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ALTIMETERS(BOTH) IN/hPa,FT
ALLOWABLE TAKEOFF WEIGHT
(. FO) MGL CHECKED
THRUST LIMIT
(. FO) TAKEOFF SELECTED (C)
CROSSCHECKED FLAPS
V2.(BOTH)TAKEOFF NUMBERS
CHECKED AND SET (FO)
V-SPEED ACTIVATED AND DISPLAYED FLAPS

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procedures and checklists for our fleet. Use them with good judgment. Note, the start procedures may vary from FS9 Panel to Panel. However the "V" speeds are appropriate for our ASA FS9 747- 400. General $\frac{PAGE}{PAGE} = \frac{1}{17}$

Characteristics Dimensions: Wing Span: 211 ft 5 in Length: 231 ft 10 in Height: 63 ft 8 in Wing Area: 5,825 sq ft Engines:

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POWER-UP Circuit Breakers..... CHECK Battery
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Switch....ON Standby Power Selector.....AUTO Fire Detection Panel.....NORMAL Fuel Control Switches.....
CUTOFF

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CHECKLISTITIAXI OF THEIRST Officer Captain.

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The Boeing 747-400 is a wide-body airliner produced
by Boeing Commercial Airplanes, an advanced variant
of the initial Boeing 747. The "Advanced Series 300"
was announced at the September 1984 Farnborough
Airshow, targeting a 10% cost reduction with more
efficient engines and 1,000 nmi (1,850 km) more
range. Northwest Airlines (NWA) became the first
customer with an order for 10 aircraft on ...

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the nose slightly. The 747-400 is sensitive to pitch, so ease the nose down just a degree or two. Remember not to exceed the regulation speed limit of 250 KIAS below 10,000 feet (3,048 meters). Boeing 747-400 Flight Notes - krepelka.com BOEING 747-400 NORMAL PROCEDURES CHECKLIST. TAXI OUT. Page 7/23

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747-400 rolls out of the factory. 1.6 weights, ranges, engines, fuel capacity, speed & altitude zero fuel weight 747-400 493.900 pounds (224 ...

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Boeing 747-400. View Seat Map. First Business Economy; No. of Seats: 12: 26: 385: Configuration: 2 X 2: 2 X 2: 3 X 4 X 3: No. of Zones: 1: 1: 4: Seat Pitch (inches) 82" 57"/59" 31"-34" Seat Width Between armrest (inches) 21"-19.5" 21"-19.5" 17.32"-18" Upright Position (degree) 74 ° ...

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developing the 737-400 as a minimum Page 9/26

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The Boeing 747 is a large, long – range wide-body airliner and cargo aircraft manufactured by Boeing Page 16/17

Commercial Airplanes in the United States. After introducing the 707 in October 1958, Pan Am wanted a jet 2½ times its size, to reduce its seat cost by 30% to democratize air travel. In 1965, Joe Sutter left the 737 development program to design the 747, the first twin aisle airliner.

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