



COMET JET

Standard Operating Procedures

19.10.2024

VERSION

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1. INTRODUCTION

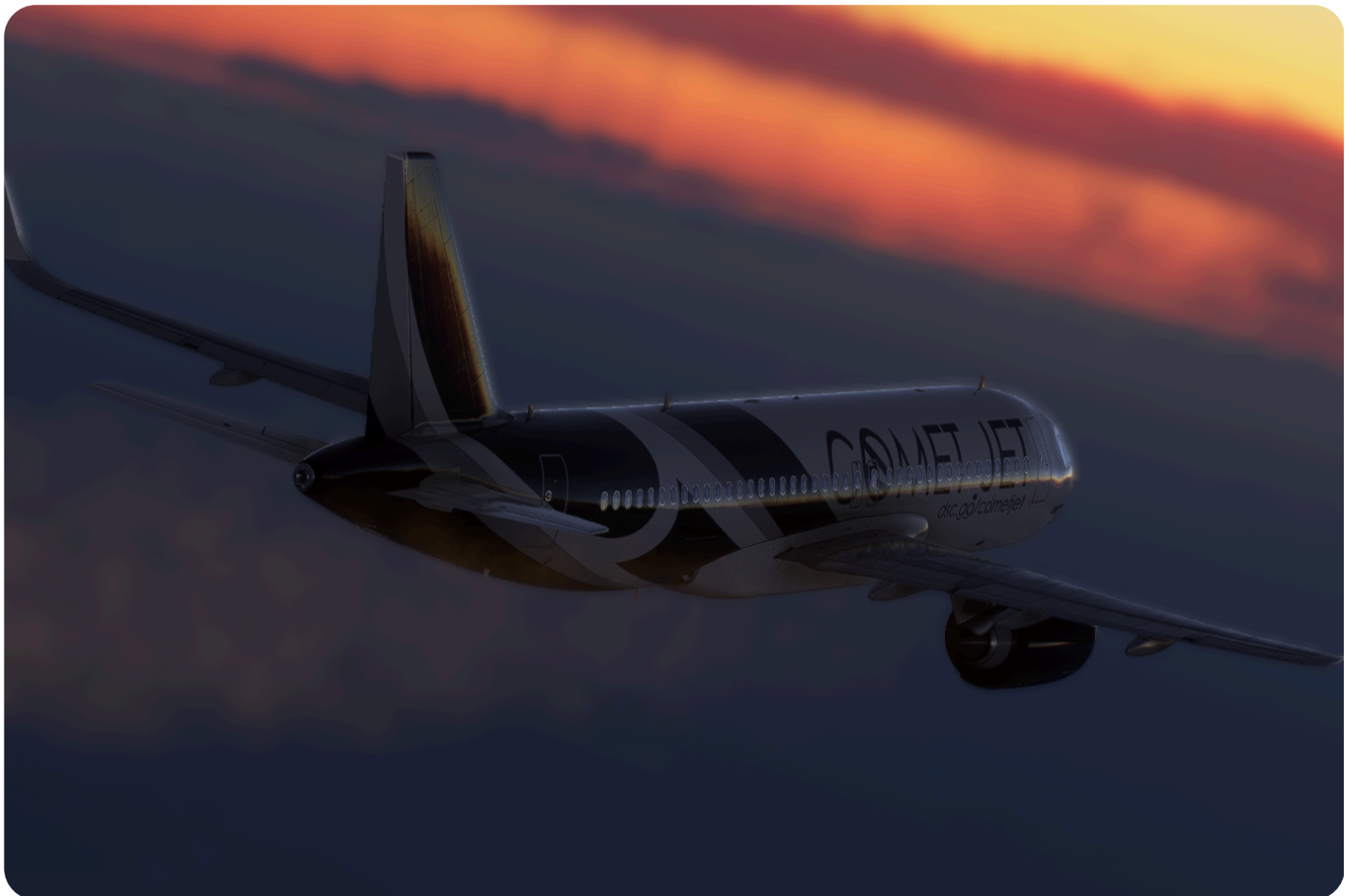
Welcome to the CometJet team! We're happy you have joined our growing airline!

CometJet VA simulates the real-world operations utilizing two PC flight simulation platforms: Microsoft Flight Simulator 2020 and X-Plane 11. CometJet was created on August 22, 2023 to provide virtual pilots better experience.

Below, you will find all the information needed to maintain a successful Flight Operations career with CometJet VA. If you need help with something, please contact us by e-mail or on our Discord server (#? : *help-center*) to which link you can find on our official website.

Again, thank you for choosing CometJet and we hope you enjoy your experience with us!

CometJet CEOs: *Aviaced, KayJayKay*



2. STAFF AND CREW

2.1. Crew recruitment and training

Employment for a staff position is done by filling an application form on the official CometJet website, passing the exam with at least 70% score and joining the airline on the Newsy platform. Moderators will review applicants and determine whether the applicant meets the requirements. Moderators may not accept an application. In this case, we recommend to justify their decision.

Information about the final confirmation whether the applicant has been employed by the airline will be sent to the email address provided in the application form, along with important information about being a pilot at CometJet.

After successfully completing the application process, the new pilot can opt for training prepared by the airline's team. It contains information about piloting airline's aircrafts, operating the Newsy flight tracking platform and taking all the actions needed to fly properly with CometJet.

2.2. Staff assumptions

2.2.1.1. Every pilot is required to complete at least one flight per month. Failing to do so will result in a suspension. If the pilot remains inactive for an additional 30 days, they will be removed from the airline.

2.2.1.2. Pilots who are unable to meet the flight requirement due to personal reasons, holidays, or other circumstances must inform the CometJet moderation team by posting in the #👤-absences channel on the CometJet Discord server. This will prevent suspension or removal from the airline.

2.2.2. Pilots and staff should maintain a respectful and collaborative attitude at all times when interacting with the CometJet community, both on Discord and during flights.


2.2.3. Staff and pilots are encouraged to stay up-to-date with any airline announcements, procedural changes, or events by frequently checking the designated communication channels on Discord and Newsy.

2.3. Duties and responsibilities of crew members

1. Complete scheduled flights according to the CometJet booking system.
2. Adhere to standard flight procedures, including pre-flight planning, navigation, and (if used) adherence to air traffic control instructions, both in simulations and online networks such as VATSIM or IVAO.
3. Maintain regular communication during flights via appropriate channels.
4. Report any technical issues, errors, or inconsistencies with the flight network, routes, or aircraft in a timely manner to the appropriate staff channels.
5. For charter flights, make sure to follow the specific rules and provide a correct log for the flight.
6. Pilots must familiarize themselves with the aircraft in the CometJet fleet, ensuring proper handling, fueling, and operation.
7. Adherence to the Flight Schedule
8. Crew members are expected to be punctual and prepared for their flights, ensuring they meet the schedules published by the booking system.
9. Participate in CometJet events, training sessions, and group flights as much as possible to promote collaboration and learning among crew members.
10. Uphold CometJet's reputation by maintaining professionalism and respectful behavior towards all staff members, pilots, and external virtual airline partners.
11. Avoid any actions or communications that could negatively impact the airline or its community.
12. Participate in training sessions when required to improve flight skills or understand new features in the simulator software.

3. FLIGHT PROCEDURES

3.1. Flight booking

To book a flight, you must join the airline on the Newsky platform. Click *book flight* icon in the top right corner of the application  > *Schedule PAX>CometJet*. Then you can select the flight you want to take. Please note that each pilot has his/her own aircraft, which means you must select your registered aircraft when booking your flight.

TUTORIAL: https://www.youtube.com/watch?v=UkJg_H5uLxk

3.2. Route planning and weather forecasting

All pilots are advised to use Simbrief (simbrief.com) for easy and accurate route planning. Simbrief provides detailed flight planning tools, including route generation, fuel calculations and performance data.

Before departure, the pilot is responsible for checking the generated flight plan and ensuring that it complies with the virtual airline's guidelines and regulations. You can upload your flight plan in the Newsky app to make it visible on the map.

It is recommended to use Simbrief or other tools to calculate accurate fuel requirements, taking into account factors such as weather, alternative routes and potential delays.

Before each flight, flight crews should obtain a comprehensive weather briefing, including current conditions, forecast weather, and any relevant NOTAMs. Used sources of weather information must be reputable, including official METAR reports. They are available on our Discord server using the AvBot bot or CometBot bot.

Captains have the authority to make decisions depending on weather conditions, including decisions to change the route, change altitude or change the flight to another airport for safety reasons.

3.3. Cost Index

Before embarking on a flight, pilots are responsible for establishing the appropriate cost index. It represents the balance between fuel costs and flight time, influencing the speed profile during the journey.

Each airline and aircraft has different cost indexes. Here are the Cost Index values for CometJet VA:

Aircraft	Cost Index
Airbus A320neo	20
Airbus A320-200	23
Airbus A319	15
Boeing 737-800	20
Boeing 777-300ER	38
Boeing 787-9 GE	30
Airbus A330-900neo	35
Embraer 195	15

3.4. In-Flight Procedures

After boarding is completed and pushback begins, start the flight by clicking "Start flight" in the Newsky app.

3.3.1. Time and weather

Newsky functions using real world UTC time and does not require pilots to use real time in their simulators. You can set and change in-sim time however you want.

The same rule applies to weather but be mindful to use correct QNH settings and respect wind conditions when using weather preset. With live weather Newsky always double checks your flight against actual weather in sim and real world METAR at the time. It's available on our Discord server using the AvBot bot or CometBot bot.

3.3.2. Weights

Pilots must respect airframe limitations for takeoff and landing. List of airframe limits in Newsy is available [here](#).

Aircraft ZFW (zero fuel weight) will be checked during flight and compared to Newsy required ZFW generated during flight booking. Failure to meet this weight will result in passenger and cargo load recalculation accordingly revenue reduction.

3.3.3. Emergency Procedures

In the event of an emergency, prioritize the safety of the flight and passengers. Depending on the situation, you can enable a special function in the Newsy app. This option was added to handle emergency situations. This can be done by clicking the *DECLARE EMERGENCY* button in your flight logger or by setting the squawk code to 7700. Declaring emergency zeros out financial report meaning there will be no penalties, revenue or expenses. Flight balance will be 0.

3.3.4. Post-Flight Procedures

After shutting down the engines of your aircraft, close your flight in the Newsy app by clicking the *CLOSE* button in your flight logger.

4. FLIGHT RATING SYSTEM

To track flights, CometJet uses the Newsky app, which has its own flight rating system, covering all phases of the flight.

4.1. Flight abandoned

If for whatever reason Pilot can't perform booked flight they must delete it on *My Flights* page no later than 60 minutes after scheduled departure time. Otherwise such flight is treated as *Cancelled* and will cause financial penalty of 200\$/passenger. This penalty won't be applied if Pilot starts the flight. Reasons can be multiple including CTD, private matter, power shortage and we can't hold Pilots accountable for that.

4.2. Crash

If no emergency was declared and aircraft landed with:

- touch down force greater than 3Gs or rate greater than 2000 ft/min
- bank angle greater than 20° either way
- pitch higher than 20° up or lower than 3° down (nose wheel landing)
- positive vertical rate

it will be considered a crash landing with total loss of the aircraft. Flight score will be zeroed and 1mln\$ penalty will be applied. Additionally, after two crashes within 30 days of each other, the pilot is suspended from the airline indefinitely.

4.3. Cheating system

If any cheating is detected that flight will be zeroed. It means that no rating will be given, no money earned and flight will not be counted in any statistics.

- Aircraft change: As soon as flight is started no change to the aircraft type is allowed.
- Time acceleration: At CometJet, time acceleration is considered cheating. In this case, it will result in proportionately reduced revenues. There is a built-in tolerance, so don't worry about any short, accidental time acceleration.
- Teleport and slew mode: Moving your aircraft is allowed only on ground. Any unnatural movement in the air will cause flight to be zeroed.
- Midair refueling: You can't refuel mid air. In case you miscalculated your fuel or it suddenly disappeared, treat it as an emergency.
- Midair Zero Fuel Weight change: You can't drop items from your plane so your Zero Fuel Weight (ZFW) should never change when airborne.

4.4. Basics

Altimeter: Correct altimeter setting is important for valid altitude reading. Tolerance of ± 2 mb is accepted on takeoff and landing and ± 1 mb for cruise standard QNH of 1013mb/29.92inHg.

NAV lights: Navigation lights or position lights are used whenever electrical power is on in the aircraft. CometJet requires them whenever aircraft is moving.

BEACON lights: Beacon lights or Anti collision lights is a signal to ground crews that it's unsafe to approach the aircraft. CometJet requires this light to be on when aircraft is moving or any of the engines is running.

STROBE lights: Strobe lights or sometimes called high intensity lights are required on runways and in the air at all times. CometJet requires it to be on when in the air.

LANDING lights: Our airline only requires pilots to turn landing lights OFF when above FL80. Below that altitude landing lights are to be used at pilot's discretion.

Stall and Overspeed: Both of these conditions are extremely dangerous. While there is no tolerance for stall condition and we will penalize every second of it we recognize that in cruise sudden change of live weather can cause short overspeed, therefore tolerance of 30 seconds in total was introduced.

Max and min G forces: This rating refers to passenger comfort and safety. Allowed G force range in real life is usually 0.5-1.5 Gs but at CometJet allowed range is 0 to 2.0 Gs. Exceeding these values in normal stable flight is very unlikely.

4.5. Takeoff and Landing

Takeoff is the most intense moment of flight, second only to Landing. It's very easy to make mistakes in that time and we are here to explain and help you avoid them in future.

Early or delayed departure: As time is very important in aviation, CometJet requires pilot's to depart within ± 15 minutes from planned departure time. Every minute beyond that will be penalized with 0.05 point and 0.50\$ per passenger.

Gear retraction: Gear should be retracted immediately after "positive rate" call out. In practice this means as soon as we are sure aircraft is safely climbing. Our airline allows gear to stay down for up to 15s after liftoff - above that penalties will be applied.

Late configuration: Full landing configuration is required below 300ft. Any change to that configuration below this altitude will result in penalty. Late configuration will not be penalised if Go Around is detected even if wheels touch the ground

Crosswind and tailwind component: Each aircraft has maximum component values for tail and side wind. If that values are exceeded takeoff or landing is considered as dangerous and will be penalized.

MTOW/MLW exceeded: Every aircraft has MTOW (Maximum Takeoff Weight) and MLW (Maximum Landing Weight). These are design weights and under no circumstances can be exceeded so avoid overloading your aircraft.

Incorrect flaps: Correct flaps setting must be used during takeoff and landing. Not every flaps are suitable for both maneuvers.

Tail or wing strike: Occurs when part of aircraft fuselage or engine comes into contact with ground. This is a very serious incident resulting in costly damage to the aircraft. To avoid it keep your rotation rate low (around 2-3 deg/s) on takeoff and avoid aggressive flare on landing while keeping wings level at all times.

Unstable approach: Every approach must be stable below certain altitude above runway (Small aircraft type: 200ft, Medium aircraft type: 300ft, large aircraft type: 400ft). Stable approach means that aircraft is in landing configuration, on runway extended centerline and on proper descent profile. CometJet considers approach to be stable if bank angle stays under 20° and vertical speed is within 0 to -1500 feet per minute. Anything beyond that requires pilot to go around and attempt another landing. Unstable approach will not be penalized if Go Around is detected even if wheels touch the ground

Runway excursion

Veering of runway during takeoff or landing is extremely dangerous. Newsky app uses time to determine if aircraft is during takeoff or landing roll based on touch down/lift off ground speed. Formula is $GS/10$ in seconds.

Speeding when vacating runway

Vacating runway with ground speed higher than 50KT will result in penalty based on how fast you were going. You can vacate runway with a maximum of 50 KT using Rapid Exit Taxiways and should never exceed 20KT in case of more popular 90 degree turnoffs.

Off centerline

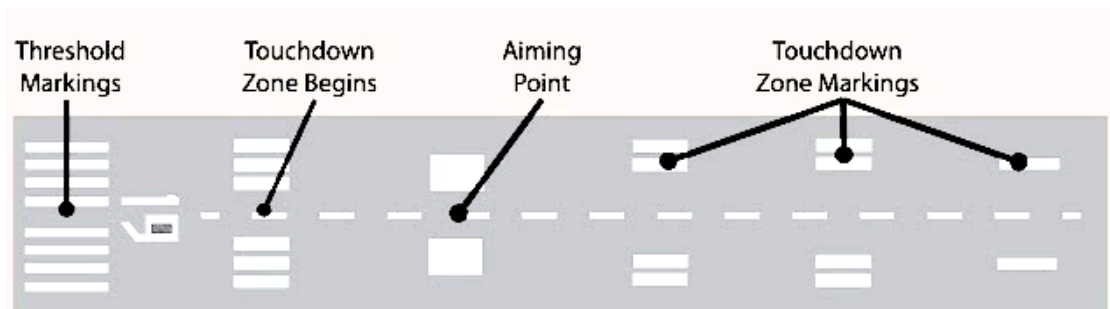
Accepted deviation from runway centerline is 4m during takeoff and landing for maximum rating. Accepted value becomes 8m in case of challenging conditions (when crosswind component is $\geq 10KT$, headwind component is $\geq 15KT$ or runway is wet, covered with snow or ice). Centerline deviation will not be penalized if Go Around is detected

Takeoff beyond runway end

This happens usually due to bad performance calculations or wrong takeoff configuration and is very dangerous. Overrunning the runway should be avoided at all costs as it poses risk of colliding with airport infrastructure or buildings and trees just outside airport perimeter.

Long and short landing

Every commercial runway has TDZ (Touch Down Zone). Any landing between 20% and 80% of TDZ is considered perfect. Landings beyond that (even if still within TDZ) are considered unsafe and before runway threshold are considered dangerous. Newsky app accounts for bounces, meaning a bounced landings may count as long landing if last touchdown was too far down the runway.



Fuel used below estimated minimum

If used fuel reported is lower than the estimate then the estimate will be used instead.

Insufficient fuel reserves

If you land with less than 25 minutes of fuel or less than 90% of reserves calculated in OFP it is considered you did not manage your fuel correctly and there was not enough fuel in case of a go around. In case of landing with less than reserve fuel an emergency should be declared saving you one point on the rating.

Landing rate

Contrary to most ACARS systems Newsky app uses touch down force (measures as multitude of G) to evaluate landings rather than vertical speed measured in ft/min. Reason behind that is passengers and aircraft fuselage are affected by forces not speeds. If the landing is not good enough, the flight rating will be lowered.

5. FLEET

5.1. Airline's fleet

A pilot may only fly aircraft assigned to him/her.

The CometJet VA fleet includes:

- Airbus A320neo
- Airbus A320-200
- Airbus A319
- Airbus A330-900neo
- Boeing 737-800
- Boeing 777-300ER
- Boeing 787-9 GE
- Embraer 195

Liveries are offered for all fleet aircraft. You can download them on the official CometJet VA website in the crew tab at the bottom of the page.

5.2. Cabin configuration

There are two classes in CometJet VA cabins: economy and business. Here are the cabin configurations for our fleet aircraft:

Aircraft	Economy class seats	Business class seats
Airbus A320neo	160	14
Airbus A320-200	150	12
Airbus A319	147	0
Boeing 737-800	140	20
Boeing 777-300ER	280	100
Boeing 787-9 GE	300	70
Airbus A330-900neo	300	93
Embraer 195	124	0

5.3. Aircraft Information



Aircraft: Airbus A320neo
Flight simulator: MSFS
Seats: 174
OEW: 42 500 kg
MZFW: 64 300 kg
MTOW: 79 000 kg
MLW: 67 400 kg



Aircraft: Airbus A320-200
Flight simulator: MSFS
Seats: 162
OEW: 44 029 kg
MZFW: 61 000 kg
MTOW: 73 500 kg
MLW: 64 500 kg



Aircraft: Airbus A319
Flight simulator: MSFS
Seats: 147
OEW: 41 910 kg
MZFW: 58 500 kg
MTOW: 75 500 kg
MLW: 62 500 kg



Aircraft: Boeing 737-800
Flight simulator: MSFS
Seats: 160
OEW: 41 145 kg
MZFW: 67 721 kg
MTOW: 79 010 kg
MLW: 66 500 kg



Aircraft: Airbus A330-900neo
Flight simulator: MSFS
Seats: 393
OEW: 41 145 kg
MZFW: 181 000 kg
MTOW: 251 000 kg
MLW: 191 000 kg



Aircraft: Boeing 777-300ER
Flight simulator: MSFS
Seats: 380
OEW: 168 591 kg
MZFW: 237 682 kg
MTOW: 352 441 kg
MLW: 251 290 kg

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Aircraft: Boeing 787-9 GE
Flight simulator: MSFS
Seats: 370
OEW: 128 822 kg
MZFW: 161 025 kg
MTOW: 254 011 kg
MLW: 306 180 kg



Aircraft: Embraer 195
Flight simulator: X-Plane 11
Seats: 106
OEW: 28 970 kg
MZFW: 42 500 kg
MTOW: 52 290 kg
MLW: 45 800 kg

6. OTHER

6.1. Airline Information

Official Name: CometJet VA

ICAO: CMT

IATA: OH

HOME AIRPORT: EPKT

HUB: EPKT, EGKK, LIRN

Created: 22/08/2023

Newsy airline profile: <https://newsy.app/airline/cmt/info>

Website: <https://cometjet.eu>

6.2. Callsigns

This point is intended for pilots who want to fly on networks such as VATSIM or IVAO.

CometJet VA is committed to creating distinctive and standard call signs to facilitate effective communication and identification during flights.

Pilots are required to generate call signs that comply with our established guidelines.

6.2.1. Callsign format

Callsigns must begin with the three-letter ICAO airline code "CMT", indicating affiliation with CometJet VA.

Guided by the ICAO code, pilots are encouraged to select a combination of alphanumeric characters to create a unique and easily distinguishable callsign.

Callsigns should have a maximum length of seven characters, ensuring conciseness and clarity of communication.

6.2.2. Personalization:

Pilots can personalize their callsigns with elements such as initials, favorite numbers or other identifiers, while maintaining professionalism and compliance with aviation communications standards.

6.2.3. Coordination with Air Traffic Control (ATC):

When using online flight simulation networks with ATC services, pilots should check that the call sign they choose complies with the regulations applicable to that network.

4.1.5. Unique identifiers:

While personalization is encouraged, pilots should avoid callsigns that may cause confusion or conflict with existing airline callsigns.

6.3. Contact

E-mail address: hello.cometjet@gmail.com

Discord server: <https://dsc.gg/cometjet>

Official website: <https://bit.ly/cometjet>

Our social media:



TikTok



Instagram



YouTube



Facebook

6.4. Changelog

Day	Version	Changes	Signature
15.02.2024 20:42Z	1.0	-	
02.03.2024 13:25	1.1	Updated content in: 1., 3.3., 5.1., 5.2., 5.3.	
19.10.2024	1.2	Updated content in 2.1., 2.2., 2.3., 3.1., 3.3., 4.1., 4.2., 5.1., 5.2., 5.3., 6.1., 6.2. Updated social media	

COMET JET

VIRTUAL AIRLINES

