

EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 13-062 and 13-062R1</p> <p align="center">[Published on 30 April 2013, republished on 03 May 2013 and officially closed for comments on 28 May 2013]</p>

Commenter 1: Rolls-Royce plc – Chris Leat – 24.05.13

Comment # 1

Since issue of the EASA PAD on Trent 500 Fan Blade leading edge restoration, Rolls-Royce have successfully developed and trailed a technique which will allow a one-time on-wing fan blade l/e restoration. The proposal is to publish this technique very soon in a new NMSB [RB.211-72-H464]. Could EASA please consider revising the associated AD to include the option of carrying out the initial fan blade leading edge restoration using the new on-wing technique as an alternative to the shop visit technique currently specified?

EASA response:

Comment agreed.

The Final AD has been amended to allow accomplishment of the initial fan blade leading edge profile restoration by using the new on-wing technique in accordance with the instructions of RR NMSB RB.211-72-H464.