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1.0 SCOPE AND INTRODUCTION 1
1.1 Scope 2 1.2 Introduction
3 1.3 A Brief Description of
the 747-8 4 2.0 AIRPLANE

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DESCRIPTION	5	2.1	General
Characteristics	6	2.2	
General Dimensions	9	2.3	
Ground Clearances	11	2.4	
Interior Arrangement	13	2.5	
Cabin Cross-Sections	15	2.6	
Lower Cargo Compartments	18		
2.7	Door	Clearances	19

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Read Book 2 0 Airplane
Document 747 Compartments 18
2.7 Door Clearances 19 747-8
Airplane Characteristics for
Airport Planning The Boeing

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747 is a large, long-range wide-body airliner and cargo aircraft manufactured by Boeing Commercial Airplanes in the United States. After introducing the 707 in October 1958,

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1.0	SCOPE AND INTRODUCTION	1
1.1	Scope	2
1.2	Introduction	3
1.3	A Brief Description of the 747-8	4
2.0	AIRPLANE DESCRIPTION	5
2.1	General Characteristics	6
2.2	General Dimensions	9
2.3	Ground Clearances	11
2.4		

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Interior Arrangement	13	2.5
Cabin Cross-Sections	15	2.6
Lower Cargo Compartments	18	
2.7 Door Clearances	19	

*747-8 Airplane
Characteristics for Airport
Planning*

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Airplane Version Document
Revision Date ; 707 (5.8 MB)
(all versions)
D6-58322-Minor update, May
2011: 717 (4.2 MB) (all
versions) D6-58330: B: Minor
update, Nov 2014: 720 (3.0
MB) (all versions)

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*Boeing: Airport
Compatibility - Airplane
Characteristics ...*

This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain

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Boeing Model 747- 100, -200,
-300, 747SP, and 747SR
series airplanes, that
currently requires
repetitive inspections to
detect cracks in various
areas of the fuselage
internal structure, and...

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*Airworthiness Directives;
Boeing Model 747-100, -200,
-300 . . .*

The Boeing 747 is a large,
long-range wide-body
airliner and cargo aircraft
manufactured by Boeing

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Commercial Airplanes in the United States. After introducing the 707 in October 1958, Pan Am wanted a jet $2\frac{1}{2}$ times its size, to reduce its seat cost by 30% to democratize air travel. In 1965, Joe Sutter left the

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737 development program to design the 747, the first twin aisle airliner.

Boeing 747 - Wikipedia
airplanes. The manual covers the Boeing delivered configuration of these

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airplanes. Changes to the delivered configuration are incorporated when covered by contractual revision agreements between the owner/operator and The Boeing Company. This manual is not suitable for use for

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any airplanes not listed in
the "Model Identification"
section.

*747-441 Operations Manual -
narod.ru*

The aircraft is a Boeing
747-400 and the engi... 0LD

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but GOLD!! Listen to these
fantastic old babies and
their fantastic engine sound
during take off and climb.
The aircraft is a Boeing
747-400 ...

EPIC Pratt & Whitney ROAR!!

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*Boeing 747 TAKE OFF from
Paris ...*

The Boeing Model 747-2G4B currently approved under Type Certificate No. A20WE, is a Model 747-200 series airplane with four CF6-80C2B1 engines. The

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Model 747-200 series
airplane is an extended
range passenger version of
the Model 747-100 airplanes
with changes to increase its
strength and fuel capacity.

Special Conditions: Boeing

Page 37/63

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Model 747-2G4B Airplane ...

The FAA issued AD
2007-07-03, Amendment
39-15003 (72 FR 14395, March
28, 2007) ("AD 2007-07-03"),
for certain The Boeing
Company Model 747-100,
747-100B, 747-100B SUD,

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747-200B, 747-200C,
747-200F, 747-300, 747-400,
747-400D, 747-400F, 747SR,
and 747SP series airplanes.
AD 2007-07-03 requires
repetitive tests to detect
hot air leaking from the
TADDs, related investigative

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actions, and ...

*Airworthiness Directives;
The Boeing Company Airplanes*
This amendment adopts a new
airworthiness directive
(AD), applicable to certain
Boeing Model 737, 747, 757,

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and 767 series airplanes,
that requires rework of
certain duct assemblies of
the environmental control
system (ECS) or replacement
of the duct assemblies with
new or reworked duct...

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*Airworthiness Directives;
Boeing Model 737, 747, 757,
and ...*

Thus it was on December 22, 1965, that Trippe and Allen signed a letter of intent committing \$525 million for 25 aircraft, launching the

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largest airliner in history, the Boeing Model 747. The initial specifications called for a gross weight of 550,000 pounds, room for up to 400 passengers, a cruise speed of Mach .9, and a range of 5,100 miles.

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Boeing 747 | HowStuffWorks

The average labor rate is \$60 per work hour. Required parts will cost approximately \$8,008 per airplane. Based on these figures, the cost impact of

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the required terminating action on U.S. operators is estimated to be \$12,088 per airplane, for airplanes in Groups 1, 2, and 5; and \$15,508 per airplane, for airplanes in Groups 3 and 4.

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*Airworthiness Directives;
Boeing Model 747-100, -200,
and ...*

(2) For airplanes in Groups
12, 16, 17, 18, and 19, as
identified in Boeing Service
Bulletin 747-28A2292,
Revision 3, dated December

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9, 2010: Within 60 months after the effective date of this AD, replace production-installed laminate phenolic spacers with metallic spacers, in accordance with the Accomplishment Instructions of Boeing

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Service Bulletin

747-28A2292, Revision 3,
dated December 9, 2010.

*Airworthiness Directives;
The Boeing Company Model 747*

...

Model 747 series airplane

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modification (136 airplanes)
123 work-hours × \$85 per
hour = \$10,455: \$2,714:
\$13,169: \$1,790,984. Model
747 series airplane
functional test (136
airplanes) 4 work-hours ×
\$85 per hour = \$340: 0: \$340

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per test: \$46,240 per test.
Model 757 series airplane
modification (678 airplanes)
83 work-hours × \$85 per hour
...

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The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

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A vital resource for pilots,
instructors, and students,
from the most trusted source
of aeronautic information.

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The X-31 Enhanced Fighter Maneuverability Demonstrator was unique among experimental aircraft. A joint effort of the United States and Germany, the X-31

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was the only X-plane to be designed, manufactured, and flight tested as an international collaboration. It was also the only X-plane to support two separate test programs conducted years apart, one administered

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largely by NASA and the other by the U.S. Navy, as well as the first X-plane ever to perform at the Paris Air Show. Flying Beyond the Stall begins by describing the government agencies and private-sector industries

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involved in the X-31 program, the genesis of the supermaneuverability concept and its initial design breakthroughs, design and fabrication of two test airframes, preparation for the X-31's first flight, and

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the first flights of Ship #1 and Ship #2. Subsequent chapters discuss envelope expansion, handling qualities (especially at high angles of attack), and flight with vectored thrust. The book then turns to the

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program's move to NASA's Dryden Flight Research Center and actual flight test data. Additional tasking, such as helmet-mounted display evaluations, handling quality studies, aerodynamic parameter

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estimation, and a "tailless" study are also discussed. The book describes how, in the aftermath of a disastrous accident with Ship #1 in 1995, Ship #2 was prepared for its outstanding participation in the Paris

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Air Show. The aircraft was then shipped back to Edwards AFB and put into storage until the late 1990s, when it was refurbished for participation in the U. S. Navy's VECTOR program. The book ends with a

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comprehensive discussion of
lessons learned and includes
an Appendix containing
detailed information.

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