70 SHEETS COLLEGE RULED
10½x8in/26.6x20.3cm
1 SUBJECT NOTEBOOK
RATM - Recieve Andeanmaer Integration Technology
- if recciveable, score receive accountable
the local satellite and receive accuracy

Please proceed to the next sub[step] following
the appropriate ice integrity

If RATM ok you do not need to maintain cost
center. GP can proceed per RATM

OPS when you are a component the OPS
automatically issue a checklist for the
facility and change to OPS facility

IT - Intermediate Fix

ITF - Individual Extra Approaches Fix

Mixed approach Patient - HSD

DATE - 3/18/20

OPS acceptable to Snow College

OPS can use new procedures Approach

It is our conclusion that we shall
see exception. I.O.C. Vail Location
Local area proceeds and
simplified traffic procedures.

The above were needed. C 2 8 S

Phase II surveillance will be
operated. 

Phase II. 2 1 4 3 - C 2 8 S clears
access boots.

C 2 8 S should also no need for clear boot.

Nadie

C 2 8 S NOTAM acceded A F S as
Nadie

Literated flight service, Screw
A F S. NADTS cleared
uncorrected terminal setup.

Proper C 2 8 S R AFT accommodation
from Screw F S Screw the speed.

Unilateral Nadie to add

F. E bill manual two n fifty

Senior flight approval required. To read
the C 2 8 S NAD C 1 7

The Ã¢â‚¬Å“French final approach progressed as
uncorrected C 2 8 S Screw to C 1 7.
GPS may not operate at these locations.

The exact range of GPS can vary between different
FOMs. The GPS can be unreliable,
which can lead to incorrect speeds.

Example: after FCAP -> failure need a termination

If the terrain is unclear, do not use GPS

If failure Before FAP WP FAP WP

Conclusion: you cannot fly directly with
holdings experience. ICAP WP
Decomposing the Speaker

- listen to ACCAS of the report
- call separate and ask for a GPS-equipped
  car
- work the CAR of the report

Announce utilization on TAF. Continue traffic
Volunteer Decompression
Experic approach overflew, collect all
approach info - separately.

When you cancel TAF, CAR present
... to listen for recollection as needed.
SLEEP

TJ

V

W

X


Y2

USL

SINCE

LETTER

SIMILAR

PHONETIC
ALPHABET.

R A N C O.

USING

When

2016

MISTAKEN.

QUEBEC.

D E E T.

T J O T.
Montana

Section

Generalized

properly
Footnote

12 to 17,000 - 17,000
7,500 - 7,600 7,700

Blanking Areas 
Blinders 

Flux Units  
Enactors 

Blood Carcass 

Airport
Combination

callups

x   Ed   O

Q   Q   --
    —   F

—or—or—or—or

German

Morse

W — V ——
Search Coop Durham

Contact Campaign
Association
Government
Magazine
Portland "How to Run an Office"
AMERICAN CO.

Visit Company in Vancouver
See Telephone Directory

Magazine of Award

Elgin International

GPS - GA
1800 800 1020

Magellan
1800 669 4977

Telia
918 36 66 96
918 36 25 5000
Emmanuel
Mongosyne

Steve

Web Master AVED@fda.gov
FKH

Stephanie Web.  FKH
At Kansas City. Tel 816 329-2620

Instruct @ flightline - C2021.

FKH - ncll
John Ulenich
305-744-7015

Oklahoma

Vanguard Flying Service
217 024. 1935
Meacham (a/d) dep.
FHA - 4. Doug Netley - 333.333.1857

Pala Alto College
260-921 5162

Uni of Tex at El Paso
615-337-5826

Semin
37
1800
AK
2121491292
474-9568135

2180-527-2463 - 8051

Simplotle International

Cola Glen Limited
905-744-8062
8:00 → 12

IATANV, CO.UK / Aaron Hazeldine /

vacation@coitv.co.uk
Roll Royce Engine
Boeing 747-400

TCS Systems
Lochs for side fascia
RTO - Reject Takeoff
Use Recall for breaks and to evacuate control
Data read in RTO.

Did usually these set in you get on place can get steady they remain steady.

RSR 4

CET - HR AUTO

RTO

RTO = Repeated Take off failure

PASSSION ON

1st on the 1 Dec
Subject is air but after overfueling there and the passage melt > PASS

2ND ON
To enlarge the windows.

Diagram:

RCL

ELEC FUEL ECS

HYD NRS GEAR

CANC RCL

For the windows, we can enlarge and incorporate the menu window.
- House Undecide

- Brake System
  ENG 4 Shutdown
  ENG 3 Shutdown
  ENG 2 Shutdown
  ENG 1 Shutdown
  FUEL PUMP 4 AFT
  FUEL PUMP 4 FWD
  FUEL PUMP 1 AFT
  FUEL PUMP 1 FWD
  FUEL QUAD 3 AFT
  FUEL QUAD 3 FWD

PO1

All this Warning are cancelled before engine start.

Press cancel button to cancel them all until engine started.
137 Wat U1
Course 330
Check list
80 Knot Check
U1 - Flap 10
U2 - Gear
Flap 5
Flap 1 - Speed Mod
Press EVC110E button and see on the lower screen the read of engine parameters.
Load of Forge

N3 Dead Load of Forge

N2 Center Load

N1 -

Full steel Bottom Shield

# Sheet 7

□ - 10% N2

Real Feed Oil

T °C will 7

Make mean 7 °C

[1.45] N1

[] 1.02 Pressure Ratio
# TCOER

Advance three letters to allow engine to stabilize.

The press TOG switch - take off and slow descent.

Throttles out (manual advance, give = less)

Keep straight up ORDER

uit = left op'd

helmet gap

△  up

 Apprentice. Then retract boom flap.
When travel limit speed the indicator moves to the dead end. The press play sellby is indicated as 10.

Increase Speed by Tread

J. A. S. HACK
Primary Flight Display

SPD C NAV UNAV ACT

CMD

SPD = speed commanded
C NAV = heading according to flight plan
UNAV ACT = turbulence flight plan
Decliner altitude.

Press on clear sensor to release from current altitude.

See with placebo SPD.

THRS REF | L NAV | UNUSED

to climb.

Press

HDS SEL

Reach out.

HDS SEL | UNAVAIL

SPD
Head STORM

C.L.N. CLAYTON V VANGUARD

C.L.N.
13,875'
13 L.H.

VOR R
C.L.N.
DME 11.5

CLAYTON in stream so overtake 50
13,075' is time to be over C.L.N
13,500' altitude for C.L.N

VOR B CLAYTON. VOR
DME 11.5 - green line
Select address on the 24 colle
Then type N.A. on screen.

When clearing prepare it
because hazardous.
Look at floor shell:

A/P ENGAGE

Left:

Right:

Auto pilot engage

Top Focus:

Heart rate monitor

Set SEL

PL set pressure

CNAV Auto

Engage Nyal

SEL

Battery

CNAV Auto
To descend select course alt.

VNAV

MCP

RA 2 FLCH

V0 2 V0 200 3 4 6 8 C

Ya select course alt.

ICN

Clearance changes

in US

an Flight level change

FL CH
When speed varies, use ACT.

ACT
7000

Hold

If Illuminads

Also speed buffer.

SPD

If Illuminads
Space: Head Fly
Seeds: Float
Mount: Shuttle

Discovered bullet hole in side of vessel. Bullet will probably be lifted off.
170 Tanker

- Belly - Center Tank
- Cargo

See lower ICA S
Fuel Tank

Feeding
From Stabilizer to Center Tank to Engine & Sea Feed Pump

When stabilizer is closed except it indicates F CAS & HAP

Then feed from main 3 & 4 until it equals main 1 & 2.

Can be cross feeding by decal of the pump.

Below S2 Tower Bompton Upper CAS

Fuel Tank/Day

Air cross feed O

Switch off Fuel Pump

Then fuel is feed directly to fuel pump & do engine. Until lowering.
Red flag warning

Speed limit
300 mph
280 mph
Yellow line to indicate we approach high-speed areas. Buffet

Reduce speed 😡 Mountain AEB
When near hills/slope:
Increase fan-on
A slow speed decrease
Maintain AC
At more PW = No Spd-P > 5, need small decrease in Alt to increase speed.
Force Engine

- Warning
- Access to Sels

Hexane on ECGS

Force ENG 3

Close the Throttle Choke 3

Fuel Cock Off 3

Up Force Speed Cut All

Team

Heat up auxiliary Ejector, ENGs 2/3

Key

ENG 3 SHUTDOWN

Manual override AUTO THROTTLE DISC

Press and hold auxiliary BTL COU ENG 3

On Grego barometer 3 UYD PRESS ENG 3

on Engine Pump
Hello
Hello
Hello
Hello, My Name is Husein Al-Attas

I am a Yemeni national, born and residing in Saudi Arabia.

I am currently studying for the last 5 years in the University of Oklahoma.

I have a F-1 visa in the US.

I would like a visa to visit Pakistan to visit some medical facility (Agar Khan in Karachi). Because my uncle is very sick and is coming to US but it is very expensive.

Also I have been invited by student friend.

Can you tell me what I need to get a visa and how long it will take.