



Boeing 787 Aircraft Manual

787-9 and 787-10 | Boeing

1. Role at NorthJet

Efficient long haul twin for medium and long routes.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x GEnx-1B / Trent 1000
Max take-off weight	approx. 254 t
Typical cruise	M0.85
Max operating	M0.90, FL430
Range	approx. 7,600 nm (-9) / 6,400 nm (-10)
Typical approach speed	130 to 150 kt

3. Configuration (typical)

Take-off	Flaps 5 or 15
Landing	Flaps 25 or 30
Gear down	At or below 270 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

- The 787 uses an all-electric architecture. Allow time for systems to initialise.
- Plan for steady fuel burn: optimise the cruise level according to weight.



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 (3 aircraft)

Registration	Type
TC-JLA	B787-9
TC-JLB	B787-9
TC-JLC	B787-10

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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