

DOCUMENT #	FOD/KDU / SOM / A320
EDITION	04
REVISION	01
ISSUE DATE	30 th April 2024
EFFECTIVE DATE	

A-320 SKARDU SPECIAL OPERATIONS MANUAL



**TECHNICAL OPERATIONS DIVISION
FLIGHT OPERATIONS DEPARTMENT**

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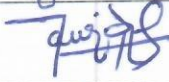
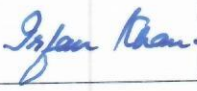


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0.0 APPROVAL

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PCAA APPROVAL #	 <i>HOPEA/1076/021/FSAC/2328</i>		
EFFECTIVE DATE	<i>24th MAY, 2024</i>		

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APPROVING AUTHORITY

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0.2 HOW TO FILE REVISIONS

This manual is a controlled document and is audited to ensure that it is properly maintained.

HARD COPIES

When a revision is issued for this manual, following instructions shall be followed as a guideline for the manual update process:

STEP 1:

Upon receipt of a revision packet, ensure that the revision received is the continuation of the last revision record.

STEP 2:

Before updating this manual with the new revision, make sure the manual has the previous revisions inserted.

- a) Revision records for this manual are shown on the following page.
- b) Compare the last revision signed off in the manual to the new revision.
- c) The new revision will be the next number in sequence.
- d) Insert the new revision and remove the old pages.

STEP 3:

When new revision is inserted, turn to the Revision Records page. Insert date and sign on the appropriate revision line.

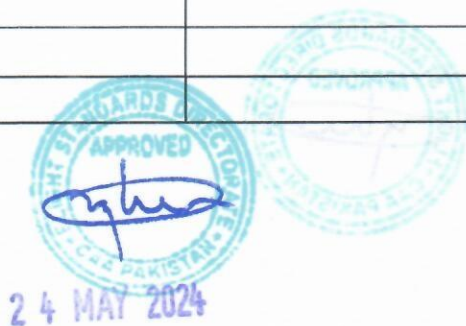
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ELECTRONIC COPIES

Electronic copies shall be uploaded on the iPad PIA Crew Application. Refer to EFB SOP for the updating procedure of electronic copies.

0.3 REVISION RECORD

Edition Number	Revision Number	Revision Date
4	1	12-JUN-2023



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0.5 LIST OF EFFECTIVE PAGES

Chapter	Pages	Edition	Revision	Date
0	1-8	4	1	12-JUN-2023
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24 MAY 2024



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0.6 DISTRIBUTION LIST

Master Copy of A320 Skardu Special Operations Procedures is retained and controlled by the Office of Chief Pilot Standards Inspection. Distribution list of A320 Skardu Special Operations Procedures is as under:

Chief Pilot Standards Inspection	Master Hard Copy
Director Flight Standards (PCAA)	Hard Copy
Director Flight Operations	Soft Copy
All Chief Pilots	Soft Copy
A320 Flight Crew	Soft Copy
Chief Technical Officer	Soft Copy
General Manager Central Control	Soft Copy
HF Operators	Soft Copy

The distribution list will be maintained and updated by Chief Pilot Technical according to operational needs and requirements.

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0.7 SCOPE

This document is developed and designed to be best viewed on a PDF (Portable Document Format) electronic document viewer.

Any question about the content or suggestions can be directed to:

Chief Pilot Technical Operations,
Flight Operations Department,
PIA Head Office,
Karachi Airport.

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1.0 PREFACE:

Due to difficult topography, high surrounding mountains, augmented by unfriendly weather, PIA flight into Skardu (KDU) needs to be flown in accordance with special procedures and with specific crew qualification. For safe operations, the Flight Crew is advised to be well conversant with Normal/Abnormal procedures while operating on this Route.

Every endeavor should be made to successfully operate these flights without compromising safety. For continuation of flight, the enroute and KDU weather (Cloud amount, cloud base, visibility, etc.) should be assessed as stipulated in Jeppesen. Flight crew should assess the possibility of following normal descent profile or delaying TOD for overhead descent at KDU.

In PIA network Skardu aerodrome is marked as Category ‘X’.

Following are Supplements to this document for training and operations.

- Appendix-A.
Northern Area VFR Terrain Chart in Digital Crew app manuals.
- Appendix-B.
OPSD Jeppesen Terminal charts and its relevant Airport Briefing in FD Pro X.

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1.1 ELIGIBILITY REQUIREMENTS:

1.1.1 The Captain/First Officer:

- Shall have minimum 150 Hours on type. At the discretion of the CPCT, the requirement of 150 hours can be reduced to 100 hours in favor of those pilots who have flown previously on this route.
- Shall have completed one route familiarization flight.
- Shall undergo in depth briefing by the Training or Check Pilot.
- Shall have completed two route trainings under the supervision of a Training or Check Pilot qualified for that aerodrome.
- Shall have completed one Route Check to the aerodrome.

Note: Initial operation to the aerodrome must be done within 14 days of the clearance.

1.1.2 Note:

Trainee may request the Chief Pilot Crew Training for additional observation and/or training flight if deemed necessary.

1.1.3 Recency:

If a Captain or First Officer has not operated into Skardu for a period exceeding 12 months but not exceeding 36 months, one Route Check will be required.

Incase Captain or First Officer has not operated into Skardu for a period exceeding 36 months, the initial qualification requirements will apply.

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1.2 SKARDU DATA:

ICAO: OPSD

IATA: KDU

Operation type: DAY VFR

Fuel: Available prior coordination required.

VHF 118.075MHz - HF 5601MHz - NDB 247 KHz

ELEV: 7301 Ft AMSL

RWY 14L 11998 Ft x 98 Ft

RWY 14R 11994 Ft x 147 Ft

Transition Altitude: 21,000 Ft

Transition Level: FL230

Approach Minima: 1,000 FT AAL

Acceleration Altitude: 3,000 FT AAL

1.3 ALTIMETRY:

Aircraft cruising at or below 21,000 Ft between KAPMI and DELDA will switch to local QNH of GIL. After DELDA local QNH of Skardu till landing.

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2.0 DISPATCH CONDITIONS:

2.1 Serviceability of Aircraft Equipment for Dispatch:

For flight to KDU, following aircraft equipment must be serviceable ex origin:

- BOTH MAIN BLEED IF APU IS U/S
- BOTH PACKS
- ENG/WING ANTI ICE VALVE NOT C/F IN OPEN
- ALL NARROW RUNWAY LIMITATIONS APPLY IF R/W 14L IS IN USE.

2.2 Weather Minimum

2.2.1 DEPARTURE:

Published minimums for Take-off/Landing. With preferred Take-off Alternates.

2.2.2 Enroute

May be IMC up to KAPMI. Thereafter, flight to OPSD should be in VMC. "VFR on Top" is not permitted beyond KAPMI.

2.2.3 OPSD

- Overhead OPSD must be VMC.
- Visibility 5km (as per OM).
- KDU valley: Scattered clouds (3-4 Octas), Approach Valley Clear/Partly Cloudy (towards DELDA), Mountain/hill tops visible.

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2.3 Fuel Requirements:

Fuel is not always available at OPSD. If fuel is not available at KDU, on departure from origin:

- Check adequate Block Fuel to cater for return flight as well.
- Insert Fuel required for return (OPSD - Destination) sector as "Reserve Fuel" in FMGS.

If fuel is Available Normal fuel as per Fuel Policy given in OM. Dispatch will decide if refueling is required at KDU.

2.4 PCN:

Ensure OPSD RWY 14L/32R PCN limited weight 65.3T not to be exceeded on Landing/Take-off.

OPSD RWY 14R/32L have NO PCN LIMITATIONS for A-320.

2.5 Flight Planning:

Flight on KDU sectors can be planned as IFR/VFR between Departure Aerodrome till KAPMI. However, between KAPMI-KDU, the flights must be planned as VFR. Preferably, the Departures/Arrivals to & from Departure Airfield should be IFR (or Radar Vectors) to cater for all weather conditions.

2.5.1 Fight levels:

To OPSD:

- Normal Optimum FLs up to TOD, thereafter VFR Descent to OPSD.
- Departure from ISB FL 275.
- Minimum Level for VMC Flight (e.g., to maintain below high clouds) FL175.

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From OPSD:

- Normal Optimum FLs from OPSD to destination.
- FL285 till TOD only for ISB.

NOTE: NO INTERMEDIATE LEVELOFF to FL 275 or FL285 is required for Flights originating and terminating other than OPIS, they should maintain Normal cruise levels (e.g. FL 320/340/360 etc.)

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3.0 NORMAL PROCEDURES

TO OPSD

3.1 EX DEPARTURE AIRFIELD:

- Plan to cross KASMA above FL 160.
- Preferably, the departure should be IFR to cater for most meteorological and operational constraints.

3.2 ENROUTE:

▪ **Radio:**

- Contact KDU on HF (if available) soon after KASMA. Obtain latest weather and confirm if there is any conflicting air traffic enroute. If HF is not available, coordinate descent with ISB ACC.
- On changeover from Islamabad ACC, select KDU tower on VHF 1 and 121.5 on VHF 2 and make blind position reports on 123.40 on VHF 3 as all civil and military keep inter pilot communication on this frequency. Keeping listening watch on 121.5 is mandatory.
- Expect radio contact with KDU tower abeam BIREB.

▪ **Cruise Flight Level:**

- Flight Levels may have to be varied up or down based on prevailing weather/ clouds. Consider coordination with ATC for block level.

▪ **FMGS:**

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- If FMGS performance is doubtful, KAPMI position additional reference, RN VOR Radial 021/119nm may be used (RAW DATA).
- For FMGS enroute descent calculations, program following restrictions in FMGS.
 - Speed 225Kts below 20,000Ft.
 - BIREB: 210Kts/18,500Ft.
 - Overhead SANAM: 180Kts/11,000 Ft.
 - 8300 should be entered in Baro in performance approach page as minima for reference.

3.3 DESCENT:

▪ Maneuver:

- Activate approach phase approaching BIREB.
- Entering KDU valley, use HDG mode to maneuver the aircraft visually.
- If required, Flaps 1 may be used below FL 200 and speed reduced for shorter radius of turn to maneuver during descent.

3.4 APPROACH & LANDING AT OPSD:

- Landing at OPSD is restricted to **RWY 14 only**.
STRAIGHT IN LANDING FOR RWY 14 - NOT PERMITTED.
- When descending through FL 230, set OPSD QNH.
- Plan to reach overhead SANAM at 11,000 Ft with Flaps 1, thereafter continuous descent to 9,300 FT (2000 FT AGL), select Flaps 2 before turning downwind.

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- Join left downwind for RWY 14 at 9,300 Ft. Select landing gear down and Flaps 3.
- Approaching ridge on the right, select Flaps FULL.
Turn right (Approximate HDG 350°) and start descending with Shallow ROD. Complete LDG Checklist.
- Monitor wind direction and speed to adjust the base turn.
- Adjust HDG/Track/ROD to complete the base turn (ROD 1000 to 1500 fpm, Bank 30 Deg).
- Rollout on Final 800-900 FT AGL, for landing on RWY 14.
- Minimum stabilization height is 500 Ft AGL.
- While preparing FMS, discontinuity must be left before CF point for RW 14. In such case green yoyo will be displayed on PFD right column after established on finals, giving guidance for 3 deg glide slope up to runway threshold. This reference may be used for better profile control provided the FMGS is sequenced correctly.

Note: While turning finals, full configuration in conjunction with high pressure and density altitude may result in low energy aural alert: “SPEED SPEED SPEED” in managed speed mode. Selected speed with VAPP +5 to 7 kts till wings level on finals, may be considered.

Caution: Increasing speed excessively can increase radius of turn, thus causing terrain closure.

▪ **Delayed Descend:**

While approaching overhead, if steep descent is required between scattered gaps, following is to be anticipated:

- Recommended gear down speed is 230 Kts, max 250 Kts.

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- If speed at Gear down is more than 250 Kts, HYD circuit will inhibit extension.
- Selection of speed VFE next -5 will ensure selection of next flaps as well as speed brake deployment. (When speed is close to green dot beware speed brake will swell the VLS band).
- Ensure Slats/Flaps extension not above 20,000 feet.
- Full speed brake deflection can only be attained with Auto Pilot disengaged.
- Speed brake extension is inhibited with full flaps.

▪ **If "Overhead Descend" is required:**

- Initially descend at 240 Kts with speed brakes.
- Once below FL 200, reduce speed below 230 Kts and select Flaps1.
- While descending below the hill tops, activate approach phase.
- Position for left downwind RWY 14 at 9,300 Ft.

▪ **Missed Approach:**

- Climb on RWY HDG.
- Maintain Flaps 1 with selected speed.
- For land back at KDU, flaps may be maintained to 1 or 2 & selected speed, level off at 9,300 Ft, turn to join left downwind RWY 14.
- For diversion, flaps may be maintained to 1 with selected speed and may be retracted to zero after turn is complete and aircraft heading towards KDU airfield OR entering Shigar valley.

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EX OPSD

3.5 DEPARTURE EX OPSD:

- Takeoffs are restricted from RWY 14L/R only.
- Set thrust reduction/acceleration as 8300/10300.
- Due to high elevation, consider manual start (in summers) as auto start may result in ENG Start Fault at first attempt.
- After lineup, preselect RWY HDG.
- After airborne maintain RWY HDG until abeam Kidney Hills.
- Turn left Easterly HDG in the valley. Retract to Conf 1+F climbing on “S” speed.
- Before 3rd Kidney Hill, turn back towards OPSD.
- Accelerate, cleanup and climb on green dot speed.
- From overhead OPSD, proceed outbound via Zulu band or BIREB thereafter join the route.
- Once out of 20,500 Ft, accelerate to maintain "max rate climb" speed, climbing to FL 285 for ISB and optimum FLs for other destinations.

3.6 ENROUTE:

- **Radio:**
 - Coordinate climb on VHF with KDU tower and then HF.
 - Monitor VHF-1 118.075 MHz for any conflicting traffic in the area. Maintain listening watch on 121.5 on VHF 2 (Mandatory). Use VHF 3 to monitor/communication on frequency 123.40.

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- Before KAPMI contact Islamabad Area Control Center (ACC) Approach.

3.7 DESCENT, APPROACH & LANDING AT DESTINATION:

Follow standard procedure to land at destination.

3.8 IDENTIFIED THREATS:

- **Optical illusion:**

Atmospheric haze can create an illusion of being at a greater distance or height from an object (terrain/runway). As a result, the pilot may initiate a turn closer to terrain than usual or be low on approach.

The diffusion of light due to water particles on the windshield can adversely affect depth perception. The lights and terrain feature you normally use to judge height above the runway during landing are less effective.

- **Vicinity winds:**

Anabatic winds may prevent steep descent, katabatic winds may result in rapid altitude loss.

Special considerations on lateral winds shall be taken while initiating turns. Turns are to be made in such a manner that prevailing winds are catered for. Strong and erratic valley winds must be anticipated, these can push the aircraft undesirably close to terrain if turn initiation did not cater for prevailing winds.

- **Mountain waves:**

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Mountain waves sometimes but not always are identified by the presences of Lenticular clouds. Mountain waves can lead to severe turbulence, loss of control and rapid altitude loss.

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4.1 IN FLIGHT FAILURES:

Consider detrimental effects of the failure in view with the peculiarities of Category X airfield, ensuring safety parameters. Consider failure affecting dispatch ability ex Skardu in consultation with MEL, plan air turn-back accordingly.

4.2 CRITICAL POINT (CP):

CPs to OPSD and ex OPSD sectors are fixed as follows:

- Engine Failure / Fire: **EO CP** = DELDA
- Pressurization Failure: **PRESS CP** = KAPMI

Note:

Emergency Descent: Do not set the ALT knob below MOCA. Until terrain clearance is assured, do not turn & pull the HDG knob to leave the route corridor.

Engine Failure During Cruise: Adopt drift down strategy, set and pull appropriate HDG which assures terrain clearance. Refer Engine and Pressurization Failure Descent Profile (below).

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TO OPSD

4.3 ENGINE FAILURE / FIRE ENROUTE AFTER CROSSING KAGLO:

- **UPTO ENGINE OUT CP (DELDA)**

- Make an immediate turn (avoiding International Border). Carry out the emergency procedures and Drift Down at green dot speed. Join the normal return route to land at OPIS.

- **PAST ENGINE OUT CP (DELDA)**

- Carry out the emergency and Drift Down procedures at green dot speed and proceed on normal route to land at OPSD.

4.4 PRESSURIZATION FAILURE AFTER CROSSING KAGLO:

- **UPTO PRESSURIZATION CP (KAPMI)**

- Initiate descending turn (avoiding International Border), carry out abnormal checklist.
- Once on normal return route towards ISB, accelerate to MMO / VMO.
- Descend and maintain 20,000 Ft up to KAGLO.
- Thereafter, follow the Engine and Pressurization Failure Descent Profile Chart.

- **PAST PRESSURIZATION CP (KAPMI):**

- Carry out abnormal checklist. Proceed on route to OPSD.
- Descend along Indus Valley to 18,500 Ft up to BIREB if VMC otherwise FL 250 up to BIREB.

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- Thereafter, descend in Skardu valley maintaining VMC to reach circuit altitude (9,300 Ft) overhead Skardu. If required to lose altitude, fly till 2nd Kidney Hill.
- Arrive OPSD at 9,300 Ft to join left downwind and land on RWY 14.

EX OPSD

4.5 ENGINE FAILURE / FIRE ON TAKE OFF:

- Carry out engine fail / fire procedure.
- Maintain RWY HDG until abeam Kidney Hills.
- Turn left Easterly HDG in the valley.
- Retract to Conf 1+F or maintain Conf 2, climb to 9,300 Ft or safe altitude whichever is higher, select MCT.
- Before 3rd Kidney Hill, turn back towards KDU activate approach phase, join left downwind for RWY 14.
- Select flaps 3. Landing Gear can be delayed in case of high temperatures and weight. In such a situation flaps 3 landing is recommended.
- End of downwind select landing gear down while starting descend. Make left base to land on Runway 14.
- Flaps full may be selected depending upon conditions.

NOTE: One Engine Inoperative Circling Approach, abnormal procedure in QRH must be consulted.

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4.6 ENGINE FAILURE / FIRE EN-ROUTE:

- **UPTO ENGINE OUT CP (DELDA)**

- Carry out the emergency and Drift Down procedures at green dot speed, make a turn (avoiding International Border) to land at KDU.

- **PAST ENGINE OUT CP (DELDA)**

- Carry out the emergency and Drift Down procedures at green dot speed and proceed to ISB via normal return route.

EX OPSD

4.7 PRESSURIZATION FAILURE:

- **UPTO PRESSURIZATION CP (KAPMI):**

- Initiate descending turn (avoiding International Border). Carry-out abnormal checklist. Proceed on route to OPSD.
- Descend along Indus Valley to 18,500 Ft up to BIREB.
- Thereafter, descend in Skardu valley maintaining VMC to reach circuit altitude (9,300 Ft) overhead Skardu. If required to lose altitude, fly till 2nd Kidney Hill.
- Arrive OPSD at 9,300 Ft to join left downwind and land on RWY 14.

- **PAST PRESSURIZATION CP (KAPMI):**

- Carry out abnormal checklist.
- Maintain normal return route towards ISB, accelerate to MMO / VMO.
- Descend and maintain 20,500 Ft up to KAGLO.

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- Thereafter, descend to and maintain 18,000 up to DUBEB (Abeam SAKIP).
- Thereafter, follow the Engine and Pressurization Failure Descent Profile Chart.

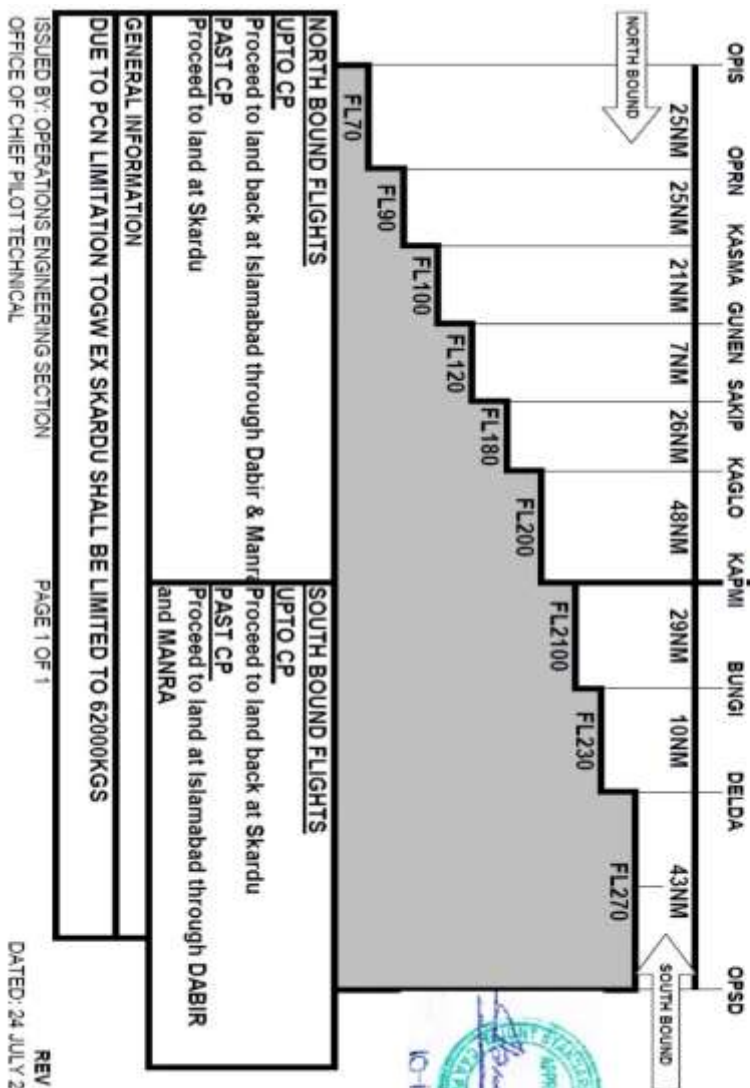
APPENDIX – D
ENGINE AND PRESSURIZATION
FAILURE DESCENT PROFILE

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

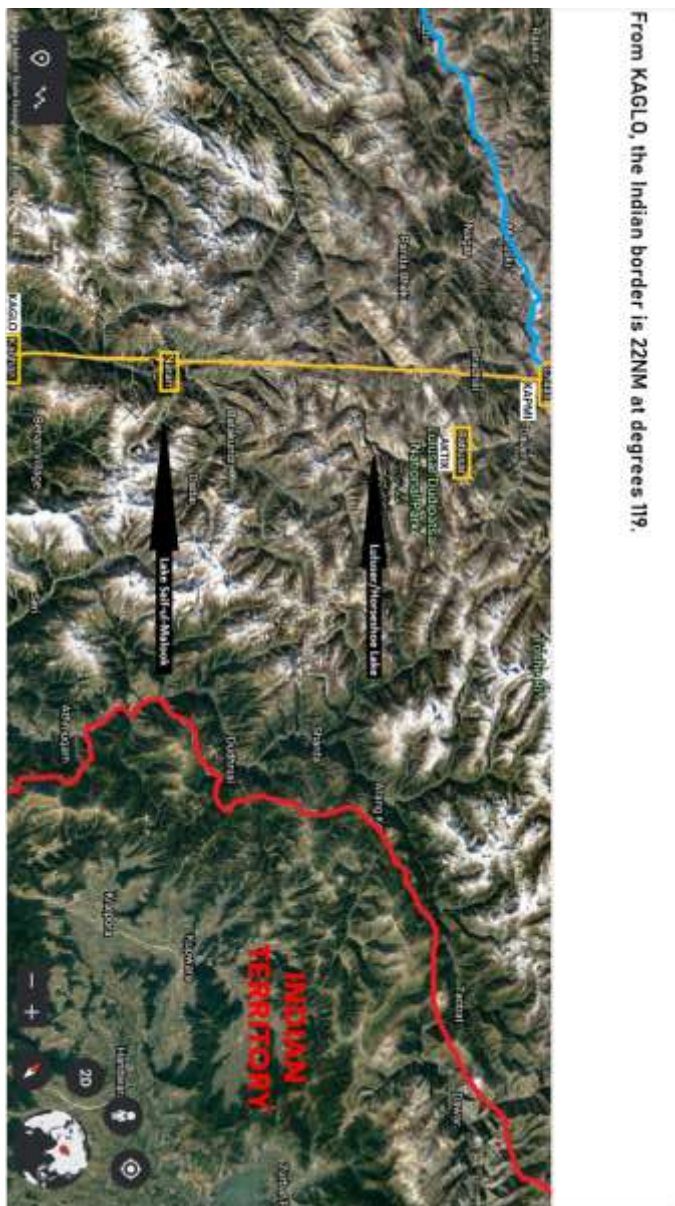
Route J122 KAGLO J186 DELDA J122

NOT TO SCALE





Cross KASMA + FL160.
Departures from ISB may expect changeover from ISB approach 133.350MHz and from abeam KAPMI to Cherat North 125.6MHz. Thereafter a changeover to 120.75MHz from abeam KAGLO.







On normal descent profile; between DELDA and BIREB FMGS speed restriction of 225Kts/20000ft comes into effect. Use speed brakes with caution. Flaps 1 are available below 20000ft.

The inserted constraint of 210Kts/18500ft at BIREB prepares the aircraft for Flaps 1 selection followed by an OPEN DESCENT with Speed Brakes available, to fulfill 180Kts/11000ft at SANAN.

