



Pratt & Whitney Engine Issues

IATA Guidance: JNUS

Situation

RTX, the parent company of Pratt & Whitney, recently revealed a rare condition in the powder metal used for manufacturing specific GTF engine components. Civil Aviation Authorities like the FAA and EASA have mandated immediate engine inspections, resulting in grounding of affected aircraft and engine disassembly for inspection.

Impact

The aviation industry faces significant disruptions due to Pratt & Whitney's engine problems. The key points:

- Around 637 of 1334 PW GTF engine powered aircraft are grounded awaiting inspection.
- Maintenance facilities are overwhelmed. Inspection times have ballooned from 60 to over 300 days. RTX expects flaw checks to continue until 2026.
- Approximately 1,200 GTF engines are thought to be affected.
- Replacement lease aircraft are scarce, compounded by Boeing and Airbus production delays.

The situation is impacting many airlines and airports globally. Airlines plan their use of slots to the best of their ability, but uncertain inspection outcomes and lead times make the situation unforeseeable. Aircraft are unavoidably grounded. Slot cancellations cannot be avoided for reasons that are beyond airline control.

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