


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-036 [Published on 12 February 2014 and officially closed for comments on 12 March 2014]

Commenter 1: The Boeing Company – D.A. Biggs – 03.03.2014

Comment # 1

What does the commenter request?

For the CFM56-7B engine type, change the Table 1 Compliance Time to be consistent with the CFM56-5B engine type. To be specific, change the “Within 50 engine cycles” portion of the CFM56-7B requirement to read “Within 100 engine cycles”.

How is the request justified?

Boeing is unaware of any reason why there should be a difference in compliance time between the two engine types listed.

List paragraphs that change; describe (nonobvious) changes.

Table 1 to Paragraph (3) of the “Required Actions and Compliance Times(s)” Section

EASA response:

Partially agreed – Final AD amended: Compliance times have been reviewed with TC holder support. The same compliance time of “within 50 engine cycles” is conservative for all certified models and all kind of operations for both the CFM56-5B and the CFM56-7B.

Commenter 2: SNECMA – Hubert ESTOUR – 07.03.2014**Comment # 2**

Page 2 – Required Action(s) and Compliance Time(s) – paragraph (2):

The TR number should be modified to add the missing “zero” (typo error), “05-163” should be “05-0163”, see below highlighted in yellow

- (2) If, during the identification as required by paragraph (1) of this AD, an engine stationary part is identified that has previously been operated in a different engine type or different engine model (including different configuration, thrust rating), within 12 months after the effective day of this AD, calculate the remaining life of each engine stationary part in accordance with the instructions of CFM56-5B ESM page block 05-12-00, as amended in accordance with TR 05-0223, or CFM56-7B ESM page block 05-12-00, as amended in accordance with **TR 05-163**, as applicable to engine type.

EASA response:

Agreed – Final AD amended accordingly.

Commenter 3: SUNEXPRESS – Bilge SEZEN – 11.03.2014**Comment # 3**

Regarding the PAD 14-036, what will we do if we don't have any historical data (Utilization and Engine type/model which part was removed) of a used part (LPT Rear Frame or LPT Case) that was installed on last shop visit of the engine?

Could you please inform us about this situation?

EASA response:

Noted – No changes have been made to the Final AD: This situation will need to be addressed on a case by case basis within the AD compliance time. If appropriately substantiated and supported by the TC holder, EASA can approve Alternative Methods of Compliance for this AD