



Airworthiness Directive

AD No.: 2024-0175

Issued: 06 September 2024

[Correction: 28 November 2024]

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):

LEAP-1A engines

Effective Date: 20 September 2024

TCDS Number(s): EASA.E.110

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – Fuel Nozzle – Replacement

Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric Aviation (United States)

Applicability:

LEAP-1A32 engines installed on Airbus S.A.S. A321-251NX aeroplanes having any of the following aeroplane manufacturing serial number (MSN) 11200, 11420, 11473, 11609, 11698, 11791, 11815, 12136, 12314 or MSN 12370.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected aeroplanes: Any aeroplane listed in the Applicability section of this AD.

Affected part: Fuel injection nozzle of the combustor chamber having a Part Number (P/N) 2085M31G02, P/N 2085M31G03 or P/N 2085M31G05.

Serviceable part: Fuel injection nozzle of the combustor chamber eligible for installation which is new (never installed), or fuel injection nozzle restored into serviceable condition in accordance with the CFM Component Maintenance Manual (CMM) 73-11-30 (CFM-TP.CM.056), at any revision.



The AMM: Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM) 73-11-30 dated 01 August 2024 (or later).

Reason:

Coking of the pilot secondary orifice of the affected part at an accelerated rate has been reported on certain aircraft. The reported event may potentially lead to activation of the fuel pump relief valve and resulting loss of thrust control (LOTC). The root cause investigation to characterise the coking phenomenon is ongoing.

This condition, if not corrected, could lead in case of dual engine LOTC to reduced control of the aeroplane.

For the reasons described above, this AD requires replacement of each affected parts installed on engines operated on a defined population of aeroplanes.

This AD is considered as an interim action and further AD action may follow.

This AD is republished to correct a typographical error in the 'Ref. Publication' section.

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:

On-Wing Replacement:

- (1) On either engine installed on the affected aeroplane: Within 600 flight cycles (FC) accumulated by the affected part since new, or since last replacement, or within 10 FC after the effective date of this AD, whichever occurs later, and thereafter, at intervals not to exceed 600 FC, replace each affected part with a serviceable part. Using AMM Removal Task 73-11-30-000-803-A and AMM Installation Task 73-11-30-400-803-A is an acceptable method to comply with this requirement.
- (2) On the other engine installed on the same affected aeroplane: Within 800 FC accumulated by the affected part since new, or since last replacement, or within 10 FC after the effective date of this AD, whichever occurs later, and thereafter, at intervals not to exceed 600 FC, replace each affected part with a serviceable part. Using AMM Removal Task 73-11-30-000-803-A and AMM Installation Task 73-11-30-400-803-A is an acceptable method to comply with this requirement.

Note: The 200 FC allowance in addition to the compliance time required by paragraph (1) of this AD for the first replacement of the affected part on the other affected engine is intended to promote staggered maintenance and configuration of the aircraft.

In-Shop Replacement:

- (3) In-shop replacement of each affected part with a serviceable part may be substituted for an on-wing replacement as required by paragraphs (1) and (2) of this AD, provided that the threshold and intervals required by paragraph (1) of this AD are not exceeded. Using CFM LEAP-1A Engine Shop Manual (ESM) 72-41-00, Disassemble Engine Modular Section, Task LEAP-1A-72-41-00-



03A-53AA-C and LEAP-1A ESM 72-41-00, Assemble Engine Modular Section, Task LEAP-1A-72-41-00-03A-71AA-C) is an acceptable method to comply with this requirement.

Terminating Action:

(4) None.

Ref. Publications:

Airbus A318/A319/A320/A321 AMM dated 01 August 2024.

CFM ESM LEAP-1A ESM 72-41-00, Disassemble Engine Modular Section, Task LEAP-1A-72-41-00-03A-53AA-C issue 018-00, dated 07 December 2023.

CFM ESM LEAP-1A ESM 72-41-00, Assemble Engine Modular Section, Task LEAP-1A-72-41-00-03A-71AA-C issue 024-00, dated 07 December 2023.

CFM CMM 73-11-30 (CFM-TP.CM.056) at any revision.

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. Based on the required actions and the compliance time, the original issue of this AD was posted on 06 September 2024 as Final AD with Request for Comments, postponing the public consultation process until 04 October 2024. 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. For any question concerning the technical content of the requirements in this AD, please contact:

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or

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