

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-158 [Published on 28 October 2014 and officially closed for comments on 25 November 2014]

Commenter 1: Nord Wind Airlines – Denis Podrezov – 29/10/2014

Comment # 1

We operate A321 equipped with CFM56-5B3/P engines, we confident that A321 equipped with CFM56-5B3/P engines will not be applicable by the AD proposed in the PAD 14-158.

We have reviewed PAD 14-158 and found that wrong torque moment was mentioned in the procedure for installation of CFM56-5A engines only, in this regards could you please indicate engine type and model in the applicability of the future AD to exclude any doubts regarding applicability of the AD to other than CFM56-5A engine models.

EASA response:

Comment partially agreed. The Applicability identifies only “A319-113, A319-114, A320-211 and A320-212 aeroplanes”, which means that A321 aeroplanes are not affected.

Nevertheless, the Reason of the Final AD has been amended to state that the AD “requires identification of CFM56-5 engines (those listed in TCDS EASA.E.067) that were installed by using the wrong torque data”. As indicated in TCDS [EASA.E.067](#), this involves the following engine Models: CFM56-5, CFM56-5-A1/F (originally identified as CFM56-5A2), CFM56-5A3, CFM56-5A4, CFM56-5A4/F, CFM56-5A5 and CFM56-5A5/F.

TCDS [EASA.A.064](#) identifies the A320 family Models eligible to have CFM56-5 engines installed, as follows:

A319-113: CFM56-5A4 (or -5A4/F)

A319-114: CFM56-5A5 (or -5A5/F)

A320-211: CFM56-5-A1/F (previously -5A2)

A320-212: CFM56-5A3