and demand, narrowing the supply of the company's labor and refusing of other unfavorable demands. And the final step can be detected as integrating a plan, resolving all issues and answering all questions before the implementation of a change. It helps to address both tactical and strategic needs of the company correctly, relying on the current conditions and future objectives.

In contrast to HRP, evidence-based HR is another business approach that moves towards identifying solutions that should have the empirical basis, combining both critical thinking and the process of deep analysis. Managers should be able to prove changes that changes in the working environment are based on solid evidence and reliable information. First of all, everything starts with an answerable question how to resolve a particular issue; henceforth, the process requires acquiring enough evidence, their appraising, and also incorporating into the field of the decision-making process (Hameed, Tasneem). This approach is necessary in case if employees cannot understand reasons for specific changes; moreover, when every decision bases on a reliable source of information, the company is more likely to achieve a required goal. Every new step in terms of company's development and expanding would be logical-based, avoiding the possibility of influencing the overall well-being only by the personal desire.

Under those circumstances, it is essential to understand that the aforementioned concepts can be easily utilized in order to help HR in supporting every organization's strategy. The implementation of those concepts is a guarantee that the final decision would be not simply efficient regarding the company's objective but also understandable for employees. HR planning and evidence-based HR are the long-term processes that require an enormous amount of time and efforts, resolving all possible issues at an early stage; everyone would be confident that the future steps are not merely necessary but also successful.

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BOEING 777

The design of the 777 was done completely on computers. Instead of building a full-size model, engineers used computers to electronically "assemble" the entire aircraft. This practically eliminated paper drawings and helped achieve unparalleled levels of accuracy.

The long-range version of the 777 has an optional rest area for cabin crew members in the cargo area beneath the passenger deck.

The 777 has "fly-by-wire" controls. Instead of using mechanically-connected cables to move rudders, flaps and other airplane control surfaces, the pilot sends commands electrically through computers and wires. This reduces weight, complexity, and maintenance.

To build this new wide-body jet, Boeing added on to what was already the largest building in the world. The plant where the 747, 767, and 777 are assembled now contains 472 million cubic feet (13.37 million cubic meters). In area, the building is 98.3 acres (40 hectares) or about the size of 90 American football fields.

An inertial reference system gives the pilot information about the airplane's location at all times, anywhere in the world. There are two jet engines on a 777, each delivering up to 90,000 pounds of thrust – more than one-and-a-half times as much thrust as all four engines on the first 707.

The 777 flies up to 43,100 ft. (13,137 m) in altitude. That's more than eight miles high. Depending on model and optional equipment, the price for a 777 is $116 million to $146 million. Airlines determine what kind of seats they want in their airplanes, and they order seats from a number of suppliers. Many airlines are also incorporating seat-back entertainment centers for in-flight movies and computer games.

The 777 is almost as wide as it is long. The fuselage is 209 ft. 1 in. (63.7 m); the wing span is 199 ft. 11 in. (60.9 m). In typical three-class arrangement, the 777 seats 305-328 passengers. In a single-class all economy configuration, it seats up to 440 passengers. With an interior cabin width of 19ft. 3in. (5.87 m), the 777 is almost as roomy as the 747. The spacious feeling is augmented by storage bins built high into the ceiling. The 777 is equipped with galleys that have enough capacity to serve meals to 440 passengers on long flights. The 777 has fuel capacity of 31,000 gallons (117,335 liters) or 44,700 gallons (169,190 liters). All of the fuel is carried within the wing and structural center section. Maximum takeoff weight (Boeing 777-300, 451 dual-class passengers) is 666,000 lb (299,380 kg). Range (Boeing 777-300) is 6,057 miles/ 9,748 kilometers.

Powerful radar watches far ahead for other aircraft and storms. Every jetliner carries a flight data recorder that's usually called a "black box". The box itself is an extremely strong titanium case that is connected to all the airplane's major systems. The box monitors engines, flight deck instrumentation, and airplane operating surfaces. The 777 has about 132,500 engineered parts that are custom-made for the airplane. Including rivets, bolts, and other fasteners, the airplane has more than three million parts.

Before the 777's first delivery, it went through nearly 5,000 flight hours, the most extensive flight test program ever done. Motion-based simulators are frequently used for flight deck training. They help crew members become familiar with an airplane's controls and flight characteristics before the pilots fly the real airplane.

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GOALS AND MEANS OF INFORMATION SECURITY

Information protection is a system of organizational and technical measures, that are aimed at preventing unauthorized access to information, unauthorized modification,