

## Continued Airworthiness Notification to the International Community

**To:** Civil Aviation Authorities

**Date:** April 27, 2018

**From:** Federal Aviation Administration (FAA)  
New England Region,  
Compliance & Airworthiness Division  
ECO Branch  
1200 District Avenue  
Burlington, MA 01803

**Subject:** This message is to advise you of the FAA's ongoing activities related to an engine failure on a Boeing 737-700 airplane powered by CFM International (CFM) CFM56-7B engines. This is an update to CAN-2018-04, which was sent on April 20, 2018.

**Accident / Incident Description:** As noted in CAN-2018-04, this event involved a Boeing 737-700 airplane, operating as Southwest Airlines flight 1380, that experienced an engine failure resulting in the engine inlet cowl disintegrating. See CAN-2018-04 for further description of the incident.

**Aircraft / Engine Make, Model, and Series:** Boeing 737 airplanes powered by CFM56-7B engines.

**U.S.-registered fleet:** 1,858 airplanes      **Worldwide fleet:** 6,715 airplanes

**Operators:** CFM56-7B major operators: Southwest Airlines, Ryanair, United Airlines, American Airlines, Delta Air Lines, China Southern Airlines, Alaska Airlines, Hainan Airlines.

**Ongoing activities:** The subject incident is currently under investigation by the U.S. National Transportation Safety Board and the FAA. The FAA and EASA are coordinating our responses to this safety issue. Currently, the FAA and EASA are using the initial and repetitive inspection program described in CFM Service Bulletin (SB) CFM56-7B SB 72-1033 as the most comprehensive basis for the mandatory corrective actions for the affected fan blades. The FAA issued emergency airworthiness directive (EAD) 2018-09-51 on April 20, 2018, to mandate an inspection of CFM56-7B engines with high engine cycle times. In addition, we expect to follow this EAD with the issuance of an Immediately Adopted Rule (IAR) AD that will require inspection on all CFM56-7B engines based on the cycle count of the fan blades. This upcoming IAR AD supplements AD 2018-09-51 to achieve a comprehensive corrective action program consistent with CFM's CFM56-7B SB 72-1033 inspection program and EASA's emergency AD 2018-0093-E.

**Next update, if any:** As needed.

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**Note:** This information is for the use of civil aviation authorities only and should not be released to the public at this time.