

**Figure 3**

For 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:

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: RECALL

Oxygen Masks & Regulators ON, 100%"

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

**Figure 4**

For 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:

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

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

**Phase I and II**

If the cabin altitude warning occurs:

Crew oxygen masks ON/100%"

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

**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 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 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 (AMOCs) for this AD.

**Effective Date**

(c) This amendment becomes effective on December 22, 2003.

Issued in Renton, Washington, on November 7, 2003.

**Kalene C. Yanamura,**

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-28494 Filed 11-14-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF VETERANS AFFAIRS**

**38 CFR Part 20**

**RIN 2900-AL42**

**Board of Veterans' Appeals: Rules of Practice; Use of Supplemental Statement of the Case**

**AGENCY:** Department of Veterans Affairs.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Department of Veterans Affairs' (VA) Board of Veterans' Appeals Rules of Practice to eliminate the requirement that an appellant must file a timely Substantive Appeal with respect to issues covered in a Supplemental Statement of the Case that were not in the original Statement of the Case. This change is required to conform the Rules of Practice to recent changes in VA's Appeals Regulations.

**DATES:** *Effective Date:* November 17, 2003.

*Applicability Date:* This amendment applies to appeals for which a notice of disagreement was filed on or after November 17, 2003.

**FOR FURTHER INFORMATION CONTACT:**

Steven L. Keller, Senior Deputy Vice Chairman, Board of Veterans' Appeals (01C), Department of Veterans Affairs, 810 Vermont Avenue, NW., Washington, DC 20420 (202) 565-5978.

**SUPPLEMENTARY INFORMATION:** The Board of Veterans' Appeals (Board) is an administrative body that decides appeals from denials by agencies of original jurisdiction (AOJs) of claims for veterans' benefits. The AOJ is typically one of VA's 57 regional offices administered by the Veterans Benefits Administration (VBA).

A claimant begins the appellate process by filing a Notice of Disagreement (NOD) with the AOJ. Following receipt of the NOD, the AOJ furnishes the appellant with a Statement of the Case (SOC). The SOC provides a