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(2) The incorporation by reference of Boeing Alert Service Bulletin 757-78A0027, dated September 9, 1991; Boeing Service Bulletin 757-78-0025, dated September 9, 1991; and Boeing Document D630N002, "Boeing 757 Dispatch Deviation Guide," Revision 8, dated

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Guide January 15, 1991; was approved previously by the Director of the Federal Register as of September 16, 1991 (56 FR 46725, September 16, 1991).

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Tuesday, Sep. 11, 2001, dawned cool and clear, with sunny skies all along the eastern seaboard. For Air Force aviators like Lt. Col. Timothy "Duff" Duffy of the 102d Fighter Wing at Otis Air National Guard Base,

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Massachusetts, the day held the promise of perfect flying weather, at a time when the U.S. civil aviation system was enjoying a period of relative peace, despite concerns about a growing terrorist threat. More than ten years had passed since the last hijacking or bombing of a U.S. air

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Carrier. That morning, however, the country came under a shocking, coordinated aerial assault by nineteen al Qaeda hijackers...The attack plan carried out by the suicide operatives had been years in the making. It was intended to cause mass, indiscriminate casualties and to destroy or damage

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the nation's financial, military, and political centers, four high value U.S. targets selected by bin Laden, independent operator Khalid Sheikh Mohammed, and al Qaeda operations chief Mohammed Atef... By the time 1 World Trade Center, North Tower, collapsed at 10:28 a.m. EDT, almost

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three thousand people had been killed or were dying; the financial center of the U.S. had been reduced to burning, toxic rubble; the iconic symbol of the military strength of the country had been severely damaged; the tranquility of a field in Pennsylvania had been shattered; U.S. Air Force and Air

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National Guard fighter aircraft had set up combat air patrols over Washington, D.C., and New York City; and the administration of President George W. Bush and the Department of Defense (DOD) had begun shifting major resources of the federal government and military services to a

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The aircraft dispatcher is critical to air travel safety and a viable career option for many aviators. With this book, prepare for the FAA oral and practical exam to earn the Aircraft Dispatcher

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Reducing aviation fuel use is an ongoing goal for military and civil operators, and Air Mobility Command is feeling increasing pressure to further reduce fuel use by implementing and following known best practices.

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Although the Air Force had achieved a 12 percent reduction in fuel consumption by March 2012, it must continue to pursue cost-effective options to reduce fuel use even further.

Designed for the pilot of piston-engine

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aircraft who is preparing for turbine ground school, the transitioning military pilot studying for that first corporate or airline interview, or even the old pro brushing up on turbine aircraft operations, this manual covers all the basics, clearly explaining the differences between turbine aircraft

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and their piston-engine counterparts. It addresses high-speed aerodynamics, coordinating multipilot crews, wake turbulence, and navigating in high-altitude weather. The book is like an operations manual for these complex aircraft, detailing pilot operations that include preflight, normal, emergency,

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IFR, and fueling procedures. Readers will be introduced to flight dispatch; state-of-the-art cockpit instrumentation, including the flight management system (FMS) and the head-up guidance system (HGS or HUD); and the operating principles of hazard avoidance systems, including

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