



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
Sekce technická

letišťe Ruzyně, 160 08 Praha 6  
tel: 233320922, fax: 220562270

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-032/2003

Datum vydání: 20. března 2003

### LETADLOVÉ ZAŘÍZENÍ - KYSLÍKOVÉ MASKY - ZMĚNA V LETOVÉ PŘÍRUČCE

**Týká se:** letadel vyjmenovaných v Tabulce č. 1 FAA AD 2003-03-15 část "Applicability".

**Datum účinnosti:** ihned po obdržení

**Provést v termínech:**

Jak je popsáno v FAA AD 2003-03-15, od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle FAA AD 2003-03-15.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Šorm.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2003-03-15.

**Ing. Pavel MATOUŠEK**  
ředitel

**2003-03-15 Transport Category Airplanes:** Amendment 39-13039. Docket 2002-NM-43-AD.

*Applicability:* The airplanes listed in Table 1 of this AD, certificated in any category:

<b>TABLE 1.-AFFECTED AIRPLANE MODELS</b>		
<b>Airplane manufacturer</b>	<b>Airplane model</b>	
Boeing	707 series airplanes	
	720 series airplanes	
	727 series airplanes	
	737-100 series airplanes	
	737-200 series airplanes	
	737-200C series airplanes	
	737-300 series airplanes	
	737-400 series airplanes	
	737-500 series airplanes	
	747-100 series airplanes	
	747-100B series airplanes	
	747-100B SUD series airplanes	
	747-200B series airplanes	
	747-200F series airplanes	
	747-200C series airplanes	
	747-300 series airplanes	
	747SR series airplanes	
	747SP series airplanes	
	McDonnell Douglas.	DC-8-11 airplanes
		DC-8-12 airplanes
DC-8-21 airplanes		
DC-8-31 airplanes		
DC-8-32 airplanes		
DC-8-33 airplanes		
DC-8-41 airplanes		
DC-8-42 airplanes		
DC-8-43 airplanes		
DC-8-51 airplanes		
DC-8-52 airplanes		
DC-8-53 airplanes		
DC-8F-54 airplanes		
DC-8-55 airplanes		
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)
	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**

<b>For-</b>	<b>Replace-</b>	<b>With the information in-</b>
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 DESCENT</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.

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	<p><i>"RAPID DECOMPRESSION/EMERGENCY DESCENT</i></p> <p>Phase I and II</p> <p>Manual Pressurization Control - FULL FORWARD AND MANUALLY LOCKED</p> <p>Note: Manual Pressurization control forces may be high, apply forces as required</p> <p>Crew Oxygen Masks-ON/EMERGENCY/100%"</p>	Figure 6 of this AD.
McDonnell Douglas Model MD-90-30 airplanes	<p><i>"RAPID DECOMPRESSION OXY MASKS-ON/100%/EMERGENCY"</i></p>	Figure 7 of this AD.
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	<p><i>"RAPID DEPRESSURIZATION/EMERGENCY DESCENT Recall</i></p> <p>Cabin OUTFLOW VALVE-VERIFY CLOSED (CLOSE ELECTRICALLY OR MANUALLY IF NOT CLOSED)</p> <p>Oxygen Masks - 100% (if required)"</p>	Figure 8 of this AD.
McDonnell Douglas Model MD-10-10F, MD-10-30F, MD-11, and MD-11F airplanes	<p><i>"CABIN ALTITUDE</i></p> <p>Memory Item</p> <p>Outflow Valve-Verify Closed"</p>	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.

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*"CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION*

If the cabin altitude warning horn sounds:  
Oxygen Masks & Regulators-ON, 100%, ALL"

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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.

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*"CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION*

If the cabin altitude warning horn sounds:  
PRIMARY  
Oxygen Masks & Regulators-ON, 100%"

\*\*\*\*\*

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

**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.

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*"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.

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*"CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION*

Phase I and II

If the cabin altitude warning horn sounds:

Crew oxygen mask-ON"

\*\*\*\*\*

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.

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

*Phase I and II*

If a cabin altitude warning occurs:

Crew Oxygen Masks-ON

Manual Pressurization Control-FULL FORWARD AND MANUALLY LOCKED

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

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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.

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

*Phase I and II*

If the cabin altitude warning horn sounds:

Crew Oxygen Mask-ON/EMERGENCY/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.

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*"CABIN ALTITUDE WARNING OR RAPID DECOMPRESSION*

If the cabin altitude warning horn sounds:

- OXY MASKS-ON/100%/EMERGENCY"

\* \* \* \* \*

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 horn sounds:

Oxygen Masks-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.

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*"CABIN ALTITUDE WARNING OR CABIN ALTITUDE*

If the cabin altitude warning horn sounds:

Memory Item

Oxygen Masks-ON/100%/EMERGENCY

Outflow Valve-Verify Closed"

\* \* \* \* \*

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; or the Manager, Los Angeles ACO, FAA; as applicable. 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, or

Los Angeles ACO, as applicable.

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

**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.

**Effective Date**

(d) This amendment becomes effective on March 7, 2003.