



TYPE-CERTIFICATE DATA SHEET

No. E.115

for Engine
LEAP-1B series engines

Type Certificate Holder
CFM International SA

CFM International SA
2, boulevard du Général Martial Valin
75015 Paris
France

For Models:

LEAP-1B21
LEAP-1B23
LEAP-1B25
LEAP-1B27
LEAP-1B28
LEAP-1B28B1
LEAP-1B28B2
LEAP-1B28B2C
LEAP-1B28B3
LEAP-1B28BBJ1
LEAP-1B28BBJ2



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I. General

1. Type / Models

LEAP-1B	LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, LEAP-1B28BBJ2
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2. Type Certificate Holder

CFM International SA
2, boulevard du Général Martial Valin
75015 Paris
France

Design Organisation Approval No.: EASA.21J.086

3. Manufacturers

Safran Aircraft Engines Production Organisation Approval FR.21G.0007 10 allée du Brévent - CE 1420 - Courcouronnes 91019 Evry Cedex France	GE Production Certification No. 108 One Neumann Way Cincinnati - Ohio 45215 United States of America
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(See note 4)

4. Date of Application

LEAP-1B28, LEAP-1B28B2	09 May 2013
LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3	31 May 2016
LEAP-1B21, LEAP-1B23, LEAP-1B28B2C, LEAP-1B28BBJ1, LEAP-1B28BBJ2	09 October 2017

5. EASA Type Certification Date

LEAP-1B28, LEAP-1B28B2	04 May 2016
LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3	17 February 2017
LEAP-1B21, LEAP-1B23, LEAP-1B28B2C, LEAP-1B28BBJ1, LEAP-1B28BBJ2	30 May 2018

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements:

09 May 2013



2. EASA Certification Basis

2.1. Airworthiness Standards

CS-E amendment 3 (23 December 2010)

2.2. Special Conditions (SC)

SC1: Fan Blade Containment - Woven Composite Fan Blade

SC2: 30 Seconds Transient Over-Temperature Approval

2.3. Equivalent Safety Findings (ESF)

ESF1: CS-E 740 Endurance Tests – Alternative Schedule

ESF2: CS-E 840 Rotor Integrity – High Pressure Turbine Stage 2 Rotor Compliance

2.4. Deviations

None

2.5. Environmental Protection

<p>LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, LEAP-1B28BBJ2</p>	<p>CS-34 Amendment 4 as implemented by ED Decision 2021/011/R (applicable 25 July 2021), ICAO Annex 16 Volume II, Amendment 10 applicable 1 January 2021 as implemented into EU legislation 27 April 2021.</p> <ul style="list-style-type: none">• NOx standards in accordance with ICAO Annex 16 Volume II, Part III, Chapter 2, §2.3.2 e)2)i) (CAEP/8).• HC, CO standards in accordance with ICAO Annex 16 Volume II, Part III, Chapter 2, §2.3.2.• Maximum nvPM mass concentration levels in compliance with Part III, Chapter 4, paragraph 4.2.2.1. nvPM mass and number emissions in compliance with Part III, Chapter 4, paragraph 4.2.2.2 a) 1) and 4.2.2.2 b) 1) (CAEP/11 in Production standard)
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III. Technical Characteristics

1. Type Design Definition

Engine type is identified by an engine model list including an identification plug reference:

LEAP-1B	Engine model list
LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, LEAP-1B28BBJ2	LEAP-1BxxGyy*

*xx denotes model rating

*yy denotes model configuration group number - Refer to the latest revision of CFM Service Bulletin LEAP-1B 72-0187

Model	Engine identification plug reference
LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, LEAP-1B28BBJ2	2531M61Pzz: *zz denotes specific Data Entry Plugs available for each rating. Refer to the latest revision of CFM Service Bulletin LEAP-1B SB 72-0018 for a list of Data Entry Plugs specifically approved for LEAP-1B engines.

2. Description

Dual rotor, axial flow, high bypass ratio turbofan engine:

- single stage fan, 3-stage low pressure compressor (LPC), 10-stage high pressure compressor (HPC)
- annular combustion chamber
- 2-stage high pressure turbine (HPT), 5-stage low pressure turbine (LPT)
- dual channel full authority digital engine control (FADEC)

3. Equipment

The engine starter is part of the engine type design. Refer to the engine part list for details.

4. Dimensions (mm)

Length (fan case forward flange to turbine rear frame aft flange): 3147

Width (maximum envelope): 2421

Height (maximum envelope): 2256

5. Weight (kg)

Weight of the dry engine, including basic engine equipment, will not exceed 2780 kg



6. Ratings (daN)

LEAP-1B - Take-Off Thrust				
LEAP-1B21	LEAP-1B23	LEAP-1B25	LEAP-1B27 LEAP-1B28B2C LEAP-1B28BBJ2	LEAP-1B28 LEAP-1B28B1 LEAP-1B28B2 LEAP-1B28B3 LEAP-1B28BBJ1
11127	11524	11915	12471	13041

LEAP-1B - Maximum Continuous Thrust				
LEAP-1B21	LEAP-1B23	LEAP-1B25	LEAP-1B27 LEAP-1B28B2C LEAP-1B28BBJ2	LEAP-1B28 LEAP-1B28B1 LEAP-1B28B2 LEAP-1B28B3 LEAP-1B28BBJ1
10700	11126	11547	12131	12762

(See notes 2 and 3)

Engine models which have the same approved ratings in standard static conditions will provide different level of thrust at altitude and/or high temperature conditions. This is controlled by the engine identification plug.



7. Control System

The software is part of the engine Type Design – At initial certification:

	LEAP-1B28 LEAP-1B28B2	LEAP-1B25 LEAP-1B27 LEAP-1B28B1 LEAP-1B28B3	LEAP-1B21 LEAP-1B23 LEAP-1B28B2C LEAP-1B28BBJ1 LEAP-1B28BBJ2
Factory Loadable Software P/N	2474M64P03	2474M64P04	2474M64P04 2474M64P05
Pressure Sub Systems (PSS) Software P/N	2474M65P06	2474M65P06	2474M65P06
Application Software AS1, AS2, AS4 (P2020) P/N	2628M86P02	2628M86P06	2628M86P10
Application Software AS3 (PHM) P/N	2628M87P02	2628M87P06	2628M87P10
Application Software (AML) P/N	2697M83P01	2697M83P02	2697M83P02
Health Monitoring (OMAP) Software P/N	2628M88P01	2628M88P02	2628M88P02

8. Fluids (Fuel, Oil, Coolant, Additives)

Fuel and fuel additives: Refer to the latest revision of CFM Service Bulletin LEAP-1B 73-0001

Oil: Refer to the latest revision of CFM Service Bulletin LEAP-1B 79-0001

9. Aircraft Accessory Drives

LEAP-1B						
Component	Rotation direction	Speed ratio / HP rotor	Max. power or max. torque	Max. shear torque (m.daN)	Max. weight (wet) (kg)	Max. overhung moment (m.daN)
Electrical generator	CW	0.418	125 kW	106.3	60.7	10.8
Hydraulic pump	CW	0.191	15.9 m.daN	40.7	15	1.9

CW = clockwise when facing the gearbox drive pad

10. Maximum Permissible Air Bleed Extraction

LEAP-1B		
Bleed location	LP rotor speed	Airflow limit
Bypass duct	Above minimum idle	1 % of secondary airflow
HPC 4 th stage	Above minimum idle	10% of primary airflow*
HPC 10 th stage	Above minimum idle	15% of primary airflow*

* Absolute maximum. Refer to the LEAP-1B Installation Manual for detailed bleed schedule.

It is not allowed to extract air from 4th and 10th stages simultaneously.



IV. Operating Limitations

1. Temperature Limits

1.1. Exhaust Gas Temperature (°C):

The Exhaust Gas Temperature (EGT=T48) is measured at the low pressure turbine inlet.

Maximum Exhaust Gas Temperature:

	Take-Off	Maximum Continuous
LEAP-1B28, LEAP-1B28B2, LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3 (Pre-Service Bulletin LEAP-1B 72-0169)	1038 (indicated 1038)	1013 (indicated 1013)
LEAP-1B28, LEAP-1B28B2, LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3 (Post-Service Bulletin LEAP-1B 72-0169)	1060 (indicated 1038)	1040 (indicated 1013)
LEAP-1B21, LEAP-1B23, LEAP-1B28B2C LEAP-1B28BBJ1, LEAP-1B28BBJ2	1060 (indicated 1038)	1040 (indicated 1013)

Ground Start: 753 (indicated 753, Pre-Service Bulletin LEAP-1B 73-0025)
800 (indicated 753, Post-Service Bulletin LEAP-1B 73-0025)

Inflight Start: 883 (Starter Assist or Steady State Windmill)
920 (Quick Windmill Relight)
981 (High Power Fuel Cut)

All models are certified for a transitory exhaust gas temperature (EGT) exceedance at take-off of 10°C, during 30 seconds maximum. Refer to the applicable "Specific Operating Instructions" document.

1.2. Oil Temperature (°C)

Minimum for starting: minus19 (LEAP-1B engines not compliant with CFM Service Bulletin LEAP-1B 72-0011)
minus40 (LEAP-1B engines compliant with CFM Service Bulletin LEAP-1B 72-0011)

Minimum for acceleration to take-off power: 31

Maximum steady state: 140

Maximum transient (15 minutes): 155

1.3. Fuel Inlet Temperature (°C)

Minimum: minus43

Maximum steady state: 54.5

1.4. Engine Equipment Temperatures:

Refer to the applicable engine "Installation Manual" document for engine equipment steady state and transient skin temperature limits.



2. Speed Limits

2.1. Maximum Rotational Speeds (rpm=revolutions per minute):

Low pressure rotor (N1): 4586 (104.3 % - 100 % N1 is defined as 4397 rpm)

High pressure rotor (N2):

	Take-Off and Maximum Continuous
LEAP-1B28, LEAP-1B28B2, LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3 Pre-Service Bulletin LEAP-1B 72-0169	20171 (indicated 117.5 % - 100 % N2 is defined as 17167 rpm)
LEAP-1B28, LEAP-1B28B2, LEAP-1B25, LEAP-1B27, LEAP-1B28B1, LEAP-1B28B3 Post-Service Bulletin LEAP-1B 72-0169	19828 (indicated 117.5%)
LEAP-1B21, LEAP-1B23, LEAP-1B28B2C LEAP-1B28BBJ1, LEAP-1B28BBJ2	19828 (indicated 117.5%)

3. Pressure Limits

3.1. Fuel Pressure:

Minimum: 345 hPa (differential pressure)

Maximum: 3790 hPa (differential pressure)

When the engine is running, the fuel pressure at the engine pump inlet must be kept 345 hPa above the true vapour pressure of the fuel with a zero vapour/liquid ratio under normal operating conditions.

3.2. Oil Pressure:

Minimum at Idle conditions: 1200 hPa (differential pressure)

Minimum at 117.5% N2 (redline): 2000 hPa (differential pressure)

When the engine is running, the oil pressure varies with the rotational speed of the HP rotor (Refer to the applicable engine "Installation Manual" document). Deliberate operation of the engine with oil pressure below minimum is prohibited. However, aircraft "negative g" manoeuvres may cause temporary oil supply interruption. Under "negative g" operating conditions only, it is permissible to operate the engine below the minimum oil pressure for a maximum of 10 seconds before engine shutdown is required.

4. Time Limited Dispatch (TLD)

The engine is approved for Time Limited Dispatch in accordance with CS-E 1030. The maximum rectification period for each dispatchable state is specified in the applicable "Engine Shop Manual" document, chapter 5 "Airworthiness Limitations".



5. ETOPS Capability

When compliant with CFM Service Bulletin LEAP-1B 71-0002, the engine is approved for ETOPS capability in accordance with CS-E 1040 amendment 3 by EASA Certificate 10062213 dated 16 June 2017 for a Maximum Approved Diversion Time of 180 minutes at maximum continuous thrust plus 15 minutes at hold thrust. ETOPS does not require any special engine limitation, marking, placard, or configuration other than as instructed by the Service Bulletin. This approval does not constitute an approval to conduct ETOPS operations.

V. Operating and Service Instructions

Manuals	LEAP-1B
Turbofan Engine Installation Manual (EIM)	CRL-2106b_1 Issue 09 Revision 0
Installation Drawing	CRL-2107b_1 Issue 00 Revision 0 CRL-2107b_2 Issue 01 Revision 0
Specific Operating Instructions (SOI)	CRL-2105b Revision 7

Or later approved Issues or Revisions. Refer to manual for applicability.

Instructions for Continued Airworthiness (ICA)	LEAP-1B
Maintenance Manual	See Aircraft Maintenance Manual (AMM)
Fault Isolation Manual	See Aircraft Fault Isolation Manual (FIM)
Engine Shop Manual (ESM)	SM.21
Standard Practices Manual (SPM)	SPM.25
Consumable Product Manual (CPM)	CPM.25
Non Destructive Test Manual (NDTM)	NDTM.25
Components Maintenance Manuals (CMM)	As published by CFM
Service Bulletins (S/B)	As published by CFM

VI. Notes

1. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable "Engine Shop Manual" document, chapter 5 "Airworthiness Limitations".

2. Engine ratings are based on calibrated test stand performance, and performance calculations are based on accepted parameter correction methods documented in the "Production Test Requirements" document. These calculations assume the following conditions:

- Sea level corner point conditions as defined in the "Production Test Requirements";
- No aircraft accessory loads or air extraction;
- No anti-icing; no inlet distortion; no inlet screen losses; and 100% ram recovery;
- Production engine inlet and production exhaust system.

3. The take-off thrust, with the associated limits, shall not be used continuously more than 5 minutes. The duration may be extended to 10 minutes in case of engine failure in multi-engine aircraft. If the duration exceeds 5 minutes, this shall be recorded in the engine log book.



4. The type certificate holder, CFM International, is a company jointly owned by Safran Aircraft Engines (France) and GE (USA). CFM International is responsible for the certification program, the sale and the customer support activities. With respect to the benefits of type certification for production of certified engines, Safran Aircraft Engines and GE act as licensees of CFM International. The engine final assembly location is recorded on the engine identification plate. Engines produced by GE are identical to, and fully interchangeable with, engines produced by Safran Aircraft Engines.

5. The LEAP-1B engine is approved for use with Boeing thrust reverser system P/N 315A6295.



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AML	Application specific Memory Loader
n/a	Not applicable
OMAP™	Open Multimedia Applications Platform
P/N	Part number
PHM	Powerplant Health Monitoring
S/B	Service Bulletin
TCF	Turbine Central Frame
TRV	Turbine Rear Vane

II. Type Certificate Holder Record

n/a

III. Change Record

TCDS Issue	Date	Changes	TC issue date
Issue 01	04 May 2016	Initial issue with LEAP-1B28 and LEAP-1B28B2 models.	Initial Issue, 04 May 2016
Issue 02	17 February 2017	Addition of LEAP-1B25, LEAP-1B27, LEAP-1B28B1, and LEAP-1B28B3 models including amendment of minimum oil temperature for starting and for acceleration to take-off power. Addition of configuration groups G04 and G05 introduced by CID 981072 and corresponding note 6. Additional inflight start temperature limitations (certificate 10060888). Snecma becomes Safran Aircraft Engines.	Amended, 17 February 2017
Issue 03	16 June 2017	Engine ETOPS capability approval (certificate 10062213). Amendment of note 4 and note 6.	17 February 2017
Issue 04	08 March 2018	Update to EIM CRL-2106b_1 Issue 02/Rev.0 and to SOI CRL-2105b/Rev. 3 following introduction of FADEC Software L1B0450 (certificate 10061658). Update to EIM CRL-2106b_1 Issue 03/Rev.0 following introduction of FADEC Software L1B0520 (certificate 10063646). Update to SOI CRL-2105b/Rev. 4 to correct Figure 8-12 "Ground Wind Envelope". Correction of the Environmental Protection requirements. Increase of the Maximum EGT (Take-Off 1060°C / Max Continuous 1040°C) with decrease of the Maximum N2 Speed to 19828 rpm. Amendment of note 6 to remove Configuration Groups G01, G02, G03, G04 (certificate 10064900).	17 February 2017
Issue 05	30 May 2018	Addition of LEAP-1B21, LEAP-1B23, LEAP-1B28B2C, LEAP-1B28BBJ1, and LEAP-1B28BBJ2 models. Removal of note 6 with publication of LEAP-1B S/B 72-0187. Correction of the Environmental Protection requirements. Update to EIM CRL-2106b_1 Issue 05/Rev.0 (certificate 10065431).	Amended, 30 May 2018



		Update to EIM CRL-2106b_1 Issue 06/Rev.0 and Installation Drawing CRL-2107b_2 Issue 00/Rev.0 (certificates 10065693 and 10065694).	
Issue 06	11 September 2019	Increase of the ground start temperature limit to 800°C with maximum indicated temperature remaining 753°C. Update to the EIM CRL-2106b_1 Issue 08/Rev. 0 and SOI CRL-2105b/Rev. 7 (EASA Major Change Approval 10070904) and Installation Drawing CRL-2107b_2 Issue 01/Rev. 0 (EASA Major Change Approval 10066163). Correction of Engine Shop Manual document number.	30 May 2018
Issue 07	31 October 2019	Clarification of Environmental Protection requirements. Record of compliance with CAEP/10 emissions requirements (Major Change Approval 10071452). The issue of the Turbofan Engine Installation Manual has been changed from Issue 08 to Issue 09.	30 May 2018
Issue 08	05 December 2022	Change in Environmental Protection requirements. Compliance with CS-E 34 amendment 4 and ICAO CAEP/11 nvPM Emissions Standards (certificate 10080771).	30 May 2018
Issue 09	23 March 2026	Replacement of Engine identification plug reference listing in Section III 1 with a reference to a CFM Service Bulletin which will independently provide this information.	30 May 2018

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