NOVAIRE

STANDARD OPERATING PROCEDURES

Flight Operations Manual

PRIVATE AVIATION · VIRTUAL

EDITION 1.0 · NOVEMBER 2026

WELCOME

Welcome aboard.

Novaire is a private jet virtual airline built on a single idea: our passengers have chosen to fly privately, and every minute of the journey should reflect that choice. Our clients pay a premium for discretion, comfort and precision, and we fly every sector as though they are seated right behind us.

This manual explains how Novaire operates: the aircraft we fly, how each one is identified, how to book a flight, where we operate from and to, and the standard of flying we expect on every sector. Read it once in full, then keep the quick-reference page close.

OUR THREE PRINCIPLES

Premium first

We prefer a premium FBO at both ends. If there is none, use the next best option, never the passenger terminal.

Precise

Every flight is tracked and scored, so procedures and approaches are flown to the numbers.

Smooth

Gentle hands on every phase of flight. Passengers should barely notice the aircraft move.

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THE FLEET

The Novaire Fleet

Eight aircraft across four types, each finished in the Novaire livery and each with its own callsign. Ranges shown are real-world typical figures.



BOMBARDIER

Global 6000

Ultra-long-range flagship

TYPICAL RANGE

~6,000 nm

YL-NVA EIA1 · **YL-NVB** EIA2



EMBRAER

Praetor 600

Super-midsize · intercontinental range

TYPICAL RANGE

~4,000 nm

YL-NVC EIA3 · **YL-NVD** EIA4



BOMBARDIER

Challenger 350

Super-midsize workhorse

TYPICAL RANGE

~3,200 nm

YL-NVE EIA5 · **YL-NVF** EIA6 · **YL-NVG** EIA7



AIRBUS

ACJ220

Airliner-class VIP

TYPICAL RANGE

~5,500 nm

YL-NVH EIA8

CALLSIGNS

One tail. One callsign.

Every Novaire aircraft flies under its own callsign, derived directly from its registration. Always use the callsign that matches the aircraft you are flying.

EIA + N = EIA1

AIRLINE PREFIX · TAIL LETTER AS A NUMBER · CALLSIGN

THE LETTER KEY · A = 1, B = 2, C = 3 …

A	B	C	D	E	F	G	H
1	2	3	4	5	6	7	8

CALLSIGN TABLE

REGISTRATION	AIRCRAFT	CALLSIGN	TAIL
YL-NVA	Global 6000	**EIA1**	A
YL-NVB	Global 6000	**EIA2**	B
YL-NVC	Praetor 600	**EIA3**	C
YL-NVD	Praetor 600	**EIA4**	D
YL-NVE	Challenger 350	**EIA5**	E
YL-NVF	Challenger 350	**EIA6**	F
YL-NVG	Challenger 350	**EIA7**	G
YL-NVH	ACJ220	**EIA8**	H

- Connect to online networks and speak to ATC using the callsign of the aircraft you are flying, never another tail's.
- The number always follows the registration's final letter. New aircraft continue the sequence (I = 9, J = 10 and so on).

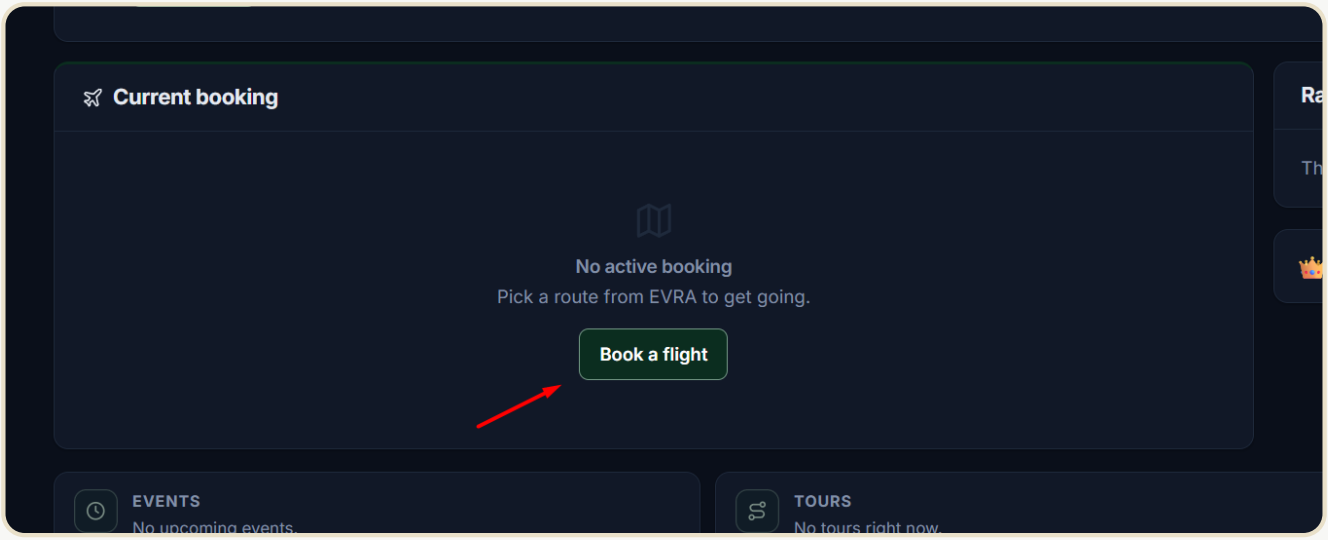
BOOKING

Booking a Flight on Vaeroly

Every Novaire flight is booked as a charter. It takes two clicks to start.

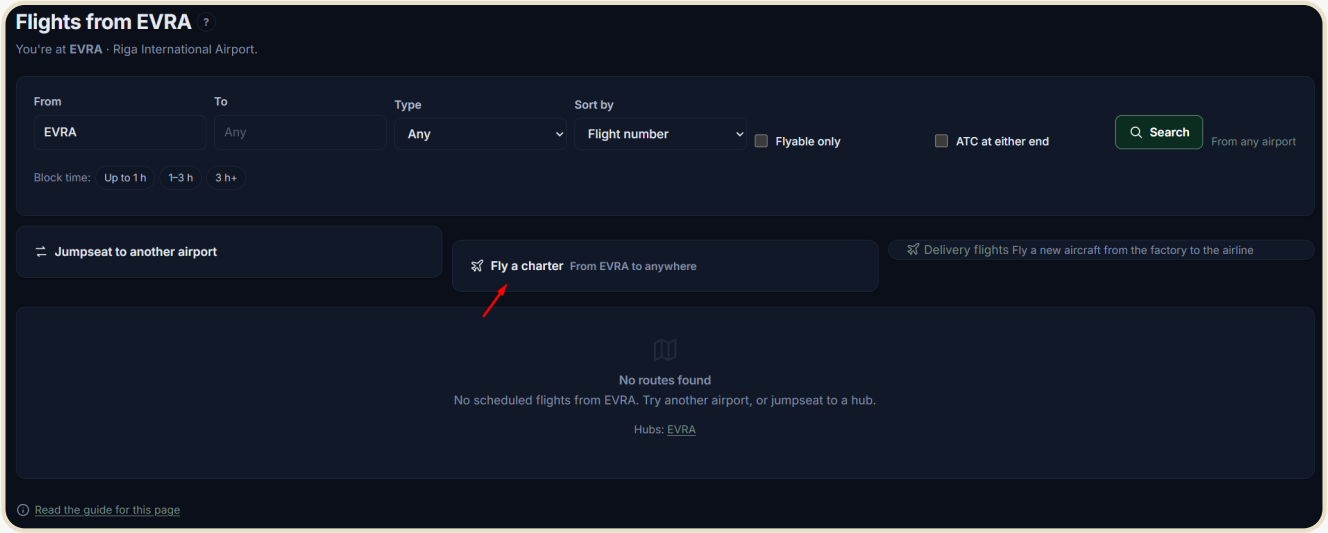
1 Open Vaeroly and select “Book a flight”

From your dashboard, find the **Current booking** panel. With no active booking, select **Book a flight**.



2 Click “Fly a charter”

On the **Flights** page, choose **Fly a charter** (“From your airport to anywhere”). Scheduled routes are not used by Novaire.



3 Choose your destination and aircraft

Follow the charter prompts. Flights depart from the airport you are currently at, shown at the top of the page. Before you confirm, check where you will park. A premium FBO is preferred (see page 9).

TRACKING & SCORING

Everything is tracked.

Novaire flies on Vaeroly, which simulates a real airline economy and records every flight straight from your simulator through its ACARS app. Fly every sector as though it is being graded, because it is.

Landings

Landing rate, G load, touchdown speed and bounces. Where you touched down past the threshold, and how well you flared.

Approach & ILS

Glide slope deviation in dots from 10 nm to 200 ft, centreline alignment, stable-approach gates and an approach score out of 100.

Ground handling

Taxi speed (limit 30 kt), parking brake, beacon and lights, and where you park. Stopping on a runway or taxiway can cost points.

Aircraft handling

Stall warnings, overspeed, 250 kt below 10,000 ft, steep bank, tail strikes and speedbrakes out on the approach.

Fuel & time

Fuel burn against your SimBrief plan, block time, taxi and air time, go-arounds and holds. The full track is recorded.

Integrity

Pauses, slew, time acceleration, position jumps and refuelling in flight. Anything unusual goes to staff for review.

ONE FLIGHT, START TO FINISH

1 BOOK

Pick a flight. Aircraft, callsign and SimBrief plan come with it.

2 BRIEF

Plan, weather, NOTAMs, loadsheet and checklists in the EFB.

3 FLY

The Vaeroly app records phases, landing and the whole track.

4 DEBRIEF

Your PIREP is filed when you park, scored, then reviewed by staff.

EVERY FLIGHT

- Load the aircraft within 5 nm of your departure airport with the engines off, and keep the Vaeroly app running.
- Do not pause, slew or use time acceleration. Staff review anything that looks unusual.
- Park at the FBO ramp or next best stand, shut down and set the parking brake. The flight ends and the PIREP is filed.

THE ECONOMY

Fly like it costs money.

Vaeroly runs Novaire like a real operation. Every accepted flight books its revenue and costs to the airline's account. It is all virtual money, but the consequences are real inside the sim.

AREA	HOW IT WORKS
Revenue	Fares, passengers and cargo earn income. Demand follows the seasons and public holidays, so busy periods pay better.
Fuel	Fuel costs follow the real jet fuel market price. Fuel used is counted from the take-off roll to touchdown, so carry what you need, not extra.
Fees	Landing and handling fees depend on the size of the airport you use.
Aircraft wear	Every flight hour wears the aircraft, and a hard landing adds more. When condition drops low, the aircraft goes for a costly check and is grounded.
Pilot pay	Pay runs through a payroll that shows in the airline's results, with a monthly payslip for each pilot.
Reversals	If a flight is rejected after it counted, its revenue, costs and wear are taken back out.

WHAT IT MEANS FOR YOU

PROTECT THE FLEET

Smooth landings keep an aircraft healthy and out of the hangar. A hard landing costs money and can ground a tail that a client was booked on.

PROTECT THE MARGIN

Plan fuel properly, taxi efficiently and use the right airport for the aircraft. Waste shows up in the airline's results.

"The numbers do not lie, so make every number a good one."

07 · RATE CARD

Our pricing.

These are the rates Novaire currently runs on Vaeroly. Every accepted flight is priced and costed from them, so they are worth knowing.

FARES BY AIRCRAFT

AIRCRAFT	CODE	FLAT FEE	PRICE PER NM
Global 6000	GLEX	$1,000	$18.00
Challenger 350	CL35	$750	$13.00
Praetor 600	E550	$750	$12.00
ACJ220	ACJ220	$2,000	$35.00

FUEL PRICE BY REGION · USD PER KG, WHERE THE FLIGHT DEPARTS

Europe $1.75	North America $1.60	Latin America $1.65	Middle East $1.45
Africa $1.80	Asia $1.55	Oceania $1.75	

IN PRACTICE

2-hour flight
$700 crew
$900 maintenance

1,000 kg of fuel
$1,750
out of Europe ($1,450 Middle East)

One landing
$650
before any wear from a hard one

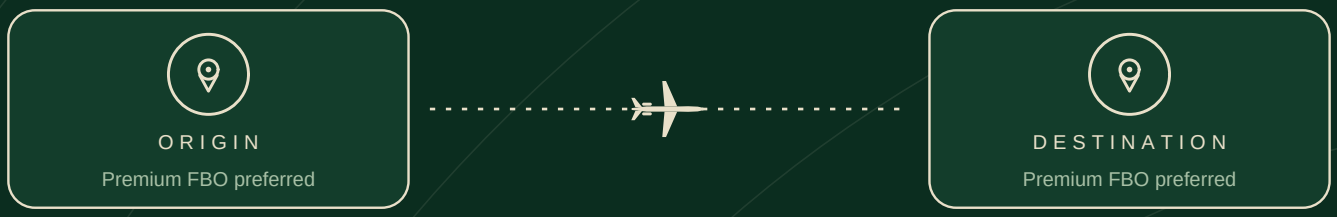
These are the current rates. Landing fees can also move with the size of the airport, and fuel with the real jet fuel market, where those economy switches are on. All money is virtual.

COSTS

CREW / HOUR	MAINTENANCE / HOUR	LANDING FEE	FUEL / KG
$350	$450	$650	$1.45-1.80
Per hour flown	Per hour flown	Per landing	By region, above

Premium FBOs preferred.

Novaire prefers to operate from **premium FBOs**, private terminals with a dedicated ramp, lounge and ground handling. Our clients expect to step from the car to the aircraft, so choose airports with one whenever you can. If there is no FBO, use the next best option.



BEFORE YOU BOOK

- **Check both airports** for a business-aviation terminal or FBO using airport charts, the sim's airport info or scenery.
- **Park at the FBO ramp** whenever there is one.
- **No FBO? Use the next best option:** a general or business aviation apron first, then a remote stand if you must.
- **Never use the passenger terminal or a jetway.**
- **Check the runway suits the aircraft** (see table below).

RECOMMENDED MINIMUM RUNWAY (GUIDELINE)

Praetor 600	Challenger 350	Global 6000	ACJ220
5,000 ft	5,500 ft	6,500 ft	7,000 ft

Examples of premium FBO operators: Signature Flight Support, Jetex, Jet Aviation, ExecuJet, Universal Aviation.

Arrive at the door, not the terminal.

THE NOVAIRE STANDARD

Fly smoothly.

Our clients pay a premium to fly with us. Smooth, unhurried handling is the product. Treat these figures as the standard on every sector.

PHASE	STANDARD
Taxi speed	Never above 30 kt. For comfort, aim for 20 kt on straights and 10 kt or less in turns.
Bank angle	Normally 25° or less. Roll in and out progressively.
Climb & descent	Set pitch and power changes gently. Soften every level-off.
Stabilised approach	Configured, on speed and on path by 1,000 ft AGL, or go around.
Touchdown	Target 100 to 250 fpm. Hold the nose, then lower it smoothly.
Reverse & braking	Progressive, never abrupt. Use only what the runway needs.

ALWAYS

- Use the autopilot for a steady cruise
- Switch the seatbelt sign on early for turbulence
- Plan descents early and descend gradually
- Keep control inputs small and progressive

NEVER

- Make steep turns or abrupt pitch changes
- Slam on the brakes or reverse thrust late
- Rush the approach, a go-around is always fine
- Land hard and carry on as if nothing happened

“A passenger should never have to wonder whether they have landed yet.”

PHASES OF FLIGHT

From ramp to ramp.

1 Preparation

- Find a premium FBO at origin and destination, or the next best stand
- Check weather, NOTAMs and the runway length for your aircraft
- Note your registration and its callsign
- Plan the route and load fuel for the trip plus reserves

2 Departure

- Start up at the FBO ramp and set your callsign
- Taxi gently, brake early and keep turns slow
- Rotate smoothly and climb out without abrupt changes

3 Cruise

- Engage the autopilot and hold a steady altitude and speed
- Manage the seatbelt sign and avoid turbulence where you can
- Make step climbs gradually

4 Arrival

- Begin your descent early and keep the rate gentle
- Be stabilised by 1,000 ft AGL, or go around
- Aim for a soft touchdown and a progressive rollout

5 Post-flight

- Taxi to the FBO ramp, or the next best stand, and park
- Complete the shutdown checklist
- Complete the booking in Vaeroly

At a glance.

BOOK

Open Vaeroly, select Book a flight, then Fly a charter.

CALLSIGN

EIA plus your tail letter as a number. YL-NVA is EIA1.

FBO

Premium FBO preferred. No FBO? Next best stand. Never the terminal or a jetway.

HANDLING

Bank 25° or less. Taxi under 30 kt. Smooth inputs always.

APPROACH

Stabilised by 1,000 ft AGL. Touchdown 100 to 250 fpm.

ARRIVAL

Park at the FBO or next best stand, shut down and close out the booking.

FLEET Global 6000: NVA, NVB · Praetor 600: NVC, NVD · Challenger 350: NVE, NVF, NVG · ACJ220: NVH

NOVAIRE

Fly smoothly. Arrive impeccably.