Airworthiness Directive

AD No.: 2026-0161

Issued: 07 August 2026

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

CFM56-7B engines

Effective Date: 21 August 2026

TCDS Number(s): EASA.E.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2007-0104 dated 17 April 2007 and AD 2009-0009 dated 15 January 2009, including its correction dated 27 January 2009.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

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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 and CFM56-7B27/3B3 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:

The ALS: The Life Limitations Section of CFM56-7B Engine Shop Manual (ESM) Chapter 05-12-04 (Effect G "7B Non /3" and Effect F "7B /3") Revision 56 dated 15 July 2017 and Chapter 05-21-03

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Revision 66 dated 15 July 2025, and the following related CFM INTERNATIONAL (CFM) Service Bulletins (SB): CFM56-7B SB 72-0558 Revision 06, CFM56-7B SB 72-0568 Revision 04, CFM56-7B SB 72-0579 Revision 10, CFM56-7B SB 72-0732 Revision 03 and CFM56-7B SB 72-0807 Revision 02, as applicable, depending on engine model.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For engines installed on aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) 1321/2014.

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for CFM INTERNATIONAL CFM56-7B engines, which are approved by EASA, are currently defined and published in the Life Limitation Section of CFM56-7B ESM Chapter 05-21-03. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2007-0104 and AD 2009-0009 to require life limits or mandatory inspections for the low pressure turbine (LPT) rear frames of CFM56-7B engines.

Since those ADs were issued, CFM published the ALS, which contains new and/or more restrictive tasks and limitations. In addition to the publication of the revised Life Limitations Section of ESM CFM56-7B 05-12-04 and CFM56-7B 05-21-03, CFM also published the related SBs as listed in the definition of “The ALS”, for the purpose of this AD. The means of inspection is now restricted to Fluorescent Penetrant Inspection (FPI) for locations “C1” and “C2” of the LPT rear frame, whereas Eddy Current Inspection (ECI) was also allowed previously as an alternative for on-wing inspection. Accomplishment of the inspection instructions of these SBs, as applicable depending on engine model, has also been identified as mandatory for the continued airworthiness of CFM56-7B engines.

For the reason described above, this AD retains the requirements of EASA AD 2007-0104 and AD 2009-0009, which are superseded, and requires accomplishment of the actions and limitations specified in the ALS.

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:

Mandatory Inspections and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to engine model and depending on engine configuration:

(1.1) Replace each LPT rear frame before exceeding the applicable life limit, and

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(1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals defined in the ALS include tolerances for specific compliance times for certain tasks.

(2) If the number of total cycles accumulated by an LPT rear frame since new is unknown and/or if the number of cycles accumulated by an LPT rear frame since last FPI/ECI inspection is unknown, before exceeding 10 engine cycles or 1 month, whichever occurs first after the effective date of this AD, inspect or replace that rear frame in accordance with the instructions of the ALS, as applicable depending on engine model and configuration.

Corrective Action(s):

(3) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) or (2) of this AD, as applicable, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable CFM maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact CFM for approved instructions and accomplish those instructions accordingly.

AMP Revision:

(4) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to engine model and depending on engine configuration.

Credit:

(5) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an engine to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to engine model and depending on engine configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS, to comply with paragraph (1) or (2) of this AD, as applicable.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to engine model and depending on engine configuration, into the AMP to comply with paragraph (4) of this AD.

(6) ECI inspections of the locations “C1” and “C2” of the LPT rear frame accomplished before the effective date of this AD in accordance with the instructions of a previous revision of the ALS, as applicable, are acceptable to comply with the requirement for the FPI inspection(s) of those areas. The subsequent FPI inspection of those areas, as applicable, must be accomplished at intervals not exceeding the values specified for ECI inspection in that previous ALS instruction, but not exceeding 4 700 FC after that inspection. Thereafter, refer to the requirements of

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paragraph (1) of this AD for that engine.

Recording AD Compliance:

(7) When the AMP of an aircraft has been revised as required by paragraph (4) or (5) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by the paragraphs (1) or (2) and (3) of this AD, as applicable for that aircraft. Consequently, after revising the AMP, as required by paragraph (4) or (5) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

CFM CFM56-7B ESM Chapter 05-21-03 Revision 33 dated 15 November 2006 to Revision 66 dated 15 July 2025.
CFM CFM56-7B ESM Chapter 05-12-04 (Effect G “7B Non /3” and Effect F “7B /3”) Revision 33 dated 15 November 2006 to Revision 56 dated 15 July 2017.
CFM CFM56-7B Service Bulletin S/B 72-0558 Revision 06 dated 03 March 2026.
CFM CFM56-7B Service Bulletin S/B 72-0568 Revision 04 dated 08 September 2025.
CFM CFM56-7B Service Bulletin S/B 72-0579 Revision 10 dated 12 June 2025.
CFM CFM56-7B Service Bulletin S/B 72-0732 Revision 03 dated 09 September 2025.
CFM CFM56-7B Service Bulletin S/B 72-0807 Revision 02 dated 27 August 2025.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 06 July 2026 as PAD 26-083 for consultation until 03 August 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

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

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

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

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or
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