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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-11801; Project Identifier AD-2026-00946-E; Amendment 39-23485; AD 2026-20-12]

RIN 2120-AA64

Airworthiness Directives; Engine Alliance Engines

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule; request for comments.

SUMMARY:

The FAA is adopting a new airworthiness directive (AD) for certain Engine Alliance (EA) Model GP7270, GP7272, and GP7277 engines. This AD was prompted by a report of an aborted takeoff that resulted from an uncontained failure of the high-pressure turbine (HPT) interstage seal. This AD requires removal from service and replacement of the HPT interstage seal with a part eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective October 23, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 23, 2026.

The FAA must receive comments on this AD by November 23, 2026.

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-2026-11801; 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 street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For EA material identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: (800) 565-0140; email: help24@pw.utc.com; website: engineallianceportal.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-2026-11801.

FOR FURTHER INFORMATION CONTACT:

Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627-5373; email: molly.a.sturgis@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2026-11801; Project Identifier AD-2026-00946-E” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule 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 final rule.

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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Molly Sturgis, 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 received a report that an Airbus Model A380 airplane equipped with EA Model GP7270 engines experienced an uncontained failure of the HPT interstage seal that resulted in an engine shutdown and aborted takeoff. A manufacturer investigation determined that cracking most likely initiated at the clocking keys between the HPT interstage seal and the HPT stage-1 disk aft shaft. Although the root cause is still under investigation, HPT interstage mid-seal clocking has been identified as a contributing factor for the failure, and the manufacturer has noted that clocking is greater on HPT interstage seals that have been reassembled at overhaul. As a result, the FAA has determined that it is necessary to require removal of the 15 HPT interstage seals with the highest cycles since overhaul. This condition, if not addressed, could result in an engine fire and damage to the airplane. The FAA is issuing this AD to address the unsafe condition on these products.

FAA's Determination

The FAA is issuing this AD because the agency determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Material Incorporated by Reference Under [1 CFR Part 51](#)

The FAA reviewed EA Alert Service Bulletin EAGP7-A72-479, dated September 4, 2026, which specifies the affected engine serial numbers, affected HPT interstage seal part numbers, and procedures for removal from service and replacement of the HPT interstage seal. 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.

AD Requirements

This AD requires accomplishing the actions specified in the material described previously.

Interim Action

The FAA considers this AD to be an interim action. If final action is later identified, the FAA might consider further rulemaking at that time.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) ([5 U.S.C. 551](#) *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that

those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because uncontained failure of the HPT interstage seal has been reported with clocking of the HPT interstage seal as a contributing factor. Uncontained failure of the HPT interstage seal could result in an engine fire and damage to the airplane. The clocking was determined to be greater on HPT interstage seals that were re-assembled during overhaul, and the FAA has determined that certain affected engines will need to have the HPT interstage seals removed and replaced within 50 flight cycles or within 30 days after effective date of this AD, whichever occurs first, depending on the serial number. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to [5 U.S.C. 553\(b\)](#).

In addition, the FAA finds that good cause exists pursuant to [5 U.S.C. 553\(d\)](#) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to [5 U.S.C. 553](#) to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 0 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
Replace HPT interstage seal	10 work-hours × \$85 per hour = \$850	\$527,300	\$528,150	\$0

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](#), and
- (2) Will not affect intrastate aviation in Alaska.

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:

2026-20-12 Engine Alliance: Amendment 39-23485; Docket No. FAA-2026-11801; Project Identifier AD-2026-00946-E.

(a) Effective Date

This airworthiness directive (AD) is effective October 23, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Engine Alliance (EA) Model GP7270, GP7272, and GP7277 engines, certificated in any category, having a high-pressure turbine (HPT) interstage seal serial number (S/N) specified in Appendix-A of EA Alert Service Bulletin EAGP7-A72-479, dated September 4, 2026 (EA ASB EAGP7-A72-479).

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a report of an aborted takeoff which resulted from an uncontained failure of the HPT interstage seal. The FAA is issuing this AD to prevent uncontained failure of the HPT interstage seal. The unsafe condition, if not addressed, could result in an engine fire and damage to the airplane.

(f) Compliance

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

(g) Definition

(1) An “affected part” is an HPT interstage seal having part number (P/N) 2047M99P02 and S/N listed in Appendix-A of EA ASB EAGP7-A72-479.

(2) A “part eligible for installation” is any HPT interstage seal that is not an affected part.

(h) Required Actions

At the applicable times specified in paragraphs (h)(1), (2), and (3) of this AD, as applicable, remove the HPT interstage seal from service and replace with a part eligible for installation.

(1) For HPT interstage seals specified in Table 1 of Appendix-A of EA ASB EAGP7-A72-479, within 50 flight cycles or within 30 days, whichever occurs first after the effective date of this AD.

(2) For HPT interstage seals specified in Table 2 of Appendix-A of EA ASB EAGP7-A72-479, within 100 flight cycles or within 60 days, whichever occurs first after the effective date of this AD.

(3) For HPT interstage seals specified in Table 3 of Appendix-A of EA ASB EAGP7-A72-479, within 150 flight cycles or within 90 days, whichever occurs first after the effective date of this AD.

(i) No Reporting Requirement

Although EA ASB EAGP7-A72-479 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) 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 (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 Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627-5373; email: molly.a.sturgis@faa.gov.

(l) 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) Engine Alliance (EA) Alert Service Bulletin EAGP7-A72-479, dated September 4, 2026.

(ii) [Reserved]

(3) For EA material identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: (800) 565-0140; email: help24@pw.utc.com; website: engineallianceportal.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 October 6, 2026.

Brian Knaup,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[[FR Doc. 2026-20666](#) Filed 10-6-26; 4:15 pm]

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