

TABLE 1.—AFFECTED AIRPLANE MODELS—Continued

Airplane manufacturer	Airplane model
	DC-8F-55 airplanes
	DC-8-61 airplanes
	DC-8-61F airplanes
	DC-8-62 airplanes
	DC-8-62F airplanes
	DC-8-63 airplanes
	DC-8-63F airplanes
	DC-8-71 airplanes
	DC-8-71F airplanes
	DC-8-72 airplanes
	DC-8-72F airplanes
	DC-8-73 airplanes
	DC-8-73F airplanes
	DC-9-11 airplanes
	DC-9-12 airplanes
	DC-9-13 airplanes
	DC-9-14 airplanes
	DC-9-15 airplanes
	DC-9-15F airplanes
	DC-9-21 airplanes
	DC-9-31 airplanes
	DC-9-32 airplanes
	DC-9-32 (VC-9C) airplanes
	DC-9-32F airplanes
	DC-9-32F airplanes (C-9A, C-9B)

TABLE 1.—AFFECTED AIRPLANE MODELS—Continued

Airplane manufacturer	Airplane model
	DC-9-33F airplanes
	DC-9-34 airplanes
	DC-9-34F airplanes
	DC-9-41 airplanes
	DC-9-51 airplanes
	DC-9-81 (MD-81) airplanes
	DC-9-82 (MD-82) airplanes
	DC-9-83 (MD-83) airplanes
	DC-9-87 (MD-87) airplanes
	MD-88 airplanes
	MD-90-30 airplanes
	DC-10-10 airplanes
	DC-10-10F airplanes
	DC-10-15 airplanes
	DC-10-30 airplanes
	DC-10-30F airplanes
	DC-10-30F (KC-10A, KDC-10) airplanes
	DC-10-40 airplanes
	DC-10-40F airplanes
	MD-10-10F airplanes
	MD-10-30F airplanes
	MD-11 airplanes
	MD-11F airplanes

Compliance: Required as indicated, unless accomplished previously.

To prevent incapacitation of the flightcrew due to lack of oxygen, which could result in loss of control of the airplane, accomplish the following:

Revision to the Airplane Flight Manual

(a) Within 90 days after the effective date of this AD: For the applicable airplane models listed in the “For—” column of Table 2 of this AD, revise the procedures regarding donning oxygen masks in the event of rapid depressurization, as contained in the Emergency Procedures section of the FAA-approved Airplane Flight Manual (AFM), by replacing the text in the “Replace—” column of Table 2 of this AD with the information in the applicable figure referenced in the “With the Information In—” column of Table 2 of this AD. This may be accomplished by recording the AD number of this AD on the applicable figure and inserting it into the AFM. Table 2 and Figures 1 through 9 follow:

TABLE 2.—AFM REVISIONS

For—	Replace—	With the information in—
Boeing Model 707, 720, and 727 series airplanes	“ <i>RAPID DEPRESSURIZATION</i> Oxygen Masks & Regulators—ON, 100% ALL”	Figure 1 of this AD.
Boeing Model 737-100, -200, and -200C series airplanes	“ <i>RAPID DEPRESSURIZATION</i> (With airplane altitude above 14,000 feet M.S.L.) PRIMARY Oxygen Masks & Regulators—ON, 100%”	Figure 2 of this AD.
Boeing Model 737-300, 737-400, 737-500, 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, and 747SP series airplanes	“ <i>RAPID DEPRESSURIZATION</i> (With airplane altitude above 14,000 feet M.S.L.) RECALL Oxygen Masks & Regulators—ON, 100%”	Figure 3 of this AD.
McDonnell Douglas Model DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8F-54, DC-8-55, DC-8F-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, and DC-8-73F airplanes	“ <i>RAPID DEPRESSURIZATION</i> Phase I and II Crew oxygen mask—ON”	Figure 4 of this AD.
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	“ <i>RAPID DECOMPRESSION/EMERGENCY DE-SCENT</i> Phase I and II Manual Pressurization Control— FULL FORWARD AND MANUALLY LOCKED Note: Manual Pressurization control forces may be high, apply forces as required Crew Oxygen Masks—ON”	Figure 5 of this AD.