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in the event of a nuclear-armed conflict.

Details of Russia's planned new "Doomsday" aircraft disclosed as superpowers up military strength showoff Russia is working on a new "Doomsday" plane, a military aircraft that can serve as a flying command and control centre in a disaster like nuclear-armed conflict, according to Russian state media. The ...

Russia reportedly working on new 'Doomsday' plane The US military's "Doomsday" plane is the E-4B, a militarized variant of the Boeing 747-200 passenger jet ... and regularly fly as part of routine operations. That said, Russia's plan to upgrade ...

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Russia is reportedly working on a new 'Doomsday' plane, a flying command and control center for nuclear war

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Good night, Malaysian

Investigators have disclosed that a serious take-off miscalculation incident, involving a KLM Boeing 737-800 at ... has revised the A220 flight operations manual to emphasise the correct setting ...

All Safety News – Page 3

The report says the three-person crew of the Boeing

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747-412F was "experiencing sleep ... pilots about anything that could affect safety or operations at airports — was also a factor in the ...

When the Boeing 747 first flew commercially in 1970, it ushered in a new era of affordable air travel. Often referred to by the nickname "Jumbo Jet," the 747 was

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the world's first wide-body commercial airliner, and its advent has proved to be one of the major milestones in aviation history. The centerpiece of this Haynes Manual is the 747-400, which is the most numerous version. As well as being the bestselling model in the 747 family, there are more 400s currently in service than any other model of this mighty jumbo.

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On August 6, 1997, about 0142:26 Guam local time, Korean Air flight 801, a Boeing 747-3B5B (747-300), Korean registration 11L7468, operated by Korean Air Company, Ltd., crashed at Nimitz Hill, Guam. Flight 801 departed from Kimpo International Airport, Seoul, Korea, with 2 pilots, 1 flight engineer, 14 flight attendants, and 237 passengers on board. The airplane had been cleared to land on runway 6 Left at A.B. Won Guam International Airport, Agana, Guam, and crashed into high terrain about 3 miles southwest of the airport. Of the 254 persons on board, 228 were killed, and 23 passengers and 3 flight attendants survived the accident with serious injuries. The airplane was destroyed by impact forces and a

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postcrash fire. Flight 801 was operating in U.S. airspace as a regularly scheduled international passenger service flight under the Convention on International Civil Aviation and the provisions of 14 Code of Federal Regulations Part 129 and was on an instrument flight rules flight plan. The National Transportation Safety Board determines that the probable cause of the Korean Air flight 801 accident was the captain's failure to adequately brief and execute the nonprecision approach and the first officer's and flight engineer's failure to effectively monitor and cross-check the captain's execution of the approach. Contributing to these failures were the captain's fatigue and Korean Air's inadequate flight

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crew training. Contributing to the accident was the Federal Aviation Administration's (FAA) intentional inhibition of the minimum safe altitude warning system (MSAW) at Guam and the agency's failure to adequately manage the system. The safety issues in this report focus on flight crew performance, approach procedures, and pilot training; air traffic control, including controller performance and the intentional inhibition of the MSAW system at Guam; emergency response; the adequacy of Korean Civil Aviation Bureau (KCAB) and FAA over.

Flying internationally can be a daunting task. This book presents what the FAA, ICAO, EASA, and others

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have to say on a subject and then breaks that down and explains it in an understandable way that is truly applicable to what you as the pilot need to know. The manual is organized first by the main pillars of international flight operations: negotiation, navigation, communications, surveillance, and abnormal procedures. It then presents a tutorial that takes you through the early decision-making processes, an oceanic crossing, and a flight around the world. Finally, it presents a 40-chapter appendix with everything you need to know that wasn't already covered. Topics as basic as how to plot and as esoteric as true course ten-degree tables are all part of the manual. Whether you are new to international

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operations or have flown internationally your whole career you will find this book to be the most complete resource available today.

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