

EJA GROUP | A220-300 SOP

A220 SERIES SOP

Identifier: EIA-SOP-A220-300

Versions: A220-300 (BD-500-1A11)

Operator: EJA Air



1.

THE EJA MISSION: "PREMIUM EFFICIENCY"

EJA Air is a premium carrier. Our goal is to provide a smooth, high-end experience for the passenger while maintaining a strict "Green" footprint.

- **Directs Policy:** Pilots are authorized and encouraged to request "Direct To" waypoints from ATC at the earliest opportunity to reduce track miles.
- **Fuel Management:** The A220-300 is our regional efficiency flagship. Use Cost Index (CI) 15 for economy/on-time flights and CI 30 for recovery flights.
- **Engine Taxi:** Whenever possible, perform a Single Engine Taxi Out (Engine #2) to conserve fuel during ground delays at busy hubs like LIME or EVRA.

2.

PRE-FLIGHT & SETUP

MCDU Initialization

- **Cost Index:** 15 (Standard).
- **Flex Temp:** Always use FLEX takeoff unless runway length or performance requires TOGA. This preserves engine life and reduces fuel flow.
- **Thrust Reduction/Acceleration:** Standard 1500/1500 AGL.

Passenger Comfort

- **APU Usage:** To maintain "Premium Service" standards, the APU should be started 10 minutes prior to boarding to ensure cabin climate control (Air Conditioning) is optimal before passengers enter. This may change.

3.

FLIGHT PHASE STANDARDS

Takeoff & Climb

- **Standard Climb:** 250 KIAS below 10,000ft.
- **Expedite:** If requested by ATC for traffic flow, use the EXPED button, but monitor passenger comfort (pitch angle).

Cruise

- **Direct-to-Fix:** Actively monitor the ND for opportunities to shave miles off the STAR or Enroute segments.
- **Step Climbs:** Utilize the A220's superior ceiling. If the flight is over 2 hours, aim for FL390-FL410 as soon as weight allows.

Approach & Landing

- **Decelerated Approach:** Aim for a "Managed" speed approach. Aim to be at Flaps 1 by the Initial Approach Fix (IAF).
- **Autoland:** Authorized at Category III airports (EKCH, EVRA, EGLL) during Low Visibility Procedures (LVP).
- **Braking:** Use LO auto-brake for runways >2500m to save brake wear.

4.

CABIN & PREMIUM SERVICE

- **Seatbelt Sign:** Turn off as soon as passing 10,000ft (if turbulence allows) to begin the premium meal service on European trunk routes.
- **PA Announcements:** Pilots must provide a "Welcome Aboard" and a "Top of Descent" briefing, including destination weather and arrival time.

5.

A220-300 SPECIFIC LIMITATIONS

Parameter	Limit
Max Crosswind (Dry)	30 kts
Max Operating Alt	FL410
Landing Gear Extent	250 kts
Flaps 1 Speed	230 kts