European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-141R1

Issued: 23 September 2025

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-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 – Non-Synchronous Vibration During Engine Operation – Monitoring / 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 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 monitoring SB: CFM International (CFM) Service Bulletin (SB) CFM SB LEAP-1A-72-00-0562-01A-930A-D.

The modification and inspection SB: CFM SB LEAP-1A-72-00-0536-01A-930A-D.

Affected part: Any bearing No. 3 spring finger housing, having Part Number 2629M62G01 and a s/n as listed in Table 1 of the monitoring SB.

Serviceable part: Any bearing No. 3 spring finger housing, eligible for installation, that is not an affected part.

Groups: Group 1 engines are those that have an affected part installed.
Group 2 engines are those that do not have an affected part installed.
The monitoring SB provides, for information only, a list of engines (s/n) known to have been delivered with an affected part installed.

Reason:

Occurrences have been reported of experiencing non-synchronous vibrations (NSV) on LEAP-1A engines.

It has been determined that affected parts (as defined in this AD), when installed on LEAP-1A engines, may be subject to accelerated wear, which could lead to elevated NSV during engine operation.

This condition, if not detected and corrected, may induce engine stalls, or result in secondary air system seal rubs, cooling airflow reduction, or elevated temperatures in turbine internal cavities, all which could lead to high-pressure turbine (HPT) disc failures, possibly resulting in release of high-energy debris with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, CFM published the monitoring SB and the modification SB, to provide applicable monitoring instructions and a list of the affected parts.

For the reason described above, this AD requires NSV monitoring (evaluation) and, depending on findings, accomplishment of applicable corrective action(s). This AD also prohibits (re)installation of affected parts.

A similar potential unsafe condition, affecting a different population of bearing No. 3 spring finger housing, is addressed by CFM SB LEAP-1A-72-00-0504-01A-930A-D and EASA AD 2024-0093. EASA AD 2024-0093 is not superseded by this AD.

This PAD is re-issued to correct typographical errors.

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:

NSV Evaluation:

(1) For Group 1 engines: Within 50 flight cycles (FC) after the effective date of this AD and, thereafter, at intervals not to exceed 50 FC, evaluate the NSV in accordance with the instructions of the monitoring SB (see Notes 1 and 2 of this AD).

Note 1: The SB provides two different alternative methods to evaluate the NSV ('NSV Monitoring with Fleeting Reports and Trending Reports' and 'NSV Monitoring with Aircraft Condition Monitoring System (ACMS) Takeoff Reports') in sections 5.A and 5.B, either of which is acceptable to comply with the requirements of paragraph (1) of this AD.

Note 2: Provided that certain conditions are met, a Customer Notification Report (CNR) is expected to be issued to the operator. Relying only on the CNR is not acceptable to comply with the requirements of paragraph (1) of this AD.

Corrective Action(s):

(2) If, following any NSV evaluation of an engine as required by paragraph (1) of this AD, any discrepancy, as identified in the monitoring SB, is detected, within the compliance time as identified in the monitoring SB, remove the engine from the aeroplane and, before release to service of that engine, accomplish the following actions (paragraphs (2.1) and (2.2) of this AD) in accordance with the instructions of the modification and inspection SB.

(2.1) Replace the affected part with a serviceable part.

(2.2) Inspect the Stage 2 HPT nozzle assembly honeycomb and HPT stator stationary seal honeycomb and, depending on findings, accomplish applicable corrective action(s).

Replacement:

(3) Unless already accomplished as required by paragraph (2.1) of this AD, at the next engine shop visit starting after the effective date of this AD, replace any affected part with a serviceable part in accordance with the modification and inspection SB.

Terminating Action(s):

(4) For Group 1 engines: Replacing the affected part with a serviceable part on an engine constitutes terminating action for the repetitive NSV evaluations as required by paragraph (1) of this AD for that engine.

Parts Installation:

(5) For Group 1 and Group 2 engines: From the effective date of this AD, do not install an affected part on any engine.

(6) For Group 1 and Group 2 engines: From the effective date of this AD, it is allowed to install on any engine an engine module, having an affected part installed, or a higher level assembly, having an affected part installed, provided that, after that installation, the NSV evaluation and the corrective action(s), as applicable, are accomplished on that engine as required by paragraphs (1) and (2) of this AD.

Ref. Publications:

CFM SB LEAP-1A-72-00-0562-01A-930A-D Issue 001-00 dated 30 April 2025.

CFM SB LEAP-1A-72-00-0536-01A-930A-D Issue 001-00 dated 22 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. This Proposed AD will be closed for consultation on 10 October 2025.

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.