

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**Boeing:** Docket 2002–NM–282–AD.

**Applicability:** All Model 737–600, 737–700, 737–700C, 737–800, 737–900, 757, and 767 series airplanes; certificated in any category.

**Note 1:** The requirements of this AD are similar to those in AD 2003–03–15, amendment 39–13039, which applies to various Boeing and McDonnell Douglas transport category 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 1 of this AD, revise the procedures regarding donning oxygen masks in the event of rapid depressurization, as contained in the Emergency Procedures or Non-Normal Procedures section of the Airplane Flight Manual (AFM), as applicable, by replacing the text in the “Replace—” column of Table 1 of this AD with the information in the applicable figure referenced in the “With the Information In—” column of Table 1 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 1 and Figures 1 through 3 follow:

TABLE 1.—AFM REVISIONS

For—	Replace—	With the information in—
Boeing Model 737–600, –700, –700C, –800, and –900 series airplanes.	“Rapid Depressurization (With airplane altitude above 14,000 feet M.S.L.) Oxygen Masks & Regulators—ON, 100%”.	Figure 1 of this AD.
Boeing Model 757–200, –200PF, –200CB; and Boeing Model 767–200, –300, and –300F series airplanes.	“Rapid Depressurization Recall Oxygen Masks and Regulators—ON”.	Figure 2 of this AD.
Boeing Model 757–300 series airplanes .....	“Rapid Depressurization Put on oxygen masks, and establish crew communications.”.	Figure 3 of this AD.
Boeing Model 767–400ER series airplanes .....	“Rapid Depressurization Turn on oxygen masks, and establish crew communications.”.	Figure 3 of this AD.

#### Figure 1

#### For Boeing Model 737–600, –700, –700C, –800, and –900 Series Airplanes:

Insert the information in this figure into the “Non-Normal Procedures” section of the FAA-approved Airplane Flight Manual.

#### Cabin Altitude Warning or Rapid Depressurization

Condition: The CABIN ALT or CABIN ALTITUDE light illuminated indicates cabin altitude is excessive:

Oxygen Masks & Regulators ON, 100%

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

#### Figure 2

#### For Boeing Model 757–200, –200PF, and –200CB; and Model 767–200, –300, and –300F 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

Condition: The CABIN ALT or CABIN ALTITUDE light illuminated indicates cabin altitude is excessive:

RECALL  
Oxygen Masks & Regulators ON, 100%

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

#### Figure 3

#### For Boeing Model 757–300 and 767–400ER Series Airplanes:

Insert the information in this figure into the “Non-Normal Procedures” section of the FAA-approved Airplane Flight Manual.

#### Cabin Altitude Warning or Rapid Depressurization

Condition: The CABIN ALT or CABIN ALTITUDE light illuminated indicates cabin altitude is excessive:

Put on oxygen masks and establish crew communications.”

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

#### Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that

provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on February 13, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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