26/3B1, CFM56-7B26/3B2, CFM56-7B26/3F, CFM56-7B26/3B2F, CFM56-7B27/3B1, CFM56-7B27/3B3, CFM56-7B27/3F, CFM56-7B27/3B1F, CFM56-7B20E, CFM56-7B22E, CFM56-7B24E, CFM56-7B26E, CFM56-7B27E, CFM56-7B22E/B1, CFM56-7B24E/B1, CFM56-7B26E/B1, CFM56-7B26E/B2, CFM56-7B26E/F, CFM56-7B26E/B2F, CFM56-7B27E/B1, CFM56-7B27E/B3, CFM56-7B27E/F, CFM56-7B27E/B1F, CFM56-7B20/2, CFM56-7B22/2, CFM56-7B24/2, CFM56-7B26/2, CFM56-7B27/2, CFM56-7B27A, CFM56-7B27AE, CFM56-7B27A/3 engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by an April 2018 event involving an engine failure due to a fractured fan blade that led to the engine inlet cowl disintegrating and debris penetrating the fuselage, resulting in one fatality, and the development of improved inspection methods. The FAA is issuing this AD to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in failure of the fan blade, the engine inlet cowl

disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent.

(f) Compliance

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

(g) Definitions

For the purpose of this AD, a "part eligible for installation" is:

(1) A fan blade that has fewer than 17,000 cycles since new (CSN); or

(2) A fan blade that has passed the inspection in accordance with paragraph (h)(1) of this AD within the last 1,600 flight cycles (FCs) before installation.

(h) Required Actions

(1) Within the following compliance times, perform either an ultrasonic inspection or an eddy current inspection of the concave and convex sides of the fan blade dovetail in accordance with the Accomplishment Instructions, paragraphs 3.A.(3)(a) through (i), of CFM International CFM56-7B Service Bulletin (SB) 72-1033, Revision 5, dated July 28, 2026 (CFM56-7B SB 72-1033, Revision 5) for ultrasonic inspections, or in accordance with the instructions in subtask 72-21-01-220-091, of task 72-21-01-200-001, from CFM CFM56-7B Engine Shop Manual, Revision 67, dated July 15, 2026, for eddy current inspections.

(i) For initial inspection, prior to accumulating 17,000 CSN or within 1,600 FCs since the last inspection of the fan blade dovetail before the effective date of this AD, whichever occurs later.

(ii) Thereafter, repeat the inspection at intervals not to exceed 1,600 FCs since the last inspection of the fan blade dovetail.

(2) If any unserviceable indication is found during the inspection required by paragraph (h)(1) of this AD, before further flight, replace the fan blade with a part eligible for installation.

(i) Installation Prohibition

(1) After the effective date of this AD, do not install a fan blade on any engine, unless it is a part eligible for installation as defined in paragraph (g) of this AD.

(2) Removing and reinstalling a fan blade for the purpose of relubrication is not subject to the requirements of this paragraph.

(j) No Reporting or Returning of Parts Requirement

Where CFM56-7B SB 72-1033, Revision 5, requires reporting inspection results, this AD does not require that action. Where CFM CFM56-7B Engine Shop Manual, Revision 67, dated July 15, 2026, specifies to send parts to the manufacturer, this AD does not require that action.

(k) Credit for Previous Actions

You may take credit for the actions that are required by paragraph (h) of this AD if you performed those actions before the effective date of this AD using CFM SB CFM56-7B S/B 72-1019, dated March 24, 2017; CFM SB CFM56-7B S/B 72-1019, Revision 1, dated June 13, 2017; CFM SB CFM56-7B S/B 72-1024, dated July 26, 2017; CFM SB CFM56-7B S/B 72-1033, dated April 20, 2018; CFM SB CFM56-7B S/B 72-1033, Revision 01, dated May 09, 2018; CFM SB CFM56-7B S/B 72-1033, Revision 2, dated July 27, 2018; CFM SB CFM56-7B S/B 72-1033, Revision 03, dated November 6, 2018; CFM SB CFM56-7B S/B 72-1033, Revision 04, dated September 12, 2019; or the instructions in Subtask 72-21-01-220-091, of Task 72-21-01-200-001, from the CFM56-7B Engine Shop Manual, Revision 67, dated July 15, 2026, or earlier revision.

(l) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR-520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (m) of this AD. Information may be emailed to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraph (h)(1) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(m) Additional Information

For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7178; email: alexei.t.marqueen@faa.gov.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) CFM International (CFM) Service Bulletin CFM56-7B S/B 72-1033, Revision 5, dated July 28, 2026.

(ii) Subtask 72-21-01-220-091, of Task 72-21-01-200-001, from the CFM CFM56-7B Engine Shop Manual, Revision 67, dated July 15, 2026.

(3) For CFM material identified in this AD, contact CFM International, S.A., GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432-3272; email: aviation.fleetsupport@ge.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 July 28, 2026.

Victor Wicklund,
Director, Integrated Certificate Management Division,
Aircraft Certification Service.
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