

TABLE 2.—AFM REVISIONS

For—	Replace—	With the information in—
Boeing Model 707, 720, and 727 series airplanes.	<i>“RAPID DEPRESSURIZATION Oxygen Masks & Regulators ON, 100% ALL”</i>	Figure 1 of this AD.
Boeing Model 737–100, –200, and –200C series airplanes.	<i>“RAPID DEPRESSURIZATION (With airplane altitude above 14,000 feet M.S.L.). PRIMARY Oxygen Masks & Regulators—ON, 100%”</i>	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 (With airplane altitude above 14,000 feet M.S.L.). RECALL Oxygen Masks & Regulators—ON, 100%”</i>	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 Phase I and II Crew oxygen masks—ON”</i>	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 DESCENT 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”</i>	Figure 5 of this AD.
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.	<i>“RAPID DECOMPRESSION/EMERGENCY DESCENT 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/EMERGENCY/100%”</i>	Figure 6 of this AD.
McDonnell Douglas Model MD–90–30 airplanes.	<i>“RAPID DECOMPRESSION OXY MASKS—ON/100%/EMERGENCY”</i>	Figure 7 of this AD.
McDonnell Douglas 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.	<i>“RAPID DEPRESSURIZATION/EMERGENCY DESCENT Recall Cabin OUTFLOW VALVE—VERIFY CLOSED (CLOSE ELECTRICALLY OR MANUALLY IF NOT CLOSED) Oxygen Masks—100% (if required)”</i>	Figure 8 of this AD.
McDonnell Douglas MD–10–10F, MD–10–30F, MD–11, and MD–11F airplanes.	<i>“CABIN ALTITUDE Memory Item Outflow Valve—Verify Closed”</i>	Figure 9 of this AD.

Figure 1

For Boeing Model 707, 720, and 727 Series 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 horn sounds:
 Oxygen Masks & ON, 100%, ALL”
 Regulators

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

Figure 2

For Boeing Model 737–100, –200, and –200C Series 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 horn sounds:
 PRIMARY
 Oxygen Masks & ON, 100%”
 Regulators

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