



Fabian Salazar
Air Safety Investigator
Western Pacific Region

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Subject: Email from Engine Manufacturer

In an email from the engine manufacturer, dated October 14, 2025, the author stated, in part, *“The Ps3 rolling diaphragm is subject to wear. Extreme wear can result in a hole in the diaphragm sidewall. The hole allows CDP air to leak to Pt2, causing the FCU to sense an increased Pt2 pressure. An incorrect Pt2 pressure can result in higher than desired Power Lever Schedule fuel flows and a reduction in Acceleration Schedule fuel flows. These scheduling discrepancies have resulted in pilot initiated in-flight shutdowns.”*