

EJA GROUP | E170/E190 SOP

Identifier: EIA-SOP-E170/E190HUD

Versions: E170LR/E175L/E190AR

Operator: EJA/airStrøm / Silva Alliance



1. THE EJA MISSION: "Regional Connectivity"

The E170 and E190 operated by EJA and airStrøm respectively are the mainstay of our regional connectivity. While our larger A220 and MAX aircraft are focused on bigger hubs, our E-jets fleet is designed to connect Scandinavia and the surrounding regions in tough conditions. To meet this requirement, discipline and adherence to SOP's are paramount to provide a safe and comfortable experience to our customers.

- **Directs Policy:** Proactively use the "DIR TO" function in the FMC. Recalculating shortcuts for our customers is crucial.
- **Fuel Management:** Standard cruise is Cost Index (CI) 20. For late departures and recovery, use CI 30.
- **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. Always use FLEX (Reduced Thrust) takeoff unless runway length or performance requires TO-1.
- **APU Usage:** APU should be active 10 minutes prior to loading to ensure the main deck remains ventilated for passengers

2. TAKEOFF & CRUISE

- **I-E (Ice Protection):** If OAT is below 10°C with visible moisture, ensure Engine and Wing Anti-Ice are set to ALL or AUTO.
 - **Step Climbs:** The E170 reaches its efficiency peak early. For flights over 60 minutes, aim for FL340–FL380.
 - **Thrust Reduction/Acceleration:** Standard 1500/1500 AGL.
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3. NIGHT OPERATIONS & HUD UTILIZATION (airStrøm E190's ONLY)

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.
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4. APPROACH & LANDING PERFORMANCE

- **Autobrake Settings:** The FSS autobrake is very weak compared to the real aircraft. For our purposes, use MED or higher unless on long runway's (2600M<)
 - **Autoland:** The E170/E190 is CAT II capable. Authorized at hubs when conditions demand.
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5. POST-LANDING & SHUTDOWN

- **Cool Down:** Engines must be idled for a minimum of 3 minutes before shutdown.
 - **APU:** Must be kept on during deboarding to allow passenger comfort.
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6. E170 SPECIFIC LIMITATIONS

Parameter	Limit
Max Crosswind (Dry)	28 kts
Max Operating Alt	FL410
Gear Extension (V_{LO})	250 kts
Flaps 1 Extension Speed	230 kts
Max Operating Speed (V_{MO})	340 kts / M.82
Max Landing Weight	32,800 kg

7. E190 SPECIFIC LIMITATIONS

Parameter	Limit
Max Crosswind (Dry)	28 kts
Max Operating Alt	FL410
Gear Extension (V_{LO})	250 kts
Flaps 1 Extension Speed	230 kts
Max Operating Speed (V_{MO})	340 kts / M.82
Max Landing Weight	51,800 kg