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Melinda Gates Foundation to support early-stage drug discovery of non-hormonal contraceptives NEW YORK, November 18, ...

"The premier textbook for learning aircraft maintenance from a management perspective. Revised and up-dated to include recent technological, certification and maintenance updates"--Provided by publisher.

The major objective of this book was to identify issues related to the introduction of new materials and the effects that advanced materials will have on the durability and technical risk of future civil aircraft throughout their service life. The committee

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investigated the new materials and structural concepts that are likely to be incorporated into next generation commercial aircraft and the factors influencing application decisions. Based on these predictions, the committee attempted to identify the design, characterization, monitoring, and maintenance issues that are critical for the introduction of advanced materials and structural concepts into future aircraft.

Most aviation accidents are attributed to human error, pilot error especially. Human error also greatly effects productivity and profitability. In his overview of this collection of papers, the editor points out that these facts are often misinterpreted as evidence of deficiency on the part of operators involved in accidents. Human factors research reveals a more accurate and useful perspective: The

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errors made by skilled human operators - such as pilots, controllers, and mechanics - are not root causes but symptoms of the way industry operates. The papers selected for this volume have strongly influenced modern thinking about why skilled experts make errors and how to make aviation error resilient.

The official FAA guide to maintenance methods, techniques, and practices essential for all pilots and aircraft maintenance...

The introduction of the Boeing 747 was a momentous event in commercial aviation history—and indeed in modern world history. While the challenges faced by the engineers at Boeing and engine

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manufacturer Pratt and Whitney, who created the world's first jumbo jet, are well known, the story of the plane's early development doesn't end there. *The 747: A Tumultuous Beginning Flying Through Turbulence* tells the next riveting chapter in the storied plane's early history, revealing details of serious in-flight incidents and extraordinarily poor engine reliability and aircraft maintenance problems confronting the employees of Pan American World Airways and other airlines with 747 fleets. Ron Marasco was the general manager of 747 maintenance at Pan Am during those heady days when the plane first went into service. His narrative draws from sources that include: Testimony and eyewitness accounts from people who had an array of engineering, technical, and flight operations responsibilities at the time Notes from the Pan Am Historical Foundation Documents from John Borger, the Pan

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Am chief engineer who spearheaded the 747's development
Personal notes and observations The 747: A Tumultuous Beginning
honors the thousands of airline workers whose story has never
before been told.

Seminar paper from the year 2014 in the subject Engineering -
Aerospace Technology, grade: 1,3, University of Applied Sciences
Wildau (Wildau Institute of Technology), course: Aviation
Management 2012, language: English, abstract: Indeed, the majority
of airlines are faced with the challenge of aging fleets and when it
might be optimal to replace older aircraft. Well, any discussion of
the wisdom of retaining capital equipment is usually based on
economic arguments. In a competitive environment, airlines are
continuously obliged to improve their business and equipment to

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stay profitable. The prediction of future maintenance costs of the own fleet is an integral element of prospective budgeting projections; on the other hand they serve as a vital part within aircraft replacement calculations. For example if the costs of maintaining the existing equipment on a timely basis exceeds the capital, interest, and amortization charges on replacement equipment, the decision to buy a sort of replacement is straightforward. In most cases the substitute equipment even offers an improved productivity as well (Dixon 2006, p. 1). Beside any debate concerning costs and efficiency, flight safety considerations also enter into the discussion especially in the field of aviation. The question to repair or replace is an ongoing decision making process for the maintenance department of every airline operator. Now the key questions to be answered in this context are: Is it possible to

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describe a standard airplane service life and how does the fleet age of world's leading airlines look like? How does the process of maintenance develop over an aircraft's whole life cycle and can necessary costs be estimated? What can be done technically to keep aging effects of aircraft under control and when might be the right time to withdraw an aircraft from service? In order to answer the abundance of questions my term paper is divided into an economic based part including compiled data and statistics and a more technical part. In the beginning, this paper investigates the ordinary economic life of commercial airplanes. Additionally I'm going to inspect exemplary the average fleet age of world's leading airlines. In the second stage I am going to describe how to estimate maintenance costs of aircraft that grow older. Further I wanted to clarify technical aspects and problems that might occur more

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frequently with the rising age of an aircraft.

On 14 August 2005, a Boeing 737-300 aircraft departed from Larnaca, Cyprus, for Prague. As the aircraft climbed through 16.000 ft, the Captain contacted the company Operations Centre and reported a Take-off Configuration Warning and an Equipment Cooling System problem. Thereafter, there was no response to radio calls to the aircraft. At 07:21 h, the aircraft was intercepted by two F-16 aircraft of the Hellenic Air Force. They observed the aircraft and reported no external damage. The aircraft continued descending

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and crashed approximately 33 km northwest of the Athens International Airport. All 121 people on board were killed.

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