Airworthiness Directive

AD No.: 2026-0049

Issued: 11 March 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):
LEAP-1A engines

Effective Date: 25 March 2026

TCDS Number(s): EASA.E.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0216 dated 08 October 2018.

ATA 72 – Engine – Full Authority Digital Electronic Control Software – Replacement

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Manufacturer(s):
SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric (United States)

Applicability:
LEAP-1A23, LEAP-1A24, LEAP-1A24E1, LEAP-1A26, LEAP-1A26CJ, LEAP-1A26E1, LEAP-1A29, LEAP-1A29CJ, LEAP-1A30, LEAP-1A32, LEAP-1A33, LEAP-1A33B2, LEAP-1A35A and engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, certain Airbus A319, A320 and A321 aeroplanes.

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

The PSS modification SB: CFM International S.A. (CFM) Service Bulletin (SB) LEAP-1A-73-00-0051-01A-930A-D.

The EEC modification SB: CFM SB LEAP-1A-73-00-0050-01A-930A-D.

The Engine Wiring Harness modification SB: CFM SB LEAP-1A-73-00-0042-01A-930A-D.

Affected PSS: Pressure Sub System (PSS) having VIN 261811055-0303 (Part Number (P/N) 2474M65P05).

Serviceable PSS: Heated PSS having VIN 261811055-0410 (P/N 2474M65P08) or a PSS eligible for installation in accordance with CFM instructions, that is not an affected part.

Affected EEC SW: Electronic Engine Control (EEC) Full Authority Digital Electronic Control (FADEC) software (SW) having P/N 2590M00P11 (version L1A0720) or earlier; and Prognostic Health Monitoring (PHM) SW P/N 2784M64P06 (version PL1A0720) or earlier.

Serviceable EEC SW: EEC FADEC SW P/N 2590M00P13 (version L1A0850) and PHM SW P/N 2784M64P08 (version PL1A0850) (commonly referred to as FCS8.5 SW) or any later approved SW.

Affected Engine Wiring Harness: HJ6A Harness having P/N 362-085-905-0 or HJ6B Harness having P/N 362-086-004-0.

Serviceable Engine Wiring Harness: Any HJ6A Harness or HJ6B Harness eligible for installation in accordance with CFM instructions, which is not an affected Engine Wiring Harness.

Groups:
Group 1 engines are those having at least one of the following parts installed:
- Affected PSS,
- Affected EEC,
- Affected Engine Wiring Harness.

Group 2 engines are those having a serviceable PSS and serviceable EEC SW and service Engine Wiring Harness installed.

Engine Shop Visit: Induction of an engine into the shop for maintenance involving the separation of major mating engine flanges, except for the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance.

Reason:
Several occurrences were reported of CFM LEAP-1A engines that were unable to accelerate to the target thrust during take-off on certain Airbus A320 NEO aeroplanes. Subsequent investigation determined that water can accumulate inside the FADEC PSS.

This condition, if not corrected, could lead to an EEC fault, possibly resulting in loss of thrust and consequent reduced control of the aeroplane.

To address this potential unsafe condition, CFM designed an updated EEC SW, with improved capability to identify the presence of PS3 and/or P3B disagree fault and issued modification instructions; EASA issued AD 2018-0216 to require updating the EEC FADEC and PHM SW to the standard FCS5.5.

Since that AD was issued, CFM designed an improved heated PSS, engine wiring harness and related EEC SW to keep PSS manifold/transducer dry via evaporative heating in the FADEC PSS and issued instructions for retrofit installation & activation.

For the reason described above, this AD supersedes EASA AD 2018-0216, and requires modification of the PSS, sense lines and updating the concurrently required FADEC EEC and PHM SW modification to activate heater operation logic.

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:

Modification:

(1) For Group 1 engines: During the next engine shop visit, starting after the effective date of this AD, accomplish the modifications as required by paragraphs (1.1), (1.2) and (1.3) of this AD:

(1.1) Replace the affected PSS with a serviceable PSS in accordance with the instructions of the PSS modification SB.

(1.2) Replace each affected EEC with a serviceable EEC in accordance with the instructions of the EEC modification SB.

(1.3) Replace each affected Engine Wiring Harness with a serviceable Engine Wiring Harness in accordance with CFM approved instructions.
On the effective date of this AD the modification SB provides instructions which are an acceptable method to compliance with this paragraph.

Parts Installation:

(2) Do not install on any engine an affected PSS, an affected EEC or affected Engine Wiring Harness, as required by paragraph (2.1) or (2.2) of this AD as applicable.

(2.1) For Group 1 engines: After modification of that engine as required by paragraph (1) of this AD.

(2.2) For Group 2 engines: From the effective date of this AD.

Ref. Publications:

CFM SB LEAP-1A-73-00-0050-01A-930A-D Issue 001 dated 03 January 2024.

CFM SB LEAP-1A-73-00-0051-01A-930A-D Issue 001 dated 04 July 2022, Issue 002 dated 03 January 2024, or Issue 003 dated 01 August 2024.

CFM SB LEAP-1A-73-00-0042-01A-930A-D Issue 001 dated 22 July 2020, Issue 002 dated 04 July 2022, or Issue 003 dated 11 July 2024.

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. This AD was posted on 16 January 2026 as PAD 26-006 for consultation until 13 February 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. For any question concerning the technical content of the requirements in this AD, please contact: CFM International S.A., Customer Support Centre, Telephone: +33 1 64 14 88 66, Fax: +33 1 64 14 87 65, E-mail: cfm.csc@safrangroup.com,

   or

   CFM Inc., GE Aviation Fleet Support, Telephone: +1 513-552-3272 or +1 877-432-3272, E-mail: aviation.fleetsupport@ge.com.