

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2025-5400; Project Identifier MCAI-2025-01832-Q; Amendment 39-23228; AD 2025-26-06]

RIN 2120-AA64

Airworthiness Directives; Aerospace & Defense Oxygen Systems SaS (Part of Safran Aerosystems) (Formerly Known as Air Liquide)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025-25-02, which applied to all aircraft equipped with certain Aerospace & Defense Oxygen Systems SaS portable breathing equipment (PBE). AD 2025-25-02 required incorporating revised procedures for donning the PBE. Since the FAA issued AD 2025-25-02, the agency determined the unsafe condition may be addressed by incorporating the updated procedures into documentation that is not identified in AD 2025-25-02 and that certain requirements in AD 2025-25-02 must be revised. This AD requires incorporating updated procedures for donning the PBE. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 14, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 24, 2025 (90 FR 56990, December 9, 2025).

The FAA must receive comments on this AD by February 13, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-5400; or in person at

Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Safran Aerosystems material identified in this AD, contact Safran Aerosystems, Customer Support & Services, Technical Publication Department, 61 Rue Pierre Curie, CS20001, 78373 Plaisir Cedex, France; phone + 33 (0)1 61 34 23 23; email tech-support.sao@safrangroup.com; website www.safran-aerosystems.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-5400.

FOR FURTHER INFORMATION CONTACT:

Harjot Rana, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7344; email: 9-AVS-AIR-BACO-COS@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2025-5400; Project Identifier MCAI-2025-01832-Q” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt

from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Harjot Rana, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7344; email: 9-AVS-AIR-BACO-COS@faa.gov. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued Airworthiness Directive 2025-25-02, Amendment 39-23210 (90 FR 56990, December 9, 2025) (AD 2025-25-02), for all aircraft equipped with certain Aerospace & Defense Oxygen Systems SaS PBE. AD 2025-25-02 was prompted by an MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued AD 2025-0222, dated October 13, 2025 (EASA AD 2025-0222) (also referred to as the MCAI), to correct an unsafe condition. The MCAI states that occurrences of incorrect usage of PBE have been reported. This condition, if not corrected, could lead to flight or cabin crewmember incapacitation, possibly affecting crewmember capability to accomplish tasks during an emergency, or resulting in fatal injury to that crewmember. Relevant investigations identified that the PBE operational manual provides instructions that can be misunderstood by a flight or cabin crewmember, possibly leading to errors while donning the PBE.

AD 2025-25-02 required incorporating revised procedures for donning PBE, part number (P/N) 15-40F-11 and P/N 15-40F-80, into the existing maintenance or inspection program, as applicable (for transport category airplanes); into maintenance records (for non-transport category aircraft that must comply with 14 CFR 91.417(a)(2) or 135.439(a)(2)); or into the existing approved maintenance or inspection program, as applicable (for other non-transport category airplanes). The revised procedures for the proper

donning of PBE P/N 15–40F–11 and P/N 15–40F–80 prevent adverse effects from non-activation of the oxygen system, with additional warnings against inserting hands into the packaging and ensuring only the black neck seal is grabbed to avoid damage. The donning process includes detailed steps on deploying the hood and emphasizes the importance of hearing the oxygen flow noise immediately after donning.

AD 2025–25–02 specified that, for non-transport category aircraft, the owner/operator (pilot) holding at least a private pilot certificate may perform the required action for that aircraft provided compliance with the applicable paragraph of the AD is entered into the aircraft maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). AD 2025–25–02 stated that the pilot may perform this action because it only involves incorporating revised procedures for donning the PBE and that this action could be performed equally well by a pilot or a mechanic. AD 2025–25–02 noted that this is an exception to the FAA's standard maintenance regulations.

The FAA issued AD 2025–25–02 to address the unsafe condition on these products.

Actions Since AD 2025–25–02 Was Issued

Since the FAA issued AD 2025–25–02, the FAA determined the unsafe condition may be addressed by incorporating updated procedures into documentation that is not identified in AD 2025–25–02 and that certain requirements in AD 2025–25–02 must be revised. The FAA has revised the requirements in paragraph (g) of this AD and added optional methods of compliance to paragraph (h) of this AD.

The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–5400.

Comments on AD 2025–25–02

The FAA issued AD 2025–25–02 as a final rule; request for comments. The FAA received numerous comments on AD 2025–25–02 asking for clarity on how to comply with the AD or requesting that the FAA revise the requirements. Commenters questioned the requirement to revise the maintenance or inspection program, including the requirement to replace pictograms, and asked whether revising operation manuals (end user instructions) are acceptable methods of compliance.

Aeromexico, Air Astana, Allegiant Air, China Airlines, Commuteair, and

Netjets stated that the AD requires revising the maintenance or inspection program as specified in 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025. Aeromexico and Air Astana noted that those procedures look to be for the flightcrew or apply more to flightcrew operational manual (FCOM) and operational manual (OM–E) for cabin crew. Allegiant Air stated the existing maintenance or inspection program revision does not apply to flightcrews and their procedures. China Airlines noted there are currently no maintenance or inspection procedures related to the PBE donning procedure and asked what steps are needed to implement this AD requirement.

Commuteair stated the maintenance and inspection programs for the PBEs do not include requirements for donning or using the PBE masks. Commuteair noted the appropriate manuals for inclusion of the updated pictograms would be related to flight operations manuals, inflight manuals and training materials for flightcrew and flight attendants for PBE usage. Netjets asked the FAA to clarify the basis on which these donning operational procedures should be incorporated into the maintenance program for MSG–3 covered aircraft. Netjets also asked if there is a recommended recurrent interval for it to be included into the maintenance program.

Aeromexico asked if the inclusion of the aircraft operations manual (AOM) can be considered a method of compliance to AD 2025–25–02. Aeromexico noted the same procedures for the PBE are included in the AOM and including a copy of this can be considered as a correct way to give more security during the donning of the PBE. Aeromexico considered that including the procedures in the airplane flight manual (AFM) or the AOM, gives more value than to include them into the maintenance program or the inspection manuals.

Allegiant Air asked if it would be more accurate to require the revision of the FCOM and/or cabin crew operating manual (CCOM) to incorporate the specific instructions from the vendor service bulletin since they are the end users of the PBEs.

AMES–CAMO stated it does not understand why the aircraft maintenance program should be updated. AMES–CAMO stated the procedures in the service bulletin are purely operational procedures and are not maintenance procedures. AMES–CAMO noted that paragraph (2) of EASA AD 2025–0222 provides an acceptable method of compliance, which allows updating the operations

manual of the aircraft instead of the maintenance program. AMES–CAMO asked if an amendment of the operations manual of the aircraft satisfies the requirement of paragraph (g) of FAA AD 2025–25–02.

Japan Airlines requested that the requirements in paragraph (g) of AD 2025–25–02 be corrected because the procedures relate to the operation steps of the PBE and, therefore, should be reflected in the operation manual or the instructions to flight and cabin crewmembers.

Turkish Airlines stated it has revised the operational manuals (FCOM and/or CCOM) according to Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, and asked if that meets the AD 2025–25–02 requirements. Turkish Airlines stated that if it does not meet the AD 2025–25–02 requirements, then the FAA should clarify what are the transport category airplane operators' required actions to comply this AD's requirements.

Swift Air stated its fleet has already complied with EASA AD 2025–0222 by applying both methods of compliance: updating the operations manual in accordance with Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, and providing the corresponding crew training.

Tibet Airlines stated that in order to comply with the requirements of EASA AD 2025–0222, Tibet Airlines has issued technical/business notices in accordance with Section 3.C., “Procedures,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025. Tibet Airlines asked if the incorporation of the revised procedures specified in Section 3.C. “Procedures,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, through the above-mentioned approach is acceptable to comply with the requirements of AD 2025–25–02.

Stark Airways stated they cannot find on this AD what exactly to do and asked for some clarification.

Air France, Allegiant Air, HNA Technic, and Safran Aerosystems stated Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, does not include instructions for replacing pictograms. Air France stated its understanding is that the AD concerns operational flight procedures and that there is no work to be done on aircraft. Allegiant Air noted that after reviewing the component maintenance manual (CMM) for P/N 15–40F–80, the pictogram decal pictured on the PBE case matches the pictograms in figures 3 and 4 of Safran Aerosystems Service

Bulletin 1540F–35–001, dated October 10, 2025. HNA Technic stated that after receiving EASA AD 2025–0222, they thought pictograms of PBE should be replaced, but noted that Safran did not agree with their opinion. Safran Aerosystems asked for the reason of the FAA requirement or if it is a mistake. Swift Air stated they consulted Safran about whether any action is required on the lid of the PBE packaging box, and that Safran confirmed to them that no modification to the packaging box was required.

The FAA agrees that the requirement to revise the maintenance or inspection is not necessary in order to address the unsafe condition. The intent of this AD is to ensure updated procedures for donning the PBE are incorporated into applicable documentation for the intended user. The FAA has revised the requirements in paragraph (g) of this AD and added optional methods of compliance to paragraph (h) of this AD.

Material Incorporated by Reference Under 1 CFR Part 51

This AD requires Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, which the Director of the Federal Register approved for incorporation by reference as of December 24, 2025 (90 FR 56990, December 9, 2025).

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

FAA’s Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI and

material referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires incorporating updated procedures for donning certain PBE as specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025. This AD also specifies the following optional methods of compliance for incorporating updated procedures.

- Amend the operation manual(s), as applicable, of an aircraft by incorporating updated instructions for donning PBE P/N 15–40F–11 and P/N 15–40F–80 as specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025.
- Disseminate the content of the updated instructions specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, to all flight and cabin crewmembers of an aircraft.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because incorrect usage of PBEs could lead to flight or cabin crewmember incapacitation, possibly affecting crewmember capability to accomplish tasks during an emergency, or resulting in fatal injury to that crewmember. The PBEs are designed to protect the user’s eyes and respiratory tract in a contaminated atmosphere, which provides the ability to locate and combat a fire. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects approximately 80,000 appliances installed on but not limited to transport category airplanes. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour × \$85 per hour = \$85	\$0	\$85	Up to \$6,800,000.*

* It is unknown how many of the 80,000 appliances are installed on U.S.-registered aircraft.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more

detail the scope of the Agency’s authority. The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing

regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by:
- a. Removing Airworthiness Directive 2025–25–02, Amendment 39–23210 (90 FR 56990, December 9, 2025); and
 - b. Adding the following new airworthiness directive:

2025–26–06 Aerospace & Defense Oxygen Systems SaS (Part of Safran Aerosystems) (Formerly Known as Air Liquide): Amendment 39–23228; Docket No. FAA–2025–5400; Project Identifier MCAI–2025–01832–Q.

(a) Effective Date

This airworthiness directive (AD) is effective January 14, 2026.

(b) Affected ADs

This AD replaces AD 2025–25–02, Amendment 39–23210 (90 FR 56990, December 9, 2025).

(c) Applicability

This AD applies to Aerospace & Defense Oxygen Systems SaS (part of Safran Aerosystems) (formerly known as Air Liquide) portable breathing equipment (PBE), part number (P/N) 15–40F–11 and P/N 15–40F–80, all serial numbers. These PBEs are 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.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Reason

This AD was prompted by reports of occurrences of incorrect usage of certain PBEs. The FAA is issuing this AD to address incorrect usage of PBEs. The unsafe condition, if not addressed, could lead to flight or cabin crewmember incapacitation, possibly affecting crewmember capability to accomplish tasks during an emergency, or resulting in fatal injury to that crewmember.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Incorporation of Updated Procedures

(1) Within 30 days after the effective date of this AD, update the instructions for donning PBE P/N 15–40F–11 and P/N 15–40F–80 as specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025.

(2) For aircraft certificated in any category except for transport category airplanes: The owner/operator (pilot) holding at least a private pilot certificate may perform the action specified in paragraph (g)(1) of this AD for your aircraft and must enter compliance with the applicable paragraphs of this AD into the aircraft maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Methods of Compliance for Paragraph (g) of This AD

(1) Amending the operation manual(s), as applicable, of an aircraft by incorporating updated instructions for donning PBE P/N 15–40F–11 and P/N 15–40F–80 as specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, is an acceptable method to comply with the requirements of paragraph (g)(1) of this AD for that aircraft.

(2) Disseminating the content of the updated instructions specified in paragraph 3.C., “Procedure,” of Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025, to all flight and cabin crewmembers of an aircraft, is an acceptable method to comply with the requirements of paragraph (g)(1) of this AD for that aircraft.

(i) Additional AD Provisions

The following provisions also apply to this AD:

Alternative Methods of Compliance (AMOCs): The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly

to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(j) Additional Information

For more information about this AD, contact Harjot Rana, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7344; email: 9-AVS-AIR-BACO-COS@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following material was approved for IBR on December 24, 2025 (90 FR 56990, December 9, 2025).

(i) Safran Aerosystems Service Bulletin 1540F–35–001, dated October 10, 2025.

(ii) [Reserved]

(4) For Safran Aerosystems material, contact Safran Aerosystems, Customer Support & Services, Technical Publication Department, 61 Rue Pierre Curie, CS20001, 78373 Plaisir Cedex, France; phone: + 33 (0)1 61 34 23 23; email: tech-support.sao@safran-group.com; website: www.safran-aerosystems.com.

(5) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(6) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on December 23, 2025.

Paul R. Bernado,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2025–24014 Filed 12–23–25; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF STATE

22 CFR Part 126

[Public Notice: 12799]

RIN 1400–AF84

International Traffic in Arms Regulations: Exemption for Defense Trade and Cooperation Among Australia, the United Kingdom, and the United States

AGENCY: Department of State.

ACTION: Final rule.