

EJA GROUP | A350 SERIES SOP

Identifier: EIA-SOP-A350

Versions: A350-941 (XWB)

Operator: EJA Air



1. THE EJA MISSION: "PREMIUM EFFICIENCY"

The A350-900 is our carbon-efficient flagship. It is designed to be flown with high levels of automation to ensure the smoothest possible ride for premium passengers while minimizing fuel flow.

- **Directs Policy:** Proactively use the "DIR TO" function. The A350's FMS is highly capable of recalculating fuel predictions in real-time for shortcuts.
- **Fuel Management:** Standard cruise is Cost Index (CI) 30. For maximum efficiency on ultra-long-haul sectors, use CI 15.
- **Engine Taxi:** Single Engine Taxi In (Engine #2) is the standard procedure. Due to the high thrust of the Trent XWB engines, this significantly reduces ground fuel burn.

2. PRE-FLIGHT & SETUP

MCDU/OIS Initialization

- **Cost Index: 30 (Standard).**
- **Takeoff Performance:** Use the Onboard Information System (OIS) for precise calculation. FLEX is the default setting to preserve the Trent XWB-84 engines.
- **Thrust Reduction/Acceleration:** Standard 1500/1500 AGL.

Passenger Comfort

- **Cabin Pressure:** The A350 maintains a lower cabin altitude (6,000ft). To support this premium feature, ensure the "Bulk Cargo" heat and ventilation are set according to the load to maintain optimal humidity and temperature.

- **APU Usage:** APU should be active 15 minutes prior to boarding.
-

3. FLIGHT PHASE STANDARDS

Takeoff & Climb

- **Automatic Thrust:** Ensure "A/THR" is active by the time the levers reach the FLX/MCT gate.
- **Standard Climb:** 250 KIAS below 10,000ft. The A350 climbs rapidly; monitor for altitude "busts" during high-rate climbs.

Cruise

- **Optimal FL:** The A350 is designed to operate comfortably at FL390–FL430. Pilots should aim for the FMS-calculated "OPT" altitude as soon as weight allows.
- **Soft Cruise:** Allow the aircraft to use "Soft Cruise" mode to handle minor Mach fluctuations without aggressive thrust changes, saving fuel.

Approach & Landing

- **Brake to Vacate (BTV):** Where available, use the BTV system to select the desired runway exit. This reduces runway occupancy time and brake wear.
 - **Flap Management:** Use the "S-Speed" as the primary marker for Flaps 1. The A350's high-lift wing allows for very stable, low-speed approaches.
 - **Autoland:** Fully authorized for CAT III operations at all major hubs.
-

4. CABIN & PREMIUM SERVICE

- **Seatbelt Sign:** Turn off as soon as passing FL100 (if stable). The A350's quiet cabin makes for an excellent environment for the premium meal service.
- **PA Announcements:** Use the "Premium Global" briefing format, providing passengers with estimated arrival times and connection gate information.

5. A350-900 SPECIFIC LIMITATIONS

Parameter	Limit
Max Crosswind (Dry)	35 kts
Max Operating Alt	FL431
Gear Extension (V_{LO})	250 kts / M.70
Flaps 1 Extension Speed	255 kts
Max Operating Speed (V_{MO})	340 kts / M.89