



NorthJet Airways Aircraft Manuals

All fleet types. Revised 2026-10-06





Airbus A320 family Aircraft Manual

A319, A320, A321 (ceo and neo) | Airbus

1. Role at NorthJet

Short and medium haul workhorse. Operates from both hubs (LTFM and ESSA) on domestic, European and Middle East routes.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x CFM56 / V2500 (ceo), CFM LEAP-1A / PW1100G (neo)
Max take-off weight	approx. 75.5 t (A319) / 78 t (A320) / 93.5 t (A321)
Typical cruise	M0.78
Max operating	M0.82, FL390
Range	approx. 3,300 to 3,700 nm
Typical approach speed	130 to 150 kt

3. Configuration (typical)

Take-off	CONF 1+F, 2 or 3 (CONF 2 typical)
Landing	CONF 3 or FULL
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

- Sidestick: only one pilot flies at a time. Announce "I have control" if you use priority takeover.



- Use managed modes for normal flights and practise selected modes on approach.
- At 10,000 ft on climb or descent, keep a sterile cockpit mindset.
- Flex takeoff reduces engine wear. Use TOGA on short runways or contaminated surfaces.

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 (26 aircraft)

Registration	Type
OY-KBH	A321-231
OY-KBK	A321-231
TC-LEV	A321-211
TC-LFA	A321-272N
TC-LFC	A321-272N
TC-LFE	A321-253N
TC-LFF	A319-111
TC-LFH	A319-251NX
TC-LFM	A320-271N
TC-LFN	A321-272N
TC-LFP	A321-231
TC-LFR	A321-251N
TC-LFS	A321-200
TC-LFU	A321-211
TC-LFY	A321-272N
TC-LNE	A321-253NY
TC-LSA	A320-251N
TC-LSE	A320-231
TC-LSF	A321-253N
TC-LSG	A320-251N
TC-LSM	A321-253N



Registration	Type
TC-LSP	A320-271N
TC-LSR	A320-271N
TC-LSU	A320-271N
TC-LTF	A321-253N
TC-LYE	A321-231

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.
Revised 2026-10-06.





Airbus A330 Aircraft Manual

A330-300 and A330-900 (neo) | Airbus

1. Role at NorthJet

Long haul twin for Middle East, Asia and transatlantic sectors from Istanbul and Stockholm.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x Trent 700 / CF6 / PW4000 (-300), Trent 7000 (-900)
Max take-off weight	approx. 242 t (-300) / 251 t (-900)
Typical cruise	M0.82
Max operating	M0.86, FL410
Range	approx. 6,300 nm (-300) / 7,200 nm (-900)
Typical approach speed	135 to 150 kt

3. Configuration (typical)

Take-off	CONF 1+F, 2 or 3
Landing	CONF 3 or FULL
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

- Plan engine-out drift-down and ETOPS diversions on oceanic and remote routes.
- Fuel in the trim tank moves CG aft in cruise. Watch fuel balance on long sectors.



- Use a stabilised approach with speed on target by 1,000 ft.

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 (7 aircraft)

Registration	Type
TC-JPC	A330-322
TC-JPG	A330-941
TC-JPO	A330-300
TC-JPP	A330-941
TC-JPR	A330-941
TC-JPS	A330-941
TC-JPW	A330-300

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.
Revised 2026-10-06.



Airbus A340 Aircraft Manual

A340-300 and A340-600 | Airbus

1. Role at NorthJet

Four-engine long haul aircraft for the longest NorthJet routes.

2. Key data (approximate)

Crew	2 pilots
Engines	4 x CFM56-5C (-300), 4 x Trent 500 (-600)
Max take-off weight	approx. 276.5 t (-300) / 380 t (-600)
Typical cruise	M0.82
Max operating	M0.86, FL410
Range	approx. 7,400 nm (-300) / 7,800 nm (-600)
Typical approach speed	135 to 160 kt (heavier -600 is faster)

3. Configuration (typical)

Take-off	CONF 1+F, 2 or 3
Landing	CONF 3 or FULL
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

- The -300 has modest thrust: check runway length and climb gradient with weight carefully.
- The -600 is long: watch the tail on rotation (tail strike protection) and use a gentle rate.



- Plan takeoff and drift-down with engine failure in mind.

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-JDE	A340-642
TC-JDG	A340-642
TC-JDS	A340-300

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.
Revised 2026-10-06.



Airbus A350 Aircraft Manual

A350-900 | Airbus

1. Role at NorthJet

Modern long haul twin for NorthJet's flagship routes.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x Rolls-Royce Trent XWB-84
Max take-off weight	approx. 280 to 283 t
Typical cruise	M0.85
Max operating	M0.89, FL410
Range	approx. 8,000 nm
Typical approach speed	130 to 145 kt

3. Configuration (typical)

Take-off	CONF 1+F, 2 or 3
Landing	CONF 3 or FULL
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

- Similar philosophy to other Airbus types. Use the same flow.
- Cruise at the optimum level that the FMS calculates, and step climb when it suggests.



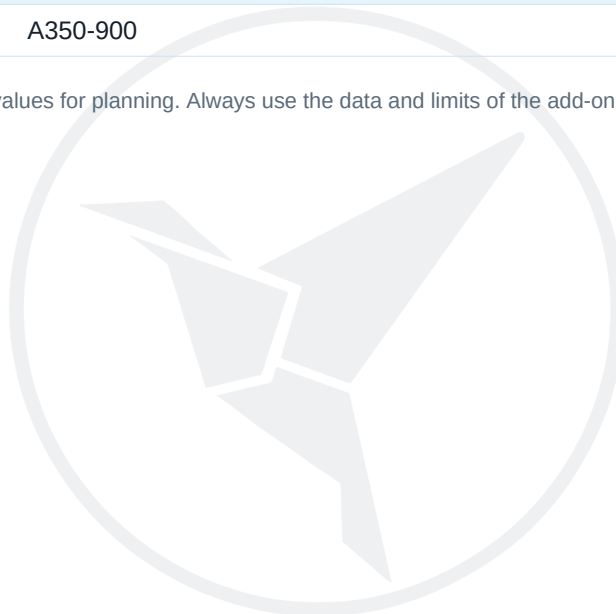
8. Abnormal and emergency (general)

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 (1 aircraft)

Registration	Type
TC-LVP	A350-900

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Revised 2026-10-06.





Airbus A300-600F Aircraft Manual

A300F4-600R freighter | Airbus

1. Role at NorthJet

Freighter used on cargo routes. Classic two-crew cockpit with hands-on handling.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x GE CF6-80C2 or PW4000
Max take-off weight	approx. 170 t
Typical cruise	M0.78
Max operating	M0.82, FL400
Range	approx. 4,000 nm (with typical payload)
Typical approach speed	135 to 150 kt

3. Configuration (typical)

Take-off	Flaps 15 (typical)
Landing	Full flap per add-on
Gear down	Per add-on limits

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

- Older cockpit with fewer automation modes. Fly with more manual cross-checks.
- Check cargo weight and CG before departure, because the freighter has no cabin load to hide mistakes.



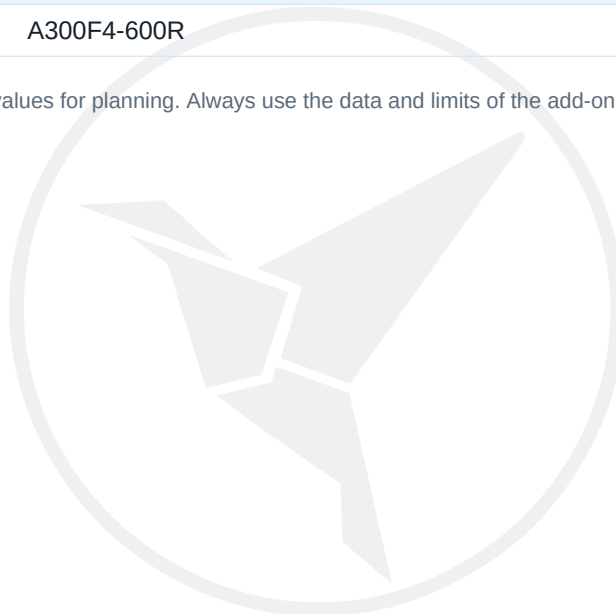
8. Abnormal and emergency (general)

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 (1 aircraft)

Registration	Type
TC-ERV	A300F4-600R

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Revised 2026-10-06.





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.
Revised 2026-10-06.



Boeing 747 Aircraft Manual

747-400 and 747-200B | Boeing

1. Role at NorthJet

Four-engine heavy for long haul passenger and cargo flights.

2. Key data (approximate)

Crew	2 pilots (-400), 3 (-200 with flight engineer)
Engines	4 x CF6 / PW4000 / RB211 (-400), JT9D / CF6 (-200)
Max take-off weight	approx. 397 t (-400) / 377 t (-200B)
Typical cruise	M0.85
Max operating	M0.92, FL450
Range	approx. 7,200 nm (-400) / 6,500 nm (-200B)
Typical approach speed	140 to 165 kt

3. Configuration (typical)

Take-off	Flaps 10 or 20
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

- Heavy aircraft with long spool-up times. Use gentle thrust changes.
- On -200 variants the flight engineer panel exists in some add-ons: follow the add-on's checklist where it differs.



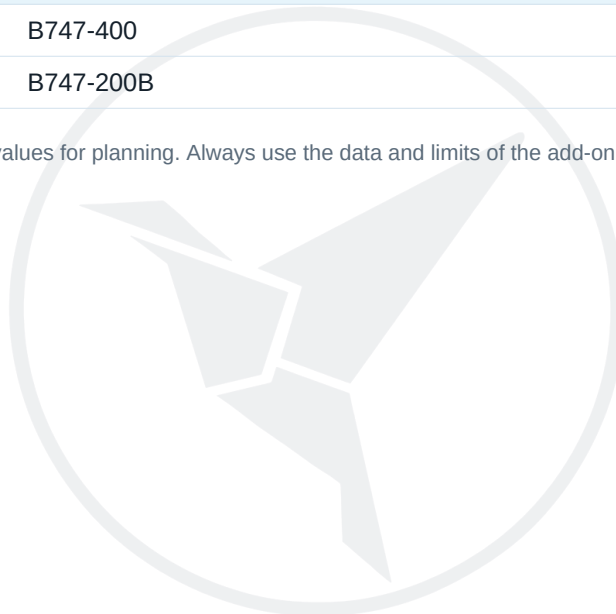
8. Abnormal and emergency (general)

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 (2 aircraft)

Registration	Type
TC-JUV	B747-400
TC-PSS	B747-200B

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.
Revised 2026-10-06.





Boeing 767 Aircraft Manual

767-300ER and 767-400ER | Boeing

1. Role at NorthJet

Medium and long haul twin for regional intercontinental sectors.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x CF6-80C2 / PW4000 / RB211
Max take-off weight	approx. 187 t (-300ER) / 204 t (-400ER)
Typical cruise	M0.80
Max operating	M0.86, FL430
Range	approx. 6,000 nm (-300ER) / 5,600 nm (-400ER)
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 -400ER is long: use a gentle rotation rate to protect the tail.
- Plan ETOPS alternates for oceanic crossings.



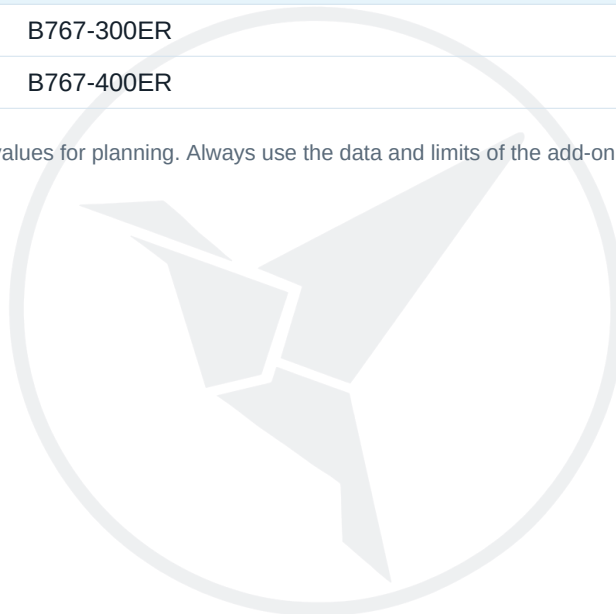
8. Abnormal and emergency (general)

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 (2 aircraft)

Registration	Type
TC-JGA	B767-300ER
TC-JGG	B767-400ER

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.
Revised 2026-10-06.





Boeing 777 Aircraft Manual

777-200ER, 777-300ER and 777F | Boeing

1. Role at NorthJet

Long haul passenger and cargo twin, the backbone of NorthJet's long haul network.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x GE90 / Trent 800 / PW4000
Max take-off weight	approx. 297 t (-200ER) / 351 t (-300ER) / 348 t (777F)
Typical cruise	M0.84
Max operating	M0.89, FL431
Range	approx. 7,000 nm (-200ER) / 7,400 nm (-300ER) / 4,900 nm (777F with full payload)
Typical approach speed	135 to 160 kt

3. Configuration (typical)

Take-off	Flaps 5, 15 or 20
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 777-300ER is long: avoid over-rotation (tail strike) and use the recommended pitch.
- The 777F has a short range with full payload. Check payload and fuel plan carefully.



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 (9 aircraft)

Registration	Type
SE-KAA	B777-300ER
TC-LAA	B777-300ER
TC-LAB	B777-200ER
TC-LAC	B777-200ER
TC-LAM	B777-200ER
TC-LAP	B777-200ER
TC-LAR	B777-300ER
TC-LAT	B777-200ER
TC-LAZ	B777-F

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.
Revised 2026-10-06.



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.



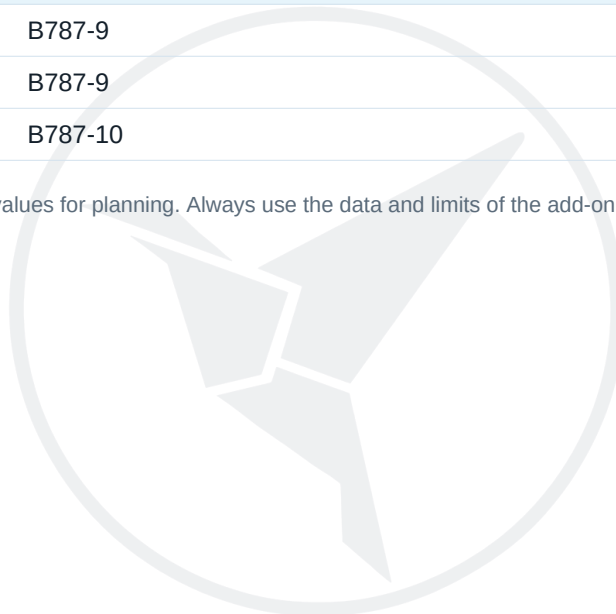
8. Abnormal and emergency (general)

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.
Revised 2026-10-06.





McDonnell Douglas MD-11F Aircraft Manual

MD-11F | McDonnell Douglas

1. Role at NorthJet

Tri-jet freighter for cargo routes.

2. Key data (approximate)

Crew	2 pilots
Engines	3 x GE CF6-80C2 or PW4460
Max take-off weight	approx. 285 t
Typical cruise	M0.82
Max operating	approx. FL430
Range	approx. 6,000 nm (depends on payload)
Typical approach speed	145 to 165 kt

3. Configuration (typical)

Take-off	Flaps 15 (typical)
Landing	Flaps 35 or 50
Gear down	Per add-on limits

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

- Known for sensitive handling at landing: fly a stable approach and do not float.
- Fuel in the tail tank affects CG. Monitor the CG indicator in cruise.



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 (1 aircraft)

Registration	Type
TC-PPT	MD-11F

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.
Revised 2026-10-06.

