

EJA GROUP | B737 MAX SOP

Identifier: EIA-SOP-B737-8 MAX

Versions: B737-8 MAX

Operator: EJA / Silva Alliance



1. THE EJA MISSION: "SHORT HAUL EFFICIENCY"

The B737-8 MAX is designed as our backbone. With a capacity higher than the A220-300, the MAX is designed to get our customers to busy destinations with extreme efficiency. Key improvements and differences from the NG line is important to note for our operating pilots, as mentioned below.

- **Directs Policy:** Proactively use the "DIR TO" function in the FMC. Recalculating shortcuts for our passengers is important to arrive early for our customers.
- **Fuel Management:** Standard cruise is Cost Index (CI) 30. For tight schedules, use up to CI 40.
- **Engine Taxi:** Single Engine Taxi In (Engine #2) is the mandatory standard to reduce ground fuel burn.

2. PRE-FLIGHT & SETUP

- **Performance Calculation:** Use the Tablet/EFB for precise takeoff calculations. FLEX/Assumed Temp is the default setting to preserve the LEAP-1B28 engines.
- **LEAP Motoring:** During hot operations, the engines will automatically enter BRM (bowed rotor motoring) to equalize the temperatures in the casing and core. This is an automatic process; however time (1:30 to 3 minutes per engine) should be allocated for this process during startup and pushback, especially in busy airports where pushbacks are stacked. If the departure airport is busy, OETD (One Engine Taxi Departure) procedures are recommended to relieve congestion on the ramp. BRM **should not** be initiated without approval for startup from ATC.

- **APU Usage:** APU should be active 20 minutes prior to loading to ensure the cooling of the cabin for passengers.

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 medium Autobrake settings (~2). The MAX 8 has decent deceleration characteristics, so picking a medium autobrake setting or even low will more than sufficiently slow you for an acceptable exit. This also allows 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.
 - APU: Ensure the APU bleeds stay on during deboarding for passenger comfort.
However, prioritize ground air whenever possible.
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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	69,308 kg