



Inogen One G4

Meets FAA Guidelines

The Inogen One G4 meets the FAA guidelines for use on an aircraft. Every unit has the ratings label seen below, with the necessary language in red. **This is all that is needed to identify POCs that conform to the FAA final rule acceptance criteria, fully in effect August 22, 2016.**

Prior to that date, there was a case-by-case approval process that resulted in the FAA giving the airlines a list of approved models; this is the list that can be seen on most airline websites. The new FAA guidelines state that approved units are **either** on the approved list or have the language in red shown below.

INOGEN ONE® G4 OXYGEN CONCENTRATOR
MODEL: IO-400 | MADE IN USA

INPUT: 13.5-19 V 60 W OUTPUT: 90% OXYGEN **SEE INSTRUCTIONS**

NO OPEN FLAMES DO NOT DISASSEMBLE NO SMOKING NO OIL OR GREASE

IP22 **R_x ONLY**

INOGEN INC. 326 BOLLAY, GOLETA, CA 93117 **KEEP DRY**

This product is covered by one or more of the following U.S. Patents:
6,605,136; 6,824,590; 7,066,985; 7,135,059; 7,438,745
7,585,351; 7,708,802; 7,753,996; 7,857,894; 8,142,544; 7,841,343

The manufacturer of this POC has determined this device conforms to all applicable FAA requirements for POC carriage and use on board aircraft.

Airlines have been slow to familiarize personnel with the new ruling. United, American, and Southwest now reflect this on their websites. For example, Southwest Airlines states:

Effective August 22, 2016: POCs intended for use during flight must bear a label on the exterior of the device containing the following certification statement in red lettering, "The manufacturer of this POC has determined this device conforms to all applicable FAA acceptance criteria for POC carriage and use on board aircraft." Additionally, the following POC models are approved for use during flight with or without a label:

This is followed by the list of approved POC's from before the new FAA ruling. Please instruct your patients to always call the **Special Assistance Desk** of the airline before they plan to fly. A regular reservations agent or customer service representative may not be as familiar with the new ruling and could give the patient incorrect information. If the Special Assistance representative does not reassure the patient that the Inogen One G4 can be used onboard, have them ask for a supervisor.