

## COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0037

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### Commenter 1: Pegasus Airlines – Mehmet Mert – 03/03/2025

#### Comment # 1

SB 23-1B19 has already been implemented on our two aircraft. We are now awaiting EASA's guidance on whether the AFM Amendment should be removed for these aircraft.

Further to my previous email, we have an additional question regarding AD compliance. Our flight operations team informed us that Airbus has published the attached AFM TR 817 Issue 1. FOT 999.0006/25 Rev 00, dated 10-FEB-2025, already references this TR, stating: "The content of AFM TRs (ref [4] and [5]), under approval, is in line with this OEB procedure." Additionally, AD 2025-0037 specifies: "Amending the AFM of an aeroplane by incorporating the OEB, or an AFM (temporary) revision which includes the same content as the OEB is an acceptable method."

As Pegasus, we have already amended AFM TR 817 Issue 1 and informed all flight crews to operate the aircraft accordingly. However, OEB 63 Issue 1.0 provides a more detailed AMU reset procedure, specifying the actions for G06 and M01 circuit breakers and AFM TR 817 Issue 1 does not. This has led us to question whether amending AFM TR 817 alone is sufficient to meet the AFM Amendment requirement of the AD.

We would appreciate EASA's confirmation on whether amending AFM TR 817 is an acceptable method to comply with paragraph (1) of this AD. Could you please advise?

#### **EASA response:**

**Comment noted.**

**A new PAD is expected in the future published by EASA as supersedure of this AD to mandate the SB 23-1B19 and to allow removal of the AFM amendment.**

**EASA confirms that the AFM TR 817 is sufficient to comply to paragraph (1) of this AD.**

**No change was made to the final AD in response to this comment.**

