Mead

GOVERNMENT EXHIBIT
MN00674
01-455-A (ID)

K3372 020510005 HC
FBI LABORATORY

70 SHEETS

COLLEGE RULED

10½x8in/26.6x20.3cm

1 SUBJECT NOTEBOOK

Spiral®

0 43100 05512 9
B-101

www.meadweb.com

RAIM = Receiver Autonomous Integrity Monitoring - of availability. Some Receiver can isolate the inadequate satellite and ensure accuracy

Baro aiding is to use Mode C altitude to augment the integrity.

If RAIM ok you do not need to monitor accuracy

Most GPS can predict the RAIM

GPS: when you pass a waypoint the GPS automatically turn & identify the new facilities and change the OBS setting

IF. intermediate fix

IAF: ~~intermediate~~ initial approach fix.
IAF.

Missed approach Point: MAP

FAF - Small. / No PT. always

IAF Ex IF/IAF Ex IAS

GPS - overlay a standalone

GPS can use non precision approach
-> navaid conventional Navaid with the exception - LOC, localizer type

Localizer type directional aid
simplified directional facility

the [illegible] [illegible] [illegible]. GPS

Phase II [illegible] must be
operational during the app

Phase III [illegible] - GPS overlay [illegible]
[illegible]

GPS stand alone: no need for [illegible]
[illegible]

GPS NOTAM available AFSS or
DUATS

Automated flight service station
AFSS . DUATS direct
user access terminal system

Request GPS RAIM availability info
from your FSS weather brief.

Navigation database → updatable
→ the approach
if still unable [illegible] validation

Sensor final approach waypoint. to scale
to 0.3 nm CDI

the sensor final approach waypoint [illegible]
[illegible] [illegible] [illegible] [illegible]

GPS DME give distance to the active waypoint

Displayed as distance between GPS a distance

GPS use straight line - along track distance. (ATD).

GPS use an algorithm to rectify Vari...

GPS - TO - TO Navig.

The Hold Mode of GPS enable to be on FROM - the GPS do not auto sequence

Same limit in depicted outbound to leave the holding

Matured aft FAWP → Missed approach

- Use the Team technique recommended GPS ...

RAIM Failure → Before FAWP FAWP.

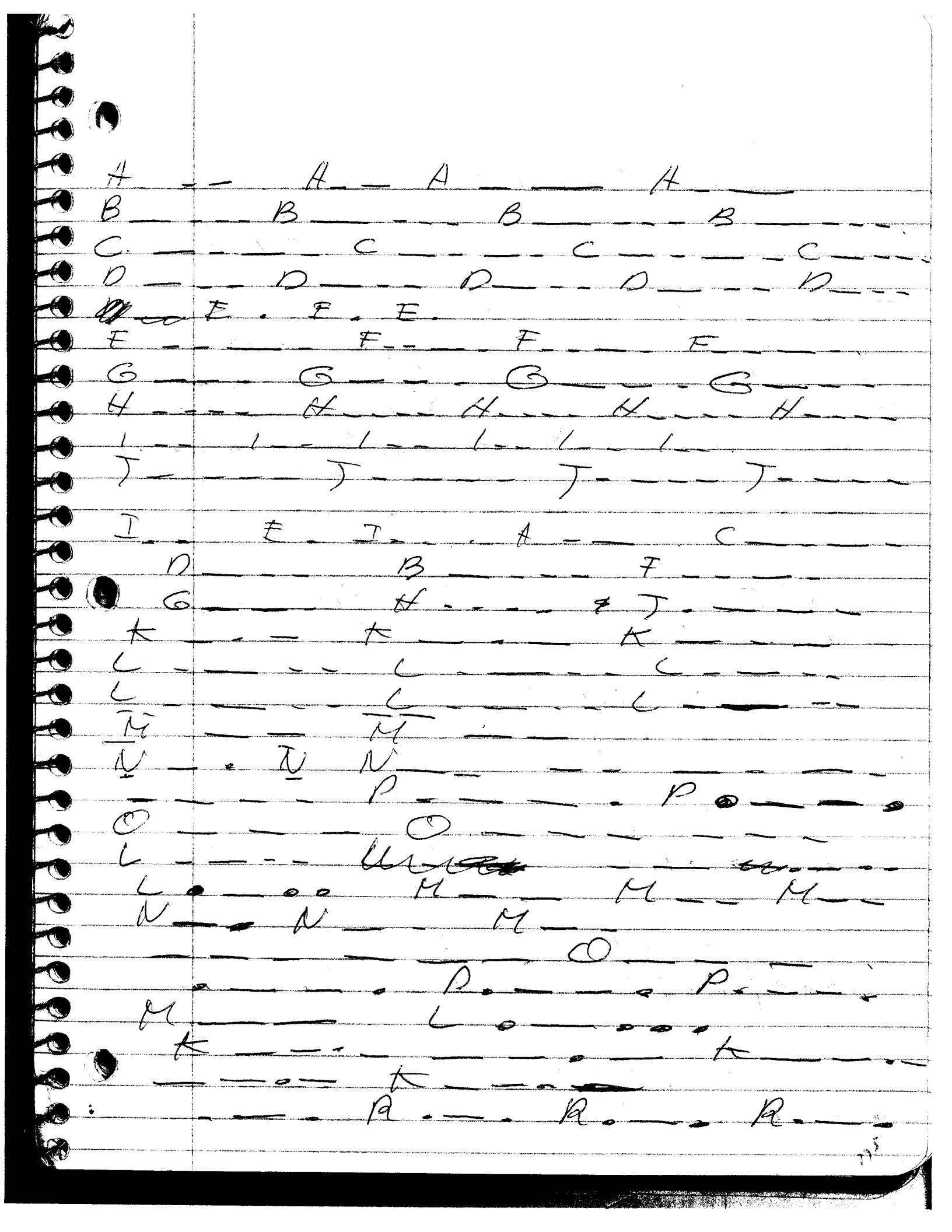
Continue you do not fly direct to the MA holding waypoint - MAHWP

Preparing for the Approach:

- Listen to ASOS of the airport
- Call tower and ask for a GPS approach RNAV
- Tune the VOR of the airport in case

Announce intention on CTAF. Common Traffic Advisory Frequency

- Ensure approach loaded → arming approach mode – somehow.
- When you cross IAF, GPS prompt → to turn to intercept on the course
- →



R S E

SIERA

T T T T

U U U U U U

U V

W W Xray

X

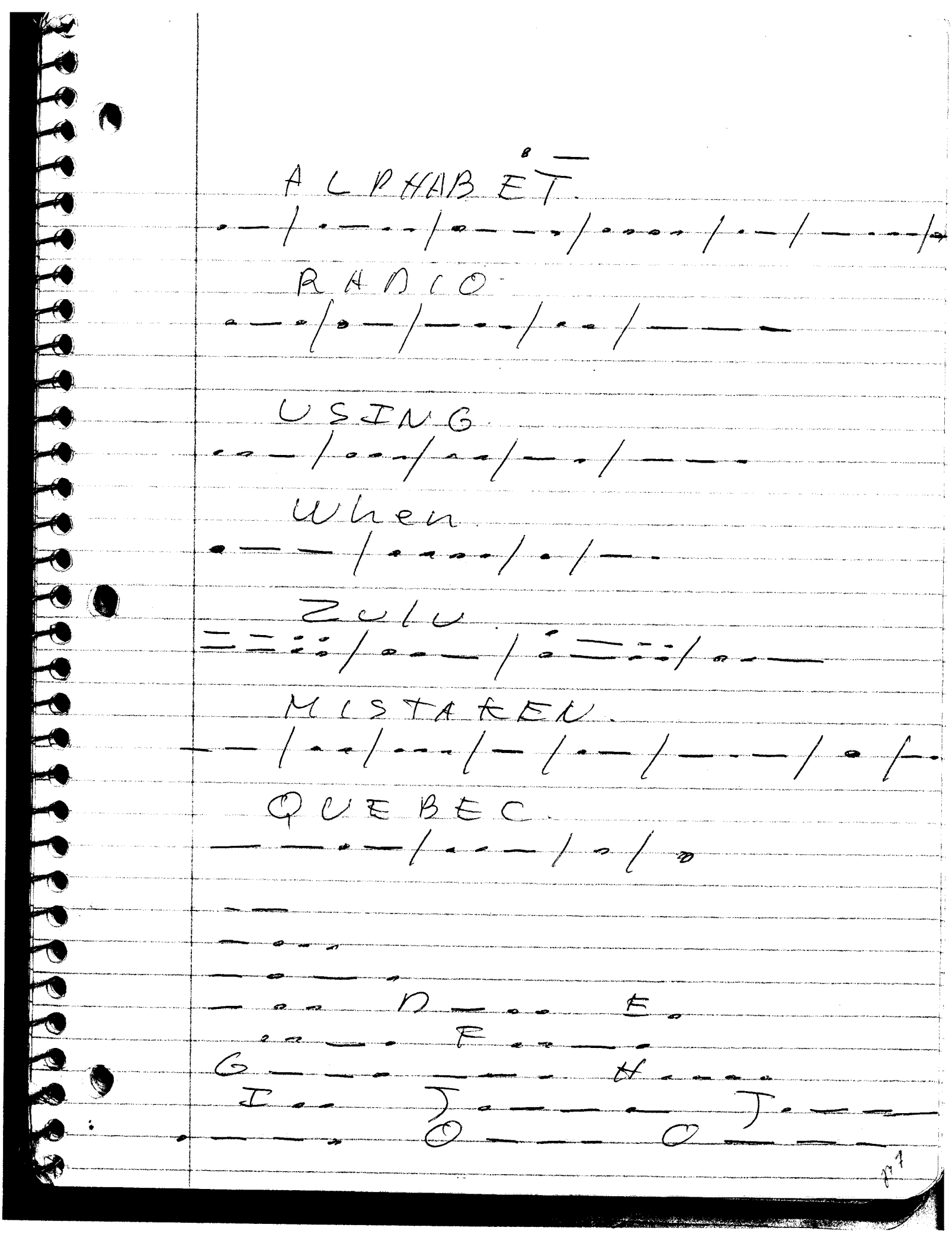
42 U S I E

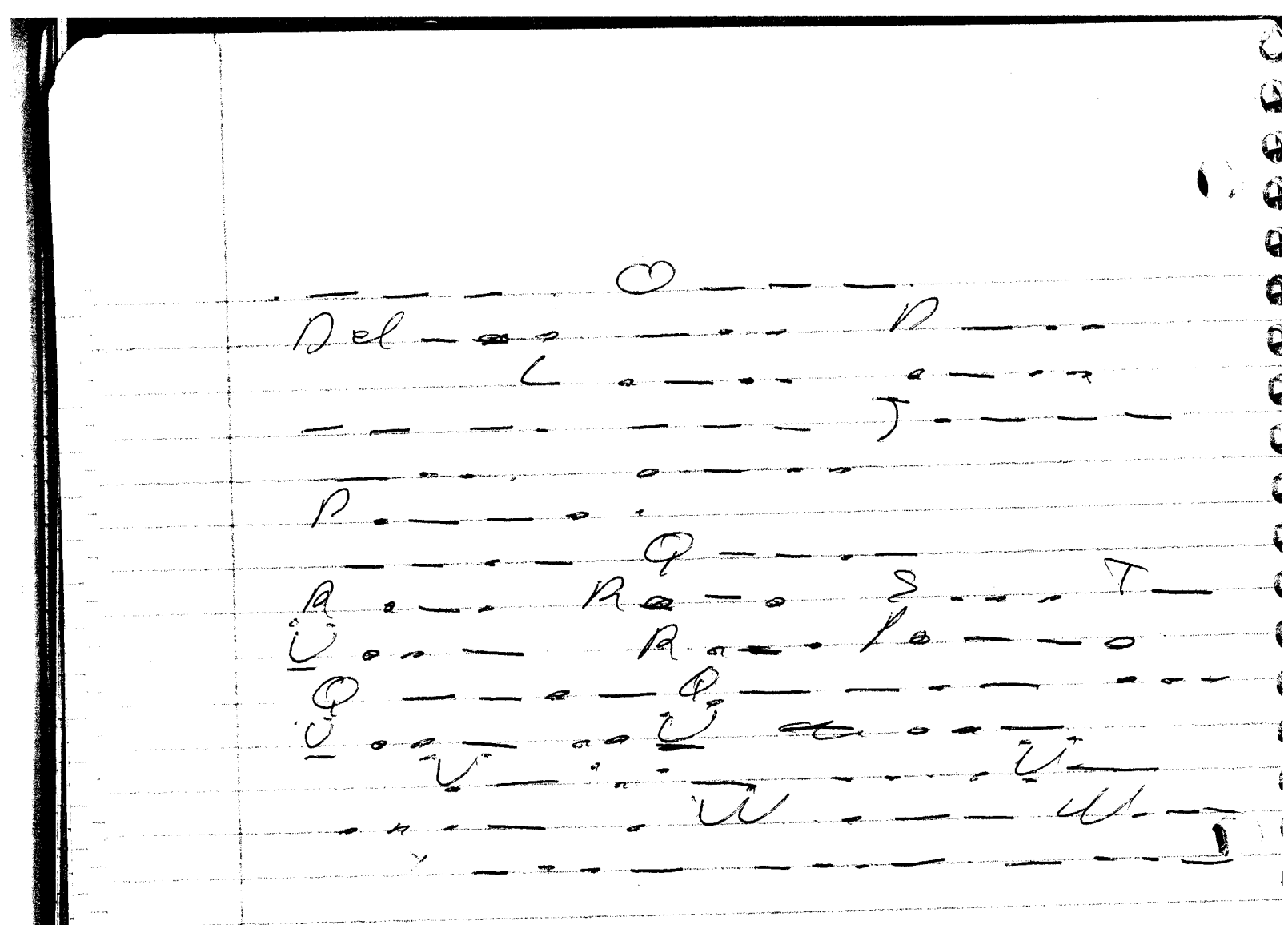
SINCE

letter

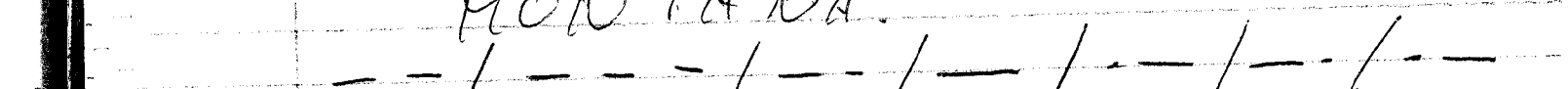
SIMILAR

PHONETIC

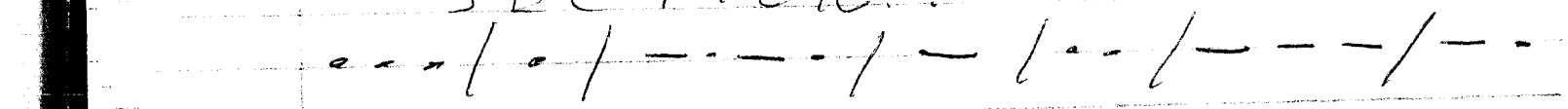

ALPHABET
RADIO
USING
When
Zulu
MISTAKEN
QUEBEC



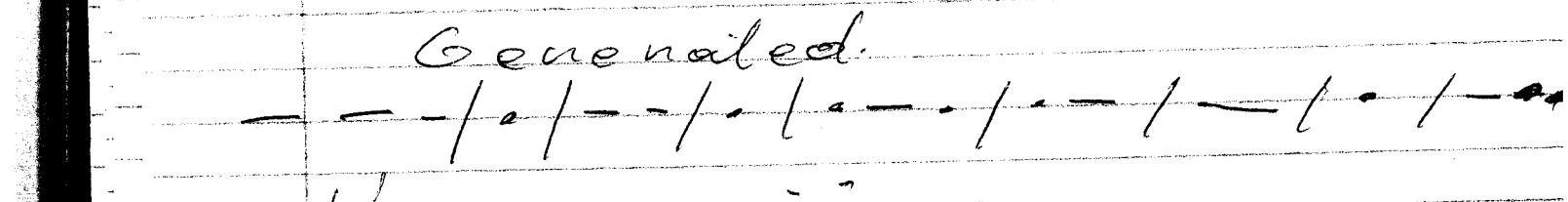
MONTANA.



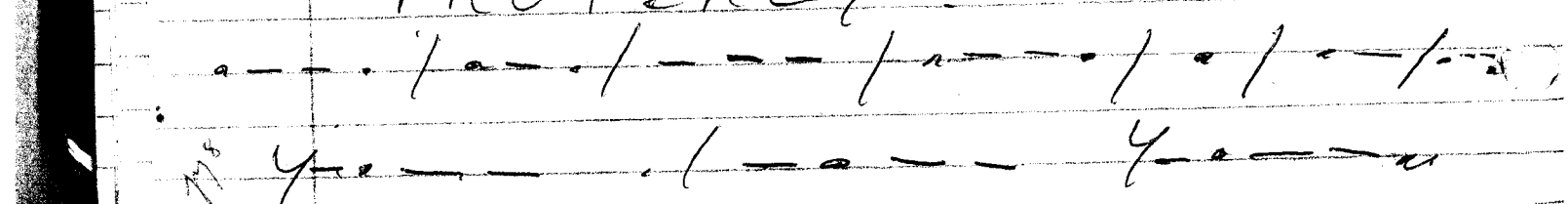
SECTION.



Generated.



PROPERLY.



Foxtrot . . — . — — —

W . — — W . — — 2 . . — — — —

E . — —

. . — . / — — — / — . — . — — / — — / — . . . /

FLIGHT IES

— — / . — — . / / — — . / . — — . / . —

. — — / . . / . — — — . / . — — . / . . / . — — . / ..

— —

12% 12000 - 12.000

7500 - 7600 7700.

1200.

Steady red give way to a circle

Flash Airport unsafe do not land

Flashing Green Return for landing.

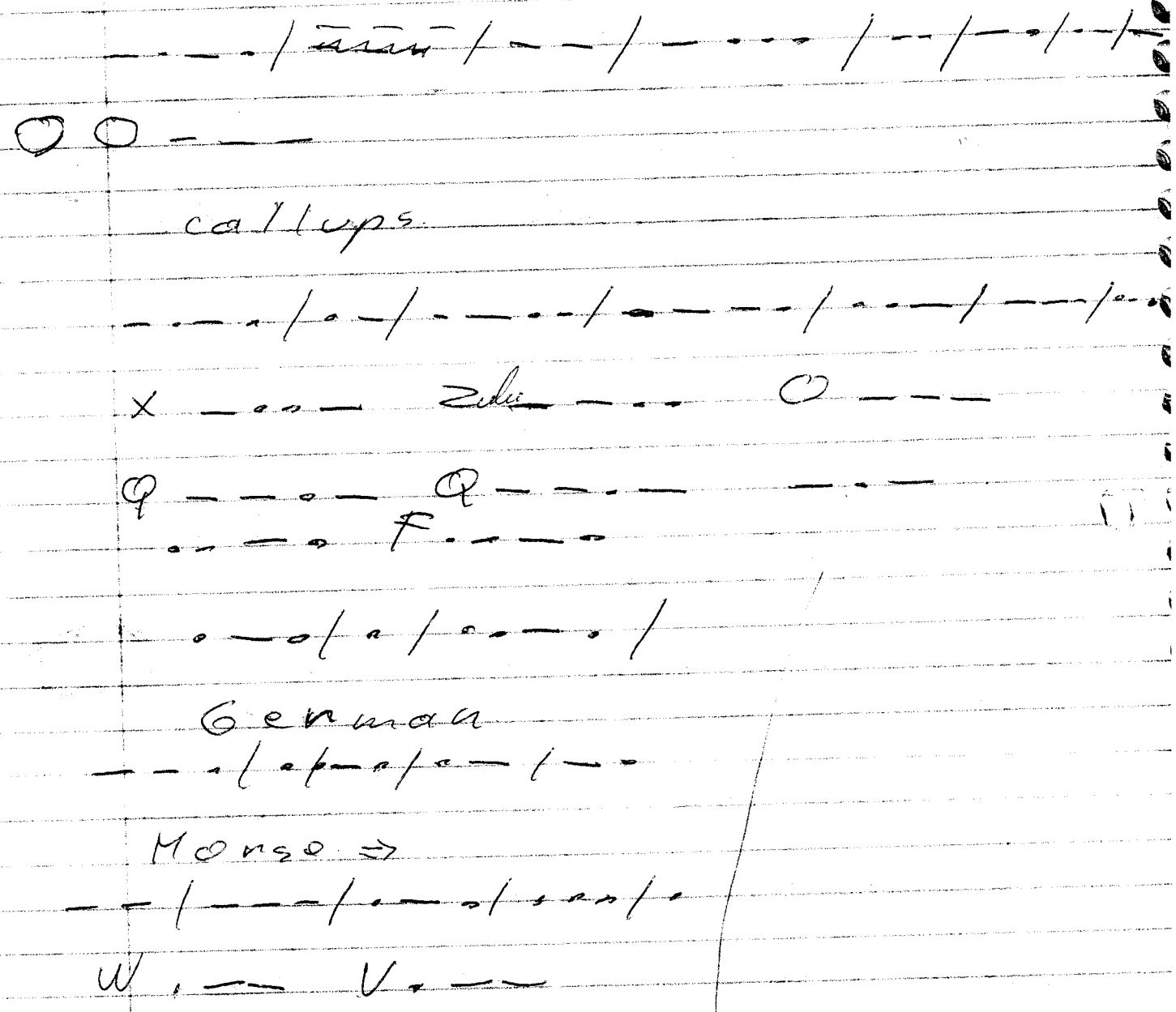
Alternating R & G → Exercise caution

Steady Green clear for takeoff

AIRPORT

— / .. / . — . / . — — . / — — — / . — . / —

"combination

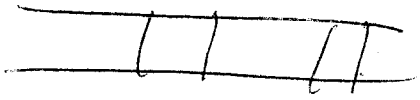


S 2

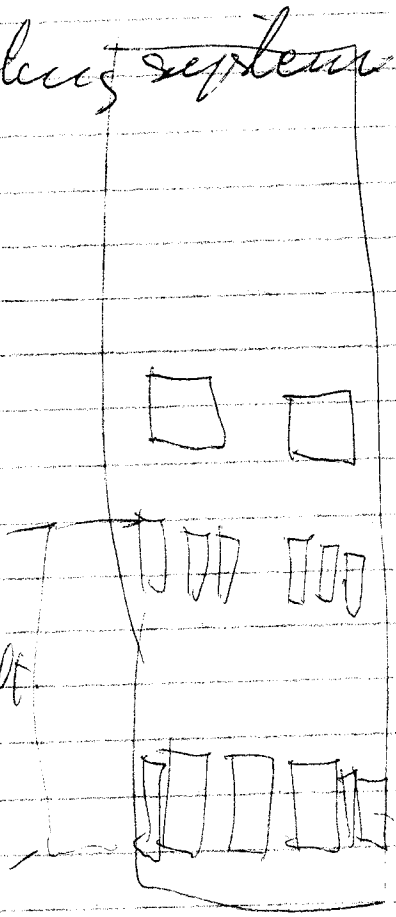
A .—
B —...
C —.—.
D —.. D—.. D—..
E .
F ..—. F ..—. F ..—.
G —— .
H ....
I ..
J .——— J .——— J .———
K —.— K —.— K —.—
L .—.. L .—.. L .—..
M ——
N —.
O ——— O ———
P .——. P .——.
Q ——.— Q ——.— Q ——.—
R .—. R .—. R .—.
S ...
T —
U ..—
V ...— V ...— V ...—
Y —.——
X
Z ——..

O ——.—
Y —.——
W .——

ILS Gold



ALS
Approach Lighting System



→ Second Hand Dealer

→ Contact Company
→ Association.
→ Government.
→ Magazine
→ Books → How to Run a Business
AMAZON.COM

→ Visit company in Vienna
See Telephone Directory.

Magazine of Aircraft

Flight International

GPS - GA

1800 800 1020

Magellan 1800 669 4477

Tulsa → Ep 918 836 6696

918 828 5000

Simulator
- Magazine
->

Grap.

Check E.
Search
- New

WebMaster AVED@faa.gov.
FAA

Stephanie Webb - FAA
Kansas City Tel 816 329-2620

instruct @ flightinfo.com - for info

FAA - educ
John Ulrich Oklahoma
405-744-7015

FAA
Vintage flying Museum
817 624. 1935
Meacham Int Airp.

FAA - Mr. Isaac Netley - Houston
713 313 1847.

Palo Alto College
210-921 5162

Univ of Tex at El Paso
Dr Juan Melsa
915 747 5826

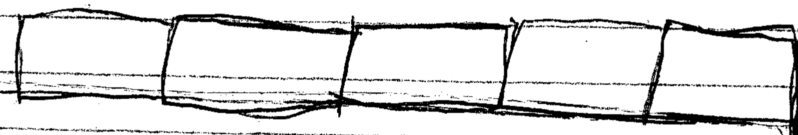
Semm
97

1800
AA.
→ 121 4 9 1 2 9 2 1 4.

~~472 456 8185~~ ‡

2. 1800 - 527 - 2463 - 8051 Semm/lite International

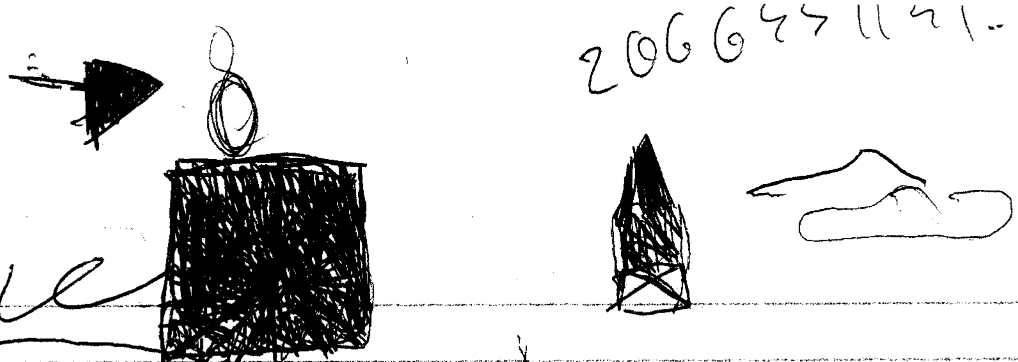
√ Oklahoma



→ 457446390.

→ Cola Glen [illegible]
405 744 8062

206 655 1141.



800 -
1 1911

485 | 555 1212,

Seattle 1 555 1212

Boeing → 206 655 1131

Boeing - [illegible]

FLS.1 flight safety international

405 495 6400

→ 747-400 →

402 456 0998

206 662 8220 flight Safety in Seattle

Boeing 206 655 4795
.60 9
206 655 7451.

1 206 880 5497

Dispatch 206 662 8222 flight

206 655 5691
206 655 1131

Aircraft Dealer

-> Command the heck.

-> Send Email to appropriate

Simulator training

- Book the training for end of July 23 / July /.
- Negotiate for Hotel 2 hr
- Four different sch
- 2 hrs sleep not 4 hrs ground school
-> 2 hrs flight shall not 3 hrs (to much to absorb)

-> Find a ticket
-> Ask for hard to the send.
-> Ask for the precise situation)
-> Cathay Pacific.

New York.

- Buy a GPS: needed

17000 →

8700 → 12 → : 10 feic hane,
10, sem.
28
28, 19480

itvv.co.uk/aviation/

aviation@ e itvv.co.uk

Roll Royce Engine

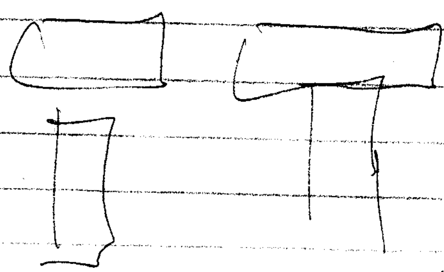
Boeing 747-400

EICAS System

Look for side panell

RTO - Reject Take off

Use Recall to enlarge to 500 warning msg



Fuel Pump
Fuel Run

Running
APU - (Aux Power Unit
Park Brake Set
Autobrake in RTO
~~PA~~ 55 Engine ON

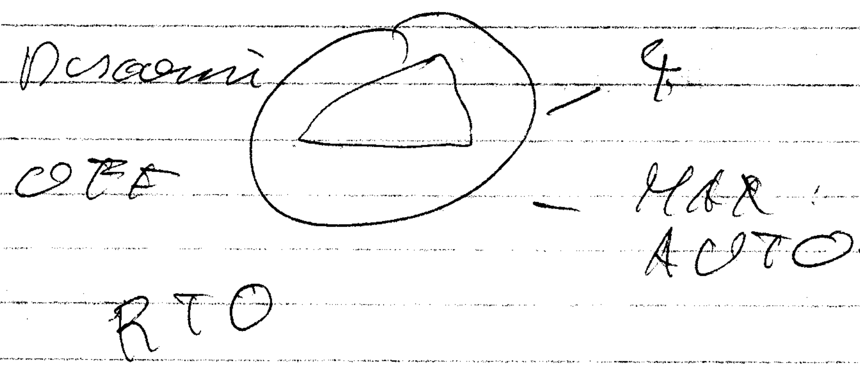
APU provide electrical Power and bleed air to start the engine

18
20
38

172

Autobrake RTO.

Did usually there when you get on plane can get smoke Brej Warning sounds



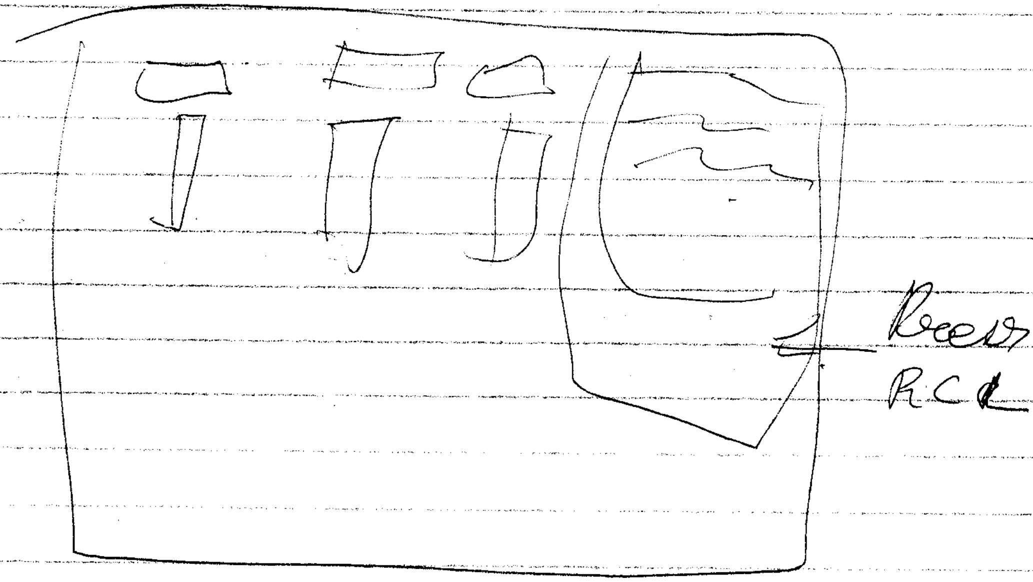
RTO = Rejected Take off position

PASS SIGN ON.

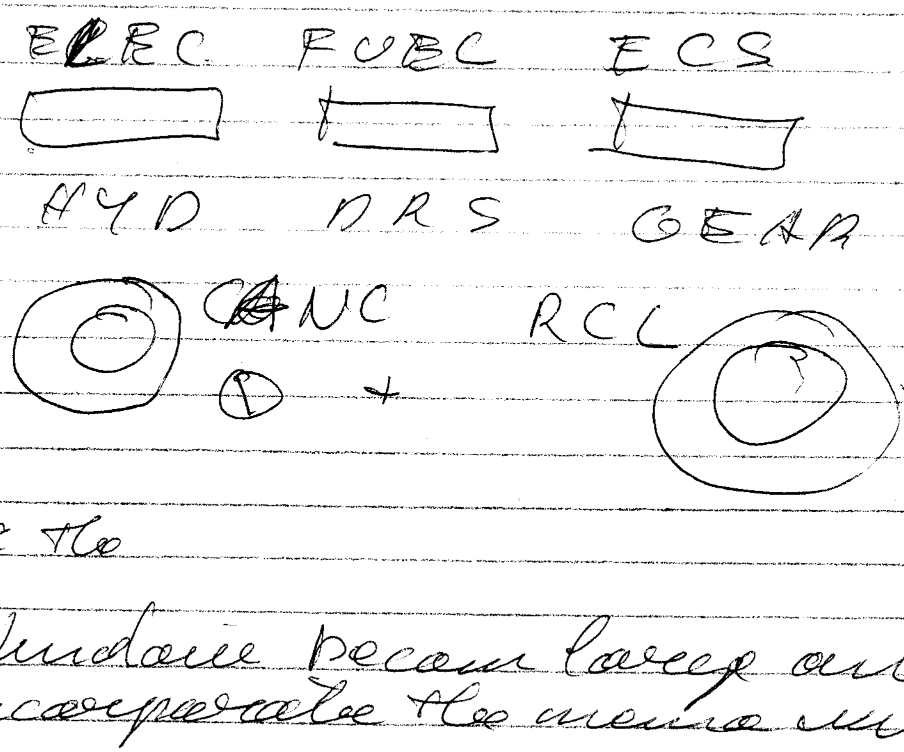
1st on Flight Deck.
SMOKing sign
but after everything ~~then~~ and the Passenger Belt → PASS SIGN ON

7/22

To enlarge the windows



RCC is on.



~~For~~ the

Windows become large and
incorporate the menu window

- Master Warning
warning.

- Brake Source
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 OVRD 3 AFT
FUEL OVRD 3 FWD

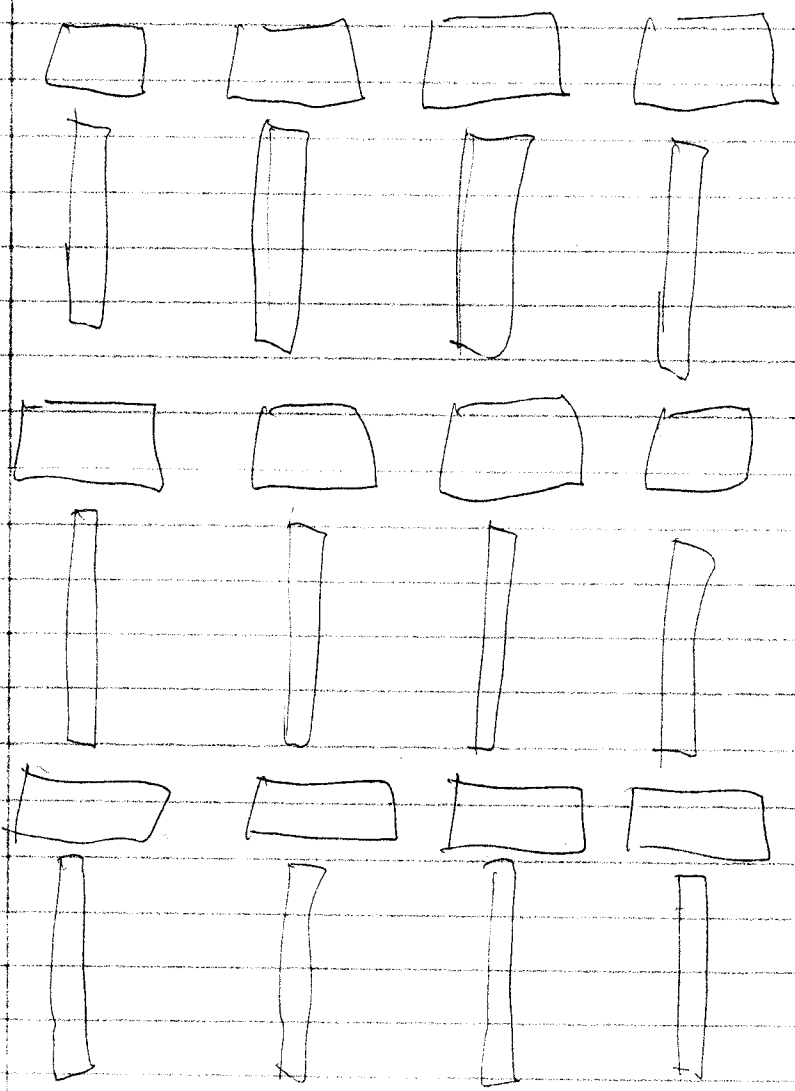
PG 1

All this Warning are available before engine ~~[illegible]~~ start.

~~[illegible]~~ can ~~[illegible]~~ Cancel

Press Cancel Button
To cancel them All until engine start

M24



APU RUNNING
PASS SIGNON
AUTOBRAKES RTO
PACKS 1 + 3 OFF

137 Wet U1.

Course 330

Check list

80 kmd Check

U1 - Takeoff

U2 - Cruise

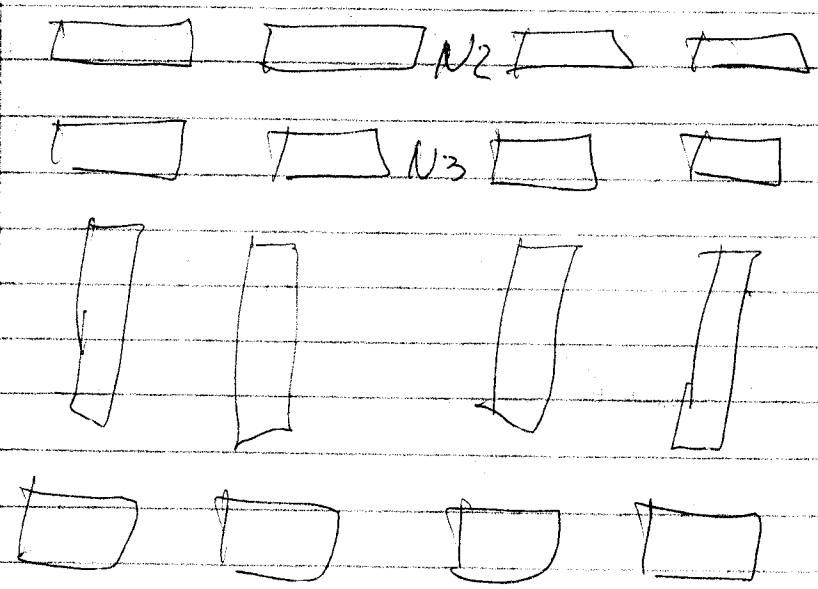
Flaps 10

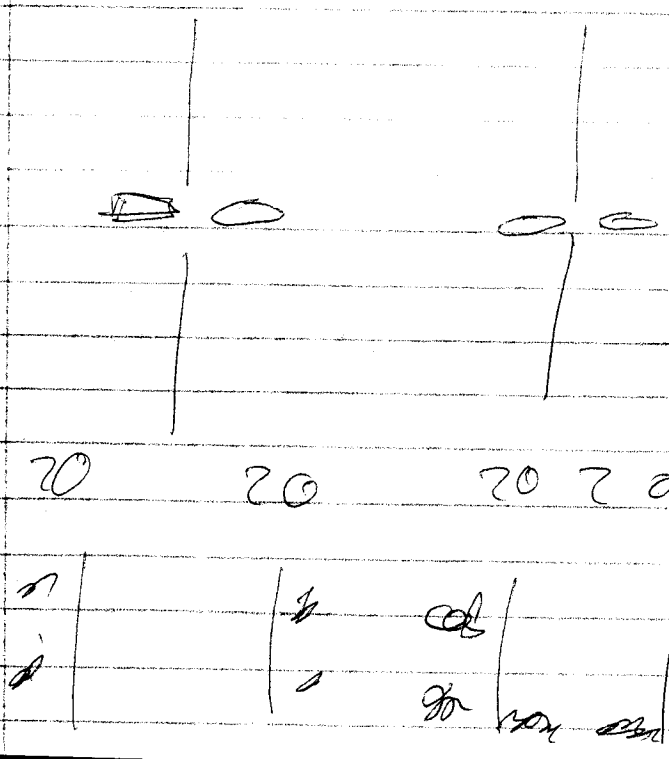
Flaps 5

Flaps 1 - Speed Check

Sussi

Press ENGINE button and see on the lower screen the rest of engine parameters





Rail of Engine

N3 Aft Oil Sheet of Engine

N2 Centre, sho

N1 -

Pull stavil ~~BUTTON~~ Solenoid

If Recovery ↑

[ ] - 10% N2.

Real Feed oil

T° will ↑

Make sure T°:

[24.4] N1

[1.07] Decrease Ppocolea

[illegible]

A T K O F F

Advance thrust lever to allow engine to stabilize

The Press TOG switch -
Take off and Go around

Thrust automatic advance
give => [illegible]

Keep Straight => RUDDER

V1 => lift off

Retract gear [\\\\\\]

[UP]

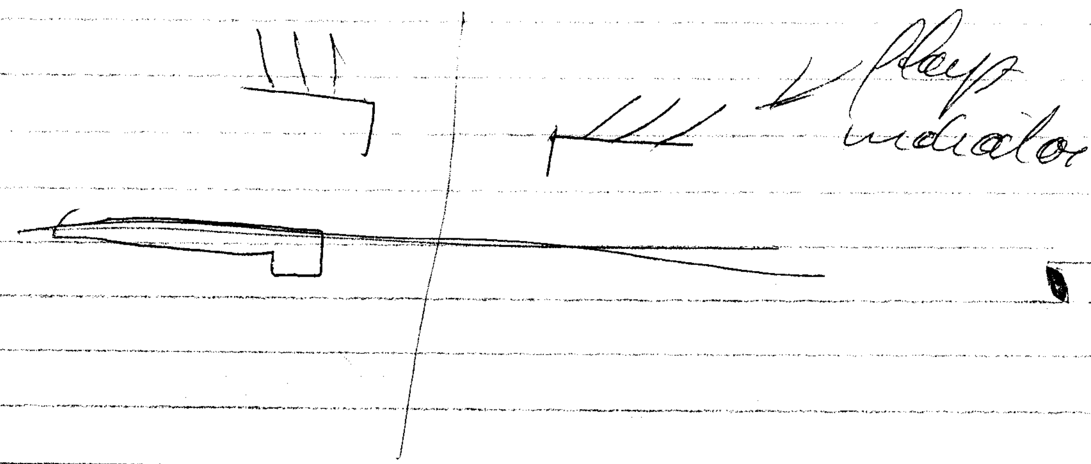
↓

Danger

Then Retract ~~[illegible]~~ Flaps

when reach limit speed
the cursor moves to the limit
angle the new flap setting
is indicated on > 0.90

— 10



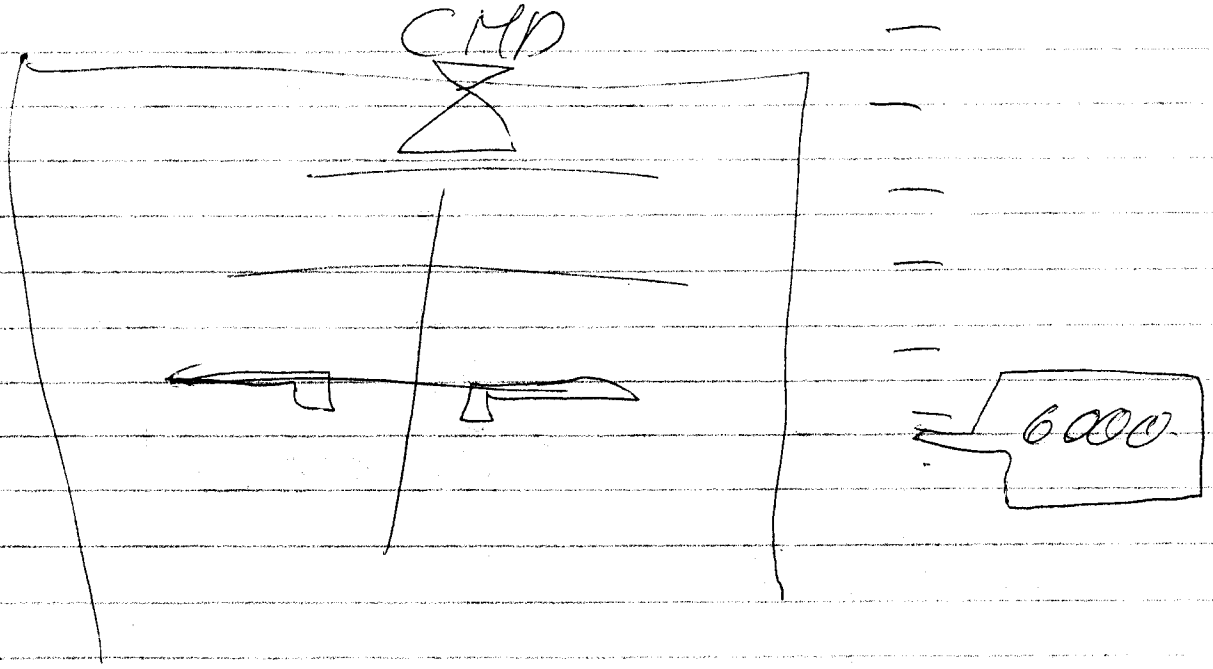
increase speed by turn
IAS/MACH

PFD

Primary flight display

SPD | LNAV | VNAV ALT

6000



SPD → speed command

LNAV → Heading according to flight plan

VNAV ALT → Altitude according to flight plan

Clearance altitude 8 000

Press on clear Screen to release from current altitude ← 600

See in the place of SPD

THRS REF | L NAV | UNAV USED

to climb

Press

↓

| HDG SEL |

Reach alt.

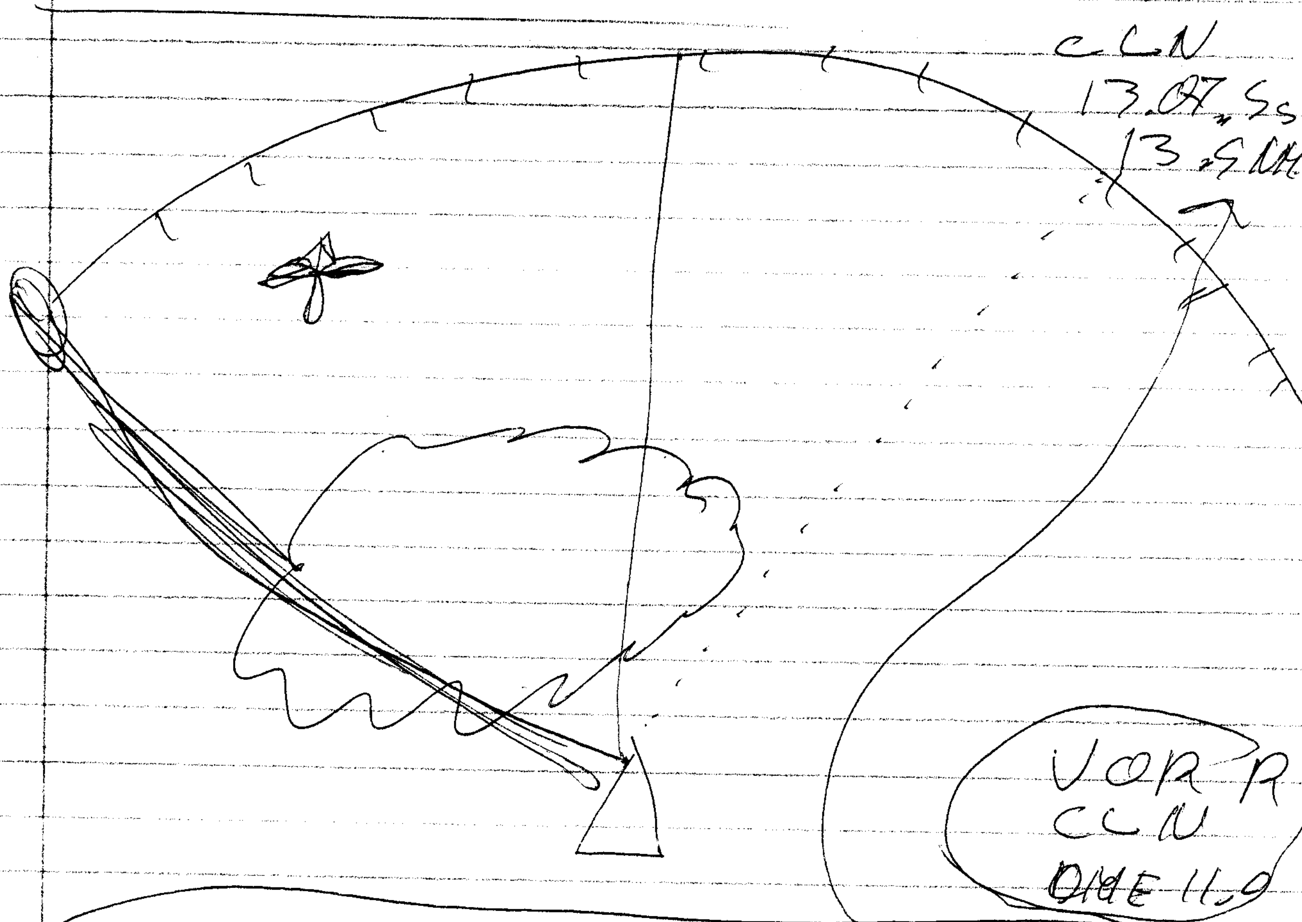
↓

SPD

| HDG SEL | UNAV ALT

Avoid STORV.

CLN clapton V Acheo Vanguard



Clapton is in storm so cannnal go

13.07.55 time to be over CLN
13.5N Distance to CLN

VOR B Clapton. VOR
DME 11.0 → green line

Select direction on the ~~[illegible]~~ screen

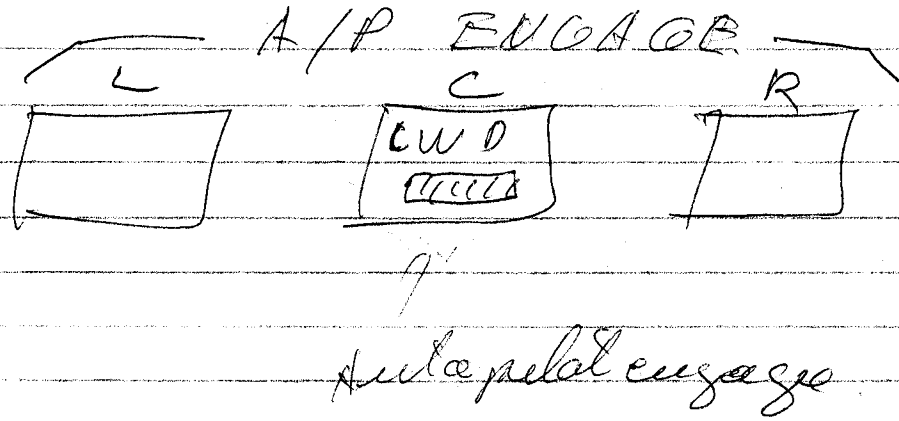
Then select NHC' on screen.

When moving waypoint it

becomes Magenta

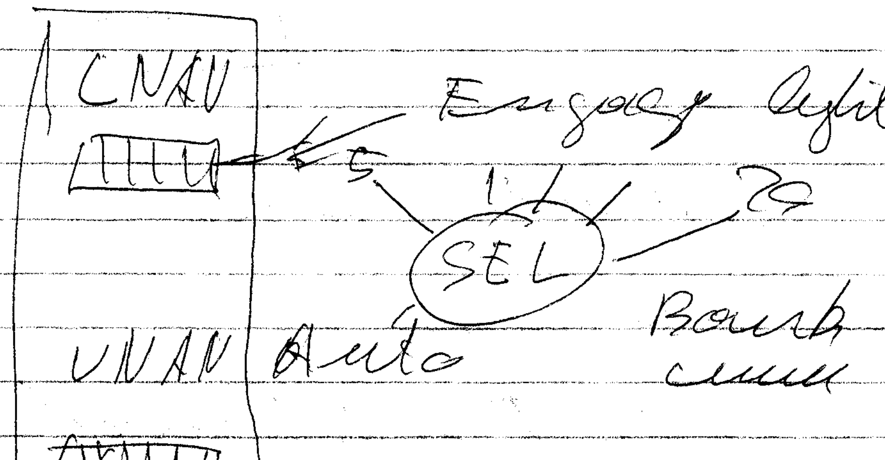
1/34

Looks at floor shell:



To the team
verification using
Flight Mang Com

Press SEL
then turns to
New Head



To descent select Cause alt

VNAV

IAS/MACH

No Verticals → 800 FMC

To select Cause alt.

ACX

Change descent

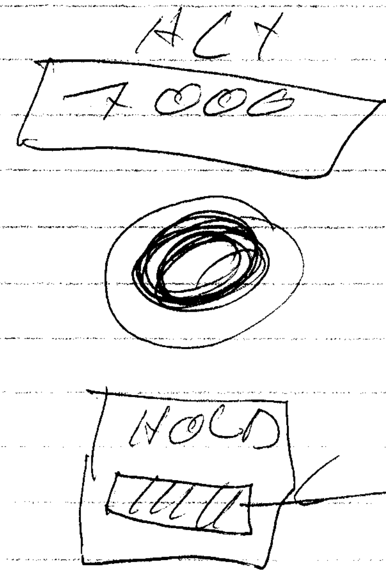
in VS

or Flight level change

FLCH

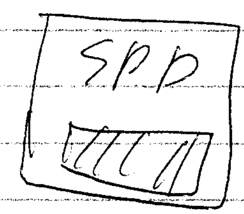
32

When reach new low Alt.



It illuminates

Also speed Button



Illuminates
show that the
Auto throttle
mount on the spee

Discovered held throttle

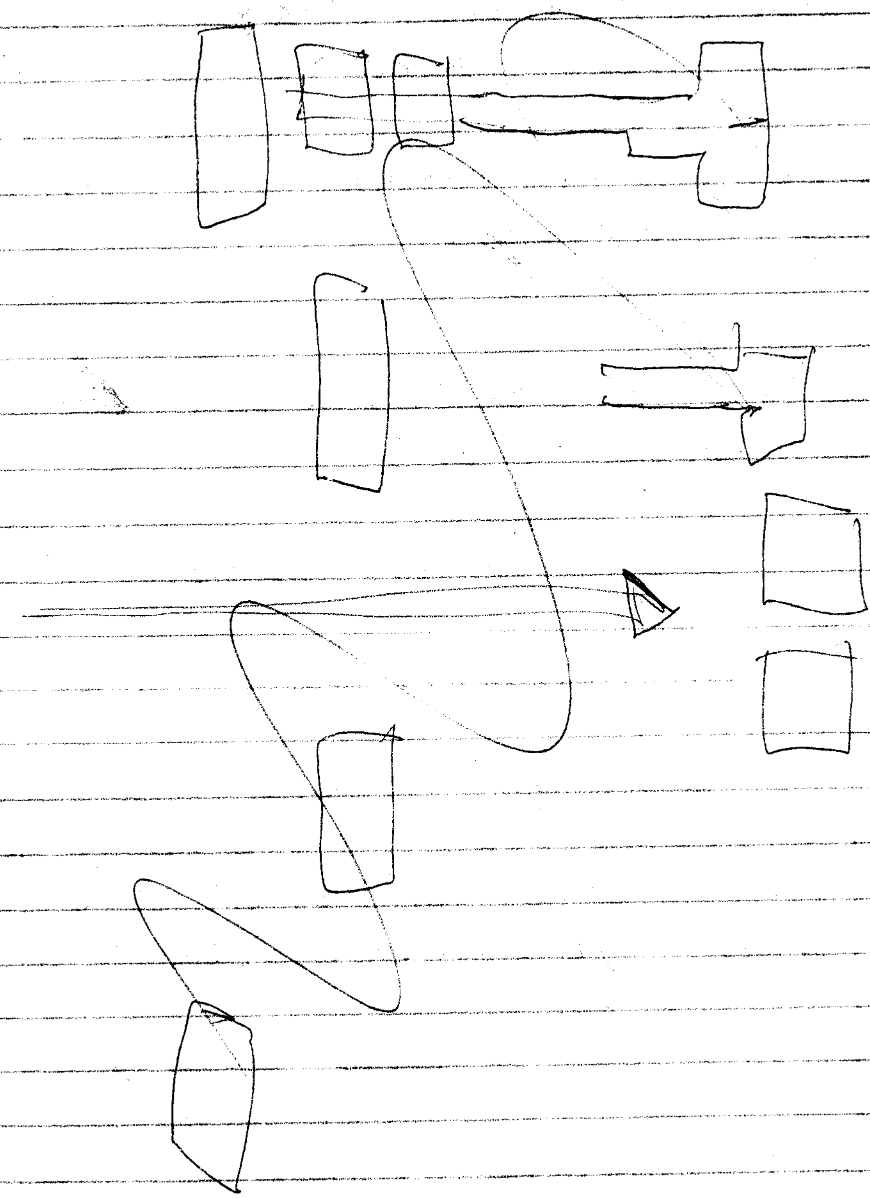
→ side of throttle bent

SPD would be left off

6

170 Transfer
- Wing
- Belly - Center Tank
- Stabilizer

See Lower ICAS



Fuel/ ~~Cross~~

Feeding

from stabilizer & center tank to 4 engine & via feed pumps

When stabilizer & center empty it indicate on ECAS & disappear

Then feeding from main 3 & 4 until it equal main 1 & 2.

Can see cross feeding by direction of the pump

Below 52 Tonne prompt on Upper ECAS

Fuel Tank / Eng

Close cross feed ⊘

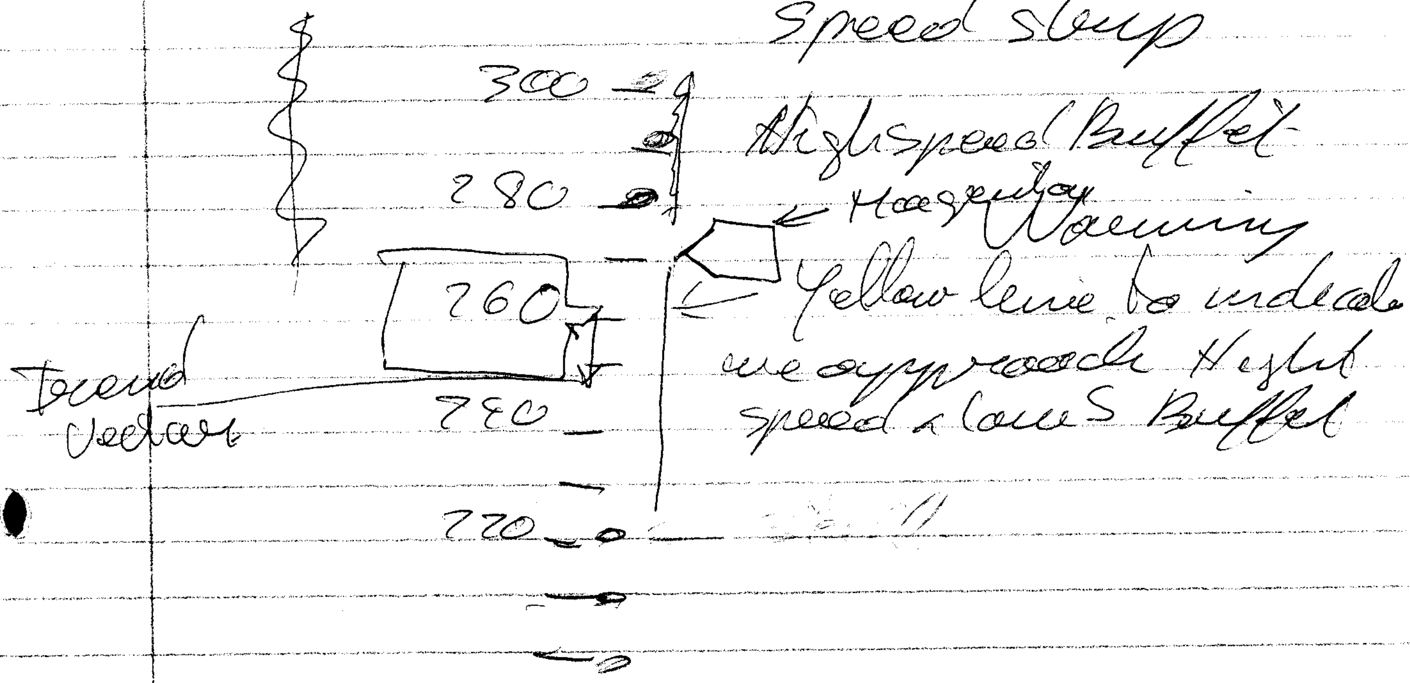
Switch off Fuel Pump

Then fuel is feed direct via fuel pump to the engine.

Until landing

PFD.

Red [illegible]



Magenta give spe

Then

Reduce Speed & Maintain ALT
↓
When Near Stall Spee
↓
increase Power Max
↓
stop speed decrease & maintain ALT

AC nose PW ⇒ No Spd ↑ ⇒ So
need small decrease in Alt
to increase speed

~~can no~~

Fire Engine

- Warning Sound
  Press to Silence   [box] ← Red

Message on EICAS

Fire ENG 3

Close the Throttle Lever 3

Fuel Cut off 3

Up   Fire switch pull
      and [illegible]

Then.

Message go away Engine FIRE ENG 3

Then

ENG 3 SHUTDOWN

[illegible] message → AUTOTHROT DISC

Bottle [illegible] empty → BTL LOW ENG 3

[illegible] → HYD PRESS ENG 3

on Engine Pump

Hello Hello

Hello

Hello. My Name is Hussein AL-ATTAS

I am a Yemeny national, born and

residing in Saoudy Arabia

I am currently studying for the last 5 years

in the University of Oklahoma

I have a F1 visa in the US.

I would like a visa to visit ~~p~~ Pakistan

To visit some medical facility

(Agan KHan Hospital 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.