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Extensive research into what affects comfort led Boeing to many design innovations on the 787 family, including Large, spacious cabin: The 787’s cabin architecture creates a strong sense of spaciousness with its broad, welcoming entryway, large windows and vaulted ceiling. The 787 cabin is wider than that of the airplanes it replaces, so passengers enjoy more personal space, both physically ...

Boeing: 787 By Design

boeing has done design work to reduce tail strikes, including implementing an improved elevator feel system in some airplanes. For example, the 747-100/-200/-300 has varied feel (column forces) throughout the center of gravity (cg) and weight envelope. the newer 747-400's elevator feel system design provides a constant feel elevator pressure, which has reduced the potential of varied feel ...

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Pax oxygen : - Automatic deployment above 14'000 ft or manual deployment by crew with pax oxygen switch. - Chemical oxygen generation for approx 12 minutes. COCKPIT DOOR ACCESS SYSTEM 3 lights : - Red, indicates door is locked and lock system is operating - Amber, indicates correct code has been entered and awaiting flight crew response -> flight crew can either unlock door or deny entry ...

BOEING 737-800 TECHNICAL REVIEW - CHAPTER 1

Page 1 B737 MAINTENANCE MANUAL EMERGENCY LOCATOR TRANSMITTER SYSTEM DESCRIPTION AND OPERATION General The ARTEX C406-1 series ELT’s are a “third generation ELT,” transmitting on 121.5, 243.0 and 406.025 MHz. The ELT’s are designed to meet or exceed the requirements of TSO C91a, TSO C126 and the mandatory automatic ELT requirements of FAR Part 91.

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