



Boeing 737 Aircraft Manual

737-800 (NG), 737 MAX 8 and MAX 9 | Boeing

1. Role at NorthJet

Short and medium haul narrowbody on domestic, European and regional routes.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x CFM56-7B (NG), CFM LEAP-1B (MAX)
Max take-off weight	approx. 79 t (-800) / 82 t (MAX 8) / 88 t (MAX 9)
Typical cruise	M0.78
Max operating	M0.82, FL410
Range	approx. 2,900 nm (-800) / 3,500 nm (MAX)
Typical approach speed	130 to 150 kt

3. Configuration (typical)

Take-off	Flaps 1 or 5
Landing	Flaps 30 or 40
Gear down	At or below 250 kt, normally on final

4. Operating limits

- Always check the add-on's own manual: its limits and procedures override this document.
- Do not exceed the maximum take-off, landing and zero fuel weights of your add-on.
- Respect flap, gear and tyre speed limits shown in the add-on documentation.
- Do not fly below the minimums of the approach in use. Go around if you are not stable.

5. Fuel policy (NorthJet recommended)

- Trip fuel to the destination, plus taxi fuel.
- Contingency: 5% of trip fuel (minimum 5 minutes at holding).
- Alternate fuel to the nominated alternate (required when weather forecast is below minima).
- Final reserve: 30 minutes holding at 1,500 ft above the alternate.
- Extra fuel at the captain's discretion for weather, ATC delays or ETOPS.

6. Stabilised approach

- Correct flight path, on target speed ($V_{ref} + 5$ to 10 kt) and landing configuration.
- Stable by 1,000 ft above airport elevation in IMC and 500 ft in VMC. Otherwise go around.
- Sink rate no more than 1,000 ft/min, and thrust set appropriately.
- All briefings and checklists completed.

7. Type notes

- Check MAX stabiliser trim and MCAS annunciations in your add-on if applicable.
- Flaps 5 is typical for takeoff, flaps 30 for landing. Use flaps 40 on short runways.



- Stabilise the approach: gear and flaps 15 by the final approach fix.

8. Abnormal and emergency (general)

Engine failure	Aviate first: maintain control, fly the aircraft, then handle the failure. Follow the add-on's procedure, declare PAN or MAYDAY and decide on diversion. On a four-engine aircraft expect a drift-down level.
Fire	Follow the memory items of your add-on, discharge the extinguisher bottles and plan the nearest suitable airport.
Decompression	Don oxygen masks, start an emergency descent to 10,000 ft (or MSA) and declare MAYDAY.
Go-around	Press TOGA, set go-around thrust, retract flaps one stage and follow the missed approach. Announce GO AROUND to ATC.
Squawk codes	7700 general emergency, 7600 radio failure, 7500 hijack.

9. NorthJet fleet (10 aircraft)

Registration	Type
TC-JOA	B737 MAX 8
TC-JOC	B737 MAX 8
TC-JOD	B737 MAX 9
TC-JOE	B737 MAX 9
TC-JOV	B737 MAX 8
TC-JPT	B737-800
TC-JVA	B737-800
TC-JVP	B737-800
TC-JVU	B737-800
TC-JVZ	B737-800

Figures are approximate reference values for planning. Always use the data and limits of the add-on you fly in X-Plane 11 or X-Plane 12.
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