



## Airworthiness Directive

**AD No.:** 2020-0135

**Issued:** 15 June 2020

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, 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 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:** 29 June 2020

**TCDS Number(s):** EASA.E.110

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 72 – Engine – High Pressure Turbine Rotor Stage 2 Disc – Inspection

#### Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric Aviation (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 and LEAP-1A35A 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 SB:** CFM International (CFMI) Service Bulletin (SB) LEAP-1A-72-00-0405-01A-930A-D.

**Affected part:** High pressure turbine (HPT) rotor stage 2 discs, having Part Number (P/N) 2466M52G03 and P/N 2788M26G01, and s/n as identified in Table 1 of the SB, except those which passed (no indication outside inspection limits found) the immersion ultrasonic inspection as defined in the SB.



**Serviceable part:** Any HPT rotor stage 2 disc which is not an affected part; or an affected part which passed (no indication outside inspection limits found) the immersion ultrasonic inspection as defined in the SB.

**Group 1 engines:** Any engine with an affected part installed.

**Group 2 engines:** Any engine with a serviceable part installed.

**Qualified shop visit:** Any engine shop visit involving the removal and disassembly to piece part level of an affected part from the engine.

#### Reason:

It has been determined that a certain batch of HPT rotor stage 2 discs may have subsurface anomalies developed during the manufacturing process.

This condition, if not detected and corrected, could lead to failure of the HPT rotor stage 2 disc, possibly resulting in high energy debris release, with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, CFM issued the SB, listing the affected parts, and providing inspection instructions.

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

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

Required as indicated, unless accomplished previously:

#### Replacement:

- (1) For Group 1 engines: During the next qualified shop visit after the effective date of this AD, replace the affected part with a serviceable part, as defined in this AD. This can be accomplished in accordance with the instructions of the applicable Engine Shop Manual (see Note 1 of this AD).

Note 1: After passing the immersion ultrasonic inspection as defined in the SB, an affected part becomes a serviceable part, as defined in this AD.

#### Part Installation:

- (2) Do not install on any engine an affected part, or an HPT rotor module equipped with an affected part, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For Group 1 engines: After replacement of the affected part as required by paragraph (1) of this AD.
  - (2.2) For Group 2 engines: From the effective date of this AD.



**Ref. Publications:**

CFMI SB LEAP-1A-72-00-0405-01A-930A-D issue 001 dated 05 March 2020.

The use of later approved revisions of the above-mentioned document 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 11 May 2020 as PAD 20-076 for consultation until 08 June 2020. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
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 79 85 55, E-mail: [cfm.csc@safrangroup.com](mailto:cfm.csc@safrangroup.com),

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