

EJA GROUP | B737 NG BCF SOP

Identifier: EIA-SOP-B738BCF

Versions: B737-800BCF (Boeing Converted Freighter)

Operator: EJA Cargo / Silva Alliance



1. THE EJA MISSION: "CARGO PRECISION"

The B737-800BCF is the backbone of our regional logistics. While our passenger fleet focuses on comfort, the freighter mission is defined by airframe longevity and fuel efficiency. Heavy cargo loads require disciplined energy management and precise automation.

- **Directs Policy:** Proactively use the "DIR TO" function in the FMC. Recalculating shortcuts for our tight cargo windows is essential for on-time delivery.
- **Fuel Management:** Standard cruise is Cost Index (CI) 28. For heavy structural loads or tight schedules, use up to CI 40.
- **Engine Taxi:** Single Engine Taxi In (Engine #2) is the mandatory standard to reduce ground fuel burn. Due to the high-cycle nature of regional cargo, this significantly preserves engine life.

2. PRE-FLIGHT & SETUP

- **Performance Calculation:** Use the Tablet/EFB for precise takeoff calculations. FLEX/Assumed Temp is the default setting to preserve the CFM56-7B engines.
- **Cargo Balance:** Freighters are sensitive to CG shifts. Ensure the stabilizer trim is set accurately to the takeoff CG provided by the loadmaster.
- **APU Usage:** APU should be active 20 minutes prior to loading to ensure the main deck remains ventilated for ground crews.

3. NIGHT OPERATIONS & HUD UTILIZATION

Mandatory HUD usage for "Dark Flying" (Sunset to Sunrise):

- **Situational Awareness:** The Head-Up Display (**HUD**) **must be deployed for all night operations.**
- **Flight Path Vector (FPV):** In dark environments, rely on the FPV (the "bird") to maintain a precise flight path. This eliminates "black hole" illusions during visual approaches at unlit airfields.
- **Brightness:** Adjust the combiner brightness so it does not wash out runway lighting or taxiway markers.

4. APPROACH & LANDING PERFORMANCE

To optimize stopping power and protect the airframe during heavy-weight arrivals:

- **Flap Management:** Prioritize Flaps 30 for landing. * *Logic:* Flaps 30 provides a more stable deck angle and reduces airframe drag/fuel burn on the approach. Use Flaps 40 only for contaminated runways or strips shorter than 2,100m.
- **Autobrake Settings:** Prioritize higher settings (3 or MAX). * *Logic:* As a heavy freighter, the 800BCF carries significant momentum. Higher autobrake settings ensure the aircraft slows effectively via the wheel brakes, allowing for Idle Reverse or Minimum Reverse whenever possible to reduce engine wear and noise.
- **Speedbrakes:** Arm speedbrakes early. Ensure immediate deployment upon main gear touchdown to "dump" lift and put weight on the wheels for maximum braking efficiency.

5. POST-LANDING & SHUTDOWN

- **Cool Down:** Engines must be idled for a minimum of 3 minutes before shutdown.
- **Cargo Main Deck:** Ensure the main cargo door area is cleared and the aircraft is chocked before any main deck unloading begins to prevent "tail-tipping" on heavy aft-loads.

6. B737-800BCF SPECIFIC LIMITATIONS

Parameter	Limit
Max Crosswind (Dry)	33 kts
Max Operating Alt	FL410
Gear Extension (V_{LO})	270 kts / M.82
Flaps 1 Extension Speed	250 kts
Max Operating Speed (V_{MO})	340 kts / M.82
Max Landing Weight	66,360 kg