(3) Will 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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 adding the following new airworthiness directive:

2026–23–07 Airbus Helicopters: Amendment 39–23524; Docket No. FAA–2026–7239; Project Identifier MCAI–2025–01804–R.

(a) Effective Date

This airworthiness directive (AD) is effective December 29, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model H160–B Helicopters, certificated in any category, that were delivered before October 21, 2025.

(d) Subject

Joint Aircraft System Component (JASC) 2550, Cargo compartments.

(e) Unsafe Condition

This AD was prompted by a determination that a gap without fire-resistant sealant (sealant) may be present in the cargo bay near the fuel segregation box. The FAA is issuing this AD to detect and correct missing sealant. The unsafe condition, if not addressed, could jeopardize the fire-resistant characteristic of the cargo compartment, which could result in reduced control of the helicopter in case of fire.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0279, dated December 10, 2025 (EASA AD 2025–0279).

(h) Exceptions to EASA AD 2025–0279

(1) Where EASA AD 2025–0279 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0279 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0279.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0279 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation 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 International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email 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.

(k) Additional Information

For more information about this AD, contact Waqar Shah, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4120; email: *waqar.h.shah@faa.gov.*

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) European Union Aviation Safety Agency (EASA) AD 2025–0279, dated December 10, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu;* website: *easa.europa.eu.* You may find the EASA material on the EASA website at *ad.easa.europa.eu.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. 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 November 16, 2026.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–23873 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7232; Project Identifier AD–2026–00784–E; Amendment 39–23516; AD 2026–22–14]

RIN 2120–AA64

Airworthiness Directives; CFM International, S.A. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2018–26–01 for all CFM International, S.A. (CFM) Model CFM56–7B engines. AD 2018–26–01 required 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 AD 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 is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 29, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of December 29, 2026.

ADDRESSES:

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 final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200

New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

• For CFM International 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.*

• 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. It is also available at *regulations.gov* under Docket No. FAA–2026–7232.

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:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2018–26–01, Amendment 39–19531 (83 FR 66090, December 26, 2018) (AD 2018–26–01). AD 2018–26–01 applied to all CFM Model CFM56–7B engines. The NPRM was published in the **Federal Register** on July 31, 2026 (91 FR 48314). The NPRM was prompted by the manufacturer issuing updated service material providing improvements to the ultrasonic inspection procedures and expanding the inspection area. In the NPRM, the FAA proposed to 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 issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Updated Material

Since the NPRM was published, the manufacturer has published CFM International CFM56–7B Service Bulletin (SB) S/B 72–1033, Revision 06, dated August 14, 2026 (CFM56–7B SB 72–1033, Revision 6). This material provides updated figures and instruction clarifications and allows previous credit for required actions performed in accordance with CFM International SB CFM56–7B S/B 72–1033, Revision 05, dated July 28, 2026 (CFM56–7B SB 72–1033, Revision 5). This material also updates the minimum acceptable engine shop manual revision for eddy current inspection credit from Rev 67 and later revisions to Rev 65 and later revisions, applicable to inspections completed on or after the effective date of CFM56–7B SB 72–1033, Revision 6. None of these changes affect the substantive requirements proposed in the NPRM and all other information is the same as CFM56–7B SB 72–1033, Revision 5 in the NPRM. The FAA has revised the final rule to reference CFM56–7B SB 72–1033, Revision 6, as the appropriate source of material for the ultrasonic inspection of the affected fan blades and to give full credit for any inspection done in accordance with CFM56–7B SB 72–1033, Revision 5, prior to the effective date of the final rule.

Comments

The FAA received comments from nine commenters. The commenters were the Air Line Pilots Association, International (ALPA), Alaska Airlines, American Airlines, Delta Air Lines, Inc (DAL), The Foundation for Aviation Safety, Turkish Airlines (THY), United Airlines, and two individual commenters. ALPA and an individual commenter supported the NPRM without change. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Update Reference to Service Material

Alaska Airlines and United Airlines requested that the FAA address the pending release of CFM56–7B SB 72–1033, Revision 6. Specifically, Alaska Airlines requested that the final rule be updated to require inspections in accordance with revision 6 rather than revision 5 of the service bulletin. United Airlines requested clarification on whether the FAA intends to issue a subsequent AD incorporating revision 6 of the service bulletin or proceed with the NPRM incorporating revision 5, and whether continued compliance with revision 5 will remain acceptable until any future regulatory action is taken.

The FAA agrees with the requests. CFM issued revision 6 of CFM56–7B SB 72–1033 on August 14, 2026, and the FAA has updated paragraphs (h), (j), and (n) of this AD to reflect this change. The FAA has also updated paragraph (k) of this AD to provide credit for the actions that are required by paragraph (h) of this AD if those actions were performed before the effective date of this AD using CFM56–7B SB 72–1033, Revision 5. Please see the Updated Material section above for more information.

Request To Clarify Notes and Revise Service Material

American Airlines requested that the FAA clarify that the caution and note statements in paragraphs 3.C and 3.D of CFM56–7B SB 72–1033, Revision 5, are informational only and are not intended to be treated as required for compliance (RC). Specifically, American Airlines requested that the FAA revise the note statements associated with the calibration verification process as follows: ''*Note:* The calibration response from the SDH should demonstrate acceptable stability and repeatability sufficient to satisfy the calibration requirements of this procedure. The method used to establish and verify repeatability may be determined by the qualified inspector, provided the RC calibration and verification criteria specified in this service bulletin are successfully achieved.'' American Airlines noted that, as written, the notes could be interpreted as imposing additional procedural requirements regarding how repeatability must be achieved or demonstrated for a valid inspection. American Airlines also pointed out that FAA Advisory Circular 20–176A states that notes are informational in nature and generally unenforceable, and notes should not contain critical steps necessary to accomplish a procedure. Based on this guidance, American Airlines states that they do not believe that the method of couplant application, restrictions on the application technique, or required fan blade orientation during inspection constitute critical steps that warrant RC designation. American Airlines also noted that the service material already contains calibration and verification requirements that validate inspection effectiveness and ensure test integrity, and operators have successfully performed the ultrasonic inspection process in accordance with the service material for approximately 8 years. American Airlines stated that they believe the specific method of couplant application and blade orientation should remain at the discretion of the qualified inspector, provided all calibration and verification requirements are satisfactorily completed.

The FAA disagrees with the request to revise the notes within the service material but agrees to clarify that any notes or caution statements are not mandated by this AD and are at the discretion of the operator provided all other calibration and verification requirements are satisfied and

completed. The FAA also notes that the FAA does not control service bulletin content. The FAA did not change this AD as a result of these comments.

Request To Provide Credit for Previous Actions

American Airlines requested that the FAA provide credit for previous actions if the ultrasonic inspections required by the NPRM were accomplished in accordance with revisions later than CFM56–7B SB 72–1033, Revision 5. American Airlines also requested that the FAA provide credit if the disposition and repair actions that require parts to be sent to an approved repair facility or the manufacturer were accomplished in accordance with CFM CFM56–7B Engine Shop Manual, Revision 67, dated July 15, 2026, or later revision. American Airlines noted that the current language will unnecessarily burden operators by requiring repetitive global alternative methods of compliance (AMOCs) requests solely to utilize later-approved instructions.

The FAA partially agrees with the request. The FAA disagrees with the request to allow credit for later revision of the service material because referring to documents that do not exist at the time the AD is published violates Office of the Federal Register (OFR) regulations regarding approval of materials ''incorporated by reference'' in rules. These OFR regulations require that either the service document be submitted for approval by the OFR as ''referenced'' material, in which case it may be simply called out in the text of an AD, or the service document contents be published as part of the actual AD language. An AD may reference only the specific service document that was submitted and approved by the OFR for ''incorporation by reference.'' In order for operators to use later revisions of the referenced document (issued after the publication of the AD), either the FAA must revise the AD to reference the specific later revisions, or operators must request the approval of their use as an alternative method of compliance (under the provisions of paragraph (l) of this AD). As described above, the FAA has revised the final rule to reference CFM56–7B SB 72–1033, Revision 6, as the appropriate source of material for the ultrasonic inspection of the affected fan blades and to give full credit for any inspection done in accordance with CFM56–7B SB 72–1033, Revision 5, before the effective date of final rule, and has updated paragraph (k) of this AD accordingly. The FAA notes that paragraph (k) of this AD already provides credit for actions performed before the effective date of this AD using 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.

Request To Use Cart During Fan Blade Inspections

DAL requested that the FAA allow for the use of a cart when performing fan blade inspections. DAL noted that the Accomplishment Instructions, Step 3.C. System Calibration, Note 2 of CFM56–7B SB 72–1033, Revision 5, specifies that fan blades may be inspected in either horizontal or vertical orientation, and DAL currently utilizes a cart while performing the inspection that holds the fan blade at a 45-degree angle. DAL stated that they perform over 450 of these fan blade inspections each year and consider the cart to be a best practice, as it reduces the risk of blade damage during inspection and mitigates the spill over of couplant onto the pressure surface.

The FAA agrees to clarify that any notes or caution statements within the referenced service material are not required by this AD and are at the discretion of the operator provided all other calibration and verification requirements are satisfied and completed. The FAA did not change this AD as a result of this comment.

Comment on Delay of Repair

The Foundation for Aviation Safety stated that Boeing and the FAA are delaying the repair of this unsafe condition despite having been aware of it prior to a 2018 Southwest accident. The Foundation for Aviation Safety noted that a recent accident involving Ryanair nearly caused loss of life due to uncontained engine failure and could have resulted in the loss of the entire plane. The Foundation for Aviation Safety also stated that despite Boeing, CFM, and the FAA attempting to differentiate the Ryanair accident from the 2018 Southwest accident, both events share a common root cause of uncontained debris hitting the fuselage and causing explosive decompression, and an engine cowling that fails to protect the aircraft, which is a problem that remains unresolved.

The FAA infers that the commenter is referring to a July 10, 2026, Ryanair flight (operating as Malta Air flight FR1879) and an April 17, 2018, Southwest Airlines flight that both experienced an uncontained engine failure. The FAA notes that the root cause of the fan blade failure on the Ryanair flight is still under investigation, and the FAA will consider additional rulemaking to address the Ryanair failure mode as the investigation develops. The FAA also notes that no factual information has been received that indicates that the incident is related to the unsafe condition addressed by this AD. The FAA did not change this AD as a result of this comment.

Request To Align AD Issuance and Effective Date With Service Material

THY requested that the FAA issue the new AD before September 10, 2026, with an effective date of September 11, 2026. THY noted that CFM56–7B SB 72–1033, Revision 5, requires compliance within 45 days of its issuance, and existing AD 2018–26–01 requires compliance with CFM SB CFM56–7B S/B 72–1033, Revision 3, dated November 6, 2018. THY stated that operators may face a conflict between the requirements of AD 2018–26–01 and CFM56–7B SB 72–1033, Revision 5, and requested that the FAA issue the new AD before September 10, 2026, with an effective date of September 11, 2026, to avoid the need for a general AMOC for AD 2018–26–01.

The FAA disagrees with the request because compliance with this AD is based on the effective date of this AD and not on the issue date of service material. The FAA notes that the effective date of this AD will be a future date once the final rule is published, and a global AMOC exists to use CFM56–7B SB 72–1033, Revision 5, in lieu of CFM SB CFM56–7B S/B 72–1033, Revision 3, dated November 6, 2018. The FAA did not change this AD as a result of this comment.

Request To Make Ultrasonic Inspection the Primary Inspection Method

An individual commenter expressed support for the NPRM but requested that the FAA consider making the improved ultrasonic inspection the primary method of inspection of the fan blades rather than provide the equal option of performing an eddy current inspection. The commenter stated that the National Transportation Safety Board's final report on the 2018 Southwest Airlines Flight 1380 accident found that the failed fan blade contained a crack for nearly 6 years, which was missed during a prior overhaul due to an inspection method that was not sensitive enough to detect it. The commenter also noted that this was the very incident that prompted this AD chain, and if the newer ultrasonic inspection method is proven to detect more cracks, continuing to allow the older eddy current method as an equal alternative appears to undercut the purpose of updating the rule.

The FAA disagrees with the comment because the ultrasonic inspection method is not proven to detect more cracks than the eddy current inspection method. The ultrasonic inspection method increases the inspection area of the fan blade to match the existing eddy current inspection area so both inspection methods remain valid options for detecting cracks. The FAA did not change this AD as a result of this comment.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed CFM56–7B SB 72–1033, Revision 6, 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.

Costs of Compliance

The FAA estimates that this AD affects 4,553 engines installed on airplanes of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect engine fan blade	2 work-hours × $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 × $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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

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

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

(3) Will 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 Amendment

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

2026–22–14 CFM International, S.A.: Amendment 39–23516; Docket No. FAA–2026–7232; Project Identifier AD–2026–00784–E.

(a) Effective Date

This airworthiness directive (AD) is effective December 29, 2026.

(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, and 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) S/B 72–1033, Revision 06, dated August 14, 2026 (CFM56–7B SB 72–1033, Revision 6) 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 6, requires reporting inspection results, this AD does not require that action. Where 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, 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; CFM SB CFM56–7B S/B 72–1033, Revision 05, dated July 28, 2026; 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 and email 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) CFM56–7B Service Bulletin S/B 72–1033, Revision 06, dated August 14, 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.*

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AGENCY: Federal Aviation Administration (FAA), DOT.