

**Figure 5**

For McDonnell Douglas Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51 Airplanes:

Insert the information in this figure into the "Emergency Procedures" section of the FAA-approved Airplane Flight Manual.

**"CABIN ALTITUDE WARNING/RAPID DEPRESSURIZATION/EMERGENCY DESCENT**

**Phase I and II**

If a cabin altitude warning occurs:

Crew Oxygen Masks	ON/100%
Manual Pressurization Control.	FULL FORWARD AND MANUALLY LOCKED

**Note:** Manual Pressurization control forces may be high, apply forces as required."

The rest of the steps under this heading in the AFM are unchanged.

**Figure 6**

For McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes:

Insert the information in this figure into the "Emergency Procedures" section of the FAA-approved Airplane Flight Manual.

**"CABIN ALTITUDE WARNING/RAPID DEPRESSURIZATION/EMERGENCY DESCENT**

**Phase I and II**

If the cabin altitude warning occurs:

Crew Oxygen Mask ..	ON/100%
Manual Pressurization Control.	FULL FORWARD AND MANUALLY LOCKED

**Note:** Manual Pressurization control forces may be high, apply forces as required."

The rest of the steps under this heading in the AFM are unchanged.

**Figure 7**

For McDonnell Douglas MD-90-30 Airplanes:

Insert the information in this figure into the "Emergency Procedures" section of the FAA-approved Airplane Flight Manual.

**"CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION**

If the cabin altitude warning occurs:

OXY MASKS ..... ON/100%"

The rest of the steps under this heading in the AFM are unchanged.

**Figure 8**

For McDonnell Douglas Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A, KDC-10), DC-10-40, and DC-10-40F Airplanes:

Insert the information in this figure into the "Emergency Procedures" section of the FAA-approved Airplane Flight Manual.

**"CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION/EMERGENCY DESCENT**

**Recall**

If the cabin altitude warning occurs:

Oxygen Masks .....	ON/100%
Cabin	
OUTFLOW VALVE ..	VERIFY CLOSED (CLOSE ELECTRICALLY OR MANUALLY IF NOT CLOSED)"

The rest of the steps under this heading in the AFM are unchanged.

**Figure 9**

For McDonnell Douglas Model MD-10-10F, MD-10-30F, MD-11, and MD-11F Airplanes:

Insert the information in this figure into the "Emergency Procedures" section of the FAA-approved Airplane Flight Manual.

**"CABIN ALTITUDE WARNING OR CABIN ALTITUDE**

If the cabin altitude warning occurs:

	Memory Item
Oxygen Masks .....	ON/100%
Outflow Valve .....	Verify Closed"

The rest of the steps under this heading in the AFM are unchanged.

**Alternative Methods of Compliance**

(b) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), FAA, or the Manager, Los Angeles ACO, FAA, is authorized to approve alternative methods of compliance for this AD.

Issued in Renton, Washington, on July 1, 2003.

**Vi L. Lipski,**

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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**BILLING CODE 4910-13-P**

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

[Docket No. 2002-NM-207-AD]

**RIN 2120-AA64**

**Airworthiness Directives; Boeing Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SR and 747SP Series Airplanes Equipped With Pratt & Whitney JT9D Series Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing transport category airplanes listed above. This proposal

would require drilling witness holes through the cowl skin at the cowl latch locations in the left-hand side of the cowl panel assembly of each engine. This action is necessary to prevent improper connection of the latch, which could result in separation of a cowl panel from the airplane. Such separation could cause damage to the airplane, consequent rapid depressurization, and hazards to persons or property on the ground. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by August 25, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-207-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2002-NM-207-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Dan Kinney, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6499; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained