



CFM LEAP Engine Issues

IATA Guidance: JNUS

Situation

The CFM LEAP engines, specifically the LEAP-1A model used on Airbus A320neo A321neo and Boeing 737 MAX aircraft, are experiencing issues with fuel nozzle coking. This problem may cause higher-than-expected back pressure in the fuel system, leading to reduced fuel flow and subsequent loss of thrust. The FAA has published an airworthiness directive, mandating the inspection and replacement of fuel nozzles on some engines.

Impact

The situation is impacting many airlines globally. Airlines plan their use of slots to the best of their ability, but unforeseeable inspections and maintenance requirements prevent airlines from using slots. Aircraft are unavoidably grounded. Slot cancellations cannot be avoided for reasons that are beyond airline control. In some cases, aircraft are reported to be grounded for the next six months due to the supply of replacement parts.

Recommendation

IATA requests coordinators to approve JNUS eligibility and to consider affected slots as operated. This recommendation aims to help harmonize the application of Justified Non-Utilization of Slots (JNUS) globally. More specifically, JNUS eligibility should apply to airlines where:

- Slots may not be operated due to engine inspection or maintenance, as referred to above.
- JNUS eligibility has been approved at the other end of the route.
- Network impacts result in unsustainable connecting flights.
- JNUS should be granted in advance of operations and until the affected aircraft is returned to service, or a reasonable alternative way to operating affected slots may be found.

Airlines should be prepared to provide documentation that confirms the above circumstances. Coordinators should be prepared to provide clear reasoning if unable to approve JNUS eligibility. IATA encourages coordinator-airline dialogue to identify if the events impacting individual airlines are unforeseeable, unavoidable and fall outside of the airline's control. Where agreement cannot be found, the airport Coordination Committee (or equivalent body) should be requested to provide guidance.

Contact

For more information concerning IATA's guidance, please contact slots@iata.org