



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-145

Issued: 13 October 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

LEAP-1A engines

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.110

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – High Pressure Turbine Rotor Stage 2 Disk – Replacement

Manufacturer(s):

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

Applicability:

LEAP-1A23, LEAP-1A24, LEAP-1A24E1, LEAP-1A26, LEAP-1A26E1, LEAP-1A30, LEAP-1A32, LEAP-1A33, LEAP-1A33B2 and LEAP-1A35A engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus A320-251N, A321-251N and A321-253N aeroplanes.

Reason:

It was identified that a batch of high pressure turbine (HPT) rotor stage 2 disks are possibly affected by a forging process deficiency during manufacture. This may have caused undetected defects in the disk bore, resulting in a lower life capability.

This condition, if not corrected, may lead to failure of the HPT rotor stage 2 disk with uncontained debris release, possibly resulting in damage to the engine and to the aeroplane.



To address this potential unsafe condition, CFM International (CFM) issued Service Bulletin (SB) LEAP-1A-72-00-0167, hereafter referred to as 'the SB' in this AD, listing the affected HPT rotor stage 2 disks by serial number (s/n), and providing instructions to remove, inspect, and replace those HPT rotor stage 2 disks with serviceable parts.

For the reason described above, this AD requires replacement of the affected parts, and prohibits (re)installation of affected parts on any engine.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: HPT rotor stage 2 disks having Part Number (P/N) 2466M52G03 and s/n as identified in Table 1 of the SB are hereafter referred to as 'affected part' in this AD.

Note 2: For the purpose of this AD, a serviceable part is a disk P/N 2466M52G03 with s/n not identified in Table 1 of the SB, or a disk not having P/N 2466M52G03. The cycles specified in this AD are those accumulated by a disk since its first installation on an engine.

Replacement:

- (1) Before an affected part exceeds 1 200 cycles, replace it with a serviceable part (see Note 2 of this AD) in accordance with the instructions of the SB.

Parts Installation:

- (2) From the effective date of this AD, an affected part (see Note 1 of this AD) can be re-installed following its removal only if it has been successfully inspected, repaired, and re-identified in accordance with the accomplishment instructions of the SB.

Ref. Publications:

CFM International S. A. SB LEAP-1A-72-00-0167 Issue 001 dated 29 September 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 10 November 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact:

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or

CFM Inc. Aviation Operations Centre, Telephone: +1 513-552-3272, or +1 877-432-3272,
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