

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0297

[Published on 23 December 2025 and officially closed for comments on 20 January 2026]

Commenter 1: Omar Fouda – Nesma Airlines – 23/12/2025

Comment #1

While studying EASA AD 2025-0297, Safran Aerosystems Service Bulletin (SB) 1540F-35-002 is needed for the confirmation of serial numbers of affected parts, kindly attach the SB in the documents for the airworthiness directive.

EASA response:

Comment noted: The SB (now at revision 1) is available at this link <https://ad.easa.europa.eu/ad/2025-0297>

No changes have been made to the Final AD in response to this comment.

Commenter 2: HNA Technic – Zhy Min – 24/12/2025

Comment #2

A. In the Definitions section, for the item of Affected PBE marked with 14-40F11, is this a typographical error?



EASA AD No.: 2025-0297

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 14-40F11.

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).

- B. In the section of Required Action(s) and Compliance Time(s), regarding the Replacement (1.2) clause which states “affected PBE installed in the cabin of an aircraft having only one PBE” we would like to confirm the exact interpretation: does this refer to aircraft configured with only one PBE installed in the cabin (EXAMPLE: corporate aircraft)? Or does it mean that if six PBEs are installed in the cabin, it shall be ensured that at least one of them is an unaffected PBE? If I have misunderstood, please tell me the correct version.

Replacement:

- (1) For affected PBE installed on an aircraft: Replace the affected PBE with a PBE not affected by this AD as specified in paragraphs (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 the effective date 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 the effective date of this AD.
- (1.3) For affected PBE not affected by paragraph (1.1) and (1.2) of this AD: Within 3 months after the effective date of this AD.

EASA response:

2A) Comment agreed. EASA confirms there is a typographical error. Please be aware that Note 1 of AD 2025-0297 was added to raise awareness that the P/N of the affected PBEs (15-40F-11 or 15-40F-80) may have been recorded in aircraft documentation using a different format (e.g., without a hyphen); that Note 1 is not adding any P/Ns to the list of affected ones. In other words, operators should be aware that a review of aircraft documentation might not be adequate to determine whether an affected PBE is installed on their operated aircraft.

The AD has been republished to correct that error.

2B) Comment noted: Paragraph 1.2 refers to aircraft configured with only one PBE installed in the cabin. For aircraft having 2 or more PBEs installed in the cabin, please refer to paragraph 1.3. No changes have been made to the Final AD in response to this comment.

Commenter 3: Air France HOP – Muhittin Kahraman – 24/12/2025

Comment #3

On EASA AD No.: 2025-0297 page 2 of 4 there is a small typo error. Please refer to NOTE 1 on page 2 on below screenshot. The correct reference should be referred to P/N 15-40F11 in lieu of 14-40F11:



Definitions:

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

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



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Page 1 of 4

EASA AD No.: 2025-0297

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 14-40F11.

Could you please check & correct the AD to avoid any P/N reference confusion?

EASA response:

See EASA answer to comment 2A



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Commenter 4: Hifly – Marta Rodrigues – 02/01/2026**Comment #4**

Could you please confirm whether the Operator may take advantage of the 3 MO tolerance provided by Airbus in relation to MRB task 35.30.00/04 “Discard Protective Breathing Equipment”?

If confirmed, this note should be added in the context of the requirements of the referred AD paragraph (4).

EASA response:

Comment not agreed. The 3 Months tolerance provided by Airbus in relation to MRB task 35.30.00/04 “Discard Protective Breathing Equipment” cannot be used to defer the actions required by EASA AD 2025-0297.

No changes have been made to the Final AD in response to this comment.

Commenter 5: Turkish Airlines Inc. – Emre Kabil – 06/01/2026**Comment #5**

According to the reference publication (Safran Aerosystems SB 1540F-35-002) of EASA 2025-0297, affected s/n of P/N: 15-40F-11 and affected s/n of P/N: 15-40F-80 are removed from aircraft and they need to be quarantined.

Turkish Airlines has 76 ea affected units. The issue with these units is that there is very limited space to quarantine.

Could you please confirm that these affected units can be scrapped or take any other action on them?

Note: There is very short service life remaining for these units.

(2) Remove and quarantine affected units.

EASA response:

Comment noted: Please note that the AD does not regulate what to do with a affected PBE once removed; more specifically, the AD does not require to quarantine the parts.

No changes have been made to the Final AD in response to this comment.

Commenter 6: Shahab Meshgi Gourvan – 07/01/2026

Comment #6

Following a review of Airworthiness Directive AD 2025-0297 , I have identified an error in Note 1 of the AD. A screenshot of the relevant section is attached for your reference. Specifically, the second part number is incorrectly stated and requires correction, as detailed below:

- Incorrect part number: 14-40F11
- Correct part number: 15-40F11

I kindly request that this issue be reviewed and corrected accordingly to avoid potential misunderstanding or misapplication.

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 14-40F11.

EASA response:

See EASA answer to comment 2A

Commenter 7: Turkish Airlines – Burak Fidan – 19/01/2026

Comment #7

EASA 2025-0297 refer to Appendix of Safran Aerosystems Service Bulletin (SB) 1540F-35-002 for defining affected PBE. Appendix A was revised with revision 1 of SB 1540F-35-002.

Could you inform us whether EASA will issue new AD or revision due to Appendix update?



EASA response:

Comment noted. The Appendix of the SB has been revised mainly to remove duplicate s/n. The AD has been revised to add reference to that SB.

Commenter 8: Airbus Group India Pvt. Ltd – Sumanth Eswar – 25/12/2025

Comment #7

Reference to Note 1 in page 2 of the AD.

Quote “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 **14-40F11.**” Unquote.

We interpret the Note 1 as below:

(1) This AD has no action for part number 14-40F11. (2) Affected PBE: PBE P/N 15-40F-11, 15-40F11, 15-40F-80 and 15-40F80.

If otherwise please let us know.

EASA response:

See EASA answer to comment 2A

