



Airworthiness Directive

AD No.: 2025-0297R1

Issued: 10 February 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AEROSPACE & DEFENSE OXYGEN SYSTEMS
SaS (Part of SAFRAN AEROSYSTEMS)

Type/Model designation(s):

Portable Breathing Equipment

Effective Date: Revision 01: 17 February 2026
Original issue: 06 January 2026

ETSO Authorisation(s): EASA.210.10083424 Rev. A

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0297 dated 23 December 2025.

ATA 35 – Oxygen – Portable Breathing Equipment – Removal from Service

Manufacturer(s):

Aerospace & Defense Oxygen Systems (part of SAFRAN Aerosystems), formerly Air Liquide

Applicability:

Portable Breathing Equipment (PBE) Part Number (P/N) 15-40F-11 and P/N 15-40F-80, having manufacturing date between November 2015 and March 2017 (inclusive), and a serial number (s/n) as listed in Appendix A of the SB.

The affected PBE may be eligible for installation on any aircraft and may have been installed during the aircraft manufacturing process (production line), or in-service modification, either through a Supplemental Type Certificate, or using Type Certificate Holder (TCH) approved modification instructions, or through a non-TCH modification approval.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Safran Aerosystems Service Bulletin (SB) 1540F-35-002.



Affected PBE: PBE P/N 15-40F-11 and P/N 15-40F-80, having manufacturing date between November 2015 and March 2017 (inclusive), and a s/n as listed in Appendix A of the SB (see Note 1 of this AD).

Note 1: The PBE P/N might have been recorded in the aircraft maintenance records using different formats, e.g. (but not limited to) 15-40F80 or 15-40F11.

Reason:

Occurrences have been reported of PBE not delivering oxygen once donned. Following investigation, a manufacturing issue has been identified, affecting certain PBEs manufactured between November 2015 and March 2017 (inclusive).

This condition, if not corrected, could lead to incapacitation of flight and/or cabin crew members, impair their ability to accomplish his/her tasks during an emergency, and could result in fatal injury to the affected flight/cabin crewmember.

To address this potential unsafe condition, Safran Aerosystems issued the SB, providing a list of affected PBEs and instructions to remove from service those PBEs, and EASA issued AD 2025-0297 to prohibit using those PBEs.

Since that AD was issued, comments have been received during the post-publication consultation period, and the SB has been revised to remove inconsistencies in the list of the affected PBEs (removal of duplicated s/n). Consequently, this AD is revised to correct a typographical error in Note 1, and to include reference to the revised SB.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (1) For affected PBE installed on an aircraft: Replace the affected PBE with a PBE not affected by this AD as specified in paragraph (1.1), (1.2) or (1.3) of this AD, as applicable:
 - (1.1) For affected PBE installed in the cockpit: Within 14 days after 06 January 2026 [the effective date of the original issue of this AD].
 - (1.2) For affected PBE installed in the cabin of an aircraft having only one PBE installed in the cabin: Within 14 days after 06 January 2026 [the effective date of the original issue of this AD].
 - (1.3) For affected PBE not affected by paragraphs (1.1) and (1.2) of this AD: Within 3 months after 06 January 2026 [the effective date of the original issue of this AD].
- (2) Accomplishment of the action(s) as required by paragraph (1) of this AD can be deferred in accordance with the applicable instructions and limitations of the applicable aircraft Master Minimum Equipment List (MMEL) items, provided that those MMEL items are included in the



operator's approved Minimum Equipment List (MEL), and that the minimum required installed PBEs are confirmed not affected by this AD.

Part(s) Installation:

- (3) Starting from the 'applicability date' as identified in Table 1 of this AD, as applicable, depending on 'PBE location', do not install an affected PBE on any aircraft (see Note 2 of this AD).

Note 2: Removal of an affected PBE from an aircraft and subsequent reinstallation of that PBE on the same aircraft, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (3) of this AD.

Table 1

PBE Location	Applicability Date (A or B, whichever occurs first)
Cockpit	A) After the replacement as required by paragraph (1.1) of this AD B) Starting from 14 days after 06 January 2026 [the effective date of the original issue of this AD]
Cabin (aircraft having only one PBE installed in the cabin)	A) After the replacement as required by paragraph (1.2) of this AD B) Starting from 14 days after 06 January 2026 [the effective date of the original issue of this AD]
Cabin (aircraft having more than one PBE installed in the cabin)	A) After the replacement as required by paragraph (1.3) of this AD B) Starting from 3 months after 06 January 2026 [the effective date of the original issue of this AD]

Life Limit:

- (4) Within 120 months after the manufacturing date of an affected PBE, remove from service that PBE (see Note 3 of this AD).

Note 3: The manufacturing date of a PBE is marked on the PBE identification label.

Ref. Publications:

Safran Aerosystems SB 1540F-35-002 original Issue dated 19 December 2025 and Issue 001 dated 05 January 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. Based on the required actions and the compliance time, the original issue of this AD was posted on 23 December 2025 as Final AD with Request for Comments, postponing the public consultation process until 20 January 2026. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Safran Aerosystems Airworthiness team, e-mail: sao.airworthiness@safrangroup.com.

