

 PAKISTAN International Airlines <i>Great People to Fly With</i>	A320 Engine & Pressurization Failure Charts DOCUMENT#OPSENGG/EPFC/320/M/02	Chapter#0 Date:12 Mar 2026
	PRELIMINARY PAGES	Edition-01 Rev:05

A320 ENGINE &PRESSURIZATION FAILURE CHARTS

DOCUMENTNUMBER:OPSENGG/EPFC/320/M/02

EDITION NO.01

REV NO.05

REVISION DATE: 12 Mar, 2026

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0.1 APPROVAL SHEET

Activity	Name	Designation	Signature	Date
Prepared by:	Engr.M Farhan Khan	DGM Operations Engineering		12-Mar-2026
Reviewed by:	Capt.Vaqas Javed	Chief Pilot Technical(Operations)		12-Mar-2026
Approved by:	Capt.Irfan Khan	Chief of Flight Operations/DFO		12-Mar-2026

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0.2 REVISION RECORD

Edition number	Revision number	Revision date
01	00	28-May-24
01	01	26-Aug-24
01	02	17-Apr-25
01	03	18-Apr-25
01	04	02-Oct-25
01	05	12-Mar-26

0.3 REVISION SUMMARY

REV 05:

Chart	Nature of Change
Introduction	Preliminary pages revised.

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0.5 LIST OF EFFECTIVE PAGES

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0	INTRODUCTION	6	05	12 Mar 2026
1	ROUTE FOR KASHI	8	00	28 MAY 2024
2	ROUTE FOR SKARDU ISLAMABAD	9	00	28 MAY 2024
3	ROUTE FOR SKARDU DUBAI	10	01	26 AUG 2024
4	ROUTE FOR BISHKEK (first page)	11	02	17 Apr 2025
	ROUTE FOR BISHKEK (second page)	12	02	17 Apr 2025
5	ROUTE FOR SAMRAKAND	13	02	17 Apr 2025
6	ROUTE FOR BAKU P500	14-15	03	18 Apr 2025
	ROUTE FOR BAKU L506	16	03	18 Apr 2025
	ROUTE FOR BAKU N644	17	03	18 Apr 2025

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0.6.0 INTRODUCTION

This Engine Failure/Pressurization Failure Booklet serves as a critical resource for routes requiring special procedures or escape routes in the event of engine or pressurization failure.

Crew is advised to check the Flight Plan Route and select the appropriate procedure for the particular route intended to be flown. Computerized Flight Plan should match with the contingency procedures.

0.6.1 Engine & Pressurization Failure Profile development Procedure

Respective Operations Engineer performs following tasks to prepare Engine and Pressurization Failure Charts:

- Receive particular route from Route & Navigation Section.
- Plot route in Jeppesen FD PRO.
- Analysis of route, critical segments (high mountainous area above FL100).
- Nearest suitable enroute airports for diversion.
- Calculation of engine out drift down ceiling and range using performance manuals and or relevant software tools such as PEP, FlySmart.
- Calculation of range (Ground Distance) using Vmo/Mmo for pressurization failure analysis by considering aircraft emergency PAX Oxygen system.
- Selection of CPs (Critical Points) on route if required.
- Selection of suitable escape routes for diversion if required.
- Development of Engine and Pressurization Failure Profile.
- Simulation of Engine and Pressurization Failure Profile, if required

0.6.2 PRE-FLIGHT PROCEDURES

The CP should be clearly defined on the route by any possible way so it is visible on the Navigation Display. Escape Route or the contingency plan should be made in the Route 2/Secondary and checked by both the Pilots together on ground. Captain should ensure that proper briefing is conducted to understand the special procedures.

0.6.3 IN FLIGHT PROCEDURES

Once past the first CP the next Escape Route or the contingency plan should be made in the Route 2/Secondary and checked by both the Pilots together (for the next CP). This will continue till the aircraft is out of the area where special procedures are required. Thereafter normal procedures of OM-A, FCOM and FCTM apply.

Any time if confusion arises crew is advised to contact Equipment Chief or Chief Pilot Technical for assistance.

0.6.4 RELEVANT POSITION HOLDERS

DGM Operations Engineering (Custodian of Document– No hardcopy will be issued).

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0.6.5 Distribution

All A320 crew shall refer to controlled soft copy on iPad and relevant office holders shall refer to controlled soft copy on corporate intranet.

Chief of Flight Operations

Chief Pilot Technical (Operations) Chief Pilot Training

Chief Pilot Standards & Inspection

Chief Pilot Safety / GM Safety

GMCC

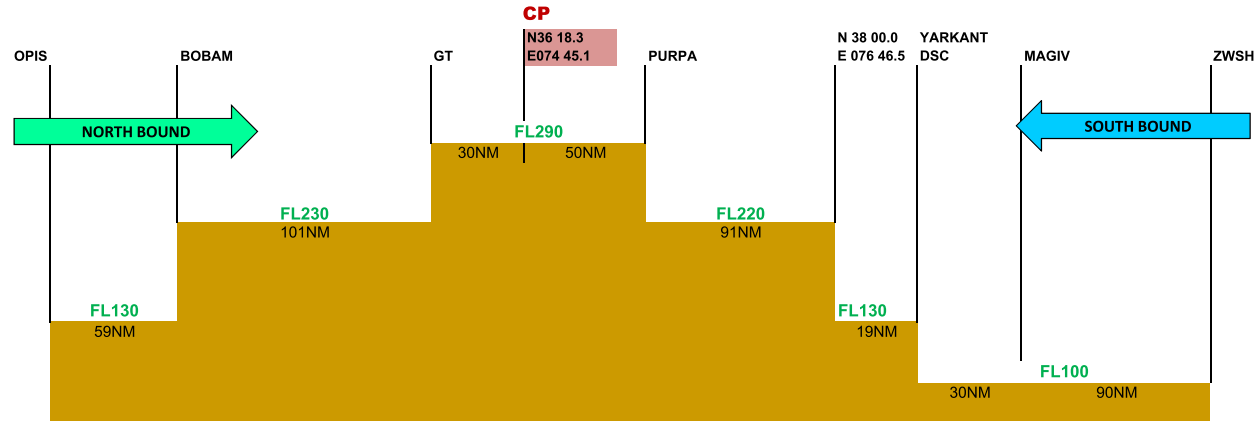
Dy. Chief Pilot A320

A320 Operations Engineer

A320 ENGINE & PRESSURISATION FAILURE CHART (PAK-KHG)

(For 22 Minute PAX Oxygen Capability Aircraft)

BOBAM J131 GT G325 PURPA B215 MAGIV W176 KHG

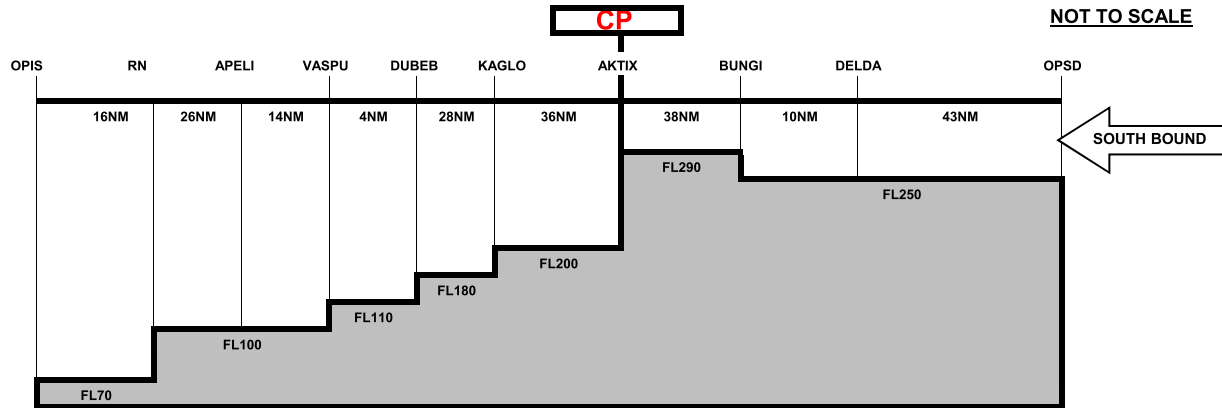


NORTH BOUND	SOUTH BOUND
Min CRZ Flight Level 310 or above before GT	Min CRZ Flight Level 320 or above before PURPA
UPTO CP Land in Pakistan	UPTO CP Land in Kashi
PAST CP Land in Kashi	PAST CP Land in Pakistan
GENERAL INFORMATION NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE.	

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A320 Engine and Pressurization Failure Descent Profile (North/South Bound Flights)

FROM SKARDU Route : OPSD DCT SANAM J125 RN DCT OPIS (VIA AKTIX)



ENGINE & PRESSURIZATION FAILURE

SOUTH BOUND FLIGHTS

UPTO CP

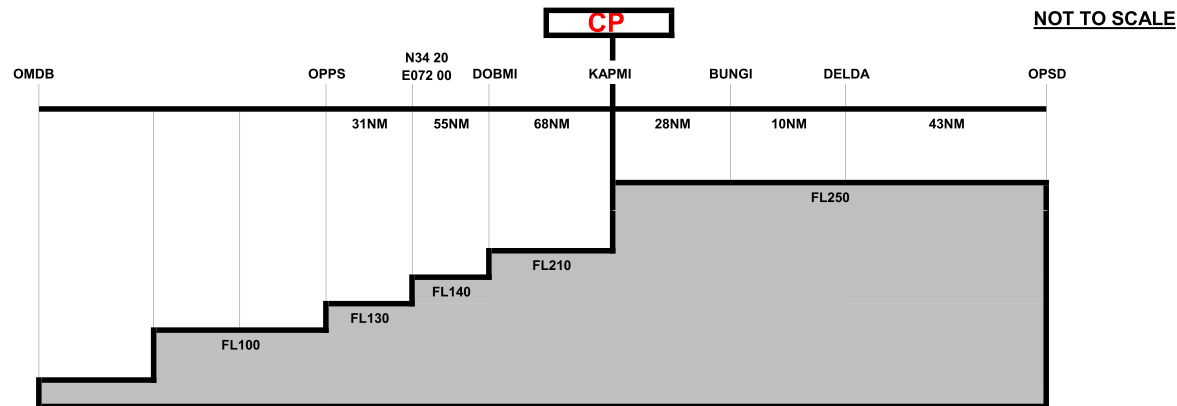
Proceed to land back at Skardu

PAST CP

Proceed to land at Islamabad via J125 till RN

	A320 Engine & Pressurization Failure Charts DOCUMENT#OPSENGG/EPFC/320/M/02	Chapter#3 Date: 26-Aug-24
	ROUTE FOR SKARDU	Edition-01 Rev: 01

A320 Engine and Pressurization Failure Descent Profile (North/South Bound Flights)
SKARDU DUBAI Route: OPSD DCT SANAM J186 DELDA KAPMI DCT DOBMI G325
DUBAI SKARDU Route: G325 DOBMI DCT KAPMI DELDA J122 SANAM OPSD



ENGINE & PRESSURIZATION FAILURE

NORTH BOUND FLIGHTS

UPTO CP

Proceed to land at Peshawar via G325

PAST CP

Proceed to land back at Skardu

ENGINE & PRESSURIZATION FAILURE

SOUTH BOUND FLIGHTS

UPTO CP

Proceed to land back at Skardu

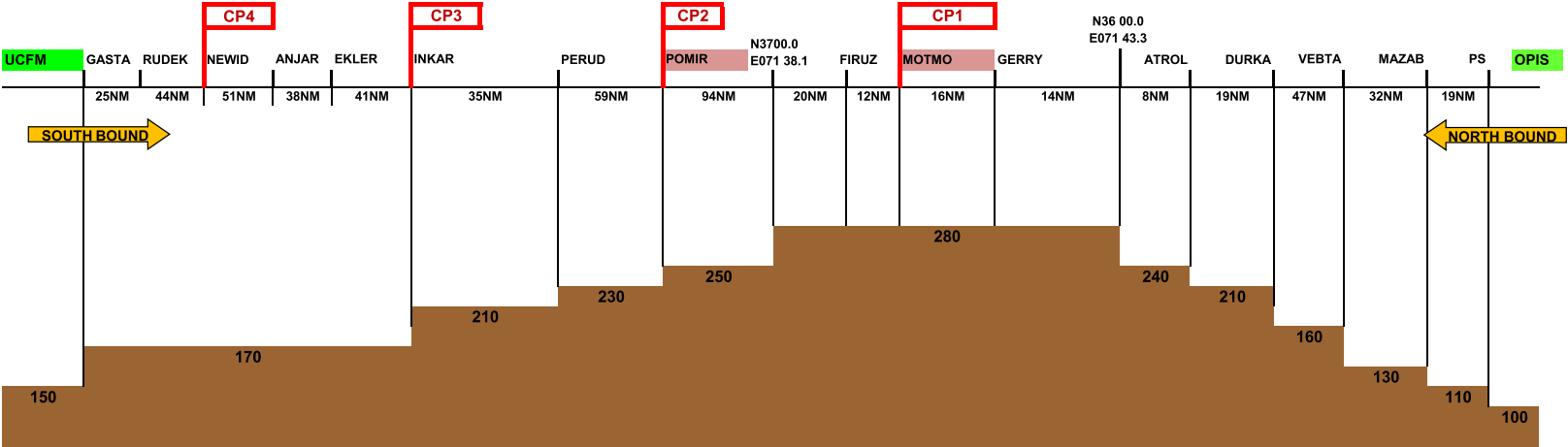
PAST CP

Proceed to land at Peshawar via G325

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PAK- TAS / FRU A320 Engine / Pressurization Failure Descent Profile

J143 J118 P500 Z407 L139 (22 MIN OXYGEN ROUTE PROFILE)

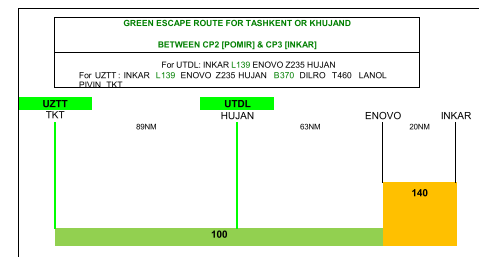
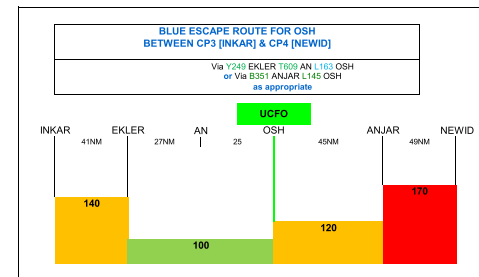
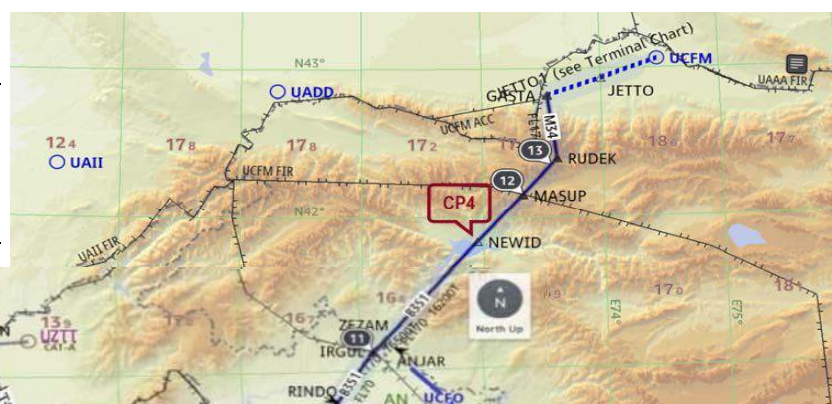
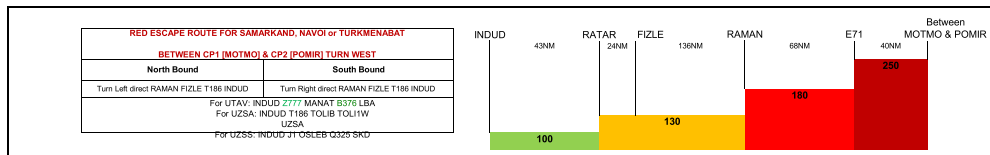


ENGINE / PRESSURISATION FAILURE	
NORTH BOUND	SOUTH BOUND
<u>UP TO CP1</u> Left Turn Land back in Pakistan via DURKA J118 <u>PS Between CP1 & CP2</u> Follow Red escape route <u>Between CP2 & CP3</u> Follow Green escape route to UTDL or UZTT <u>Between CP3 & CP4</u> Follow Blue escape route to UCFO <u>PAST CP4</u> Land at UCFM or Land at UAAA via MNS L143 BINRI Z370 ATA	<u>UP TO CP4</u> UCFM or Land at UAAA via MNS L143 BINRI Z370 ATA <u>BETWEEN CP4 & CP3</u> Follow Blue escape route to UCFO <u>BETWEEN CP3 & CP2</u> Follow Green escape route to UTDL or UZTT <u>Between CP2 & CP1</u> Follow Red escape route <u>PAST CP1</u> Land in Pakistan via DURKA J118 PS

Notes to Crew

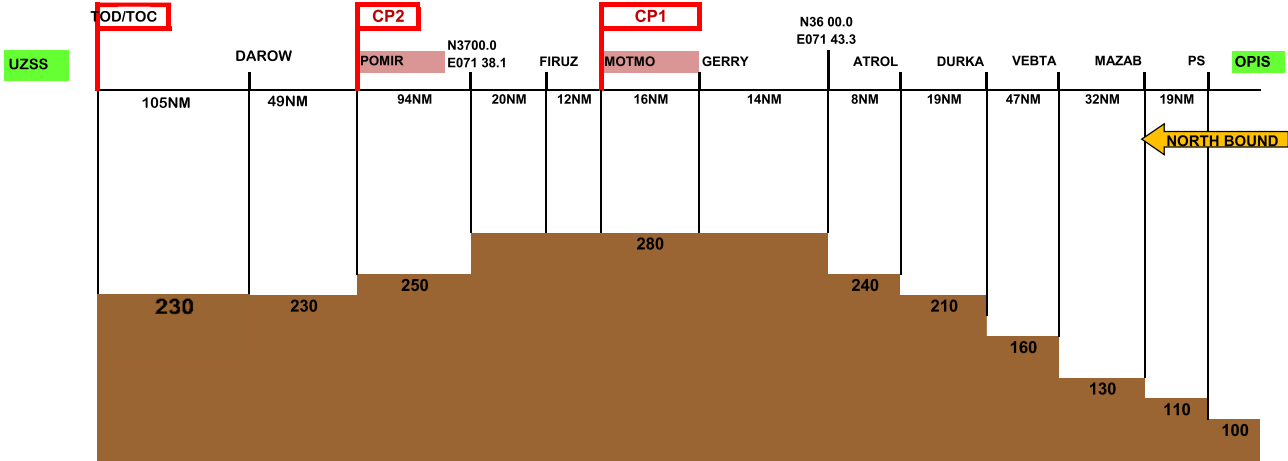
Refer to the Avigation chart PIA tailored ME(H/L)5A	Consider initial Climb out speed at Vx/Vy For critical portion if required CRZ above Optimum FL	Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
Drift down procedure is to be reviewed in the departure briefing.		
Min CRZ Flight Level 340 or above to be reached before CPs		
*Check latest NOTAMS and Jeppesen Airport directory for hours of operations before DEP		
NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE.		

ENGINE / PRESSURIZATION FAILURE
ENROUTE P500/G500



PAK-SKD/UTSS A320 Engine / Pressurization Failure Descent Profile

J143 J118 P500 Z407 L181 (22 MIN OXYGEN ROUTE PROFILE)



NORTH BOUND

UP TO CP1

Left Turn Land back in Pakistan via DURKA J118

PS Between CP1 & CP2

Proceed to UTDD via RAMAN

PAST CP2

Land at UZSS

SOUTH BOUND

BETWEEN CP2 & CP1

Proceed to UTDD via RAMAN

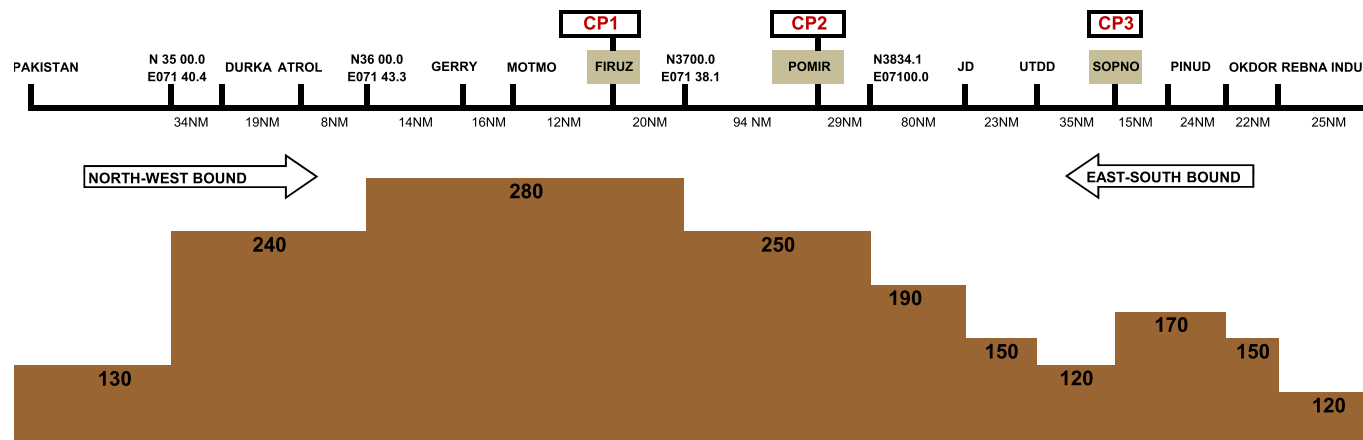
PAST CP1

Land in Pakistan via DURKA J118 PS

Notes to Crew		
Refer Current Jeppesen Enroute charts on FDPro	Consider initial Climb out speed at Vx/Vy For critical portion if required CRZ above Optimum FL	Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
Drift down procedure is to be reviewed in the departure briefing.		
*Check latest NOTAMS and Jeppesen Airport directory for hours of operations before DEP		
NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE.		

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	FOR BAKU P500 Z407 JD B100 A107 Q169	Edition-01 Rev: 03

P500 Z407 JD B100 A107 Q169 (22 MIN OXYGEN ROUTE PROFILE)



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NORTH-WEST BOUND

UP TO CP1

Left Turn Land back in Pakistan via (DURKA J130 RN or DURKA J118 PS)

Between CP1 & CP2

*Proceed to land at UZSA / UTDD / UTDK via Escape Routes

ESCAPE RTE NAVOI: Left Turn Direct RAMAN FIZLE T186 INDUD Q169 MEVTE J3 NVI UZSA

ESCAPE RTE _____ DUSHANBE: (CHK OPS HRS) Left Turn Direct NAVOX or ABNAR via STAR for UTDD _____

ESCAPE RTE _____ KULOB: (CHK OPS HRS) Left Turn Direct RAMAN CG via STAR for UTDK

Between CP2 & CP3

Proceed to land at UTDD

Land at UZSA (POMIR Z407 JD [FL150] DBE [FL120] PR B165 UMGAP FIZLE T186 INDUD Q169 MEVTE J3 NVI UZSA)

PAST CP3 Proceed to land at UBBB

*Check latest NOTAMS and Jeppesen Airport directory for hours of operations before DEP

*Stay above Grid MORA

Min CRZ Flight Level 340 or above to be reached before CPs

Drift down procedure is to be reviewed in the departure briefing.

GENERAL INFORMATION

NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE.

EAST-SOUTH BOUND

UP TO CP3

LAND BACK AT UBBB

BETWEEN CP3 & CP2

Land at **UZSA** (POMIR Z407 JD [FL150] DBE [FL120] PR B165 UMGAP FIZLE T186 INDUD Q169 MEVTE J3 NVI **UZSA**)

Land at UTDD

Between CP2 & CP1

*Proceed to land at **UZSA**/ UTDD / UTDK via Escape Routes

ESCAPE RTE NAVOI: Left Turn Direct RAMAN FIZLE T186 INDUD Q169 MEVTE J3 NVI

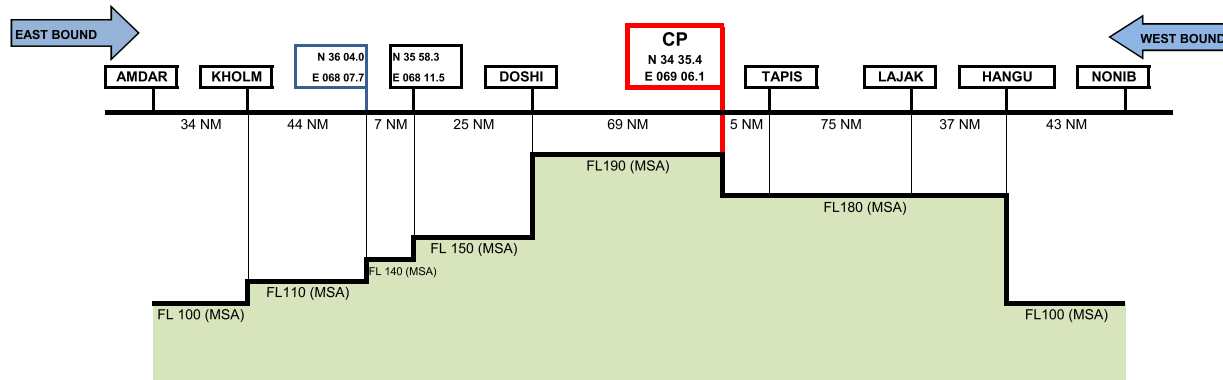
UZSA ESCAPE RTE DUSHANBE: (CHK OPS HRS) Left Turn Direct NAVOX or ABNAR via

STAR for UTDD _____

ESCAPE RTE KULOB: (CHK OPS HRS) Left Turn Direct RAMAN CG via STAR for UTDK

PAST CP1 Land back in Pakistan via (DURKA J130 RN or DURKA J118 PS)

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NOT TO SCALE

WEST BOUND FLIGHTS

ENGINE & PRESSURIZATION FAILURE

UPTO CP
 Proceed to land at ISB/LHE/PEW
PAST CP
 Proceed to land at TERMEZ/SAMARKAND/DUSHANBE

EAST BOUND FLIGHTS

ENGINE & PRESSURIZATION FAILURE

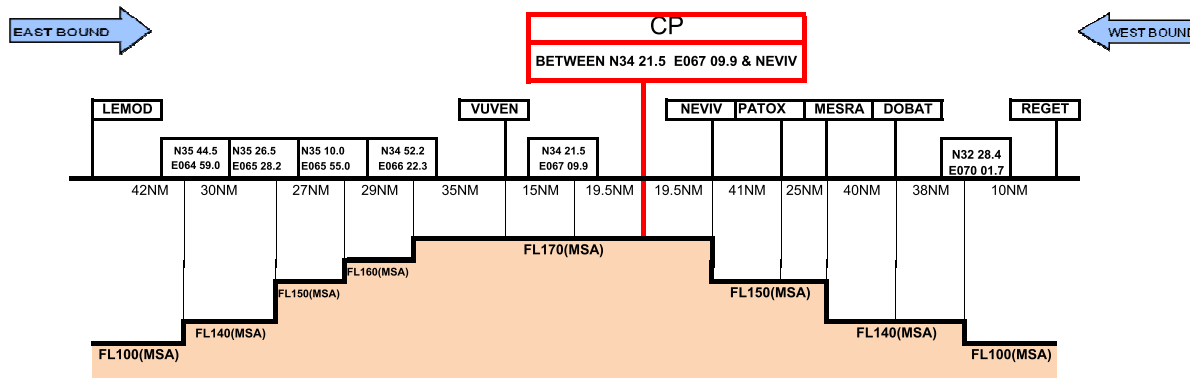
UPTO CP
 Proceed to land at TERMEZ/SAMARKAND/DUSHANBE
PAST CP
 Proceed to land at ISB/LHE/PEW

GENERAL INFORMATION

- NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.
 -Min CRZ FL 310 or above. For critical portion if required CRZ above Optimum FL
 -DRIFTDOWN AND FUEL DUMPING SHOULD BE CONSISTENT WITH REQUIRED FUEL RESERVES.

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	FOR BAKU N644	Edition-01 Rev: 03



NOT TO SCALE

WEST BOUND FLIGHTS

ENGINE & PRESSURIZATION FAILURE

UPTO CP

Proceed to land at LHE/ISB/PEW

PAST CP

Proceed to land at TERMEZ/MASHAD/ASHGABAT

EAST BOUND FLIGHTS

ENGINE & PRESSURIZATION FAILURE

UPTO CP

Proceed to land at TERMEZ/MASHAD/ASHGABAT

PAST CP

Proceed to land at LHE/ISB/PEW

GENERAL INFORMATION

- NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.
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