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A-320

STANDARD OPERATING PROCEDURES



**STANDARDS INSPECTION DIVISION
FLIGHT OPERATIONS DEPARTMENT**



13 FEB 2026

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Ref: HQCAA / 1076 / 021 / FSAC

Dated: 12th February, 2026

Dear Sir,

A320 STANDARD OPERATING PROCEDURES EDITION-V REVISION-00
M/S PAKISTAN INTERNATIONAL AIRLINES CORPORATION LIMITED

Reference to the letter DFO / M-34 / 2026 dated 12th February, 2026.

2. Enclosed please find duly approved and stamped **A320 Standard Operating Procedures Edition-V Revision-00**.

3. You are being advised to ensure that in case of any contradiction between the **A320 Standard Operating Procedures Edition-V Revision-00** and Civil Aviation Rules, Air Navigation Orders, Air Safety Circulars or any other Instructions/ Directives issued by Pakistan Civil Aviation Authority from time to time the later shall have precedence.

Encl: **As Stated**

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for

To,

Director Flight Operations,
M/s Pakistan International Airlines,
JIAP, Karachi

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- Technical Library, FSD, PCAA

CP A-320

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Effective Date	<i>13th FEBRUARY, 2026</i>	


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0. SCOPE

PIA Standard Operating Procedures (SOP) for A-320 pertains to specific procedures related to A-320 aircraft only. This manual establishes sequence, designates individual and collective crew duties, and furnishes brief explanations in simple form for understanding. It is an elaboration and an extension of the A-320 recommended normal & non-normal procedures which for all intent and purposes refer to A-320's latest AFM, FCOM, and FCTM. Company policies in OM-A are generally not repeated herein unless necessary for consistency.

This document is created 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 Standards Inspection,
Flight Operations Department,
PIA Head Office,
Islamabad
E-Mail: khivipk@piac.aero

0.1 DISTRIBUTION LIST

Master Copy of A-320 Standards Operating Procedures (SOP) is retained and controlled by the Office of Chief Pilot Standards Inspection. Distribution list of A-320 SOP is as under:

1. Chief of Flight Operations / DFO.
2. All Chief Pilots.
3. All Flight Crew (A-320) on iPad Crew Application.

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

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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.

ELECTRONIC COPIES

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

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0.3 RECORD OF REVISIONS

As revisions are received and entered into this manual, complete the revision record boxes. To maintain an accurate history of revisions, keep revision records sheet in this manual. If a new revision records page is received, place the new page on top of the previous page.

Edition number	Revision Number	Revision Date
1	00	27 th November, 2014
2	00	22 nd November, 2016
3	00	13 th July, 2020
3	01	6 th April, 2021
4	01	27 th July, 2022
5	00	01 st February, 2026

0.3.1 REVISION SUMMARY

Version #	Chapter / Section	Nature of Change
Edition 5 / Revision 00	All	New edition in line with new Airbus FCOM

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0.4 LIST OF EFFECTIVE PAGES

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00	INTRODUCTION	1-34	00	01-FEB-26
01	GENERAL	1-10	00	01- FEB -26
02	PREFLIGHT DUTIES	1-4	00	01- FEB -26
03	PRELIMINARY COCKPIT PREPARATION	1-6	00	01- FEB -26
04	EXTERIOR WALKAROUND	1-2	00	01- FEB -26
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06	BEFORE PUSH BACK OR START	1-4	00	01- FEB -26
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09	TAXI	1-4	00	01- FEB -26
10	TAKE OFF	1-3	00	01- FEB -26
11	AREA DEPARTURE & CLIMB	1-2	00	01- FEB -26
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0.5 ABBREVIATIONS

Abbreviation	Term
A>B	A is greater than B
A≥B	A is greater than or equal to B
A<B	A is less than B
A≤B	A is less than or equal to B
A/BRK	Auto brake
A/C	Aircraft
A/P	Autopilot
AP	Autopilot
A/S	Airspeed
A/SKID	Anti-skid
A/THR	Auto Thrust
AA	Airworthiness Authorities
AAL	Above Aerodrome Level
AB	Abort
ABCU	Alternate Braking Control Unit
ABN	Abnormal
ABV	Above
AC	Alternating Current
ACARS	ARINC Communication Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACCEL	Acceleration
ACC	Active Clearance Control
ACCU	Accumulator
ACP	Audio Control Panel
ACSC	Air Conditioning System Controller
ACT	Additional Center Tank
ADF	Automatic Direction Finder
ACU	Air Conditioning Unit

ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADM	Air Data Module
ADR	Air Data Reference
ADS-B	Automatic Dependent Surveillance-Broadcast
ADV	Advisory
AEVC	Avionic Equipment Ventilation Controller
AFM	Airplane Flight Manual
AFS	Auto Flight System
AGL	Above Ground Level
AIDS	Aircraft Integrated Data System
AIL	Aileron
AIME	Autonomous Integrity Monitoring Extrapolation
AIU	Audio Interface Unit
ALT	Altitude
ALTN	Alternate
AMI	Airline Modifiable Information
AMU	Audio Management Unit
ANT	Antenna
AOA	Angle of Attack
AOC	Airline Operational Control
APP	Approach
APPR	Approach
APPU	Asymmetry Position Pick-off Unit
APU	Auxiliary Power Unit
AR	Authorization Required
ARINC	Aeronautical Radio Incorporated
ARN	Aircraft Registration Number
ARP	Aerospace Recommended Practice
ARPT	Airport
ASAP	As Soon As Possible

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ASI	Air Speed Indicator
ASP	Audio Selector Panel
ATC	Air Traffic Control
ATM	Air Traffic Management
ATN	Aeronautical Telecommunications Network
ATE	Automatic Test Equipment
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Service
ATSA	W Airborne Traffic Situational Awareness
ATSU	Air Traffic Service Unit
ATT	Attitude
AUTO	Automatic
AVNCS	Avionics
AWY	Airway
B/C	Back Course
BARO	Barometric
BAT	Battery
BCL	Battery Charge Limiter
BCDS	Bite Centralized Data System
BCU	Backup Control Unit
BDDV	Brake Dual Distribution Valve
BITE	Built-In Test Equipment
BIU	BITE Interface Unit
BFE	Buyer Furnished Equipment
BFO	Beat Frequency Oscillator
BMC	Bleed Monitoring Computer
BNR	Binary
BRG	Bearing
BRK	Brake
BRT	Bright

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BSCU	Braking Steering Control Unit
BTC	Bus Tie Contactor
BTL	Bottle
BUS	Busbar
C/B	Circuit Breaker
CB	Circuit Breaker
C/L	Checklist
CL	Checklist
CAB	Cabin
CAPT	Captain, Capture
CAS	Calibrated Airspeed
CAT	Category
CBMS	Circuit Breaker Monitoring System
CCD	Cursor Control Device
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDSS	Cockpit Door Surveillance System
CDU	Control Display Unit
CF	Cost of Fuel
CFDIU	Centralized Fault Display Interface Unit
CFDS	Centralized Fault Display System
CG	Center of Gravity
CHAN	Channel
CHG	Change
CHK	Check
CI	Cost Index
CIDS	Cabin Intercommunication Data System
CKPT	Cockpit
CLB	Climb
CLR	Clear

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CLSD	Closed
CM1(2)	Crewmember 1 (left seat) or 2 (right seat)
CM1	Crewmember 1 (left seat)
CM2	Crewmember 2 (right seat)
CMPTR	Computer
CMS	Constant Mach Segment
CMS	Centralized Maintenance System
CNSU	Cabin Network Server Unit
CO	Company
CO RTE	Company Route
COND	Conditioning
CONF	Configuration
CONT	Continuous
CPC	Cabin Pressure Controller
CPCU	Cabin Pressure Controller Unit
CPDLC	Controller-Pilot Data Link Communication
CRC	Continuous Repetitive Chime
CRG	Cargo
CRS	Course
CRT	Cathode Ray Tube
CRZ	Cruise
CSAS	Conditioned Service Air System
CSCU	Cargo Smoke Control Unit
CSD	Constant Speed Drive
CSM/G	Constant Speed Motor/Generator
CSTR	Constraint
CT	Cost of Time
CTL	Control
CTL	PNL Control Panel
CTR	Center

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CVR	Cockpit Voice Recorder
DA	Drift Angle
DAC	Digital to Analog Converter
DAR	Digital AIDS Recorder
DC	Direct Current
DCDU	Datalink Control and Display Unit
DCL	Digital Cabin Logbook
DDRMI	Digital Distance and Radio Magnetic Indicator
DECEL	Deceleration
DES	Descent
DEST	Destination
DET	Detection, Detector
DFA	Delayed Flap Approach
DFDR	Digital Flight Data Recorder
DH	Decision Height
DIR	Direction
DIR TO	Direct To
DISC	Disconnect
DISCH	Discharge
DIST	Distance
DITS	Digital Information Transfer System
DIV	Diverter
DMC	Display Management Computer
DME	Distance Measuring Equipment
DMU	Data Management Unit (Aids)
DN	Down
DSDL	Dedicated Serial Data Link
DTG	Distance To Go
DTO	Derated Takeoff
DU	Display Unit / Documentary Unit

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EWD	Engine/Warning Display
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECB	Electronic Control Box (APU)
ECM	Engine Condition Monitoring
ECON	Economic
ECP	ECAM Control Panel
ECS	Environmental Control System
ECU	Engine Control Unit
EDP	Engine-Driven Pump
EEC	Electronic Engine Computer
EFB	Electronic Flight Bag
EFCS	Electronic Flight Control System
EFIS	Electronic Flight Instruments System
EFOB	Estimated Fuel On Board
EGPWS	Enhanced Ground Proximity Warning System
EGT	Exhaust Gas Temperature
EIS	Electronic Instruments System
EIU	Engine Interface Unit
ELAC	Elevator Aileron Computer
ELEC	Electrics
ELT	Emergency Locator Transmitter
ELEV	Elevator
ELV	Elevation
EMER	Emergency
EMER	GEN Emergency Generator
ENG	Engine
EO	Engine-Out
EOSID	Engine-Out Standard Instrument Departure
EPE	Estimated Position Error (equal to EPU)

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EPR	Engine Pressure Ratio
EPU	Emergency Power Unit
EPU	Estimated Position Uncertainty (equal to EPE)
EROPS	Extended Range Operation
ESS	Essential
EST	Estimated
ETA	Estimated Time of Arrival
ETE	Estimated Time Enroute
ETOPS	Extended Twin Operations
ETP	Equal Time Point
EVMU	Engine Vibration Monitoring Unit
E/WD	Engine/Warning Display
EXP	Expedite
EXT	PWR External Power
EXTN	Extension
F	Fuel
FAA	Federal Aviation Administration
FAP	Forward Attendant Panel
F/C	Flight Crew
F/O	First Officer
FO	First Officer
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control System
FAF	Final Approach Fix
FAP	Forward Attendant Panel
FAR	Federal Aviation Regulations
FAV	Fan Air Valve
FCDC	Flight Control Data Concentrator
FCMS	Fuel Control and Monitoring System
FCOM	Flight Crew Operating Manual

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FCU	Flight Control Unit
FD	Flight Director
FDIMU	Flight Data Interface and Management Unit
FDIU	Flight Data Interface Unit
FDU	Fire Detection Unit
FEP	Final End Point
FF	Fuel Flow
FG	Flight Guidance
FGC	Flight Guidance Computer
F-G/S	FLS Glide Slope
FIDS	Fault Isolation and Detection System
FL	Flight Level
FLHV	Fuel Lower Heating Value
F-LOC	FLS Localizer
FLP	Flap
FLS	FMS Landing System
FLT	Flight
F/CTL	Flight Control
FLT CTL	Flight Control
FLXTO	Flexible Takeoff
FM	Flight Management
FMA	Flight Mode Annunciator
FMGC	Flight Management and Guidance Computer
FMGS	Flight Management and Guidance System
FMS	Flight Management System
FNL	Final
FOB	Fuel On Board
FOM	Figure Of Merit
FPA	Flight Path Angle
F-PLN	Flight Plan

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FPD	Flight Path Director
FPPU	Feedback Position Pick-off Unit
FPV	Flight Path Vector
FQI	Fuel Quantity Indication
FQU	Fuel Quantity Unit
FREQ	Frequency
FRT	Front
FRV	Fuel Return Valve
FU	Fuel Used
FWC	Flight Warning Computer
FWD	Forward
FWS	Flight Warning System
G/S	Glideslope
GA	Go-Around
GAPC	U Ground and Auxiliary Power Control Unit
GBAS	Ground Based Augmentation System
GCU	Generator Control Unit
GDU	Group of Documentary Unit
GEN	Generator
GES	Ground Earth Station
GLC	Generator Line Contactor
GLS	GBAS Landing System
GLS	GNSS Landing System
GMT	Greenwich Mean Time
GND	Ground
GND	TEMP Ground Temperature
GPCU	Ground Power Control Unit
GPIRS	Global Positioning and Inertial Reference System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GPU	Ground Power Unit

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GRND	Ground
GRP	Geographic Reference Point
GRVTY	Gravity
GS	Ground Speed
GW	Gross Weight
HC	Harness Connector
HCU	Hydraulic Control Unit
HDG	Heading
HDG/S	Heading Selected
HDL	Handle
HF	High Frequency
HI	High
HLD	Hold
HM	Holding Pattern with a Manual Termination
HMU	Hydrau-Mechanical Unit
HMS	Heat Management System
HP	High Pressure
HPA	Hectopascal
HPV	High Pressure Valve
HUD	Head Up Display
HYD	Hydraulic
I/O	Inputs/Outputs
I/P	Input or Intercept Profile
IAF	Initial Approach Fix
IAS	Indicated Airspeed
IATA	International Air Transport Association
ICAO	International Air Transport Organization
IDENT	Identification
IDG	Integrated Drive Generator
IFE	In Flight Entertainment

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IFR	Instrument Flight Rules
IGGS	Inert Gas Generation System
IGN	Ignition
ILS	Instrument Landing System
IM	Inner Marker
IMM	Immediate
INB	Inbound
INBO	Inboard
INCREM	Increment
INIT	Initialization
INOP	Inoperative
INR	Inner
INST	Instrument
INTCP	Intercept
INV	Inverter
IP	Intermediate Pressure
IPC	Intermediate Pressure Check valve
IPPU	Instrumentation Position Pick-off Unit
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISDU	Initial System Display Unit
ISIS	Integrated Standby Instrument System
ISOL	Isolation
ISPSS	In Seat Power
L/G	Landing Gear
LAF	Load Alleviation Function
LAT	Latitude
LAT	REV Lateral Revision
LAV	Lavatory

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LCD	Liquid Crystal Display
LCN	Load Classification Number
LDA	Landing Distance Available Localizer Directional Aid
LDG	Landing
LDS	Laptop Docking Station
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LEOEB	List of Effective Operations Engineering Bulletins
LESS	List of Effective Section/Subsections
LF	Low Frequency
LGCIU	Landing Gear Control Interface Unit
LGPIU	Landing Gear Position Indicator Unit
LH	Left-Hand
LIM	Limitation
LIS	Localizer Inertial Smoothing
LK	Lock
LL	Latitude/Longitude
LLS	Left-Line Select key
LO	Low
LOC	Localizer
LONG	Longitude
LP	Low Pressure
LRRA	Low Range Radio Altimeter
LRU	Line Replaceable Unit
LS	Loudspeaker
LSK	Line Select Key
LT	Light
LTS	Load and Trim Sheet
LVL	Level
LVL/CH	Level Change

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LVR	Lever
LW	Landing Weight
MABH	Minimum Approach Break-off Height
MAC	Mean Aerodynamic Chord
MAG	Magnetic
MAGDEC	Magnetic Declination
MAGVAR	Magnetic Variation
MAINT	Maintenance
MAN	Manual
MAP	Missed Approach Point
MAX	Maximum
MAXCLB	Maximum Climb
MAXDES	Maximum Descent
MAXEND	Maximum Endurance
MC	Master Caution
MCDU	Multipurpose Control and Display Unit
MCT	Maximum Continuous Thrust
MCU	Modular Concept Unit
MDA	Minimum Descent Altitude
MDDU	Multifunction Disk Drive Unit
MDH	Minimum Descent Height
MECH	Mechanic
MEA	Minimum En Route Altitude
MED	Medium
MEL	Minimum Equipment List
MFA	Memorized Fault Annunciator
MIN	Minimum
MKR	Marker
MLA	Maneuver Load Alleviation
MLS	Microwave Landing System

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MLW	Maximum Landing Weight
MM	Middle Marker
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MMR	Multi Mode Receiver
MN	Mach number
MORA	Minimum Off Route Altitude
MRIU	Maintenance and Recording Interface Unit
MSA	Minimum Safe Altitude
MSG	Message
MSL	Mean Sea Level
MSU	Mode Selector Unit
MTBF	Mean Time Between Failure
MTOW	Maximum Takeoff Weight
MZFW	Maximum Zero Fuel Weight
N/A	Not Applicable
NA	Not Applicable
N1	Low Pressure Rotor Speed (in %)
N2	High Pressure Rotor Speed (in %)
NACA	National Advisory Committee for Aeronautics
NAI	Engine Nacelle Anti-Ice
NAV	Navigation
NAVAID	Navigation Aid
NCD	Non Computed Data
ND	Navigation Display
NDB	Non Directional Beacon
NLG	Nose Landing Gear
NORM	Normal
NW	Nosewheel
NWS	Nosewheel Steering

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O/P	Output
OANS	On-board Airport Navigation System
OAT	Outside Air Temperature
OBRM	On Board Replaceable Module
OEB	Operations Engineering Bulletin
OFF/R	Off Reset
OFST	Offset
OIS	Onboard Information System
OIT	Onboard Information Terminal
OM	Outer Marker
OP	Open
OPP	Opposite
OPS	Operations
OPT	Optimum
OUTB	Outbound
OUTR	Outer
OVBD	Overboard
OVHD	Overhead
OVHT	Overheat
OVRD	Override
OVSPD	Overspeed
OXY	Oxygen
P/N	Part Number
PN	Part Number
PA	Passenger Address
P-ALT	Profile Altitude
PAX	passenger
PBE	Protective Breathing Equipment
P-CLB	Profile Climb
PCU	Power Control Unit

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P-DES	Profile Descent
PDB	Performance Data Base
PDU	Pilot Display Unit
PERF	Performance
PES	Passenger Entertainment System
PF	Pilot Flying
PFC	Porous Friction Course
PFD	Primary Flight Display
PHC	Probes Heat Computer
P-MACH	Profile Mach
PM	Pilot Monitoring
PNL	Panel
POB	Pressure Off Brake
POS	Position
PPOS	Present Position
PPU	Position Pick-off Unit
PR	Pressure
PRED	Prediction
PRESS	Pressure, Pressurization
PROC	Procedure
PROCT	Procedure Turn
PROF	Profile
PROG	Progress
PROTEC	Protection
P-SPEED	Profile Speed
PSL	Product Structure Level
PSU	Passenger Service Unit
PT	Point
PTR	Printer
PTT	Push To Talk

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PTU	Power Transfer Unit (Hydraulic)
PVI	Para visual Indicator
PWR	Power
PWS	Predictive Windshear System
QAR	Quick Access Recorder
QFE	Field Elevation Atmosphere Pressure
QFU	Runway Heading
QNE	Sea Level Standard Atmosphere Pressure (1013 hPa)
QNH	Sea Level Atmosphere Pressure
QRH	Quick Reference Handbook
QT	Quart (US)
QTY	Quantity
R/I	Radio/Inertial
RA	Radio Altimeter / Resolution Advisory
RACC	Rotor Active Clearance Control
RAD	Radio
RAIM	Receiver Autonomous Integrity Monitoring
RAT	Ram Air Turbine
RATC	Remote ATC Box
RCDR	Recorder
RCL	Recall
RCVR	Receiver
REAC	Reactive
REC	Recommended
RED	Reduction
REG	Regulation
REL	Release
REV	Reverse
RH	Right-Hand
RLSK	Right Line Select Key

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RMI	Radio Magnetic Indicator
RMP	Radio Management Panel
RNAV	Area Navigation
RNG	Range
RNP	Required Navigation Performance
ROP	Runway Overrun Protection
ROPS	Runway Overrun Prevention System
ROW	Runway Overrun Warning
RPCU	Residual Pressure Control Unit
RPM	Revolution Per Minute
RPTG	Repeating
RQRD	Required
RSV	Reserves
RTE	Route
RTL	Rudder Travel Limit
RTO	Rejected Takeoff
RTOW	Regulatory Takeoff Weight
RUD	Rudder
RVSM	Reduced Vertical Separation Minimum
RWY	Runway
S	South
S/C	Step Climb
S/D	Step Descent / Shut Down
S/F	Slats/Flaps
S/N	Serial Number
SN	Serial Number
SAAAR	Special Aircrew and Aircraft Authorization Required
SAT	Static Air Temperature
SAT COM	Satellite Communication
SC	Single Chime

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SCP	Software Control Panel
SD	System Display
SDAC	System Data Acquisition Concentrator
SDCU	Smoke Detection Control Unit
SDF	Simplified Directional Facility
SEC	Spoiler Elevator Computer
SEL	Selector
SFCC	Slat/Flap Control Computer
SFE	Seller-Furnished Equipment
SID	Standard Instrument Departure
SIM	Simulation
SLT	Slat
SPD	Speed
SPD LIM	Speed Limit
SPLR	Spoiler
SRS	Speed Reference System
STAR	Standard Terminal Arrival Route
STAT	Static
STAT INV	Static Inverter
STBY	Standby
STD	Standard
STEER	Steering
STRG	Steering
STS	Status
SWTG	Switching
SYNC	Synchronize
SYS	System
T.O	Takeoff
T/O	Takeoff
TO	Takeoff

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T/C	Top of Climb
T/D	Top of Descent
TA	Traffic Advisory
TAC	Taxiing Aid Camera
TACAN	Tactical Air Navigation
TACT	Tactical
TAS	True Air Speed
TAT	Total Air Temperature
TAU	Time to intercept
TAWS	Terrain Awareness and Warning System
TBC	To Be Confirmed
TBD	To Be Determined
TCAS	Traffic Alert and Collision Avoidance System
TDU	Temporary Documentary Unit
TEMP	Temperature
TFTS	Terrestrial Flight Telephone System
TGT	Target
THR	Thrust
THS	Trimmable Horizontal Stabilizer
TK	Tank / Track Angle
TKE	Track Angle Error
TLA	Throttle Lever Angle
TLU	Travel Limitation Unit
TMR	Timer
TOG	A Takeoff - Go-Around
TOG	W Takeoff Gross Weight
TOW	Takeoff Weight
T-P	Turn Point
TPIS	Tire Pressure Indicating System
TR	Transformer Rectifier

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T-R	Transmitter-Receiver
TRANS	Transition
TRK	Track
TROPO	Tropopause
TRU	Transformer Rectifier Unit
TRV	Travel
TSM	Trouble Shooting Manual
TTG	Time to Go
TVMC	Minimum Control Speed Temperature
TWY	Taxiway
UFD	Unit Fault Data
ULB	Underwater Locator Beacon
UNLK	Unlock
UP	Up, Upper
UTC	universal Coordinated Time
V/S	Vertical Speed
V1	Decision Speed
V2	Takeoff Safety Speed
VAPP	Approach Speed
VBV	Variable Bypass Valve
VC	Calibrated airspeed
VDEV	Vertical Deviation
VEL	Velocity
VERT	Vertical
VERTREV	Vertical Revisor
VFE	Maximum Speed for each Flap configuration
VFEN	VFE Next
VFTO	Final Takeoff Speed
VHF	Very High Frequency
VHV	Very High Voltage

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VIB	Vibration
VIP	Vertical Intersection Point
VLE	Maximum Landing Gear Extended Speed
VLS	Lowest Selectable Speed
VLV	Valve
VM	Maneuvering Speed
VMAX	Maximum Allowable Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in the Air
VMCG	Minimum Control Speed on Ground
VMCL	Minimum Control Speed at Landing
VMIN	Minimum Operating Speed
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VOR	VHF Omnidirectional Range
VOR-D	VOR-DME
VR	Rotation Speed
VREF	Landing Reference Speed
VSI	Vertical Speed Indicator
VSV	Variable Stator Vane
VU	Visual Unit
WAI	Wing Anti-Ice
WARN	Warning
WBC	Weight and Balance Computer
WBS	Weight and Balance System
WGD	Windshield Guidance Display
WHC	Window Heat Computer
WNDW	Window
WPT	Waypoint
WSHLD	Windshield

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WGT	Weight
WTB	Wing Tip Brake
WXR	Weather Radar
XBLD	Cross bleed
XCVR	Transceiver
XFR	Transfer
XMTR	Transmitter
XPDR	Transponder
XTK	Cross track Error
ZFCG	Zero Fuel Center of Gravity
ZFW	Zero Fuel Weight
ZFWCG	Zero Fuel Weight Center of Gravity field

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1. GENERAL:

The PIA Standard Operating Procedures (SOP) for A320 pertains to specific procedures related to A320 aircraft only. They establish sequence, designate individual crew duties, and where necessary, furnish brief explanations. SOP considers that both pilots use Electronic Flight Bag (EFB).

Note: EFB usage shall be in accordance with EFB (iPad) Policy and Procedure Manual.

1.1 ADHERENCE:

The procedures in this SOP are supplement to the procedures given in FCOM, FCTM, and OM-A and shall be strictly adhered to. Captain has the authority to override these procedures when required under unusual circumstances, however such intentions shall be announced.

Revisions in FCOM and FCTM resulting in modification of existing procedures and techniques, shall deem to be a part of the SOP (FCOM / FCTM procedures and techniques , if modified shall supersede the SOP till it is amended).

To maintain company policy/consistency throughout the entire PIA fleet, some items/procedures will remain constant regardless of the FCOM or FCTM revisions. This will help the pilots, especially when transitioning from one equipment type to another. Such items/procedures will be marked by * (asterisk), in the SOP.

However, notwithstanding anything above, circulars or bulletins issued as per requirement, shall take precedence.

1.1.1 CONTROL HANDOVER:

These procedures have been compiled for clarity as CM1 being PF. However, when CM2 is the PF at the discretion of CM1, then PM duties shall be performed by CM1.

Note: For brevity, the pronoun “**he**” is generally used throughout this SOP, but refers to both genders as applicable.

In case of an emergency, CM1 may take over the controls by announcing, “**MY CONTROL**”. CM2 will hand over the controls and announce, “**YOUR CONTROL**”.

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1.2 SEATBELT AND SHOULDER HARNESS:

Seat belts will be fastened during all phases of flight. Shoulder harnesses will be worn for all operations below 10,000ft AAL and while flying during moderate to severe turbulence, as defined in OM-A. Seatbelt sign is handled by PM. When turbulence is anticipated or encountered, the SEAT BELT SIGN should be selected ON by the PM when requested by the PF/Captain.

In case of moderate to severe turbulence following speed schedule shall be adhered to:

250 KT ----- up to FL 200.

275 KT / M0.76----- above FL 200.

1.3 STERILE COCKPIT:

From the beginning of Engine start until passing 10,000ft AAL and during descent from 10,000ft AAL till engine shutdown, crew shall not involve themselves in any task other than required for the specific phase of flight. The concept of a sterile cockpit as given in OM-A shall be strictly adhered to.

1.4 COCKPIT TIDINESS:

Objects not stowed in the dedicated area in the cockpit may fall and cause hazards such as damage to the equipment or accidentally operate controls or pushbuttons. It is highly recommended that the flight crew places and stows all objects in their dedicated area in the cockpit.

- Cups in the respective holders.
- Books and papers, if any, in the lateral stowage.
- Trash in the waste bin in the lateral console
- Meal trays on the floor behind the flight crew. The flight attendant shall collect the meal trays as soon as possible.
- Personal equipment properly secured in the various stowage areas.

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1.5 COCKPIT DISCIPLINE:

From the start of pre-flight till the completion of shutdown checklist, crew will not involve themselves in other activities not related to the flight, nor will they leave the cockpit unless their absence is necessary for performance of their duties or due to their physiological needs.

COCKPIT DOOR will be locked at all times during the flight.

1.6 ITEMS TO CARRY:

Crew members will carry the following:

- iPad (Updated and charged).
- Flash Light.
- Valid License.
- Valid medical.
- High visibility ramp jacket.
- Health certificate (if required).
- Valid passport with valid VISA as per requirement.
- Crew member certificate (if issued).
- Certificate of Competency & Low Visibility Operations.
- Flight Crew certificate of training with valid endorsements or certificates in Digital Crew App as appropriate, for CRM, SEP, DGR, Evacuation/Fire Drill, Wet Drill, and Security.

1.7 COMMUNICATION & RADIO SETTINGS:

VHF 1 shall be used for communication with ATC.

VHF 2 shall be used to monitor the Emergency/Guard Frequency 121.5. It may be temporarily used for Company/ Ground Handling agent/ Weather/ ATIS or any specific frequency required in special airspace. However, as soon as any of these temporary usages are no longer needed, VHF 2 must be tuned to monitor the Emergency/ Guard Frequency immediately.

VHF 3 will be used for DATA and for recording P A announcements. It may be used for voice communication, if either VHF-1 or VHF-2 radio is not serviceable or when utilization of all three VHF radios is absolutely essential.

NOTE: It is recommended that the flight crewmembers normally use onside RMP to tune applicable VHF/HF radios.

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1.8 USE OF HEADSETS:

Headsets along with Boom Mic shall be used to monitor all conversation with ground agencies and ATC until top of climb and also when operating in high-density traffic areas. Loud speakers with hand held mic may be used during cruise until reaching top of descent. Thereafter headsets with boom mic shall be used till engines shut down.

Whenever headset with boom mic is used, the loudspeaker should be selected to minimum and the INT/RAD selector on the ACP should be selected to INT, whereas while using the loudspeaker the volume may be selected as per requirement and the INT/RAD selector on the ACP should be set to Neutral.

Headsets shall also be used in the following situations:

- When other crewmember leaves the cockpit or takes controlled rest.
- Obtaining ATC clearance.

HF monitoring shall be carried out on headsets only.

1.9 TASK SHARING:

1.9.1 CREW DEFINITION:

- Pilot Flying (PF) and Pilot Monitoring (PM) are terms describing role of an individual for a specific flight.
- CM 1: The crewmember occupying left seat, normally Captain of the flight.
- CM 2: The crewmember occupying right seat, normally the nominated First Officer of the flight.

CM1 shall decide PF and PM duties for the sector. The duties and tasks of PF and PM may be exchanged between pilots during the course of the flight, at CM1's discretion

CM1 shall be PF on ground till completion of After Start Checklist, thereafter both pilots shall perform assigned PF or PM duties in accordance with [A320 FCOM-PRO-NOR-SOP](#)

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Note:

CM2 may act as PF approaching Parking Stand where CM1 at their discretion may allow CM2 to park keeping in view respective experience/ability, only if stand guidance is aligned with both CM1/CM2 stations, otherwise CM1 shall be PF approaching stand for parking.

In case of Line Captain, Takeoff Thrust shall be set by CM1, regardless of PF or PM duties.

However, cockpit preparation, FMGS preparation and departure briefing shall be performed as per PF and PM concept described in FCOM

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1.9.2 NORMAL OPERATIONS:

It is the responsibility of PF to:

- FLY
- NAVIGATE

It is the responsibility of PM to:

- Monitor the flight path, navigation and aircraft systems.
- COMMUNICATE.

Flight Crew may however, reallocate tasks, as required.

1.9.3 SUPPLEMENTARY PROCEDURES:

The following task sharing should be used:

Procedure Relating to Engine Start:

It is recommended to read the entire procedure first, and then:

- CM 2 reads the actions, and
- CM 1 acts on the controls.

All other Supplementary Procedures:

Read & DO principle

- CM 2 reads the procedure, and
- CM 1 acts on the controls.

Note: When the aircraft is in movement PM shall read and act on the controls.

1.9.4 ABNORMAL OPERATIONS:

It is the responsibility of PF to:

- FLY
- NAVIGATE
- COMMUNICATE after initiation of:
 - o ECAM actions, or
 - o QRH procedure.

It is the responsibility of PM to:

- Monitor the flight path and navigation.
- Perform ECAM actions or apply QRH/OEB procedure.

Manipulation of Engine Master switches, Cockpit C/Bs, IR and Guarded switches shall be done after confirmation by PF (except on ground).

Note: In-line with PIA policy, in any Emergency the CM1 shall become PF.

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1.10 COMMUNICATION:

Effective Communications are vital for flight crews. Each time a flight crew member adjusts or makes ANY change on the flight deck, the other flight crew member must be notified, and a confirmation and /or acknowledgement must be obtained.

Such adjustments and/or changes include but are not limited to:

- FMGS alterations/any direct route.
- Changes in speed or Mach or any other changes on the FCU.
- Tuning navigation aids and radio frequencies.
- Flight path modifications.
- System selections (e.g. anti-ice system, packs temp adjustment etc).

1.12 NORMAL CHECKLIST:

The Normal Checklist includes ten flight phases, with an additional situational Departure Change checklist to ensure appropriate changes relating to FMGS, Flap Setting, Performance and FCU are implemented before departure.

The PF requests the Normal Checklist, and PM reads it. The checklist actions are referred to as Challenge and Response type actions. The PF responds to the challenge only after checking the current status of the aircraft in accordance with [A320 FCTM-PR-NP-CL](#)

If the configuration does not correspond to the checklist response, the PF must take corrective actions before responding to the challenge. If corrective action is not possible, then PF must modify the response to reflect the real situation (with the specific answer). When necessary the other flight crew member must cross check the validity of the response. The PM waits for the response before proceeding with the checklist. For the checklist items that are identified as AS RQRD, the response should correspond to the real condition or configuration of the system.

SECURING THE AIRCRAFT may be read from the eQRH. The checklist is a challenge and response checklist with CM2 reading the checklist and CM1/CM2 responding to the challenge accordingly. “**SECURING THE AIRCRAFT CHECKLIST COMPLETE**” is announced after its completion.

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1.13 WX RADAR AND TERRAIN MODE SELECTION:

Before Takeoff, the PF will select the WX Radar display on the ND, and the PM will select Terrain Mode on the ND.

- During climb, passing 10000' AAL or the highest MSA (whichever is later), the PM will select WX Radar on the ND.
- During descent, while passing 10000' AAL or the highest MSA (whichever is earlier) the PM will select Terrain Mode on the ND.

1.14 HYDRAULIC PRESSURIZATION:

Whenever there is a need to pressurize any hydraulic system on ground, clearance from ground crew should be obtained prior to switching ON yellow / blue electric pump.

1.15 STANDARD CALLOUTS:

Standard phraseology is essential to ensure effective crew communication. The phraseology should be concise and exact.

Standard callouts are also designed to promote situational awareness, and to ensure crew understanding of systems status and their use in line operation. Crew must follow Standard Callouts as contained in this SOP.

1.16 HANDS POSITION ON CONTROLS

Airbus philosophy is based on the principle "Take action if things do not go as expected". In this context, autopilot may disconnect under certain conditions and PF must be ready to take over.

PF must have hands in readiness to promptly take over in such situations.

When AP is engaged, continuously holding the sidestick and/or thrust levers is not envisioned according to Airbus philosophy, with the following exception;

- During approach, PF shall keep their hands on the sidestick and Thrust Levers below 1000' AAL.

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In case of an emergency, hand position on thrust levers shall be in accordance with FCTM.

***1.17 TCAS TRAFFIC SELECTOR:**

The TCAS Traffic Selector will be selected as follows:

- During cockpit preparation it will be selected to ABV.
- At TOC it will be selected to BLW/as required.
- At TOD it will be selected to BLW.

1.18 PILOT DISCRETION CLIMB/DESCEND:

Expect FL (xxx) shall not be construed to be a clearance; hence it is not to be set on FCU.

***1.19 OPERATIONS ON NARROW RUNWAY:**

For detailed procedure refer to FCOM Special Operations.

PIA has the approval, from PCAA, to operate all A320 fleet to/from Narrow Runways (30m wide), subject to the procedures and limitations as defined in FCOM Special Operations.

***1.20 SINGLE ENGINE CRUISE DISTANCE:**

For A320 the single engine 1-hour cruise distance in still air and ISA conditions is 350nm.

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2.0 **PREFLIGHT DUTIES:**

Captain and First Officer will receive following briefings from Dispatch or carry out self-briefing where necessary.

2.1 **TECHNICAL STATUS OF AEROPLANE:**

Dispatch will brief the crew on the aeroplane status with regard to: airworthiness, Carried Forward items, any MEL waivers, and where applicable calculated revised performance and operational procedures with penalties.

2.2 **WEATHER/ALTERNATE BRIEFING:**

Crew shall obtain from Flight Dispatch actual and expected weather conditions for takeoff and climb out including runway condition. Crew shall also obtain;

- Enroute significant weather, winds, temperature and Alternates.
- A terminal forecast for destination and alternate airports, including the designated Takeoff/Enroute alternates when applicable.
- Actual weather for destination and alternate for short- range flights (less than one hour's cruise flight time) and, if available, recent weather.
- Designated En-route alternates for the sectors shall be indicated on the OFP for emergency situations.

2.3 **NAV / COM FACILITIES:**

Central Dispatch will brief and the crew will examine the latest relevant NOTAMS and will check that all required facilities at departure, destination and alternates are operational and fulfil the requirements.

2.4 **FLIGHT PLAN AND OPERATIONAL REQUIREMENTS:**

- Crew will check the Company flight plan with respect to routing, altitudes, flight time and burn off.
- Crew will check the estimated load figures and maximum allowed Take off and Landing weights.

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- Captain will decide if additional fuel is needed over and above the required fuel for safe conduct of flight. The same shall be notated in the OFP.

Note: In most cases the flight crew use computer derived flight plan to obtain the correct fuel requirements. These computerized requirements are normally accurate. However, in case of any doubt, the flight crew must check the requirements for gross errors by using IN-FLIGHT PLAN module of Fly Smart+ EFB selecting appropriate ECON Cost Index.

2.5 SAFETY EXTERIOR INSPECTION:

For detailed procedure refer to FCOM PRO-NOR-SOP-Exterior Safety Inspection.

2.6 ARRIVAL ON AIRCRAFT:

The Captain and the First Officer will arrive at the aircraft as per policy in OM-A.

- ❖ First Officer will ensure that the following are on board and as per List:
 - Airline Operating Certificate, (AOC).
 - German Certificate /KSA GACA Certificate, (If required).
 - Certificate of Airworthiness.
 - Certificate of Compliance with noise emission standards.
 - Certificate of Registration.
 - Weight Schedule.
 - Wireless License
 - Emergency Equipment Location Chart
 - Insurance Certificate.
 - Residual Disinfection Certificate.
 - Technical Logbook.

A file is being kept on board, which contains the list of required manuals/books to be on board. First Officer will check that the latest revision file has been updated within the past 20 days.

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- ❖ Crew shall cross check the contents of the Technical Library. Contents of the Technical library contain the following items:
 - FCOM in iPad.
 - QRH in iPad & Hard Copy.
 - SOP in iPad.
 - Weight and Balance manual in iPad.
 - MEL/CDL in iPad & Hard copy.
 - Dangerous goods manual in iPad
 - Emergency Response Guide in iPad, **ERG-Red Book.**
 - Operations Manual in iPad (Part A/B).
 - OETBs, Route & Navigation, Training, Standard Bulletins in iPad.
 - Normal Checklist (Laminated)
 - EFB/PED Failure - Dual (Laminated)
 - Jump Seat Rider Briefing Card (Laminated)
 - Briefing Card (Laminated)
 - A file containing the following blank forms / proformas:
 - ✓ Disorderly Passenger Release Proforma.
 - ✓ Your Unacceptable Behavior Aboard This Aircraft – Final Warning.
 - ✓ Smoking Prohibition Aboard This Aircraft – Final Warning.
 - ✓ Witness Report Form.
- All other forms / proformas are also available on the iPad.

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3.0 PRELIMINARY COCKPIT PREPARATION:

The objective of the preliminary cockpit preparation is to ensure that all the required checks are performed before applying electrical power to avoid inadvertent operation of systems and danger to the aircraft and personnel.

CM1/CM2 shall read and perform Preliminary Cockpit Preparation from [EQRH-SOP-NP](#) in accordance with [FCOM](#) [PRO-NOR-SOP-
PRELIMINARY COCKPIT PREPARATION](#)

3.1 APU OPERATION:

APU is to be Started as late as possible before Pushback at stations where External Ground Power and Air conditioning are provided; keeping in view the quality of respective unit, prevailing weather conditions, and passenger comfort.

3.2 ADIRS POSITION INITIALIZATION:

CM2 shall set all IR MODE selectors to NAV.

- For the Aircraft equipped with IRS Alignment Based on GPS Position, the IRS initialization is automatic to the GPS position after selecting IR selector to ON.
- For Aircraft not equipped with IRS Alignment based on GPS position, CM2 shall manually align the IRS through the MCDU, to the Gate Coordinates from Jeppesen chart. CM2 shall confirm the manually modified position with CM1 before inserting/confirming.

3.3 EFB INITIALIZATION:

CM1 and CM2 shall start respective EFB/FS+ Manager and ensure no YELLOW/RED exclamation mark indicating pending update is present and cross check FS+ EFB/e-QRH version and date. Both crew members shall then select FS+ T.O PERF app and enter A/C REG, FLT No. and FROM/TO airfields, in MY FLIGHT.

3.4 AIRCRAFT ACCEPTANCE:

CM1 shall press and hold RCL pb for 3 sec to recall all warnings cleared or cancelled during the last flight. Aircraft Technical Log Book shall be reviewed by both crew members, along with any MEL/CDL items in the

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deferred item list. The aircraft technical condition and impact of deferred MEL/CDL on flight plan shall be discussed. Crew Notes shall also be reviewed. The related MEL/CDL items shall be activated/selected in FS+ OLB for transmission to FS+ Takeoff application.

Both pilots shall check the A/C configuration summary from e-QRH and discuss optional installed A/C systems, respective functions, and influence on the flight.

All flight crew members shall review and discuss all OEBs (particularly RED OEBs) and associated procedures applicable to A/C in e-QRH.

Both pilots shall cross check QRH (hard copy) against MSN for registration of A/C, the revision date of QRH, and check OEBs are in accordance with the e-QRH.

Thereafter, CM1 shall accept and sign the Technical Log Book.

3.5 **PRELIMINARY PERFORMANCE DETERMINATION:**

CM1 and CM2 shall obtain Airfield Data/ATIS. In order to share a common view of the plan for takeoff, both crew members shall enter necessary data in respective Flysmart+ EFB Takeoff PERF application, taking into account MEL/CDL items and NOTAMS.

EFB/JEPPESEN FDPRO X shall also be cross checked within Settings-Updates to indicate **DATA IS CURRENT**. Both crewmembers shall prepare NAV Route/necessary charts and verify both crewmembers refer to the same charts, especially in context of Runway and SID, charts

Both flight crewmembers shall independently compute preliminary TAKEOFF PERF DATA through FS+ EFB Takeoff PERF application. RWY/RWY Intersection, Flap Setting, TO thrust options and use of anti-ice/packs shall be discussed for final decision.

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Validity of computations are crosschecked by comparing the results according to FCTM PR-NP-SOP-40-Preliminary TO PERF Computation, “Content of a PERF DATA Cross Check.

As a standard practice Takeoff Configuration returned from optimum (OPT CONF) selection in FS+ T.O PERF application is to be used. Lower flaps setting is preferable to attain better climb gradient when obstacles are a factor, whereas higher flaps setting gives better field performance on short runways. When these factors are not limited, optimum config will return to the lowest flap setting and highest TFLEX to extend engine life. However, when this difference is TFLEX between two configurations within 3 degrees, the highest of both take off configurations is preferable.

For further recommendations in terms of configuration selection / flexible takeoff, crewmembers shall refer to:
FCOM/PERFORMANCE(EFB)/TAKEOFF/TAKEOFF RECOMMENDATIONS.

OUTSIDE CONDITIONS	FLAPS SETTINGS	OBJECTIVE
Dry or wet, well-paved runway	Use the flaps setting that provides the optimum performance. If takeoff weight is not limited by performance, consider using the higher flaps setting. <i>Note: Corresponds to OPT CONF selection in T.O PERF</i>	To extend engine life and save maintenance costs
High altitude takeoff	Use CONF 2 or CONF 3	To improve comfort
Badly-paved runway, or accelerate stop distance limited runway	Use CONF 2 or CONF 3	To improve comfort and stopping distance

3.6 BEFORE WALKAROUND:

CM2 shall perform before walk around in accordance with [FCOM-PRO-NOR-SOP, PRELIMINARY COCKPIT PREPARATION-BEFORE WALKAROUND](#).

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3.7 SNAG REPORTING

In case any defect is observed during pre-flight, it shall be logged in Aircraft Technical Log with time. CM1 shall inform Central Dispatch for revised flight plan/fuel in case MEL/CDL penalties are involved.

3.8 FUEL QUANTITY

CM2 shall ensure that the fuel quantity is consistent with:

- i) OFP or any
- ii) Revised fuel requirement.

CM2 must confirm that the required fuel is onboard to Engineering and also communicate the accurate fuel quantity to Dispatch for load sheet preparation

3.9 CABIN CREW BRIEFING:

The Captain will give a pre-flight briefing to the entire cabin crew.

The suggested contents of the briefing are:

- Introduction of crew.
- Estimated taxi time.
- Flight time.
- Cruising Altitude.
- Enroute weather.
- Any anticipated turbulence.
- Routing.
- Destination weather.
- Emergency procedures.
- Code of the day.
- Any special instructions.

Note: The Cabin Crew Briefing may be conducted in the lounge or on board.

3.10 BOARDING CLEARANCE:

Boarding shall normally be conducted in accordance with company procedures and after clearance from the operating Captain or his representative. In case, Captain or his representative is not on onboard, the clearance shall be obtained from Flight Dispatch, which shall ensure that aeroplane is serviceable and there is no significant weather at the destination airport.

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The Captain will remain the final authority to stop boarding and/or disembark passengers if deemed necessary in his/her judgment. In case of destination weather being marginal/below minimum, the Captain in coordination with Central flight dispatch will give boarding clearance.

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4.1 **EXTERIOR WALKAROUND:**

CM2 will carry out the exterior walk around before flight and during transit stops in accordance with FCOM PRO- NOR-SOP-EXTERIOR WALKAROUND.

NOTE: High visibility ramp jacket **MUST** be worn during Walk Around

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5.1 **COCKPIT PREPARATION:**

Refer to FCOM-PRO-NOR-SOP-COCKPIT PREPARATION, for detailed procedure.

Task sharing shall be carried out as per FCOM PRO-NOR-TASKSHARING-COCKPIT PREPARATION and PIA SOP.

5.2 **FMGS PREPARATION:**

Refer to FCOM-PRO-NOR-SOP-COCKPIT PREPARATION-FMGS PREPARATION for detailed procedure.

Note 1: For Domestic short sectors Trip wind can also be inserted.

Note 2: Step Climb/Descent, where planned, must be inserted for accuracy.

Note 3: Thrust Reduction Altitude is 1000 ft AAL and Acceleration Altitude is 3000 ft AAL. The acceleration altitude may be reduced to min 1000 ft AAL as deemed to meet SID constraints. Max EO-Acc ALT from Flysmart+ EFB Takeoff PERF application shall be inserted as a reference in FMGS, however ENG OUT acceleration shall remain 1500FT AAL subject to engine being secured.

Note 4: Fix page shall be used to depict initial distance and radial for special engine out operations at particular airports.

Note 5: Cost Index shall be inserted according to the OFP.

Note 6: ZFW-CG shall be entered as 30 during FMGS preparation.

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5.3 FMGS PREPARATION CROSS-CHECK:

When the PF finishes the FMGS preparation, the PM must check the PF's entries. The PM does this by reviewing the different pages of the FMGS in the same order as the FMGS preparation. However, the Flight Plan page should be cross-checked collaboratively.

The PM shall select the PLAN mode on their ND, while the PF reads the waypoints of the expected departure route from the relevant Jeppesen chart, including any constraints. The PM shall cross-check these waypoints on their ND. Next, the PF will read out the enroute waypoints from the OFP, and the PM will cross-check on their ND. This ensures the proper sequencing of the flight plan. The total distance, flight time, and F.O.B. from the FMGS must be cross-checked against the OFP. The PF and PM also compare the green dot speed computed by the FMGS with the green dot speed calculated using the FS+ T.O PERF application. Any discrepancy indicates an erroneous input in the TOW values in either the FMGS or the FS+ T.O PERF application.

Note: This cross-check shall be performed after completion of cockpit preparation.

5.4 ALTIMETER CHECK:

Altimeter check shall be done during instrument panel scan according to flow pattern according FCOM-PRO-NOR-SOP-Cockpit Preparation.

Note: CM2 shall write the altimeter readings on the OFP.

5.5 HOW TO CONDUCT BRIEFINGS:

REFER to FCTM-AIRBUS OPERATIONAL PHILOSOPHY-TASK SHARING RULES AND COMMUNICATION-HOW TO CONDUCT BRIEFINGS.

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5.6 PREPARATION FOR BRIEFING:

Preparation for every briefing starts with the preparation for the flight mission. Preparation continues throughout the dispatch flight preparation with the collection of data on all of the following:

- Technical condition of the aircraft
- Route planning
- Weather
- NOTAM
- Load planning
- Company operational requirements
- Fuel planning.

These SOP items are intended to prepare a shared mental image by both pilots. They ensure that the following operational briefings are concise, effective and focus only on essential items.

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5.7 DEPARTURE BRIEFING:

The structure and minimum items of the departure briefing are:

Step	PF	PM
1	Cockpit door closed - Set an environment with no distraction	
2a	Plan - T.O RWY (Intersection) - SID designator - First cleared altitude - MSA/MORA for climb trajectory - Extra fuel and time	
2b	Plan - *Startup/Pushback/Taxi procedures, expected taxi route and associated hotspots - Stop margin for RTO - EOSID - Return/diversion considerations - Special operation - Non-standard operation	
3a	Identified THREATS	
3b	Identified THREATS	
4	MITIGATIONS	
5	MISCELLANEOUS	

NOTE: For details refer to FCTM-AIRBUS OPERATIONAL PHILOSOPHY-TASK SHARING RULES AND COMMUNICATION-HOW TO CONDUCT BRIEFINGS.

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5.8 EMERGENCY BRIEFING:

CM1 shall carry out emergency briefing before first leg of the flight or in case of a crew change. On subsequent sectors the term 'STANDARD BRIEFING' may be used.

If a decision is made to reject the takeoff, the Captain calls **"STOP"**. This call both confirms the decision to reject the takeoff and also states that the Captain now has control.

Briefing:

- This will be left/right hand seat takeoff.
- Any failure before 100 knots or V1 is reached, clearly call out the malfunction and I will call **"STOP or GO"**.
- If the call is **"STOP"**, I will apply the Rejected Takeoff procedure and bring the aircraft to a complete stop. Set the parking brake and call **"CABIN CREW AT YOUR STATIONS"**.
- You will monitor and announce **"REV GREEN"**, **"DECEL"**, silence any aural warning and inform ATC.
- Thereafter you will carry out ECAM actions on my command.
- If evacuation is required, we will carry out the Emergency Evacuation Checklist.

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- Any failure after V1, takeoff will be continued and no action before 400 feet AGL, except silencing of any aural warning and selecting gear up.
- Reaching 400 feet AGL ECAM actions on my command provided aircraft is established on the correct flight path.

5.9 REJECTED TAKEOFF:

Takeoff should be rejected:

5.9.1 Below 100KT:

- Any ECAM warning/caution is activated.

5.9.2 Above 100KT, and below V1:

- Fire warning, or severe damage.
- Sudden loss of engine thrust.
- Malfunction or condition that give unambiguous indications that the aircraft will not fly safely
- If any ECAM alert is triggered.

Exceeding the EGT red line or nose gear vibrations should not result in the decision to reject takeoff above 100kt.

In case of tire failure between V1 minus 20KT and V1, unless debris from the tires has caused serious engine anomalies, it is far better to get airborne, reduce the fuel load, and land with a full runway length available.

The V1 call has precedence over any other call.

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5.10 CAPTAINS TAKEOFF ONLY:

A Line Captain shall perform the Takeoff whenever any of the following conditions exist :

- The runway is contaminated (Slippery or Wet).
- The crosswind component exceeds 15kts.
- The RVR/visibility is less than 500 meters.
- Take of gross weight exceeds 90% of allowed maximum take-off gross weight.

5.11 COCKPIT PREPARATION CHECKLIST:

CM1 shall ask for the “**COCKPIT PREPARATION CHECKLIST**”, once departure and emergency briefings are completed.

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6.0 BEFORE PUSH BACK / START CLEARANCE:

Refer to FCOM-PRO-NOR-SOP BEFORE PUSHBACK / START CLEARANCE

6.1 LOAD/TRIM SHEET:

CM2 shall check the trim sheet (e.g. flight number, aircraft registration, configuration, crew compliment, Fuel on Board, Taxi fuel, pantry, wt. report, etc.) on receipt. CM2 shall announce the “**POB**” then, “**ZFW**” and “**ZFWCG**”, which shall be inserted in the FMS by CM1. CM2 shall also announce “**TO FUEL and TOCG**”. CM1 shall announce the resulting TOW from the FMS and CM2 shall confirm from the trim sheet. Block Fuel shall be cross checked by both crew members against FPL and ECAM. CM2 shall hand over the trim sheet CM1 for crosscheck.

CM1 and CM2 shall calculate the THS using eQRH-C/L-TO CG TRIM POS. CM1 shall cross check THS on PITCH TRIM w heel before entering it in FMS.

6.2 LOAD / TRIM SHEET ACCEPTANCE:

CM1 shall record time and sign on the load/trim sheet when all formalities of boarding, loading, and security are completed.

6.3 PERFORMANCE CALCULATIONS:

If takeoff conditions change, CM1 and CM2 shall again independently compute TAKEOFF PERF DATA through FS+ EFB TAKEOFF PERF application. CM1 shall revise TAKEOFF PERF DATA in the FMGS. CM2 shall crosscheck data entered with performance data on respective EFB and also compare EFB/MCDU Green Dot.

Validity of computations is crosschecked by comparing the results according to FCTM PR-NP-SOP, PRELIMINARY TO PERFORMANCE COMPUTATION.

For a particular departure, if higher takeoff thrust is desired due to stop margin, low visibility, or badly paved runway, associated speeds with that particular flex value shall be calculated from FS+ TAKEOFF PERF application.

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6.4 ACU & EXT PWR DISCONNECTION:

CM1 shall deselect EXT PWR P/B after ensuring APU availability. CM1 shall request disconnection from ground staff and ensure that all externals (ACU, GPU etc.) units are removed and only then select APU BLEED on.

6.5 DOORS;

The LCC will inform the cockpit crew, **“ALL DOORS CLOSED”**. After confirming on DOOR SD page that all doors are closed, CM2 shall announce on PA:

“CABIN CREW PREPARE FOR DEPARTURE, ARM THE DOOR SLIDES AND CROSSCHECK”. The arming of the slides shall be checked on the DOOR SD page.

6.6 AT PUSHBACK / START CLEARANCE:

Refer to FCOM-PRO-NOR-SOP, PUSHBACK/START CLEARANCE

*CM2 shall obtain pushback/start-up clearance from ATC, after CM1 confirms readiness for pushback with ground crew.

CM2 shall set the ATC transponder for operation in accordance with local airport requirements. CM1 shall set beacon switch to ON, crew shall check sliding windows. CM1 shall check thrust levers are IDLE, ACCU pressure in green band and Park BRK set to ON. Additionally, CM1 shall check NW STRG DISC Memo is displayed on ECAM if pushback is required.

➤ ATC Transponder shall remain at STBY position at airports where there is no ground radar or not so required by regulations. ATC Transponder shall be set to AUTO as late as possible for Takeoff.

➤ ATC Transponder shall be selected to AUTO before push back or start up, when required by local airport ATC procedure.

6.7 BEFORE START CHECKLIST:

CM1 shall ask for the **“BEFORE START CHECKLIST”** once pushback or startup clearance is received and BEFORE START flow pattern is completed.

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CM1 shall call ***READY FOR PUSH BACK?** to ground crew and after confirming, shall call ***PUSH BACK (PULL FORWARD) ON TAXI WAY__ FACING__ / RUNWAY__START SEQUENCE.**

CM1 shall release PRK BRK when asked by ground crew “**RELEASE PARKING BRAKE**”. CM1 shall call “**PARKING BRAKE RELEASED**” and shall announce OFF Blocks time. CM2 shall note down time and start clock for elapsed time.

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7.0 ENGINE START:

7.1 AUTOMATIC ENGINE START:

Automatic Engine start procedure is used under most circumstances. However, if the start is aborted due to insufficient starter inlet air pressure (e.g. on high airfields, or in case of low pressure from an external pneumatic power group), it is recommended to use the manual start procedure instead.

*Engine # 2 shall normally be started first, unless crew notes or an MEL Ops Procedure requires otherwise.

Normally, engines are started during push back [*sequence 2 and then 1] unless APU is unserviceable or some other malfunction requires engine starting at the ramp.

For detailed procedure refer to FCOM PRO-NOR-SOP, Engine Start.

Both pilots shall monitor the Engine start parameters carefully and not involve themselves in ANY other work till both engines have started.

7.2 MANUAL ENGINE START:

Refer to FCOM-NOR-SUP-ENG, MANUAL ENGINE START Supplementary Procedure.

CM2 shall read the entire MANUAL ENGINE START procedure before starting the engine(s). Afterwards, CM2 shall read the DO items only while CM1 performs them. Refer to FCTM/AOP, GENERAL for Supplementary Procedure methodology.

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8.0 AFTER START:

For detailed procedure refer FCOM PRO-NOR-SOP, AFTER START.

Once engine parameters are stabilized, CM1 will select Engine Mode Selector to NORM position. This is a cue for both pilots to do AFTER START procedure. CM1 shall call the ground crew and will command **“*REMOVE ALL GROUND CONNECTIONS, SHOW NOSE WHEEL STEERING BYPASS PIN AND HAND SIGNAL (LEFT/RIGHT)”**. Captain will check N/W STEER DISC MEMO not displayed.

*Note: If there is any doubt or possibility of confusion, plain language may be used during communication with Ground Mechanic/Technician.

Either CM1 or CM2 (depending on the side of ground crew), after receiving the Hand signal from the ground crew will call **“HAND SIGNAL RECEIVED, BYPASS PIN SIGHTED”**. CM1 shall ask for **“AFTER START CHECKLIST”**.

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9.0 TAXI

Refer to FCOM PRO-NOR-SOP, TAXI

9.1 TAXI CLEARANCE:

After receiving Ground clearance, CM2 shall obtain taxi clearance from ATC. Taxi shall be commenced after announcement of “**CLEAR LEFT /CLEAR RIGHT**” by both pilots.

9.2 *TAXI BY FIRST OFFICERS:

After obtaining taxi clearance, PF for the sector shall taxi the aircraft in accordance with FCOM, with the exception of setting Takeoff thrust, which shall be set by CM1. Refer to Takeoff section in this SOP.

9.3 EXTERIOR LIGHTS:

*PM shall select Taxi Light and Runway Turn-Off lights ON before commencing taxi.

9.4 THRUST USE DURING TAXI:

Idle thrust is adequate for taxiing under most conditions. A slightly higher thrust setting may be required to begin taxi in case of heavy weight. Allow time for aircraft response before increasing thrust.

9.5 BRAKES:

When the aircraft starts to move, PF shall check Brakes effectiveness by applying brake pedal pressure gently, and announce “**BRAKE CHECK**”. *PM shall check and announce “**PRESSURE ZERO**” after ensuring that there is no brake pressure indication on triple pressure indicating gauge.

Brakes temperature will be monitored and limitations for Takeoff shall be adhered to as per FCOM.

9.6 TAXI SPEED

Normal taxi speed should be 20kts on straight taxi routes, with no ATC or ground traffic constraints the PF shall allow the aircraft to accelerate to 30kts, and then use one smooth brake application to decelerate to 10kts. Except for high speed runway exits, the aircraft speed should be maximum 10kts for a 90 degrees turn and 15kts for a standard turn.

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The GS indication on the ND shall be used to assess taxi speed.
Both Pilots shall keep a look out for obstructions and other traffic.

9.7 ATC CLEARANCE:

PM shall obtain ATC clearance if not obtained before push back, and write it down on the OFP, PF shall monitor the same. PM shall set the squawk, confirm that FMGS and FCU are set in conformity with the clearance and shall make necessary changes if required in accordance with FCOM PRO-NOR-SOP, DEPARTURE CHANGE.

9.8 DEPARTURE CHANGE:

Departure change shall be performed as per FCOM PRO-NOR-SOP, DEPARTURE CHANGE. For more information, refer to FCTM/PR-NP-SOP, DEPARTURE CHANGE.

Note: Performance shall be calculated independently by both pilots when the aircraft is stationary.

All changes on FMGS should only be executed after confirmation from PF. Once the procedure is complete, PF shall ask for **“DEPARTURE CHANGE CHECKLIST”**.

9.9 WEATHER RADAR:

Refer to FCOM PRO-NOR-SOP, TAXI/WEATHER RADAR. PM shall switch Weather Radar ON, once out of congested area.

9.10 TERRAIN MODE:

After checking the weather radar, the PM for the sector will select Terrain Mode on the ND.

9.11 TAXI CHECKLIST:

On receiving confirmation of CABIN READY, PM will press T.O. Config PB, and will check T.O. MEMO 'no blue'.

PF shall ask for **“TAXI CHECKLIST”**.

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9.12 LINE UP CHECKLIST:

Once cleared to enter the runway, *PM shall select the Strobe lights to ON and both pilots will check the approach/runway clear of traffic and/or vehicles on their respective sides and announce “**APPROACH AND/OR RUNWAY CLEAR MY SIDE**”.

PM shall select TCAS mode to TA/RA, select PACKS as required, and announce on PA “**CABIN CREW TAKE YOUR SEATS FOR TAKEOFF**”.

PF shall ask for “**LINE UP CHECKLIST**”.

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10.0 TAKE OFF:

For detailed procedure refer to FCOM PRO-NOR-SOP, TAKEOFF-AFTER TAKEOFF and FCTM PR-NP-SOP-TAKEOFF.

Once Take Off clearance is received *PM shall select Nose light to T.O, set or confirm RWY Turn OFF light ON and Landing Lights to ON.

*10.1 THRUST SETTING:

Refer to FCOM PRO-NOR-SOP, TAKEOFF/THRUST SETTING and FCTM PR-NP-SOP-TAKEOFF-THRUST SETTING.

Note 1: *Regardless of PF or PM duties for the sector, the Captain shall announce **"TAKEOFF"** and set Takeoff thrust. He/she shall keep their hand on the thrust levers till V1.

Note 2: The Thrust Setting procedure ensures that all engines will accelerate similarly. If not properly applied, this may lead to asymmetrical thrust increase, and, consequently, to severe directional control problem.

CHRONO.....START.
PM shall start the chrono once the Thrust levers are advanced by CM1.

The use of tiller is not recommended during Takeoff roll, because of its high efficiency, which might lead to aircraft over reaction.

The recommended rotation rate for takeoff is about 3 / sec. Fast rotation rate increases risk of TAIL STRIKE, but a slow rate increases takeoff distance.

10.2 NOISE ABATEMENT PROCEDURE:

Noise abatement procedures will not be conducted in conditions of significant turbulence or wind shear. NADP1 is to be used for takeoff unless the local airport requires the use of NADP2.

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10.3 REJECTED TAKEOFF AND EMERGENCY EVACUATION:

The decision to reject a takeoff rests solely with the Captain and must be made in time, so that stopping action can be completed before V1 is reached. When any crew member recognizes the malfunction on ECAM he/she will clearly and precisely call out the malfunction. Captain will make the decision to reject or continue the takeoff. He/she will use clear and concise words i.e. **“STOP”** or **“GO”**.

FCTM PR-AEP-MIS-REJECTED TAKEOFF defines guidelines, procedures, and task sharing in case of rejected takeoff.

10.4 AFTER TAKE OFF:

PF shall keep their hand off the thrust levers. Once ‘LVR CLB’ flashes on the FMA, PF shall select thrust levers to Climb detent and PM shall reset the chrono.

Reaching acceleration altitude on PF command, PM shall retract flaps as per speed schedule. PM shall then disarm GND spoilers, CHECK and ANNOUNCE **“LANDING GEAR UP, ACCELERATION FLOW COMPLETE”**, then switch off Taxi and RWY turnoff lights.

Passing Transition Altitude, PM will call **“TRANSITION ALTITUDE”**, and both pilots will set Altimeters to STD and call:

10.4.1 PF: **“SET STANDARD”**.

10.4.2 PM: **“STANDARD SET, CROSS CHECKED, PASSING FL_____NOW”** (Rounded off to the nearest 100).

10.4.3 PF: **“CHECKED”**.

CM1 shall also set the ISIS to STD.

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	AREA DEPARTURE & CLIMB	Edition 5 Revision 00 1 st February 2026

11.0 AREA DEPARTURE & CLIMB:

For detailed procedure refer to FCOM PRO-NOR-SOP-CLIMB.

11.1 CLIMB SPEED SCHEDULE:

*The following speeds shall be maintained unless restricted by ATC or turbulence:

- 250kts up to FL100/10,000 AMSL. For high elevation airfields, 250kts shall be maintained up to 10,000ft AAL, e.g. KDU, UET.
- If high speed is requested by ATC, 250kts must be maintained up to 5,000ft.

Normally pilots will use ECON managed speed for climb. When required, pilots can use selected speed due to ATC requirements or turbulence.

Green Dot gives best lift/drag speed, best rate of climb speed falls between Green Dot and ECON climb speed. Thumb rule for best rate of climb is turbulence speed.

11.2 10,000 FEET AAL:

At 10,000' AAL, *PM shall call **"TEN THOUSAND FEET"**. *PF shall ask for **"TEN THOUSAND FEET CHECKS"**.

PM will carry out checks as follows:

- LANDING LIGHTS..... RETRACT
- SEAT BELTS SW..... AS RQRD
- Seat belts will be switched ON/OFF at the Captain's discretion.*
- EFIS CP..... ARP
- ECAM MEMO..... REVIEW
- RADNAV..... CLEAR (if manually tuned for departure)
- SEC F-PLN..... COPY ACTIVE
- OPT/MAX FL..... CHECK and ANNOUNCE
- WEATHER RADAR..... SELECT ON ND

PF will select CSTR for Grid MORA (if available), on the EFIS CP. PF will select CLB PERF page and the PM will select the F-PLAN page on the MCDU.

*PM shall call **"TEN THOUSAND FEET CHECKS COMPLETE"**.

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CRUISE:

For detailed procedure refer to FCOM PRO-NOR-SOP-CRUISE.

12.1 LEVEL OFF

PM will call **“ONE THOUSAND FEET TO GO”**, when the aircraft is above or below 1000ft from the assigned altitude. PF will call **“CHECKED”**. Monitor ROC when approaching the assigned altitude; reduce to avoid RA (Resolution Advisory) in congested areas. Refer JEPPESEN, OPERATION OF AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) EQUIPMENT.

Reaching Cruise:

- PF shall review the ECAM MEMO.
- PF shall review the ECAM SD Pages.
- PM shall note the TOC flight plan data. (Time, Fuel, etc).
- PM shall select the TCAS traffic selector to BLW.

PF will select PROG or CRZ PERF page and PM will select F-PLAN page on the MCDU.

12.2 FUEL SCORE & ECAM SD PAGES:

PM will maintain fuel score on the OFP at maximum 30 mins interval. Fuel score will be maintained by comparing the actual fuel remaining onboard versus the predicted fuel remaining on the OFP. The PM will announce the Fuel Score in terms of Fuel Onboard as **“FUEL AT (waypoint) +/- ____KGS”**. PF will review the ECAM SD pages hourly during cruise.

12.3 CRUISE BRIEFING:

PF shall conduct cruise briefing when the aircraft reaches cruise level, which shall include the following:

- Engine failure drift down, standard or obstacle strategy¹
- Pressurization failure¹
- Specific operational threats (e.g. high terrain enroute, weather awareness, and avoidance)
- Airspace requiring special operational rules (e.g. specific communication failure procedures, etc.)

(1) *First Sector of the Flight Only*

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12.4 WIND AND TEMPERATURE:

When reaching cruise FL, the crew will ensure that the wind and temperature are correctly entered and the lateral and vertical F- PLN reflect the OFP. PM will occasionally check the inserted wind and temp and update **ONLY** if the difference in actual and already inserted data is more than as defined in FMGS Preparation item in Chapter 6.

12.5 PAPER WORK:

PM will accomplish paperwork only when workload permits, on ground or during cruise.

12.6 TURBULENCE:

Turbulence penetration speed up to FL200 is 250kts and above FL200, 275kts/ M.76 whichever is lower. Maximum cruise altitude shall be avoided when flying through areas where turbulence is anticipated. When flying in moderate or severe turbulence, large fluctuations of indicated airspeed are likely to occur.

Seat belts signs shall be switched ON whenever turbulence is encountered and IGN as required.

Refer to eQRH-ABN-MISC-Severe Turbulence for severe turbulence procedure and speeds.

12.7 BUFFET MARGIN:

For maintaining an adequate buffet margin as well as fuel economy, when requesting or accepting cruising levels and step climbs, FMGS optimum and maximum altitudes shall be considered.

The **REC MAX FL** (recommended maximum altitude) is computed based on the current gross weight and temperature, assuming anti-ice is off (if icing conditions are expected, use performance application of the FS+).

Note: Airbus buffet margin recommendation is 1.3 for all engine operations, this value is incorporated for calculations in FS+ IN-FLT PERF application.

It is important to note that **OPT FL** displayed on the PROG page is meaningful only if wind and temperature have been accurately entered.

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12.8 ENROUTE AND ALTERNATE WEATHER:

PM shall obtain and keep an update of actual weather for enroute alternate airports and record on OFP when received from a voice source, i.e. ATIS, ATC VHF/HF VOLMET. Enroute weather received via ACARS are not required to be copied on the OFP, however the term "Enroute Weather on ACARS" shall be mentioned on OFP.

12.9 RVSM ALTIMETER READINGS:

For detailed RVSM procedure refer to FCOM PRO-SPO-RVSM NORMAL PROCEDURE

PM will record the altimeter readings on the OFP once every hour during cruise.

12.10 RELIEF CREW BRIEFING:

Relief crew shall be briefed about relevant clearances, status of the aircraft etc. when flight crewmembers change seats in augmented crew operation.

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DESCENT PREPARATION:

For detailed procedure refer to FCOM PRO-NOR-SOP-DESCENT PREPARATION.

13.1 GENERAL:

PM shall obtain destination and alternate weather approximately 15mins prior to TOD. Both flight crewmembers shall prepare necessary charts on JEPP FDPRO-X and verify that reference is drawn to the same charts; especially in context of runway, STAR/APP, charts.

PM shall check applicable ECAM STATUS during descent preparation, as it's necessary for landing performance assessment and arrival briefing.

Both flight crewmembers shall perform an in-flight landing performance assessment if the landing conditions changed compared with landing computation at dispatch or with a previous computation (e.g. runway, weather conditions, in-flight failure effecting performance, diversion, etc.).

Both flight crewmembers shall compute and compare their FS+ LANDING computations to ensure that respective results are identical. PF shall transfer controls to PM while preparing FMGS for approach.

13.2 ARRIVAL MESSAGE:

PM shall contact Company or Ground handling agency and pass ETA, technical status, and any special handling. GPU and ACU shall be requested to minimize use of APU if serviceable.

13.3 FMGS PREPARATION:

The following sequence of pages should be used to prepare the FMGS:

- F-PLN.
- RAD NAV.
- PROG.
- PERF.
- FUEL PRED.
- SEC F.PLN.

PF shall select desired AUTO BRAKE considering runway conditions and weight.

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13.4 FMGS CHECK AND CROSS CHECK:

PM shall crosscheck all data entered in FMGS. PM should have the same mental image of the intended arrival and approach procedure as PF.

After FMGS preparation, both crewmembers shall check planned arrival, approach and missed approach along with any speed/altitude constraints against arrival and approach charts, using ND PLAN mode. PF shall read from the relevant charts, while PM will crosscheck in the FMGS.

*Recommended sequence of chart reading and crosschecking is as follows:

- PF will read the chart starting from the first waypoint of the STAR along with altitude and speed constraints, and PM will crosscheck and respond “**CHECKED**”. Thereafter the approach plan with any altitude and speed constraints up to the missed approach waypoint and holding will be checked in the same manner.
- PF will read the ILS or NAVAID ident, frequency, and course and the PM will crosscheck and respond “**CHECKED**”.
- PF will read the approach minima, and the PM will crosscheck and respond “**CHECKED**”.

13.5 HOLDING TIME CALCULATION:

If Holding is expected, the PM shall check fuel predictions for the destination and alternate to calculate any extra holding time available.

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13.6 ARRIVAL BRIEFING:

For detailed procedure, refer to FCTM AOP-TASKSHARING RULES AND COMMUNICATION- HOW TO CONDUCT BRIEFINGS for detailed procedure.

The structure and minimum items of the arrival briefing are:

	PF	PM
	Set an environment with no distraction	
		Plan - Arrival/transition designator - MORA/MOCA/MSA for planned trajectory - STAR - Runway and type of approach - Approach minimum - Go-around trajectory - Extra fuel and time
	Plan - Guidance for approach - Landing flaps setting - Stop margin - Use of reverse thrust - Use of autobrake - Planned runway exit - Hotspots for taxi-in - Special operation - Non-standard operation	
		Identified THREATS
	Identified THREATS	
	PF	PM
	MITIGATIONS	
	MISCELLANEOUS	

Captain shall set and select the destination QNH on the ISIS.

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13.7 CAPTAIN'S LANDING ONLY:

Line Captains shall perform the Approach and Landing whenever any of the following conditions exist:

- Contaminated or slippery runway.
- Crosswind component exceeds 15kts
- Any abnormality.
- The cloud base is such that either the runway or its lighting is visible from not less than 1000ft above the runway threshold for a non-precision approach, and not less than 500ft for a precision approach.

13.8 MINIMUM FUEL ADVISORY & FUEL EMERGENCY:

Company policy in OM-A, In-Flight Fuel Management for "Minimum Fuel" and "Fuel Emergency" shall be complied with at all times.

The final reserve fuel of 30mins is indicated on the OFP as STD HOLD or HOLD fuel.

13.9 SEAT BELT SIGNS & TCAS TRAFFIC SELECTOR:

Just before TOD, the PM will cycle the seat belts twice. This is an indication to the cabin crew to start preparing the cabin for landing.

PM will also select the TCAS Traffic selector to BLW.

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DESCENT:

For detailed procedure, refer to FCOM PRO-NOR-SOP-DESCENT.

14.1 DESCENT CLEARANCE:

The PM will obtain descent clearance and the PF will select assigned altitude on FCU. Descent will be verified by calling out FMA changes.

14.2 MCDU SELECTION:

The PF will select preferably the MCDU PROG or PERF DES page as required (PROG page provides VDEV in NAV mode and BRG/DIST information, PERF DES page provides predictions down to any inserted altitude in DES/OP DES modes) whereas the PM will set the MCDU F- PLN page.

In mountainous areas, the selection of TERR ON ND enhances the pilot awareness and can be used in any flight phase.

14.3 10,000FT AAL CHECKS:

At 10,000' AAL, *PM shall call **"TEN THOUSAND FEET"**. *PF shall call **"TEN THOUSAND FEET CHECKS"**.

The PM will carry out 10,000ft checks as follows:

- | | |
|---------------------|---|
| ➤ Landing | ON |
| ➤ Seat Belt Signs | ON or Recycle once if already ON |
| ➤ EFIS PB | CSTR |
| ➤ LS PB | Select the LS PB (for ILS, ILS G/S out, LOC only approaches). |
| ➤ RAD NAVAIDS | Selected/Identified. |
| ➤ ENG MODE SELECTOR | As required. |
| ➤ TERRAIN MODE | Select on ND. |

The PF will select as follows:

- | | |
|----------------|---|
| ➤ EFIS PB | CSTR (if not already selected). |
| ➤ LS PB | Select the LS PB (for ILS, G/S OUT, LOC only approaches). |
| ➤ NAV ACCURACY | Check. |

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On aircraft equipped with GPS primary, no navigation accuracy check is required, as long as GPS PRIMARY function is available. Otherwise, crosscheck NAV ACCURACY using the PROG page (BRG/DIST computed data), and the ND (VOR/DME raw data).

- *PM shall call “**TEN THOUSAND FEET CHECKS COMPLETE**”.

14.4 ALTIMETER SETTING (QNH):

Passing Transition Level, PM will call “**TRANSITION LEVEL**”, both pilots will then set Altimeters to QNH and call:

- PF: “**SET QNH _____**”.
- PM: “**QNH SET AND CROSS CHECKED, PASSING ALTITUDE ____ FEET NOW**” (Rounded off to the nearest 100).
- PF: “**CHECKED**”.
- Stabilization altitude shall be announced by PF with reference to the Pressure Altimeter on the ND, i.e. Airport Elevation plus 1,000ft rounded to the nearest 100ft.

If the aircraft is above the Transition Level and is cleared to descend below the transition level to an altitude on QNH, then both pilots will set their Altimeters to QNH at 10,000ft AAL, provided approach clearance has been given by ATC and no level flight is expected and/or anticipated above the transition level.

14.5 APPROACH CHECKLIST:

Passing 10,000ft AAL or passing the Transition Level, which ever happens later, the PF will ask for the “**APPROACH CHECKLIST**”.

DESCENT SPEED SCHEDULE:

*The following speeds shall be maintained unless restricted by ATC or turbulence:

- .78/300kts down to FL100/10,000ft AMSL.
- 250kts below FL100/10,000ft AMSL. For high elevation airfields, 250kts shall be maintained below 10,000ft AAL, e.g. KDU, UET.
- If high speed is requested by ATC, 250kts or less must be maintained at and below 5,000ft.

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HOLDING SPEED & CONFIGURATION:

Whenever holding is anticipated, it is preferable to maintain cruise level and reduce speed to green dot, with ATC clearance, to minimize the holding requirement. As a rule of thumb, a M 0.05 decrease during 1 h equates to 4mins hold. However, other operational constraints might make this option inappropriate.

A holding pattern can be inserted at any point in the flight plan or may be included as part of the STAR. In either case, the holding pattern can be modified by the crew.

If a hold is to be flown, provided NAV mode is engaged and the speed is managed, an automatic speed reduction will occur to achieve the hold speed when entering the holding pattern.

The default hold speed is the lowest of the following:

- Maximum Endurance speed.
- ICAO limit holding speed.
- Speed constraint (if any).

When no specific speed limit applies, the default hold speed is the Maximum Endurance speed, which is approximately equal to Green Dot and provides the lowest hourly fuel consumption. If the Maximum Endurance speed is greater than the ICAO or state maximum holding speed, the crew should select Flaps 1 below 20,000ft and fly 'S' speed. Fuel consumption will be increased when holding in other than clean configuration and Maximum Endurance speed.

The holding pattern is not included in the descent path computation since the FMGS does not know how many patterns will be flown. When the holding fix is sequenced, the FMGS assumes that only one holding pattern will be flown and updates predictions accordingly.

To exit the holding pattern, the crew should select either:

- IMM EXIT (The aircraft will return immediately to the holding fix, exit the holding pattern and resume its navigation), or
- HDG if radar vectors are assigned, or
- DIR TO Waypoint if cleared by ATC.

For Local speed & Holding Procedures, refer to JEPPESEN ATC-STATE Rules and Procedures.

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APPROACH:

For detailed procedure, refer to FCOM PRO-NOR-SOP-APPROACH

16.1 GENERAL:

Regardless of weather conditions prevailing or the type of arrival/instrument approach being conducted, pilots must make use of all avionics and automation available to reduce workload. This will also ensure optimum crew coordination and enhanced cockpit discipline.

The CROSS-REFERENCE TABLE in the FCOM PRO-NOR-SOP-APPROACH-APPROACH GENERAL provides Guidance Modes that may be used depending on the Approach Type.

16.2 APPROACH PREPARATION:

Complete approach preparation before arrival in terminal area. In addition to approach briefing, the following actions must be accomplished:

- Set DA/DH/MDA.
- Check ADF or VOR frequencies and courses on RADNAV page.

All approaches are divided into three parts Initial, Intermediate, and Final.

16.2.1 INITIAL APPROACH:

- Prior to any approach navigation accuracy check is to be carried out, although no navigation accuracy check is required as long as GPS PRIMARY is available.
- Use the FD cross bars as flying reference for approach using vertical guidance (LOC/GS, FINAL APP).
- The FPV (bird) with FPD is used for approach using FPA guidance (LOC FPA, NAV FPA, and TRK FPA).
- Approach phase activates automatically when in NAV and sequencing the deceleration pseudo way point.

When in HDG MODE e.g. for radar vectoring, the crew will activate the approach phase manually. In HDG/TRK mode, activate and confirm APPROACH phase approximately 15NM from touchdown.

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- The decelerated approach technique refers to an approach where the aircraft reaches 1000ft in landing configuration at VAPP. In most cases, this equates to aircraft being in CONF1 and at 'S' speed at the FAF. This technique is recommended for ILS and FINAL APP.
- The early stabilized approach technique refers to an approach where the aircraft reaches FAF in landing configuration at VAPP. This technique is recommended for non-precision approaches (LOC FPA, NAV FPA and TRK FPA). To get a valuable deceleration pseudo waypoint and to ensure a timely deceleration, the pilot should enter VAPP as a speed constraint at the Final Descent Point-FDP.
- F- PLN sequencing is done automatically in NAV mode and in HDG/ TRK mode if aircraft flies close to the planned route. Correct flight plan sequencing is important to ensure that the planned missed approach route is available in case of Go-Around around. In HDG/ TRK mode if automatic waypoint sequencing does not occur, the F- PLN will be sequenced by either using the DIR TO RADIAL IN function or by deleting the FROM WPT on the flight plan page until the next likely WPT to be over flown is displayed as the TO WPT on the ND.

16.2.2 INTERMEDIATE APPROACH:

The purpose of the intermediate approach is to bring the aircraft at proper speed, altitude, and configuration at FAF.

- Managed speed is recommended for the approach.
- FLAPS 1 should be selected at least 3nm before the final descent point.
- For decelerated approaches, the aircraft must reach or be established on the final descent with FLAPS 1 and 'S' speed at or above 2,000ft AAL.
- FLAPS 2 should be selected at 2,000ft AAL.
- For ILS approach, if the aircraft intercepts the flight path below 2,000ft AAL, select FLAPS 2 at one dot below the glide path.
- The change of flap setting is almost continuous, taking into account the extension time of the surfaces. However, VFE next which is displayed on the PFD, has to be considered in certain cases (aircraft heavy).
- To minimize flaps wear, extend flaps at VFE-15KT when practical.

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*16.3 STABILIZATION HEIGHT:

For VMC/IMC, stabilization must be achieved by 1000ft AAL.

For a Circling or Visual approach, only minor adjustments in flight path and heading to align with the runway are permitted, however, final alignment must be achieved by 500ft AAL. All other conditions of stabilization must be achieved by 1,000ft AAL.

For CAT II/IIIA/IIIB, stabilization must be achieved by 1,500ft AAL.

16.4 STABILIZED APPROACH CRITERIA:

Refer to OM-A, Aeroplane Stabilization on Approach for Company Policy on stabilization conditions. This policy shall strictly be adhered to under all circumstances. Whenever these conditions are not achieved, a Go Around **MUST** be initiated.

The PM shall call out deviations as listed below:

- "**SPEED**" if the speed decreases below the speed target -5 kt or increases above the speed target +10 kt.
- "**SINK RATE**" when the descent rate exceeds 1,000fpm.
- "**BANK**" when bank angle becomes greater than 7 °
- "**PITCH**" when pitch attitude becomes lower than -2.5 ° or higher than +10 °.
- "**LOCALIZER**" or "**GLIDE SLOPE**" when either Localizer or Glide slope deviation is: ½ dot LOC or ½ dot GS.
- "**CROSS TRACK**" when the XTK is greater than 0.1 NM.
- "**VERTICAL DEVIATION**" when the vertical deviation is greater than ½ dot.
- "**COURSE**" when greater than ½ dot or 2.5 ° (VOR) or 5 ° (NDB).
- "**___FT HIGH (LOW)**" at altitude check points mentioned on the relevant approach chart.

PF shall acknowledge deviation by applying appropriate actions and announce "**CORRECTING**".

16.5 LANDING LIGHTS:

Use of landing lights during low visibility approach conditions can be detrimental to operation. Reflected light from fog particles, water, or snow will impair visibility. Therefore, landing lights should be used judiciously.

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16.6 LANDING ANNOUNCEMENTS:

*After selection of FLAPS 2, PM will announce on PA:

“CABIN CREW TAKE YOUR SEATS FOR LANDING”

16.7 ENGINE FAILURE/FIRE:

- In case of engine failure above 1,000ft AAL, continue the approach if it has not destabilized.
- In case of engine fire above 1,000ft AAL, carry out the ECAM actions and Landing Checklist, and continue the approach if it has not destabilized.
- Engine fire below 1,000ft AAL requires high situational awareness. In some cases, engine fire ECAM actions may have to be executed before reaching minimums. Getting close to minimums, the ECAM actions may be deferred to after landing or Go Around.
- In case of engine fire below approach minima and sufficient visual references are available, continue the approach and land. After coming to a full stop with parking brake set, carry out the ECAM actions.

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ILS APPROACH:

For detailed procedure refer to FCOM PRO-NOR-SOP-APPROACH-APPROACH GUIDANCE MANAGEMENT.

17.1 GENERAL:

The following items are to be performed in addition to SOP chapter for APPROACH.

17.2 MDA REFERENCE:

For CAT 1 ILS, 'DA' shall be inserted into BARO or MDH field of the MCDU PERF APPR page.

Insertion of 'DH' into RADIO or DH field of the MCDU PERF APPR page for CAT1 ILS is not authorized.

17.3 APPROACH PHASE ACTIVATION:

For a standard ILS, the crew should plan a decelerated approach. However, if forecast tail wind at landing exceeds 10 kts, an early stabilized approach is recommended. At the same time avoid "dragging" the approach as far as possible.

17.4 MONITORING OF APPROACH:

Both pilots should closely monitor the A/P, Auto Thrust and FMA changes throughout the approach.

The LS PB is to be checked pressed in the first stage of the approach, i.e. 10,000ft AAL checks. The crew will check:

- LOC and GS scales and deviations are displayed on PFD.
- IDENT is properly displayed on the PFD. If no or wrong ident is displayed, the crew will check the audio ident.

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NON-PRECISION APPROACH:

For detailed procedure refer to FCOM PRO-NOR-SOP-APPROACH-APPROACH GUIDANCE MANAGEMENT.

18.1 GENERAL:

All non-precision approaches will be flown using the CDFA Technique.

Non precision approaches include:

- VOR approach.
- NDB approach.
- LOC only approach.
- R-NAV/RNP approach with LNAV/VNAV minima or LNAV minima.

Following guidance modes may be used for these approaches:

- FINAL APP.
- LOC/FPA.
- NAV/FPA.
- TRK/FPA.

For detailed information refer to FCOM PRO-NOR-SOP-18-A, CROSS-REFERENCE TABLE.

18.2 APPROACH STRATEGY:

As per PIA policy, the overall strategy of NPA compliance is to fly it "ILS like", with the same mental image or representation, and similar procedure.

The use of AP is recommended for NPA, as it reduces crew workload and, facilitates monitoring the procedures and flight path.

18.3 ADD-ON TO MDA (50FT):

Crew will apply Add-On as follows for height loss adjustments:

- For approaches with charted labels of DA/MDA(H) or MDA(H)
Add +50ft to the Charted Minimum.
- For approaches with charted label of DA(H) NO Add-O is required.

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18.4 VOR APPROACH FROM OVERHEAD:

If a non-precision VOR Approach is made from overhead a NAVAID with TRK/FPA (selected/selected) Approach:

- Activate approach phase.
- PF ND selected to Rose VOR.
- PM ND selected to Rose NAV.
- 3nm before the overhead Select Flaps 1.
- Change from HDG/VS to TRK/FPA on FCU.

After station passage (when RMI needles reverse):

- PM will start the Chrono, to cater for Outbound timings.
- Tracking outbound, descend to the procedure turn altitude using OPEN DES.
- In the absence of DME, keep track of the time outbound.
- Approx 1nm before the end of the outbound leg, PM will Change OBS to the inbound course on RAD NAV page for both pilots.

At the start of the Procedure Turn:

- Maintain procedure turn altitude until established on course inbound. (Half the full scale deflection for VOR and +/-5° for NDB).

Once established inbound:

- At 5 nm from FDP..... Flaps 2
- At 4 nm from FDP..... LDG Gear Down
- At 3 nm from FDP..... Flaps3
- At 2 nm from FDP..... Flaps Full
- At 1 nm from FDP..... Pre Set FPA
- At 0.3 nm from FDP..... Pull FPA Selector
- When the aircraft altitude is below the GA Altitude.....Set GA on the FCU.

Descend further to the inserted Approach Minimum and follow the FCOM procedure for Landing or Go Around.

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19 CIRCLING APPROACH:

For detailed procedure refer to FCOM PRO-NOR-SOP-APPROACH-APPROACH GUIDANCE MANAGEMENT-CIRCLING APPROACH

19.1 FMGS PREPARATION:

In general, the FMGS shall be prepared as per FCOM. When preparing the secondary flight plan, weather information, THR RED/ACC, and the value of Airport Elevation plus 500ft (for reference only) shall also be inserted in SEC F-PLN PERF page.

19.2 CIRCLE TO LAND AT QUETTA:

FMGS for Quetta shall be programmed as follows:

- RAD/NAV shall have the QT VOR tuned manually and Outbound Course shall be entered as 312°.
- Runway 31R shall be selected in Secondary F-PLN.
- Secondary PERF shall be filled with the weather information on APPR page, along with MDA of 5,800ft (500ft AFE) for reference only.
- Secondary PERF shall be filled with THR RED/ACC on GO AROUND page.

19.3 CEILING & VISIBILITY REQUIREMENT:

The ceiling and visibility requirements for a circling approach shall be as per OM-A or relevant Jeppesen Approach charts, whichever is higher.

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19.4 VISUAL APPROACH:

For detailed procedure refer to FCOM PRO-NOR-SOP-APPROACH-APPROACH GUIDANCE MANAGEMENT-VISUAL APPROACH

A visual approach shall **ONLY** be accepted if the following criteria is met:

- Visibility is more than 5 km.
- Positive contact with the ground.
- Vertical distance from cloud base at least 2000ft.
- Any other preceding traffic is in sight.
- During daytime only.

During the conduct of a visual approach, crew is responsible for adequate terrain clearance and traffic avoidance. If at any time after the acceptance of visual approach the above said criteria is not met, the visual approach must be cancelled and ATC informed accordingly.

Note: if forecasted wind at landing is greater than 10kt of tailwind, a decelerated approach shall not be conducted.

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GO AROUND:

For detailed explanation and techniques, refer to FCTM PR-NP-SOP-GO AROUND.

Any crew on the flight deck may call “GO-AROUND”. In this case, a Go-Around **MUST** be initiated.

20.1 PROCEDURE:

For detailed procedure, refer to FCOM-PRO-NOR-SOP-GO AROUND WITH FD

When a decision to execute a Go-Around is made, PF shall call “**GO-AROUND FLAPS**”

After completion of the Acceleration ration Flow following a Go-Around, the PM shall call “**LANDING GEAR UP, ACCELERATION FLOW COMPLETE**”

Consider the next step:

- Engage NAV mode, to follow the published missed approach procedure, or
- Prepare for a second approach by selecting the ACTIVATE APP PHASE, and CONFIRM on the PERF page.

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21 LANDING:

For detailed procedure and technique, refer to FCOM PRO-NOR-SOP-LANDING and FCTM PR-NP-SOP-LANDING

A stabilized approach is essential for achieving successful landings. It is imperative that the flare height be reached at the appropriate airspeed and flight path angle. The A/THR and FPV are effective aids to the pilot.

Priority should be given to the attitude and sink rate. If a normal touchdown distance is not possible, a Go-Around should be performed.

If the aircraft has reached the flare height at VAPP, with a stabilized flight path angle, the normal SOP landing technique will lead to the right touchdown attitude and airspeed. During the flare, the pilot should not concentrate on the airspeed, but only on the attitude with external cues.

Specific PM call outs have been reinforced for excessive pitch attitude at landing:

- PM will call “**PITCH, PITCH**”, if the pitch angle reaches 10
- PM will call “**BANK, BANK**”, if the bank angle reaches 7

21.1 BOUNCE AT TOUCH DOWN:

In case of light bounce, maintain the pitch attitude and complete the landing, while keeping the thrust at idle. Do not allow the pitch attitude to increase, particularly following a firm touchdown with a high pitch rate.

In case of high bounce, maintain the pitch attitude and initiate a Go-Around. Do not try to avoid a second touchdown during the Go-Around. Should it happen, it would be soft enough to prevent damage to the aircraft, if pitch attitude is maintained.

Only when safely established in the go-around, retract flaps one step and the landing gear. A landing should not be attempted immediately after high bounce, as thrust may be required to soften the second touchdown and the remaining runway length may be insufficient to stop the aircraft.

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21.2 BRAKES:

For detailed procedure and technique, refer to FCOM PRO-NOR-SOP-LANDING and FCTM PR-NP-SOP-LANDING.

The use of Autobrake (A/BRAKE) is preferable because it minimizes the number of brake applications and thus reduces brake wear. Additionally, the A/BRAKE provides a symmetrical brake pressure application which ensures an equal braking effect on both main landing gear wheels on wet or evenly contaminated runway. More particularly, the A/BRAKE is recommended on short, wet, contaminated runway, in poor visibility conditions, and for Auto land.

*For aircraft MSN with **BRK LO** or **BRK MED** annunciation on FMA, after landing the PM shall announce:

“SPOILERS, REVERSE GREEN / NO REVERSE ENGINE 1(2), AUTOBRAKE LOW / AUTOBRAKE MEDIUM”

*For aircraft MSN without Autobrake annunciation on FMA or if Autobrake was not used, after landing the PM shall announce:

“SPOILERS, REVERSE GREEN / NO REVERSE ENGINE 1(2), DECEL (when deceleration is indicated as per FCTM)

21.3 ROLLOUT:

When PM announces **70kts**, the PF will select REVERSE IDLE (Do not un-reverse). It is better to reduce reverse thrust to Idle, when passing 70 kt. However, high levels of reverse thrust may be used in order to control aircraft speed in the case of an emergency.

21.4 TAXI:

Captains shall allow First Officers to taxi after landing till turning into the parking stand, when the First Officer is PF for the sector. *Careful consideration should be given in case of heavy traffic flow, e.g. exiting the runway by high-speed exit with succeeding traffic on final approach.

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Reaching Taxi Speed (Max 30kts), the PF will STOW the reversers. When deselecting the reversers, be careful not to apply forward thrust by moving the thrust levers beyond the FWD IDLE position.

The PF will use the brake pedals to disengage the Autobrake before reaching 20kts.

Avoid using reverse thrust on taxiways, as it may lead to FOD ingestion.

21.5 AFTER LANDING:

For detailed procedure refer to FCOM PRO-NOR-SOP-AFTER LANDING.

After vacating the runway or during back track, the PF will disarm the ground spoilers. This will be a cue to the **PM** to start the after landing procedure.

APU start may be delayed if long taxi is involved.

*PM will select the STROBE Lights OFF, LAND Lights OFF, NOSE Lights to TAXI after vacating the runway.

Flaps should be retracted to position 1 when OAT is above 30 C. However, in case of terminating flights where a crew change is involved and securing aircraft C/L is to be completed, the flaps should be retracted to position 0.

Once after landing flow pattern is complete and runway has been vacated, the PF shall call "**AFTER LANDING CHECKLIST**"

Turning towards parking stand *CM2/PM shall switch off Taxi and R/W turnoff lights.

21.6 BRAKE FANS:

For detailed procedure, refer to FCOM PRO-NOR-SOP-AFTER LANDING

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22.0 PARKING:

For detailed procedure, refer to FCOM PRO-NOR-SOP-PARKING.

22.1 ARRIVAL AT GATE:

On entering the stand, taxi speed more than 5kts should be avoided. Reaching parking stand and aircraft stopped, CM1 shall check accumulator pressure and set Parking brake ON and announce **"PARKING BRAKE SET"**.

- CM2 shall switch off Anti-Ice if used and select APU bleed to ON.
- CM1 shall shut down the engines and check that engine parameters decrease.
- CM1 shall switch OFF Beacon Light when all engines spool down, and switch off other exterior lights as required. CM2 shall switch OFF fuel pumps.
- CM1 Switching OFF Beacon Light shall be a trigger for CM2 to make disarming announcement.
- CM2 shall announce on PA, ****CABIN CREW PREPARE FOR ARRIVAL, DISARM DOOR SLIDES AND CROSS CHECK"**.
- After all doors are disarmed, CM2 shall announce ****ALL DOORS DISARMED"**. If any door indicates ARM on the SD page, CM2 will announce on PA to DISARM that particular door.
- CM1 after checking that all slides are disarmed, shall switch off Seatbelts sign.

Cabin confirmation regarding all 4 slides disarmed and door opening is to be responded by the Captain with the phrase ****CLEAR TO OPEN DOORS"** or **"NEGATIVE"**.

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NOTE:

- Turning into the gate, PM shall announce Type of Aircraft on Docking system or Marshaller in sight, and **“APU AVAILABLE” or “APU NOT AVAILABLE” depending on serviceability.**
- When ground/obstruction clearance is in doubt, STOP the aircraft and request for wingtip clearance from ATC.
- Prior to engines shutdown, ensure **“APU AVAIL”** is displayed on ECAM.

22.2 PARKING CHECKLIST:

CM1 shall ask for **“PARKING CHECKLIST”** once seatbelt signs is switched OFF.

CM1 shall establish ground communication and set Parking BRAKE to OFF after confirmation by ground technician that chocks are in place, and announce **“PARKING BRAKE RELEASED”**, and after checking that there is no movement of the aircraft, announce **“AIRCRAFT STATIONARY”**.

Note: The ACCUPRESS indication must be in the green band. In case of low accumulator pressure, chocks are required before engine 1 shutdown.

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23.1 SECURING THE AIRCRAFT:

For detailed procedure, refer to FCOM PRO-NOR-SOP-SECURING THE AIRCRAFT.

Securing the aircraft is done:

- *after the last sector, or
- when the aircraft is left unattended: i.e. no qualified flight crew or ground crew are in the cockpit to supervise and monitor the aircraft systems, and
- when the last passenger has left the aircraft.

23.2 GENERAL:

APU and Packs shall be kept ON during disembarkation of passengers. External Ground Power (GPU) and Air conditioning (ACU) shall be requested on arrival or during descent through company channel/handling agent. Once connected, APU shall be shutdown regardless of transit time.

APU operational costs and environmental impact mandates minimizing usage of APU, at both domestic and international stations. Local restrictions to APU usage at respective airports shall always be followed.

Securing the aircraft procedures shall be accomplished by “read and do” method from eQRH SOP-SECURING THE AIRCRAFT.

- DUs to be dimmed.
 - First Officer will complete the Flight Log and present it to the Captain. The Captain will check all the relevant information and, if required, write his comments in the Debrief.
 - Captain shall ensure that all defects are recorded in the Technical Logbook.
 - First Officer will secure all flight related documents and put them in the Envelope provided for this purpose. He will keep all the Technical Library in the prescribed stowage area.
 - The cockpit should be left neat and tidy with the door open and unlocked.

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First Officer will carry out Post Flight exterior inspection.
When conducting the exterior inspection, high visibility ramp jacket
MUST be worn.

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24.0 STANDARD CALLOUTS:

24.1 CHECKLIST CALLOUT:

- **“CHECK”**: A command for the other pilot to check an item.
- **“CHECKED”**: A response that an item has been checked.
- **“CROSSCHECKED”**: A callout verifying information from both pilot stations.

If a checklist needs to be stopped, announce:

“HOLD CHECKLIST AT _____” and
“RESUME CHECKLIST AT _____” for continuation.

Upon completion of a checklist announce: **“CHECKLIST COMPLETE”**.

24.2 ACTIONS COMMANDED BY PF:

GENERAL:

All actions performed on the FCU and MCDU must be checked on the PFD and ND (e.g. “FL 350 blue”, “FL 200 magenta”). Ensure that the correct FCU knob is used, and then verify indications on the PFD.

SET

The “SET” command means using an FCU knob to set a value, but not to change a mode. SET is accomplished by only rotating the appropriate selection knob.

Example:

- **“SET GO AROUND ALTITUDE _____”**
- **“SET QNH _____”**
- **“SET FL _____”**
- **“SET HDG _____”**

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MANAGE/PULL

The “**MANAGE**” command means pushing an FCU knob to engage, or arm, a managed mode or target.

The “**PULL**” command means pulling an FCU knob to engage a selected mode or target. Example:

- “**PULL HDG 090**”(HDG/TRK knob is pulled and turned).
- “**MANAGE NAV**” (HDG/TRK knob is pushed).
- “**FL 190 PULL**” (ALT knob is turned and pulled).
- “**FL 190 MANAGE**” (ALT knob is turned and pushed).
- “**PULL SPEED 250 KNOTS**” (SPD/MACH knob is pulled and turned).
- “**MANAGE SPEED**” SPD/MACH knob is pushed).

NOTE: If the value was previously set, there is no requirement to repeat the figure.

*Simply call e.g. **PULL HDG: PULL SPEED: FL PULL.***

The VS/FPA knob has no managed function. The standard callouts for the use of this knob are as follows:

V/S Plus (or Minus) **700 PULL**, or

FPA minus 3° PULL (V/S/FPA knob is turned and pulled)

PUSH TO LEVEL OFF (V/S/FPA knob is pushed)

ARM

The “**ARM**” command means arming a system by pushing the specified FCU button.

e.g.: “**ARM APPROACH**” e.g.: “**ARM LOC.**”

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ON/OFF

The simple ON or OFF command is used for the autopilot, flight directors, auto thrust and the FPV (Bird).

e.g.: **BIRD ON** (The HDG-V/S / TRK-FPA PB is pushed).

24.3 FMA

The PF should call out any FMA change, unless specified differently (e.g. CAT II & III task sharing). Therefore, the PF should announce:

- All armed modes with the associated color (e.g. blue, magenta): "**G/S blue**", "**LOC blue**", "**ALT blue**", "**NAV blue**".
- All active modes without the associated color (e.g. green, white): "**NAV**", "**ALT**".

The PM should check and respond, "**CHECKED**" to all FMA changes called out by the PF.

24.4 ALTITUDE

The PM calls out "**One thousand feet to go**" when passing 1,000ft before the cleared altitude or FL, and the PF calls out "**checked**".

24.5 FLAPS OR GEAR CALLOUTS

FLAPS' CONFIGURATION	CALLOUT
1	" FLAPS ONE "
1 + F	" FLAPS ONE "
0	" FLAPS ZERO "

	CALLOUT	REMARK
PF	" FLAPS ONE "	
PM	" SPEED CHECKED " " FLAPS ONE "	PM checks the speed: Above the S or F speed and accelerating (Takeoff) Below VFE next and decelerating (Approach)
		PM selects the FLAPS lever position and replies after checking the blue number on the ECAM flaps indicator to confirm the correct selection has been made.

24.6 GEAR CALLOUTS

	CALLOUT	REMARKS
PF	" GEAR UP (DOWN)"	
PM	" GEAR UP (DOWN)"	The PM selects the L/G lever position and replies after checking the red lights on the LDG GEAR indicator to confirm gear operation.

24.7 FLIGHT PARAMETERS APPROACH

The PM will make callouts for the following conditions during final approach. Attitude callouts also to be made through to landing.

- "**SPEED**" if the speed decreases below the speed target - 5kts or increases above the speed target +10kts.
- "**SINK RATE**" when V/S is greater than minus 1,000 ft/min.
- "**BANK**" when bank angle becomes greater than 7°.
- "**PITCH**" when pitch attitude becomes lower than -2.5° or higher than +10°.

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- “***LOCALIZER**” or “***GLIDESLOPE**” when either localizer or glide slope deviation is:
 - 1/2 dot LOC
 - 1/2 dot GS.
- “**CROSS TRACK**” when the XTK is greater than 0.1 nm.
- “***VERTICAL DEVIATION**” when the V/DEV is greater than 1/2 dot.
- “**COURSE**” when greater than 1/2 dot or 2.5° (VOR) or 5° (NDB).
- “_ **FT HIGH (LOW)**” at altitude checks points.

NOTE: PF shall acknowledge deviation by applying appropriate actions and announce “**CORRECTING**”

-

24.8 FLIGHT PARAMETERS LANDING:

During landing, the PM announces:

- “**PITCH PITCH**”, if the pitch attitude approaches the tail strike pitch limit indicator, or reaches 10 °
- “**BANK BANK**”, if the bank angle reaches 7 °.

NOTE: PF shall acknowledge deviation by applying appropriate actions and announce “**CORRECTING**”

24.9 FLIGHT PARAMETERS GO-AROUND

During a Go-Around, the PM will make a call out for the following conditions:

- “**BANK**”: If the bank angle becomes greater than 7°,
- “**PITCH**”: If the pitch attitude becomes greater than 20° up or less than 10° up,
- “**SINK RATE**”: If there is no climb rate.

Note: PF shall acknowledge deviation by applying appropriate actions and announce “**CORRECTING**”

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24.10 PF/PM DUTIES TRANSFER

To transfer control, flight crewmembers must use the following callouts:

- To give control: The pilot calls out “**YOUR CONTROL**”. The other pilot accepts this transfer by calling out “**MY CONTROL**”, before assuming PF duties.
- To take control: The pilot calls out “**MY CONTROL**”. The other pilot accepts this transfer by calling out “**YOUR CONTROL**”, before assuming PM duties.

24.11 ABNORMAL AND EMERGENCY CALLOUTS

ECAM PROCEDURES

“**ECAM ACTIONS**” is commanded by PF when required. This call assumes that the PF has both control of the aircraft and communications.

“**CLEAR** (title of the system)?” is asked by the PM for confirmation by the PF that all actions have been taken/reviewed on the present WARNING/CAUTION or SYSTEM PAGE. e.g.: **CLEAR HYDRAULIC**?

“**CLEAR** (title of the system)” is the command by the PF that the action and review is confirmed. For status page; **REMOVE STATUS** will be used.

“**ECAM ACTIONS COMPLETE**” is the announcement by the PM that all APPLICABLE ACTIONS have been completed.

Should PF require an action from the PM during ECAM procedures, the order “**STOP ECAM**” will be used. When ready to resume the ECAM the order “**CONTINUE ECAM**” will be used.

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24.12 MEMORY ITEMS

*The aim of such callouts is to callout the appropriate procedure by calling out, in most cases, the title of the procedure. This will allow the crew to be aware of the situation and be prepared to properly react (crew coordination, task sharing, and communication).

GPWS

As soon as avoidance maneuver is envisaged.

"PULL UP TOGA"

REACTIVE WINDSHEAR

"WINDSHEAR TOGA"

UNRELIABLE SPEED INDICATION

"UNRELIABLE SPEED"

TCAS

As soon as "TRAFFIC" warning is triggered

"TCAS, MY CONTROL"

EMERGENCY DESCENT

"EMERGENCY DESCENT"

LOSS OF BRAKING

"LOSS OF BRAKING"

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STALL RECOVERY

As soon as any stall indication is recognized.

"STALL, MY CONTROL"

STALL WARNING AT LIFT-OFF

"STALL, TOGA 15"

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24.13 SUMMARY FOR EACH PHASE

*FOR AIRCONDITIONING REMOVAL (ACU)		
EVENT	PF or PM	GND Mech
Initial ground contact	COCKPIT (to) GROUND	GROUND (to) COCKPIT
For Air-conditioning Removal	REMOVE AIR CONDITIONING (ACU)	AIR CONDITIONING REMOVED
*FOR GROUND ELECTRIC REMOVAL (GPU)		
EVENT	PF or PM	GND Mech
Initial ground contact	COCKPIT (to) GROUND	GROUND (to) COCKPIT
For Ground Electric Removal	REMOVE GROUND ELECTRIC or GPU	GROUND ELECTRIC REMOVED or GPU
*FOR REMOVAL OF ALL GROUND CONNECTIONS		
EVENT	PF or PM	GND Mech
Initial ground contact	COCKPIT (to) GROUND	GROUND (to) COCKPIT
For Ground Electric and Air Conditioning Removal	REMOVE ALL GROUND CONNECTIONS	GROUND CONNECTIONS REMOVED
*PUSHBACK/ENGINE START		
EVENT	PF	GND Mech.
When ready for pushback, and pushback clearance received from ATC	COCKPIT (to) GROUND, READY FOR PUSH BACK?	YES, READY FOR PUSH BACK
	PUSH BACK/PULL FORWARD ON TAXIWAY _ FACING _ /RUNWAY _	RELEASE PARKING BRAKES
Start of push	PARKING BRAKES RELEASED	
When ready to start engines	CLEAR TO START ? STARTING ENG(S)	CLEAR TO START
When pushback completed	PARKING BRAKES SET	PUSH BACK COMPLETE, SET PARKING BRAKES
When ready to disconnect (after engine started, and parameters are stabilized)	REMOVE ALL GROUND CONNECTIONS, SHOW NOSE WHEEL BYPASS PIN AND HAND SIGNAL _ (left/right)	DISCONNECTING (hand signal left/right)

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AFTER ENGINE START		
EVENT	PF	PM
All engines started and stabilized and GND is disconnected	AFTER START C/L	AFTER START C/L COMPLETE

TAXI		
EVENT	PF or CM1	PM or CM2
When taxi clearance obtained	CLEAR LEFT (RIGHT) (PF)	CLEAR RIGHT (LEFT) (PM)
Brake transfer check	BRAKE CHECK	PRESSURE ZERO
Flight control check (can be done before start of taxi)	FLIGHT CONTROL CHECK (CM1)	
1. Elevators		FULL UP, FULL DOWN, NEUTRAL (CM2)

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2. Ailerons/Spoilers		FULL LEFT, FULL RIGHT, NEUTRAL (CM2)
3. Rudder ⁽¹⁾	RUDDER (CM1)	FULL LEFT, FULL RIGHT, NEUTRAL (CM2)
DURING TAXI	TAXI C/L (CM1)	TAXI C/L COMPLETE (CM2)
Lining up on the runway	LINE-UP C/L (PF)	LINE-UP C/L COMPLETE (PM)

- (1) The PM should follow pedal movement with his/her feet

TAKEOFF		
EVENT	PF	PM
Setting thrust levers to initial stabilization value	TAKEOFF *(CAPTAIN)	
Before passing 80 kt		THRUST SET
At 100 kt	CHECKED	ONE HUNDRED KNOTS
At V1		V1
At VR		ROTATE
Gear retraction	GEAR UP	POSITIVE CLIMB GEAR UP
If AP is engaged by PM or when engaged by PF	AP 1(2) ON	

MALFUNCTION BEFORE V1 AT TAKEOFF		
EVENT	CM1	CM2
IF GO Decision	GO	
IF RTO Decision REV Green on EWD Deceleration	STOP	REVERSE GREEN ¹ DECEL ²

- (1) In case of failure or if no reverse deployment, NO REVERSE ENGINE __ or NO REVERSE.
- (2) In case of failure or no positive deceleration, NO DECEL. DECEL callout means that the deceleration is felt by the crew, and confirmed by the speed trend on the PFD.

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ALTIMETER SETTING CHANGES TO/FROM QNH/QFE-STD		
EVENT	PF	PM
Barometric setting change and subsequent altimeter cross-check	SET STANDARD (SET QNH/QFE) CHECKED	STANDARD (QNH/QFE) CROSS-CHECKED PASSING FL_(FT) NOW

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APPROACH AND LANDING		
EVENT	PF	PM
Approach Checklist	APPROACH C/L	APPROACH C/L COMPLETE
Activation of approach Phase	ACTIVATE APPROACH PHASE	APPROACH PHASE ACTIVATED
RA alive	CHECKED	RADIO ALTIMETER ALIVE ⁽¹⁾⁽²⁾
At G/S*, FINAL APP or below the go-around altitude for approach with FPA guidance	- If the PF requests the PM to set the Go-Around altitude: SET GA ALTITUDE_FT	GA ALTITUDE_SET
	- If the PF sets the Go-Around altitude: GA ALTITUDE_SET	CHECKED
FDP/FAF	CHECKED	PASSING (Fix Name), FT,
Landing Checklist	LANDING C/L	LANDING C/L COMPLETE
1,000ft AAL	APPROACH STABILIZED or UNSTABLE , GO-AROUND	ONE THOUSAND ⁽²⁾
100 ft above MDA/DH	CHECKED	ONE HUNDRED ABOVE ⁽²⁾
MDA/DH visual reference ⁽⁶⁾	CONTINUE	MINIMUM ⁽²⁾
MDA/DH no visual reference ⁽⁶⁾	GO AROUND-FLAPS	MINIMUM ⁽²⁾
		ONE HUNDRED ⁽²⁾ FIFTY ⁽²⁾
After touchdown Ground spoilers extended REV green on EWD		SPOILERS ⁽³⁾ REVERSE GREEN ⁽⁴⁾
Deceleration		DECEL ⁽⁵⁾ or BRK LO/BRK MED (as applicable)
Autobrake disengagement	MANUAL BRAKING ⁽⁷⁾	AUTOBRAKE OFF ⁽⁸⁾
At 70 kt	CHECKED	SEVENTY KNOTS

(1) Flight crew awareness, flight crew should now keep RA in scan to landing.

(2) PM monitors pin-programmed auto callout, or announces if inoperative.

(3) If the spoilers are not extended, call NO SPOILERS.

(4) If the reverse deployment is not as expected, call NO REVERSE ENGINE__or NO REVERSE as appropriate.

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- (5) DECEL callout means that the deceleration is felt by the flight crew, and confirmed by the speed trend on the PFD. If no positive deceleration, NO DECEL. Aircraft MSN with Autobrake annunciation on FMA, the brake level shall be announced instead of DECEL.
- (6) In the case of circling approach, this callout should be performed at the latest, at the MAP.
- (7) PF announces MANUAL BRAKING when using the brake pedals if: Autobrake was selected for the landing, and No AUTOBRAKE OFF callout from the PM.
- (8) PM announces AUTOBRAKE OFF if: autobrake does not engage as expected or autobrake disengages, and No MANUAL BRAKING callout from the PF.

DISCONTINUED APPROACH		
EVENT	PF	PM
DISCONTINUED APPROACH decision	CANCEL APPROACH	

GO AROUND		
EVENT	PF	PM
GO AROUND decision	GO AROUND - FLAPS	
Flaps retraction		FLAPS
Gear retraction	GEAR UP	POSITIVE CLIMB
		GEAR UP

AFTER LANDING		
EVENT	CM1 or PF	CM2 or PM
Checklist	AFTER LANDING C/L	AFTER LANDING C/L COMPLETE
PARKING		
EVENT	CM1.	CM2
Checklist	PARKING C/L	PARKING C/L COMPLETE
SECURING THE AIRCRAFT		
EVENT	CM1	CM2
Checklist	SECURING THE AIRCARFT C/L	SECURING THE AIRCRAFT C/L COMPLETE

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25.0 All Weather Operations:

25.1 INTRODUCTION:

PIA has an All Weather Operations (AWO) approval from PCAA. The details of this approval are contained in the current PIA OPS SPECS.

The following write up addresses the strictly regulated requirements for operations using or requiring the use of:

Decision Altitude (DA) below 200ft & RVR/VIS less than 550m.

- Auto landing system.
- Low Visibility Take Off (LVTO).

In addition, further regulatory and certification requirements strictly govern:

- The Aircraft (A320).
- The Airfield.
- The Operator (PIAC).
- The Flight Crew

25.2 OBJECTIVE:

The objective of CAT II / CAT III operations is to provide a level of safety when landing in low visibility conditions, equivalent to that of normal operating conditions. CAT II / CAT III constitutes the main part of All Weather Operations (AWO), which also consists of Takeoff in low visibility conditions. It is the most effective way in which an airline can maintain its schedule throughout the year.

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25.3 MANUALS TO BE CONSULTED:

1. All Weather Ops-SOP
2. All Weather Ops, OM-A.
3. Aerodrome Operating Minimums, Jeppesen
4. Operational Data, Required Equipment for CAT II and CAT III - QRH
5. Normal procedures, FCOM-SOP-APPROACH - Aircraft Guidance Management and F C O M - SOP-LANDING/AUTOLAND.
6. All Weather Operations and Limitations- PCAA ANO #019

25.4 TERMINOLOGY

All Weather Operations (AWO) are defined as any taxi, takeoff or landing operations in low visibility conditions, where the visual reference is limited by weather conditions. The term AWO includes Low Visibility Take-Off (LVTO), low visibility landing operations (CAT II/III). Additionally, the Low Visibility Taxi Procedures and consider actions are part of AWO

25.5 Alert Height(AH)

The height of the wheels above the ground, read on a radio altimeter above which a go-around would be initiated if a failure occurred in one part of the aeroplane's fail-operational system. Below this height the probability of failures such that if apart of the system fails the operation can still be continued by the remaining part while complying with the safety criteria (i.e. double failure extremely improbable).

*The AH of PIA A320 is 100ft AGL.
AH is only applicable in CAT III Ops.*

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25.6 Approach Ban

The approach ban point is defined as the Outer Marker or the equivalent point. If no approach ban point is defined, then the height of 1000ft RA (AGL) shall be used. If the reported RVR/VIS is below the applicable (charted) minimum, then the approach **SHALL NOT** be continued beyond the approach ban point. If, after passing the approach ban point, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

25.7 ILS CATEGORIES (ICAO)

- a. ILS Category I—An ILS approach procedure which provides for an approach to a decision height not lower than 60m (200ft) and a visibility not less than 800m (2400ft) or a RVR not less than 550m(1800ft).
- b. ILS Category II (Special authorization required) An ILS approach procedure which provides for an approach to a decision height lower than 60m (200ft) but not lower than 30m (100ft) and a RVR not less than 300m (1000ft) for aircraft categories A, B, C, and D with AUTOLAND.
- c. ILS Category III (Special authorization required)
 1. IIIA—An ILS approach procedure which provides for approach with either a decision height lower than 30m (100ft) or with NO decision height and with a runway visual range of not less than 175m (574ft).
 2. IIIB--- An ILS approach procedure which provides for approach with either a decision height lower than 15m (50ft) or with no decision height and with a runway visual range of less than 175m (574ft) but not less than 50m (150ft).

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25.8 Automatic Landing System

The airborne equipment which provides automatic control of the aeroplane during the approach and landing.

25.9 Fail Operational Automatic Landing System

Upon the failure of a component or part of the system; the operation may be continued on the remainder of the system.

In the event of a failure, the automatic landing system will operate as a fail-passive system.

25.10 Fail Passive Auto Landing System

A system is fail passive if in the event of a failure it disengages without any significant deviation of trim, flight path or attitude. The pilot assumes control of the aeroplane after a failure.

25.11 Low Visibility Procedures (LVP)

Procedure applied to an airfield to ensure safe operations during: Lower than Standard Category I (RVR below 550m, and/or the ceiling below 200ft), Category II/ III approaches and Low Visibility Takeoffs.

25.12 Low Visibility takeoff (LVTO)

A takeoff on a runway where the RVR is less than 400M and low visibility procedures are enforced.

25.13 REQUIRED VISUAL REFERENCE

The section of the visual aids or of the approach area specified for the type of approach being conducted which must be in view for sufficient time for the pilot to make an assessment of the aircraft position and rate of change of position, in relation to the desired flight path.

25.14 Runway Visual Range (RVR)

The range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or the lights delineating the runway for identifying its centerline.

RVR measuring devices are an essential part of an airfield's CAT II/III capability. Such measurements are displayed and available so that ATC can pass changed readings to the

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aeroplane within 15 seconds.

RVR transmissometers are installed at the Touch-Down (TD) and Mid Point (MP) of the runway for CAT II and in addition at the stop end (or Roll- out) for CAT III. TDZ RVR, which is the governing value, should always be passed but other RVR may not necessarily be passed.

25.15 Reported RVR

The RVR communicated to the commander of an aircraft, by or on behalf of the person in charge of the airfield.

25.16 FLIGHT PREPARATIONS

In addition to normal flight preparation, the following planning and preparation must be performed when LVTO, CAT II and/or CAT III approaches are envisaged:

- CM1 will be the Pilot Flying (PF) and CM2 Pilot Monitoring (PM) during AWO.
- Review NOTAMS: To make sure that the destination airport still meets CAT II/III requirements.
- Runway and approach lighting.
- Radio NAV aid availability.
- RVR equipment availability etc.
- Airplane Status: Check that required equipment for LVTO, CAT II or CAT III approaches is operative. Also check the Airplane Technical Logbook confirms that no write-up during previous flights affect the equipment required for LVTO, CAT II or CAT III.
- Crew Qualification: Crew qualification and currency must be reviewed (both Captain and F/O must be qualified and current).
- **Weather Information:** During LVTO, if the weather at the departure aerodrome is below the landing minima and a land back at the departure aerodrome is not possible, then, a takeoff alternate must be selected. The weather report / forecast or any combination thereof should indicate that during period commencing one hour before and ending one hour after, the

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ETA at the aerodrome, the weather condition will be at or above the applicable landing minimums. The ceiling must be taken into account when the only approaches available are non-precision or circling approaches.

The take off alternate should be within 01 hour of flight time at Single Engine TAS in still air and ISA conditions.

For A320 the single engine cruise distance in still air, ISA conditions is 350nm.

- Fuel Planning: As guidance, minimum of 30 minutes fuel should be carried or the expected delays (taxiing / approach) whichever is higher.
- Cabin Crew Briefing: Brief the Cabin Crew not to enter the Flight Deck, or call on the intercom during taxi or approach unless safety dictates.
- Take-off Speed: For LVTO, Pay load permitting, use the flap setting that gives the lowest take-off speeds utilizing the tailwind (if it gives lower speed).
- Take Off thrust is setting is at the Captains discretion.

25.17 LOW VISIBILITY TAXI:

- Pre-departure brief the highlights and 'HOTSPOTS'.
- ATC clearance received prior to taxi.
- Clear communication. CM1 steers the aircraft, CM2 supports to keep aware of position.
- The groundspeed max. 10 knots. The use of aircraft lights is recommended unless glare reduces visibility.
- ANY doubt about position, STOP. Contact ATC immediately.
- All re-calculations, checklists, take off review/confirmation or abnormal procedures shall be completed with the aircraft stationary and the PARKING BRAKE SET / ON.
- Strictly follow surface markings and lighted stop bars shall not be crossed. Line-up penalties (ASDA/TODA) may require adjustment.
- "Low Visibility Take-off Briefing" shall be performed additionally.

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25.18 LOW VISIBILITY TAKEOFF:

Takeoff with RVR less than 400m is considered as

LVTO. a) LVTO with RVR between 400m and 150m:

- The minimum RVR in this range of value is a function of the aircraft category and of the runway equipment (as specified in table 1).
- No operational approval is required from CAA to perform LVTO with RVR 400m to 150m.
- Flight crew members have satisfactorily completed training in a simulator approved for this purpose.

Take-off RVR / Visibility for take-off	
Facilities	RVR / Visibility (Note 3)
Nil (Day only)	500 m
Runway edge lighting and / or centerline marking	250/300 m (Notes 1 & 2)
Runway edge and centerline lighting	200/250 m (Note 1)
Runway edge and centerline lighting and multiple RVR information	150/200 m (Notes 1 & 4)

Note 1: The higher values apply to Category D aeroplanes.

Note 2: For night operations, at least runway edge and runway end lights are required.

Note 3: The reported RVR/Visibility value representative of the initial part of the take-off run can be replaced by pilot assessment.

Note 4: The required RVR value must be achieved for all of the relevant RVR reporting points with the exception given in Note. 3 above.

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b) LVTO with RVR between 150m and 125m

Following requirements must be met:

- Operational approval is required from CAA to perform LVTO with RVR 150m to 125m.
- A visual segment of 90m is required from the cockpit during the take-off run with the minimum RVR.
- Low visibility procedures are in force.
- High Intensity Runway Centerline lights (CL) spaced 15m or less and High Intensity Edge lights (HIRL) spaced 60m or less are in operation.
- The 125m RVR value has been achieved for all of the relevant RVR reporting points.
- Flight crew member have satisfactorily completed training in a simulator approved by CAA for this purpose.

As per Ops Specs, PIA has Operational approval from PCAA. A320 is approved to 125m (CAT C), once the above requirements are fulfilled.

When visibility/RVR is less than 200m, Auto thrust and Auto Brake MUST be serviceable and T/O on contaminated runway is not allowed.

Rejected Take Off:

If the visual references are lost below 100kts, the take-off must be rejected, using guidance of the yaw bar. If the visual references are lost above 100 kts the take-off should be continued, however in both cases the RTO items defined in the SOP must be respected.

25.19 CAT II & CAT III OPERATION

As per PIA Policy, all CAT II / CAT III (A/B) approaches must be followed by an Auto Land.

- Auto land Crosswind component Limitation as per FCOM.

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- FMA rollout mode cannot be assured on contaminated runways
- Overweight Auto Land Policy: Overweight auto land is not recommended. If required an automatic approach may be attempted, however the pilot should disengage the autopilot prior to flare height and accomplish a manual landing.

CAUTION: If the autopilot disconnects during an engine out go around, loss of autopilot rudder control can result in large yaw and roll excursions if thrust asymmetry compensation is inoperative.

25.20 USE OF LANDING LIGHTS

The use of landing lights at night in low visibility can be detrimental to the acquisition of visual reference. Reflected lights from water droplets or snow may actually reduce visibility. The landing lights would, therefore, not normally be used in CAT II/III weather conditions.

25.21 APPROACH STRATEGY

Regardless of the actual weather conditions, the crew should plan the approach using the best approach capability. This would normally be CAT-III DUAL with autoland depending upon aircraft status. The crew should assess the weather with respect to possible downgrade capacity.

Conditions	CAT I	CAT II	CAT III
		WITH DHNO DH	
Flying technique	Manual flying or AP/FD, A/THR	AP/FD, A/THR down to DH	AP/FD, A/THR and Autoland
Minima & Weather	DA (DH) Baro ref visibility	DH with RA RVR	
Autoland	Possible with precautions	Recommended	Mandatory

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25.22 GO AROUND STRATEGY

The crew must be ready mentally for go around at any stage of the approach. Should a failure occur above 1000ft RA, all ECAM action (and DH amendment if required) should be completed before reaching 1000ft RA, otherwise a go-around should be initiated. This ensures proper task sharing for the remainder of the approach.

25.23 TYPE AND COMMAND EXPERIENCE:

The following additional requirements are applicable to commanders who are new to the type:

- 100 hours as Pilot-in-Command on the type before performing any CAT II or CAT III operation. Training may be completed during initial Transition training.

25.24 COMPANY OPERATING MINIMA CAT II & III

Category	DH	Required RVR Reading		
		TDZ	MID	RO/ SE (*)
II	100 FT	300 M	>/= 125 M	>/= 75 M
III A	50 FT	200 M	>/= 75 M	>/= 75 M
III B	DH/ NO DH	75 M	>/= 75 M	>/= 75 M

(*) Rollout / Stop End RVR reading is mandatory and controlling only when that part of the runway is relevant. (Note: relevant, in this context, means that part of the runway used during the high-speed phase of landing down to a speed of approximately 60 knots). CAT II, IIIA MID RVR with manual rollout requirement is 125M.

Note: For CAT II operations, the TDZ measurement is mandatory and for CAT III operations the TDZ and MID measurements is mandatory. MID if unserviceable can be replaced by RO. For CAT IIIB without DH, only one RVR measurement is required. TDZ if unserviceable can be replaced by MID as approved by the state of the aerodrome. The RVR requirement in this case remains as per TDZ.

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25.25 LIMITATIONS:

25.25.1 CAT II

Minimum decision height.....100 ft
At least one autopilot must be engaged in APPR mode, and CAT II or CAT III SINGLE or CAT III DUAL must be displayed on the FMA. For manual landing, AP should be disconnected no later than 80 ft AGL.

25.25.2 CAT III

ILS CATEGORY III FAIL PASSIVE (SINGLE)

Minimum decision height..... 50 ft
A/THR must be used in selected or managed speed. At least one autopilot must be engaged in APPR mode, and CAT III SINGLE or CAT III DUAL must be displayed on the FMA.

ILS CATEGORY III FAIL OPERATIONAL (DUAL) Alert height.....100ft

A/THR must be used in selected or managed mode. Both autopilots must be engaged in APPR mode, and CAT 3 DUAL must be displayed on the FMA.

CAT III with DH: Minimum Decision

Height.....20 ft

CAT III without DH: Minimum Runway Visual

Range.....75 m

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25.25.3 ENGINE-OUT

CAT II and CAT III fail passive autoland are only approved in configuration FULL, and if engine-out procedures are completed before reaching 1000ft in approach.

MAXIMUM WIND CONDITIONS FOR ILS CAT I, CAT II OR CAT III

Headwind : 30 kt

Tailwind : 10 kt

Crosswind: 20 kt

Note: Wind limitation is based on the surface wind reported by ATC. If the wind displayed on the ND exceeds the above-noted autoland limitations, but the tower reports a surface wind within the limitations, then the autopilot can remain engaged. If the tower reports a surface wind beyond limitations, only CAT I approach without autoland can be performed.

25.26 APPROACH BRIEFING:

Before commencing a CAT II/III approach a number of factors must be considered by the crew. In addition to the standard approach briefing, the following points should be emphasized during an approach briefing for a low visibility approach:

- Aircraft capability
- Airport facilities
- Crew qualification
- Weather minima
- Task sharing
- Call-outs
- Go-around strategy

For CAT III with no DH, the flight crew should enter "NO" in the DH field of the MCDU to avoid false "HUNDRED ABOVE" or "MINIMUM" auto callouts which would not be applicable.

Flight crew must review the required equipment for CAT 2 and CAT 3 in the QRH operational data section as per the aircraft MSN.

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25.27 APPROACH PROCEDURE TASK SHARING

The workload is distributed in such a way that the PF primary tasks are supervising and decision making and the PM primary task is monitoring the operation of the automatic system.

PF Tasks

The PF supervises the approach (trajectory, attitude, speed) and takes appropriate decision at DH or in case of failure. Since the approach is flown with AP/FD/A-THR, the PF must be continuously ready to take-over:

- If any AP hard over is experienced
- If a major failure occurs
- If any doubt arises.

At 350 FT, once "LAND" is displayed on the FMA, the PF announces "LAND" and the final approach course from the PFD.

PM Tasks

The PM is head down throughout the automatic approach and automatic landing.

The PM monitors:

- The FMA and calls all mode changes below 350 ft as required (i.e. after PF calls "LAND")
- The Auto call out
- The aircraft trajectory or attitude exceedance
- Any failures.

The PM should be go-around minded.

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PF		PM	
350 FEET RA			
• Check ILS Course on PFD • Commence Outside Scanning • Announce “ LAND “ when displayed on FMA			
At DH + 100 Feet			
		Monitor auto callout ‘100 ABOVE’	
At DH			
		Monitor auto callout ‘MINIMUM’	
If external visual reference are sufficient			
Announce ‘CONTINUE’			
At 40 Feet RA			
		Check FLARE on FMA and Announce	
At 30 Feet RA			
Monitor thrust reduction and flare by flight instruments			
At 10 feet RA Auto callout ‘RETARD’			
• Retard both thrust levers to idle • Monitor lateral guidance by external reference		• Monitor engine parameters	
AT TOUCHDOWN			
• Select and control Reserve thrust • Disengage AP at the end of Rollout or at the latest when vacating RWY		• Check ROLLOUT on PMA and announce • Check Reverse green and announce Announce 70 knots	
If visual reference are NOT sufficient			
Announce GO-AROUND, FLAPS and execute go around			

25.28 VISUAL REFERENCES

25.28.1 For CAT II Operations

At DH, the visual reference specified below should be distinctly visible and identifiable to the Pilot:

1. A segment of at least three consecutive lights being the centerline of the approach lights or touchdown zone lights, or runway centerline lights, or runway edge lights, or a combination of these;
2. This visual reference should be a lateral element of the ground pattern, such as an approach light crossbar or the landing threshold or a barrette of the touchdown zone light unless the operation is conducted utilizing an approved HUDLS to touchdown.

25.28.2 For CAT III Operations

1. For CAT IIIA operations and for CAT IIIB operations conducted either with fail-passive flight control systems or with the use of an approved HUDLS: at DH, a segment of at least three consecutive light being the centerline of the approach lights, or touchdown zone lights or runway centerline lights, or runway edge lights, or a combination of these is attained and can be maintained by a Pilot.
2. For CAT IIIB operations conducted either with fail-operational flight control systems or with a fail-operational hybrid landing system using a DH: at DH, at least one centerline light is attained and can be maintained by the Pilot.
3. For CAT IIIB with no DH there is no specification for visual reference with the runway prior to touchdown.

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25.28.3 SOME SYSTEM PARTICULARS

- Below 700 ft RA, data received from the FMS is frozen e.g. ILS tune inhibit.
- Below 400 ft RA, the FCU is frozen.

- At 350 ft, LAND must be displayed on FMA. This ensures correct final approach guidance.
- Below 200 ft, the AUTOLAND red light illuminates if:
 - ❖ Both AP's trip off
 - ❖ Excessive beam deviation is sensed
 - ❖ Localizer or glide slope transmitter or receiver fails
 - ❖ An RA discrepancy of at least 15 ft is sensed.

- Flare is annunciated at or below 40 ft
- THR IDLE is annunciated at or below 30 ft
- RETARD auto call out at 10 ft for autoland as an order (Instead of 20 ft for manual landing as a reminder).

25.28.4 AIRCRAFT CAPABILITY:

The failures that may affect the aircraft's CAT II or CAT III capability are listed in the QRH. Most of these failures are monitored by the FMGS and the landing capability will be displayed on the FMA once the APPR PB is pressed, i.e. CAT 2, CAT 3 SINGLE, and CAT 3 DUAL. However, there are a number of failures which affect the aircraft's landing capability which are not monitored by the FMGS and, consequently, not reflected on the FMA. It is very important, therefore, that the crew refer to the QRH to establish the actual landing capability if some equipment are listed inoperative.

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25.29 REQUIREMENT REFERENCE TABLE FOR CAT II, III A/ B

	MINIMUM STATUS	FMA	EQUIPMENT	MINIMUM DH RVR	MINIMUM VISUAL REQUIREMENTS
CAT II	Fail Passive	CAT 2	Check Required Equipment	100 ft TDZ 300 MID 125 END 75	3 Approach or Runway Lights
CAT IIIA	Fail Passive	CAT 3 SINGLE	Check Required Equipment	50 ft TDZ 200 MID 75 END 75	3 Centerline Lights
CAT IIIB	Fail Operational	CAT 3 DUAL	Check Required Equipment	Less than 50 ft or No DH (as per state rules) TDZ 75 MID 75 END 75	Centerline Light with (DH)

Note: For CAT III B with No DH, no visual references are required. RVR requirement remain the same as CAT III B (with DH).

25.30 FAILURE AND ASSOCIATED ACTIONS:

25.30.1 GENERAL

In general, there are three possible responses to the failure/degradation of any system, Instrument or element during the approach.

1. CONTINUE the approach to the planned minima.
2. REVERT to higher minima and proceed to a new DH (above 1000ft).
3. GO AROUND and reassess the capability.

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The nature of the failure/degradation and the point of its occurrence will determine which response is appropriate.

As a general rule, if a failure occurs above 1000ft AGL the approach may be continued reverting to a higher DH, providing the appropriate conditions are met

(refer to “DOWNGRADING CONDITION”). Below 1000ft (and down to AH when in CAT 3 DUAL) the occurrence of any failure implies a go-around, and a reassessment of the system capability. Another approach may then be undertaken to the appropriate minima for the given aircraft status.

It has been considered that below 1000ft, not enough time is available for the crew to perform the necessary switching, to check system configuration and limitations and brief for minima.

In CAT 3 DUAL, in general, a single failure (for example one AP failure or one engine failure) below AH does not necessitate a go-around. But a go-around is required if the AUTOLAND WARNING is triggered.

25.30.2 ABNORMAL PROCEDURES

The abnormal procedures can be classified into two groups:

1. Failures leading to a downgrading of capability as displayed on FMA and ECAM with an associated specific audio warning (triple click).
2. Failures that do not trigger a downgrading of capability but are signaled by other effects (Flag, ECAM warning, amber caution and associated audio warnings).

It should be noted that some failures might trigger ECAM warnings, cautions and a downgrading of capability. The FCOM describes what should be the crew responses to failures in function to the height.

Above 1000ft Downgrading Conditions:

a) Downgrading from CAT 3 to CAT 2 is permitted only if:

- ECAM actions are completed,
- RVR is at least equal to CAT II minima,
- Briefing is amended to include CAT II procedure and DH.
- Decision to downgrade is completed above 1000ft AGL.:

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b) Downgrading from CAT 2 to CAT 1 permitted only if

- ECAM actions are completed,
- At least one FD is available,
- RVR is at least equal to CAT I minima,
- Briefing is amended to include CAT I procedure and DH.
- The decision to downgrade is completed above 1,000ft AGL.

Note: switching from one AP to another before 1,000ft AGL is permitted.

Below 1,000ft and above DH (for CAT 2 or CAT 3 SINGLE) or above AH (for CAT 3 DUAL) a go-around must be performed in case of:

- ALPHA FLOOR activation,
- Loss of AP (cavalry charge),
- Downgrading of capability (triple click),
- Amber caution (single chime),
- Engine failure.

At 350 ft RA **LAND** must be displayed on FMA and runway course must be checked. If runway course is incorrect or **LAND** does not appear, a go-around must be performed.

LAND is displayed if LOC and GS track modes are active and at least one RA is available. These conditions need to be obtained no later than 350ft AGL to allow a satisfactory automatic landing.

Depending on terrain profile before the runway **LAND** mode may appear at lower height. This can be acceptable provided it has been demonstrated that automatic landing is satisfactory.

At 200ft RA and below:

Any AUTOLAND warning requires an immediate go-around.

If visual references are sufficient and a manual landing is possible, the PF may decide to land manually.

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At flare height:

If **FLARE** does not come up on FMA, a go-around must be performed. However, if visual references are sufficient and a manual landing is possible, the PF may decide to complete the landing.

After touchdown:

In case of anti-skid or nose wheel steering failure, disconnect AP and take manual control.

If automatic rollout control is not satisfactory, disconnect the AP immediately.

Autoland Warning:

With “LAND” or “FLARE” green on the FMA and at least one AP engaged, the AUTOLAND red light appears on the glare-shield when the aircraft is below 200 ft RA and one of the following events occurs:

- The autopilots are lost, or
- The aircraft gets too far off the beam (LOC or G/S flash on PFD), or
- Loss of LOC signal above 15 ft, or loss of glide signal above 100 ft (transmitter or receivers), or
- The difference between both radio altimeter indications is greater than 15 ft, or
- The FMGS detects a long flare.

25.30.3 Warning of Excessive Beam Deviation:

This warning is a flashing of the LOC and G/S scales on the PFD and ND ROSE ILS. It occurs whenever: - G/S deviation is greater than 1 dot (above 100ft RA).

- LOC deviation is greater than 1/4 dot (above 15 ft RA).

25.31 INCAPACITATION:

CAT II / III approaches are closely coordinated team efforts in the flight deck. Generic procedure is defined in OM, SEP.

Above 1,000ft RA:

Any crew standard calls may be repeated and response should be taken before the announcing pilot must assume incapacitation. The remaining pilot may continue the approach provided the incapacitated pilot does not obstruct the flight controls and FMA reflects CAT 2 OR CAT 3 as appropriate. If this

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requirement is not met, the remaining pilot should carry out missed approach and then prepare for another approach if required for safety reason, or divert to an aerodrome with CAT I weather condition or better.

Below 1000 FEET RA and Above Alert Height:

The standard calls between 1,000 ft RA and above AH (alert height) must be repeated before incapacitation is assumed. If no reply is received, Go-around should be initiated immediately. It is to be emphasized, that 500ft and below there is not enough time to evaluate the condition and the go around should be initiated immediately.

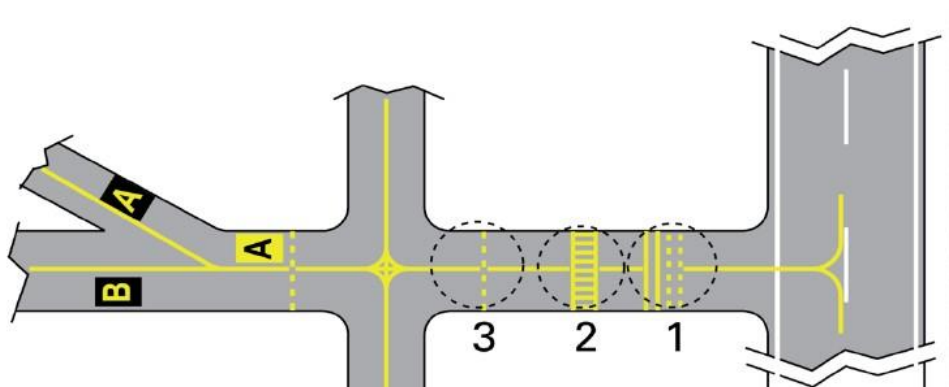
100 FEET (Alert Height) and Below:

The calls “**100 ABOVE or MINIMUM**” may not be repeated and incapacitation must be assumed. The approach should be continued to minimum and land if visual reference established.

Note: The cabin crew should be summoned to secure the incapacitated pilot. By 1000 Ft no FCU selections are required and landing checks should have been completed. The operating pilot should include external visual reference. Approaching 200ft, the scan should be mainly external.

25.32 AIRPORT LIGHTING SYSTEMS AND RUNWAY MARKINGS:

25.32.1 TAXIWAY MARKINGS



1) Runway Taxi-Holding Position 'A'. Last holding position prior to entering runway. Visual/CAT I & CAT II/III Taxi-Holding Positions where only one Taxi- Holding Position is provided.

2) Runway Taxi-Holding Position 'B' CAT I, II or III where a closer visual/CAT I Taxi-Holding Position is provided.

3) Intermediate Taxi-Holding Position.

25.32.2 RUNWAY LIGHTS

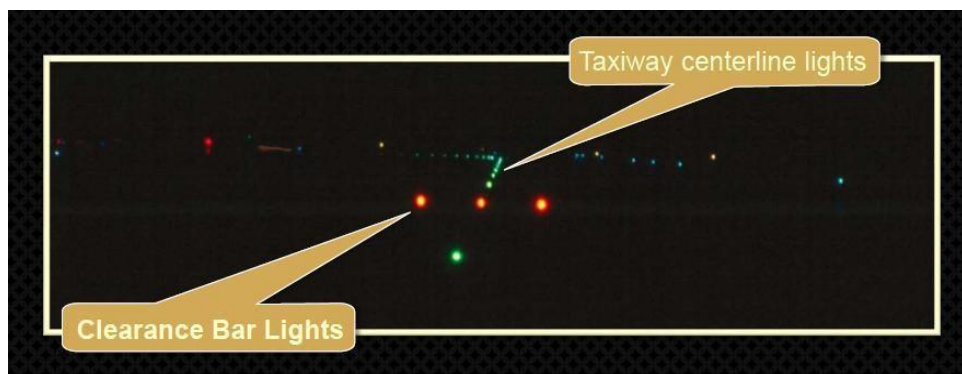
A320 : LVTO RVR < 150m



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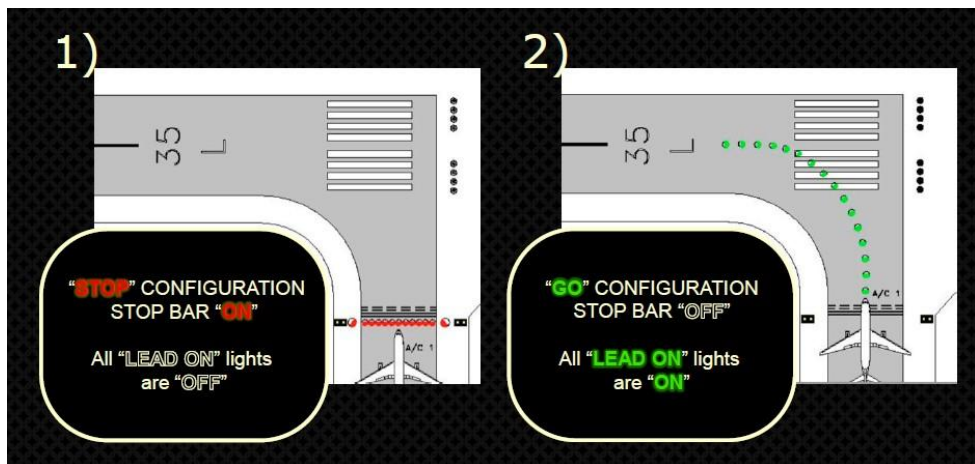
25.32.3 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMCGS)

- Additional SMGCS Pilot Visual Aids at Airports to Operate below 600m RVR
- To support airline operations, Clearance Bars are installed at hold points on taxiways. Taxiway centerline lights are installed on all SMGCS routes.

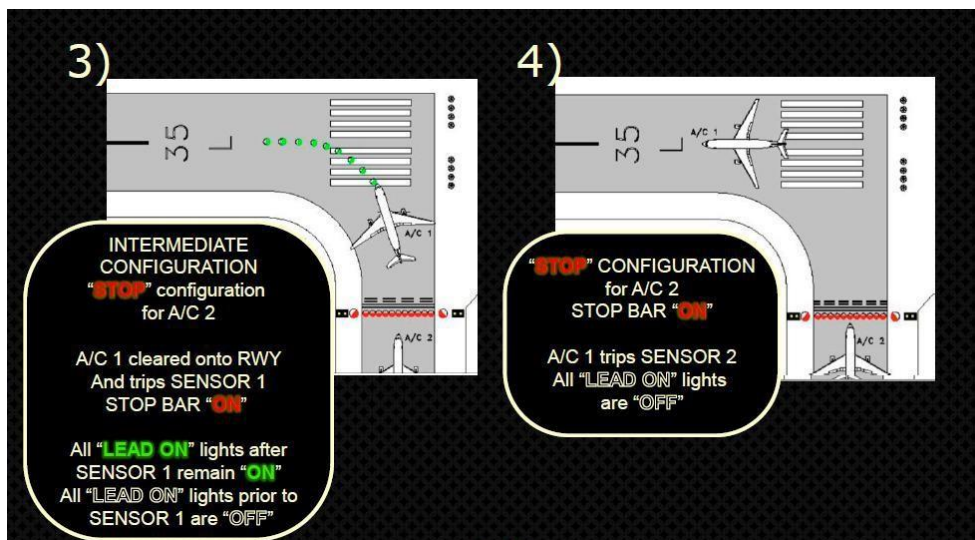


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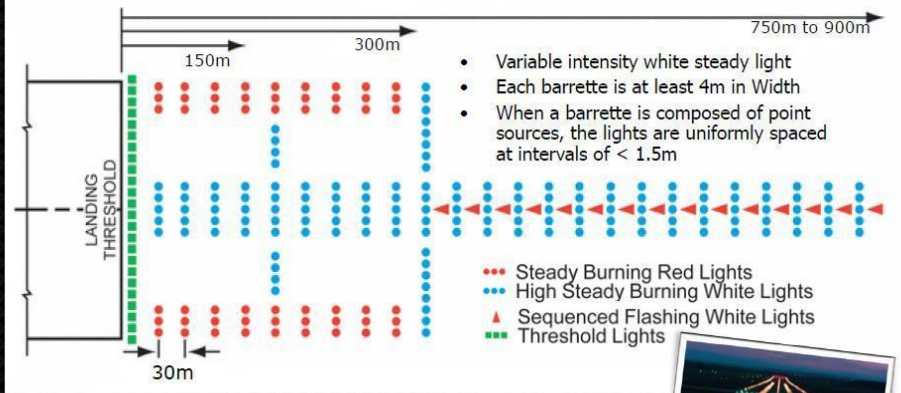
SMGCS PILOT VISUAL AIDS



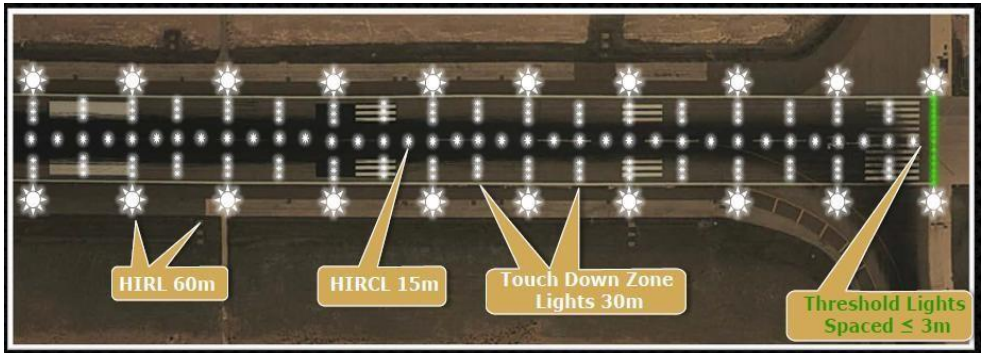
SMGCS PILOT VISUAL AIDS



TYPICAL APPROACH & THRESHOLD LIGHTING ALSF-II (HIGH)



RUNWAY LIGHTS



24. THRESHOLD LIGHTS green, spaced $\leq 3\text{m}$

Unidirectional green lights At right angles to the runway axis.

2) TOUCH DOWN ZONE Lights white Light rows equal spacing of both sides of extended centerline 30m apart.

24 HIRCL CENTRELINE LIGHTS white, spaced $\leq 15\text{m}$

Variable white to 900m from runway end, alternate red/white from 900m to 300m from end, then red.

24 HIRL RUNWAY EDGE LIGHTS white, spaced $\leq 60\text{m}$, 3m from runway edge, may be omitted at intersection.

RUNWAY LIGHTS



HIRCL CENTRELINE LIGHTS white, spaced $\leq 15\text{m}$

Variable white to 900m from runway end, alternate red/white from 900m to 300m from end, then red

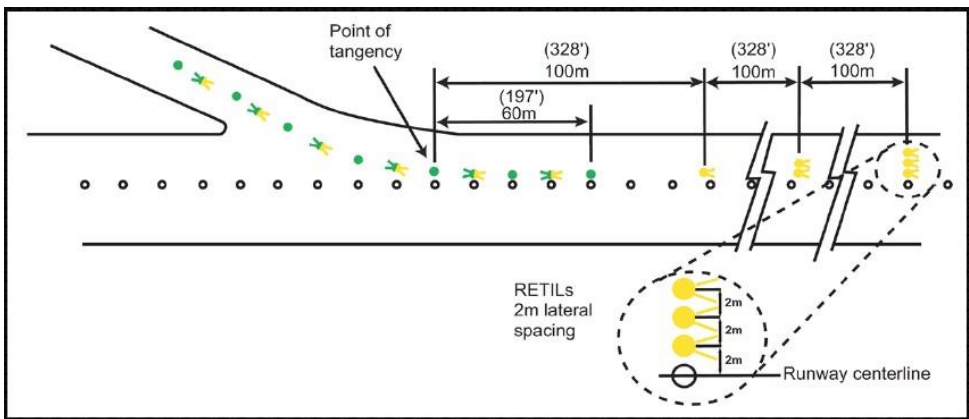
RUNWAY END LIGHTS red, spaced $\leq 3\text{m}$

Unidirectional green lights, at right angles to the runway axis

HIGH SPEED TAXIWAY TURN-OFF INDICATOR LIGHTS (HSTIL)

ICAO TERM IS RETIL

HSTIL are fixed unidirectional yellow lights, aligned so as to be visible to the pilot of a landing airplane in the direction of approach to the runway



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