NOVAIRE



AIRCRAFT OPERATING PROCEDURES

Global 6000

Limitations, safe operation and the full flight checklist suite

YL-NVA **YL-NVB**

PRIVATE AVIATION · VIRTUAL

EDITION 1.1 · NOVEMBER 2026

THE AIRCRAFT

The Global 6000.

Novaire’s ultra-long-range flagship. Two aircraft fly this type, each with its own registration and callsign. This edition adds the Airplane Flight Manual (AFM) limitations and performance data that govern how it is flown, plus a checklist for every phase of flight.



REGISTRATIONS	CALLSIGNS	TYPICAL RANGE
YL-NVA · NVB	EIA1 · EIA2	~6,000 nm
ENGINES	**MAX TAKE-OFF WEIGHT**	**CREW**
BR700-710A2-20	98,000 / 99,500 lb	Two pilots
RECOMMENDED RUNWAY	**MAX AIRPORT ALTITUDE**	**TAXI LIMIT**
6,500 ft	13,700 ft	30 kt

WHAT THIS MANUAL COVERS

LIMITATIONS
Weights, flaps, speeds, brakes, altitude and crosswind limits from the AFM.

RUNWAY PERFORMANCE
Contamination limits, anti-ice effects and worked field-length examples.

PROCEDURES BY PHASE
Safe-operation practice from preflight through shutdown.

CHECKLISTS
Preflight to shutdown, twelve checklists. Flying solo? Read the item, then perform it.

Data basis. Figures in this edition come from the Global 6000 AFM, CSP 700-1V, Revision 39 (16 Aug 2021), covering Chapter 6 (Performance) and Supplements 3, 20 and 35. Chapter 2 limits such as speed, Mach and maximum operating altitude were not in the supplied extract and are not restated. Always check the current AFM revision.

AIRCRAFT LIMITATIONS

Know the limits.

The airplane must be operated within the AFM limitations. The items below are the ones that most affect day-to-day planning and arrival. Source references are shown in the right-hand column.

ITEM	LIMIT OR REQUIREMENT	AFM REF
Take-off weight	MTOW is 98,000 lb (44,452 kg) or 99,500 lb (45,132 kg), by aircraft effectivity. The usable maximum is the lowest of structural, climb, tire speed, brake energy and runway length limits.	AFM title, 06-03
Take-off flaps	Slat OUT with flap 6° or 16°. Flap 16° take-off is prohibited above 10,000 ft airport altitude. Flap 0° take-off is prohibited on an ice-contaminated runway.	06-03, Supp 3, 20
Airport altitude	Basic data covers sea level to 10,000 ft. Supplement 20 covers 10,000 to 13,700 ft, the maximum pressure altitude for take-off and landing.	Supp 20
Minimum speeds	V1 must not be below V1MCG (88 KIAS at flap 6° and 16°). VR must not be below 88 KIAS. On a dry runway V1 equals VR.	06-03
Tire limit speed	210 mph (183 kt). Does not restrict take-off weight at flap 6° or 16°.	06-03
Brake cooling	Allow at least 15 minutes between a landing stop or rejected take-off and the next take-off. If the brake-energy weight limit is below actual weight, the warmest BTMS reading must be at or below the chart value. BTMS 6 or less is full brake energy.	06-03
Anti-ice effects	Brake-energy weight limit drops 550 kg (1,210 lb) with cowl anti-ice and 1,250 kg (2,760 lb) with wing and cowl anti-ice. Ice accumulation corrections still apply after leaving icing conditions.	06-08
APU on	Reduce climb-limited take-off weight by 250 kg (551 lb) at flap 6°, or 220 kg (485 lb) at flap 16°. Reduce climb-limited landing weight by 335 kg (740 lb) when using the anti-ice or above-10,000 ft landing data.	06-03, 06-08, Supp 20
Crosswind	Above 20 kt take-off crosswind, use the high-crosswind take-off procedure and add 520 m (1,700 ft) to field length at flap 6°, or 460 m (1,500 ft) at flap 16° (520 m on ice).	06-03, Supp 3
Thrust reversers	Wet runway take-off with one or both inoperative: use at least 29,000 kg (63,935 lb) to find field length. Take-off with one or both inoperative on ice is prohibited.	06-03, Supp 3
Above 10,000 ft	Both CPC automatic channels must work before approach. Manual pressurization only on auto failure. Take-off and landing with bleeds closed and APU off is prohibited.	Supp 20
Wet grooved runways	Data is for wet grooved concrete only, never contaminated. Landing data needs both reversers and no FLT SPOILERS or GND LIFT DUMP messages. Never plan a shorter field length than dry.	Supp 35

RUNWAY PERFORMANCE

Runway reality check.

The 6,500 ft guideline suits typical weights in normal conditions. Contamination, altitude and heavy weights push the required length well past it. The AFM worked examples below show how far.

Contaminated runway: maximum depths

	STANDING WATER	SLUSH	LOOSE WET SNOW	LOOSE DRY SNOW
Take-off	6.4 mm (0.25 in)	7.6 mm (0.30 in)	15.2 mm (0.60 in)	30.5 mm (1.2 in)
Landing	12.7 mm (0.50 in)	15.2 mm (0.60 in)	30.5 mm (1.20 in)	61.0 mm (2.40 in)

A runway counts as contaminated when more than 25% of the area in use is covered by more than 3 mm (1/8 in) of standing water or its equivalent. Take-off with slats OUT and flap 0° is prohibited on ice.

AFM worked examples against a 6,500 ft (1,981 m) runway

CASE	CONDITIONS	CORRECTED FIELD LENGTH	VS 6,500 FT
Dry, flap 6°	40,000 kg, 15 °C, 2,000 ft, 20 kt headwind, +1% slope	1,715 m / 5,630 ft	Fits
Dry, flap 16°	Same conditions	1,685 m / 5,530 ft	Fits
Compacted snow, flap 6°	40,000 kg, -5 °C, 2,000 ft, wing and cowl anti-ice, 20 kt headwind, +1%	1,611 m / 5,286 ft	Fits
Ice, flap 6°	Same, with wing and cowl anti-ice	2,128 m / 6,982 ft	Exceeds
Standing water 0.125 in	40,000 kg, 15 °C, 2,000 ft, 20 kt headwind, +1%	2,145 m / 7,038 ft	Exceeds
Standing water 0.25 in	Same conditions	2,264 m / 7,428 ft	Exceeds
12,000 ft, dry, flap 6°	33,100 kg, 15 °C, 10 kt headwind, +2% slope	2,675 m / 8,780 ft	Exceeds
12,000 ft, wet, flap 6°	Same conditions	2,790 m / 9,160 ft	Exceeds

Landing example (Supplement 20): 35,500 kg at 12,000 ft with a 10 kt headwind gives an actual landing distance of 990 m (3,250 ft), a landing field length of 1,650 m (5,420 ft) and VREF 130 KIAS. Landing field length is the actual distance multiplied by 1/0.6. For wet or slippery runways, operational rules may require 115% of it.

Anti-ice and thrust reverser corrections

- **Wet take-off, flap 6°, cowl anti-ice:** add 3% to field length with one reverser, 8% with none.
- **Dry take-off, flap 6°, wing and cowl anti-ice:** add 4% at 9,000 ft and below and 5 °C or colder, otherwise 11%.
- **Landing:** add 2% to landing distance with cowl anti-ice and 5% with wing and cowl anti-ice. If ice accumulation is suspected, add 100 kg to weight.
- **Ice landing:** with cowl anti-ice add 17% (one reverser) or 68% (none). With wing and cowl anti-ice add 68% or 100%. The AFM does not recommend it.
- **Autobrake:** distances run from touchdown to stop. Add 460 m (1,500 ft) of air distance, or 560 m (1,830 ft) with wing and cowl anti-ice.

Rule of thumb. If the runway is wet, contaminated, high or the aircraft is heavy, do not rely on the 6,500 ft guideline. Work the AFM chart for the actual weight, temperature, altitude, wind and slope.

PROCEDURES

Phase by phase.

1 Preflight

- Plan the route and confirm the runway suits the aircraft, 6,500 ft or more as a guideline, then verify with AFM charts for the actual weight and conditions
- Check take-off weight against MTOW and each limiting weight: climb, brake energy and runway length. Take 250 kg (551 lb) off the climb limit with the APU on
- Prefer a premium FBO at both ends, or the next best stand. Never the terminal or a jetway

2 Taxi out & departure

CHECKLISTS: BEFORE START · AFTER START · BEFORE TAKE-OFF

- Taxi below 30 kt: 20 kt on straights and 10 kt or less in turns
- Take-off flap 6° or 16° (16° not above 10,000 ft). V1 and VR never below 88 KIAS
- Crosswind above 20 kt: use the high-crosswind take-off procedure and add the field-length penalty
- Rotate smoothly, stay at or below 250 kt under 10,000 ft and keep bank to 25° or less

3 Cruise

CHECKLISTS: AFTER TAKE-OFF / CLIMB · CRUISE

- Fly a steady autopilot cruise and switch the seatbelt sign on early for turbulence
- Monitor cabin altitude and pressurization. Plan the descent early and keep the rate gentle

4 Arrival

CHECKLISTS: DESCENT · APPROACH · BEFORE LANDING

- Set auto-brake, trim and altimeter, check minimums and make the cabin ready
- Landing field length is the actual landing distance multiplied by 1/0.6. Wet or slippery: operational rules may need 115% of that
- Be stabilised by 1,000 ft AGL, or go around. Aim for a touchdown of 100 to 250 fpm

5 Rollout & taxi in

CHECKLIST: AFTER LANDING / TAXI

- Reversers off after 30 kt and spoilers off after 20 kt
- With a reverser inoperative, apply the AFM landing distance increases
- Retract the flaps, switch off the landing lights and strobes, and call Ground. Taxi in below 30 kt

6 Parking & shutdown

CHECKLISTS: PARKING · SHUTDOWN

- Brakes on, throttle idle, seatbelt lights off and no smoking on
- Note the brake temperature. Allow at least 15 minutes between a landing stop and the next take-off
- Park at the FBO ramp or next best stand, then complete Shutdown with engines stopped. Close out the booking in Vaeroly

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Preflight to Cruise

Highlighted lines are standard-practice items added in this edition. They follow common business-jet checklist conventions and the AFM limits in this manual. They are not copied from the Bombardier FCOM, so check them against the aircraft's current FCOM.

PREFLIGHT

WEATHER / NOTAMS	**CHECKED**
WEIGHT & BALANCE	**COMPUTED**
TAKE-OFF DATA (V1 / VR / V2)	**COMPUTED**
RUNWAY LENGTH	**VERIFIED**
FLIGHT PLAN	**LOADED**
FUEL	**CHECKED**
DOORS	**CLOSED**
PARKING BRAKE	**SET**

>> PREFLIGHT CHECKLIST COMPLETED <<

BEFORE START

SEATBELT LIGHTS	**ON**
BEACONS	**ON**
ALTIMETERS	**SET**
FMS / FLIGHT PLAN	**PROGRAMMED**
TAKE-OFF FLAPS	**6° OR 16°**
BRAKES	**ON**
CABIN	**SECURE**

>> BEFORE START CHECKLIST COMPLETED <<

AFTER START

ENGINES	**RUNNING**
ANTI-ICE	**AS REQUIRED**
FLAPS	**SET**
TRIM	**SET FOR T/O**
FLIGHT CONTROLS	**CHECKED**
TAXI SPEED	**30 KT MAX**

>> AFTER START CHECKLIST COMPLETED <<

BEFORE TAKE-OFF

FLAPS	**CONFIRMED**
SPOILERS	**RETRACTED**
STROBES / LIGHTS	**ON**
BRAKE TEMP (BTMS)	**WITHIN LIMIT**
V1 / VR (NOT BELOW 88)	**SET**
CROSSWIND	**BELOW 20 KT OR HIGH XW PROC**
BRIEFING	**DONE**

>> BEFORE TAKE-OFF CHECKLIST COMPLETED <<

AFTER TAKE-OFF / CLIMB

GEAR	**UP**
FLAPS	**RETRACTED**
SPEED BELOW 10,000 FT	**250 KT MAX**
BANK ANGLE	**25° OR LESS**
LANDING LIGHTS	**OFF**
ALTIMETERS	**STANDARD**

>> AFTER TAKE-OFF / CLIMB CHECKLIST COMPLETED <<

CRUISE

AUTOPILOT	**ENGAGED**
SEATBELT LIGHTS	**AS REQUIRED**
CABIN ALTITUDE	**CHECKED**
FUEL	**MONITORED**
DESCENT	**PLANNED**

>> CRUISE CHECKLIST COMPLETED <<

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Descent to Shutdown

DESCENT

WEATHER / ATIS	**OBTAINED**
APPROACH BRIEFING	**COMPLETED**
LANDING FIELD LENGTH (AFM)	**CHECKED**
ALTIMETERS	**SET**
SEATBELT LIGHTS	**ON**
LANDING LIGHTS BELOW 10,000 FT	**ON**

>> DESCENT CHECKLIST COMPLETED <<

BEFORE LANDING

GEAR	**DOWN**
FLAPS	**LANDING FLAP 30°**
GROUND SPOILERS	**ARMED**
AUTO-BRAKE	**SET**
LANDING LIGHTS	**ON**
CABIN	**READY**

>> BEFORE LANDING CHECKLIST COMPLETED <<

APPROACH

SPOILERS	**OFF**
AUTO-BRAKE	**SET**
TRIM	**SET**
ALTIMETER	**SET**
CABIN	**READY**
MINIMUMS	**CHECK**
STABILISED BY 1,000 FT AGL	**OR GO AROUND**

>> APPROACH CHECKLIST COMPLETED <<

ROLLOUT SPEEDS

30 kt	20 kt
REVERSERS OFF	SPOILERS OFF

AFTER LANDING / TAXI

REVERSERS	**OFF AFTER 30 KNOTS**
SPOILERS	**OFF AFTER 20 KNOTS**
FLAPS	**RETRACTED**
LANDING LIGHTS	**OFF**
STROBES	**OFF**
FC.L.R	**OFF**
APPR	**OFF IF ENGAGED**
FREQUENCY	**GROUND**
TAXI SPEED	**30 KT MAX**

>> AFTER LANDING / TAXI CHECKLIST COMPLETED <<

PARKING

BRAKES	**ON**
THROTTLE	**IDLE**
SEATBELT LIGHTS	**OFF**
NO SMOKING	**ON**
BRAKE TEMP (BTMS)	**NOTED**

>> PARKING CHECKLIST COMPLETED <<

SHUTDOWN

BRAKES	**ON**
THROTTLE	**IDLE**
FLAPS	**RETRACTED**
SPOILERS	**OFF**
NAV LIGHTS	**OFF**
STROBES	**OFF**
LANDING LIGHTS	**OFF**
A/P PREFS	**CLEAR**
TRIM	**NONE**
FLT PLAN	**CLEAR**
BEACONS	**OFF**
ANTI-ICE	**OFF**
APU / EXT POWER	**AS REQUIRED**
ENGINES	**STOPPED**

>> SHUTDOWN CHECKLIST COMPLETED <<

At a glance.

LIMITS

MTOW 98,000 or 99,500 lb. Flap 6° or 16°. V1 and VR at least 88 KIAS. Max airport altitude 13,700 ft.

TAKE-OFF

Crosswind above 20 kt: high-crosswind procedure. Flap 16° not above 10,000 ft. Below 10,000 ft, 250 kt max, bank 25°.

BRAKES

Wait 15 min between a landing stop or RTO and the next take-off. BTMS 6 or less is full brake energy.

RUNWAY

6,500 ft is a guideline. Wet, contaminated, high or heavy: use the AFM chart.

APPROACH

Stabilised by 1,000 ft AGL. Touchdown 100 to 250 fpm. Landing field length is ALD divided by 0.6.

ROLLOUT

Reversers off after 30 kt. Spoilers off after 20 kt. Taxi in at 30 kt or less.

PARKING

FBO preferred, then next best stand. Never a terminal or jetway.

SHUTDOWN

Brakes on, throttle idle, systems clear, engines stopped.

SOURCES AND NOTES

Limits and performance: Bombardier Global 6000 Airplane Flight Manual CSP 700-1V, Revision 39, 16 Aug 2021 (Chapter 6 and Supplements 3, 20 and 35), from FAA docket FAA-2022-0513. A later revision, 51, dated 24 Apr 2025, is cited in CASA AD CF-2025-53, which concerns approach speed adders and landing distance factors in the AFM. Confirm every figure against the current AFM before relying on it.

Checklists: the unhighlighted Approach, After Landing / Taxi, Parking and Shutdown lines are Novaire's own. Highlighted lines and the other eight checklists are generic business-jet practice added for this edition, checked against the AFM limits where they overlap. No Global 6000 FCOM checklist was available, so none of it is Bombardier text. Virtual operation only.