



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-108

Issued: 04 September 2024

Note: This Proposed Airworthiness Directive (PAD) 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.

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-1B engines

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

TCDS Number(s): EASA.E.115

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – High Pressure Stage 2 Compressor Stator Seal and Rotor Seal Teeth – In-Shop Inspection

Manufacturer(s):

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

Applicability:

LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1 and LEAP-1B28BBJ2 engines, serial numbers 60A635, 60A639, 60A642, 60A643, 60A644, 60A645, 60A646, 60A647, 60A650, 60A653, 60A655, 60A656, 60A660, 60A661, 60A662, 60A663, 60A669, 60A670, 60A671, 60A673, 60A676, 60A678, 60A679, 60A682, 60A686, 60A687, 60A689, 60A690, 60A691, 60A696 and 60A702.

These engines are known to be installed on, but not limited to, Boeing 737-8, 737-8200 and 737-9 aeroplanes.

Definitions:

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

The SB: CFM International (CFM) Service Bulletin (SB) LEAP-1B-72-00-0394-01A-930A-D issue 002.



Reason:

It has been determined that certain high-pressure stage 2 compressor stator seals, installed into the forward stator assembly, may have been manufactured without detailed finish machining.

This condition, if not corrected, could lead to stage 3-4 blisk seal teeth coating damage, possibly resulting in high-energy debris release, with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, CFM published the SB to provide instructions for inspection of the honeycomb structure and rotating seal teeth interface. Following these inspections, it has been determined that additional in-shop inspections are required on certain engines.

For the reason described above, this AD requires an in-shop inspection and, depending on findings, replacement, of the high-pressure stage 2 compressor stator seals and the stage 3-4 blisk.

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:

In-shop Inspection:

- (1) Before exceeding 2 900 engine cycles since new (CSN), or within 10 engine flight cycles (EFC) after the effective date of this AD, whichever occurs later, accomplish the “In-Shop Corrective Action Work-Shop Instructions” in accordance with the instructions of sections 5.B.(2) to 5.B.(7) inclusive of the SB.

Ref. Publications:

CFM SB LEAP-1B-72-00-0394-01A-930A-D issue 002 dated 23 January 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 18 September 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, 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.

