



HEADQUARTERS
Pakistan Civil Aviation Authority

Flight Standards Directorate

B-6, KDA Scheme-1, Karsaz

Karachi – 74200, Pakistan

Tel # (92-21) 99242766, 99072630-31

Fax # (92-21) 99242767

E-mail: flightstandard.directorate@pcaa.gov.pk

Website: www.pcaa.gov.pk

Ref: HQCAA / 1076 / 021 / FSAC

Dated: 31st July, 2026

Dear Sir,

APPROVAL FOR B777, A320, & ATR RECURRENT SYLLABUS
M/S PAKISTAN INTERNATIONAL AIRLINES CORPORATION LIMITED

Reference to your letter CPCT / R-15 / 34531 dated 31st July, 2026.

2. Enclosed please find duly approved and stamped **B777, A320, & ATR RECURRENT SYLLABUS**.
3. You are being advised to ensure that in case of any contradiction between the **B777, A320, & ATR RECURRENT SYLLABUS** 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

(CAPT. AMIR AFTAB)

Flight Inspector (Pilot)

Director Flight Standards

Telephone (021) 9907 2620

for

To,

✓ **Director Flight Operations,**

M/s Pakistan International Airlines,

JIAP, Karachi

Copy to:-

- Technical Library, FSD, PCAA

 PAKISTAN International Airlines Great People to Fly With		A-320 SIMULATOR RECURRENT SYLLABUS OPKC - OMDB		Doc. No.F/TRG/01- D01/LOFT-3 Dated: 21 July 2026		Edition 01 Revision 01	
FLIGHT OPERATIONS TRAINING DIVISION			LOFT SYLLABUS "DELTA" (JUL-DEC) EVEN		DAY 1 (LOFT)		
NAME:			P.NO:		CREW POSITION ☐ CAPT ☐ F/O ☐ I.P		
DATE	LOCATION	TOTAL SESSION TIME 02:00 HOURS		TIME PF	TIME PM		
AIRCRAFT DATA							
ZERO FUEL WT	59,500 KGS	ZFW CG	32%	THRUST REDUCTION		1,000 FT	
		TAKE OFF CG	33%				
TOTAL FUEL	10,500 KGS	TAKEOFF FLAPS	2	ACC HEIGHT 2/1 ENG		3,000/ 1,500 FT	
TAKEOFF WT	70,000 KGS	CRUISE ALTITUDE	FL340	TAKEOFF THRUST			
RESERVE FUEL	___ KGS	COST INDEX	11	MEL ITEMS		BRAKE NO 1 DEACTIVATED	
SESSION DATA AND WEATHER							
DEPARTURE AIRPORT	ICAO CODE OPKC	RUNWAY IN USE 25L/R		BRAKING ACTION 5			
WEATHER: WIND 200/15K G 20 VIS 2000 M, RA, FEW 030 CB, SCT 040, OVC 060 TEMP 26/24 QNH 1000 5/5/5							
ATC: MELOM 1F FL 310, SQUAWK A2020							
DESTINATION AIRPORT	ICAO CODE OMDB	RUNWAY IN USE 30L		BRAKING ACTION 5			
WEATHER: WIND 210/15 G 20 VIS 1000 M, +RA, FEW 030 CB, SCT 040, OVC 060 TEMP 26/24 QNH 1000 5/5/5							
ALTERNATE AIRPORT	ICAO CODE OMAL	RUNWAY IN USE ...30L....		BRAKING ACTION 5			
ATC:							
SESSION OBJECTIVE							
1. This flight profile includes those procedures and maneuvers that can be practiced to improve pilot competencies in a simulator.							
2. The instructor will provide appropriate instructions; weather information and air traffic clearances, as far as practicable to conduct the flight on a real time basis							
3. The crew will be expected to respond to instructions and situations as they would on line flight, and to use flight deck resources available (autopilot, auto thrust etc.) unless specifically restricted by the Instructor.							
4. Discussion items shall be as per the recurrent syllabus.							
5. Instructor can opt to add any exercise from any phase of flight. Any one or more of the exercises to be simulated during the LOFT.							
6. Instructors can simulate any fault, failure, exercise or scenario based on experience, knowledge, flight data analysis, or feedback from line operations. Instructors should limit multiple complex faults simultaneously.							
7. This LOFT session requires that the Instructor gives no training input during the session.							
8. It is required that weather conditions are real life, i.e. turbulence, clouds, or precipitation							
10.Grading for pilot competencies require an evaluation: (5) EXCELLENT, (4) ABOVE AVERAGE, (3) STANDARD, (2) NEEDS IMPROVEMENT, (1) UNSATISFACTORY							
11.The session is intended to improve pilot competencies. Comments on competencies are therefore compulsory in order to identify any deficiencies. Elaborating comments are therefore recommended.							
Instructor and trainees are required to carry updated iPads & discuss EFB requirements							
DOCUMENTS VERIFICATION: LICENSE/IR ☐ MEDICAL ☐							
CERTIFICATES: CRM ☐ SEP ☐ WET DRILL ☐ EVACUATION/ FIRE ☐ REFRESHER ☐ AWO ☐ DGR ☐ SMS ☐ SECURITY ☐ SECURITY ☐ LVO CARD ☐							
31 JUL 2026							
I certify that I have checked all of the above documents/competencies and their validities _____							
INSTRUCTOR'S SIGNATURE							

 PAKISTAN International Airlines Greatest People to Fly With	A-320 SIMULATOR RECURRENT SYLLABUS OPKC - OMDB		Doc. No.F/TRG/01- D01/LOFT-3 Dated: 21 July 2026		Edition 01 Revision 01
FLIGHT OPERATIONS TRAINING DIVISION		LOFT SYLLABUS “DELTA” (JUL-DEC) EVEN		DAY 1 (LOFT)	
DISCUSSION ITEMS			GRADE 5-1		REFERENCE
1. SEVERE TURBULENCE					QRH, FCOM, FCTM
2. SYSTEM RESET PROCEDURE					QRH, FCOM, FCTM
3. SUPPLEMENTARY PROCEDURES					FCOM, FCTM
4. MEL DISPATCH WITH MULTIPLE C/F ITEMS					MEL
5. WEATHER RADAR					FCOM/FCTM
6. WINDSHEAR (PREDICTIVE & REACTIVE)					FCOM, FCTM
7. FDM KEY EVENTS					FDM MEETINGS
8. DISCONTINUED APPROACH, BREAK-OFF MANEUVER					FCOM, FCTM
9. PBN REQUIREMENTS AND AOC OPS SPECS					FCOM, FCTM, AOC, OM-A, D
SESSION DETAILS			PF	PM	REFERENCE
1. COCKPIT PREPARATION					FCOM/FCTM
2. ENGINE START IGN A+B FAULT/ START VALVE FAULT (M)					FCOM
3. TAXI OUT RWY CHANGE					FCOM
4. TAKEOFF WIND SHEAR (PREDICTIVE, FO ONLY) (M)					FCOM
5. CLIMB TCAS EVENT (M) GPS 1 FAULT					FCOM/FCTM/QRH
6. CRUISE MEDICAL EMERGENCY/UNRULY PASSENGER					FCOM/OM-A
7. DESCENT PREPARATION					FCOM
8. PBN (RNP APP) MANAGED/NAV-FPA (M)					FCOM/SOP
9. APPROACH (G/A LOSS OF GPS1+2)					FCOM
10. ILS APPROACH AND LANDING HEAVY RAIN, WET RUNWAY CROSSWIND 15G20KTS					FCOM FDM EVENT
INSTRUCTOR’S DISCRETION					
1.					
2.					
COMPETENCIES (M)			GRADE 5-1		
COMMUNICATION					
WORKLOAD MANAGEMENT					
SITUATIONAL AWARENESS					
APPLICATION OF KNOWLEDGE					
APPLICATION OF PROCEDURES					
LEADERSHIP AND TEAMWORK					
PROBLEM SOLVING AND DECISION MAKING					
FLIGHT PATH MANAGEMENT (MANUAL)					
FLIGHT PATH MANAGEMENT (AUTOMATION)					



31 JUL 2026

 PAKISTAN International Airlines Greatest People to Fly With		A-320 SIMUALTOR RECURRENT SYLLABUS DEP..... DEST.....ALT.....		Doc. No.F/TRG/01-D01/B3-1 Dated: 21 July 2026		Edition 01 Revision 01		
FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS "DELTA" (JUL-DEC) EVEN			DAY- 1 (MOFT)		
NAME:			P.NO:			CREW POSITION		
						CAPT ☒ F ☐ I.P ☐		
DATE		LOCATION		TOTAL SESSION TIME 02:00 HOURS		TIME PF		TIME PM
AIRCRAFT DATA								
ZERO FUEL WT	56000 KGS	ZFW CG	32%	THRUST REDUCTION		1000 FT		
		TAKE OFF CG	33%					
TOTAL FUEL	10000 KGS	TAKEOFF FLAPS	CONFIG 2	ACC HEIGHT 2/1 ENG		3000/ 1500 FT		
TAKEOFF WT	66000 KGS	CRUISE ALTITUDE	FL330	TAKEOFF THRUST				
RESERVE FUEL	KGS	COST INDEX	10	MEL ITEMS		Instructor's Discretion		
SESSION DATA AND WEATHER								
DEPARTURE AIRPORT		ICAO CODE	RUNWAY IN USE		BRAKING ACTION			
					5			
WEATHER: INSTRUCTOR'S DISCRETION.....								
ATC:								
DESTINATION AIRPORT		ICAO CODE	RUNWAY IN USE		BRAKING ACTION			
					4			
WEATHER: INSTRUCTOR'S DISCRETION								
ALTERNATE AIRPORT		ICAO CODE	RUNWAY IN USE		BRAKING ACTION			
					5			
ATC:								
SESSION OBJECTIVE								
1. This flight profile includes procedures and maneuvers to improve skill level in a simulator. The sequence and maneuvers / exercises may be changed and selected at the discretion of the Instructor.								
2. The Instructor will provide appropriate instructions, weather information, and air traffic clearances as far as possible to conduct the flight on a real time basis.								
3. Simulator system faults will be removed after full stop landing.								
4. The crew will be expected to respond to instructions and situations as they would in line flight, and to use flight deck resources available (autopilot, auto thrust etc.) unless specifically restricted by the instructor.								
5. Core competencies enhancements are part of the desired learning outcome								
6. The Sequence of non-normal procedures/TOGW for subsequent Take-offs will be at the discretion of the Instructor.								
7. Instructors are to ensure that during intermediate/final level off vertical speed is reduced to 1000fpm when 1000 ft to level off altitude, in order to reduce frequency of unnecessary TCAS 'RA' activation.								
8. This Maneuver Oriented Flight Training (MOFT) is part of Day 1 training along with LOFT. Instructors may slew, reposition to manage time. This training session is also designed to improve manual flying skills.								
Instructor and trainees are required to carry updated iPads & discuss EFB requirements								

31 JUL 2026



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		A-320 SIMULATOR RECURRENT SYLLABUS DEP..... DEST.....ALT.....		Doc. No.F/TRG/01-D01/B3- 1 Date: 21 July 2026		Edition 01 Revision 01	
FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS "DELTA" (JUL-DEC) EVEN		DAY- 2 (Evaluation / Check Session)		
NAME:			P.NO:		CREW POSITION ☐ CAPT ☐ F/O ☐ I.P		
DATE		LOCATION		TOTAL SESSION TIME 04:00 HOURS		TIME PF TIME PM	
AIRCRAFT DATA							
ZERO FUEL WT	56000KGS	C.G		_____	THRUST REDUCTION	1000 FT	
TOTAL FUEL	10000 KGS	TAKEOFF FLAPS		CONFIG. 1+F or 2	ACC HEIGHT 2/1 ENG	3000/ 1500 FT	
TAKEOFF WT	66000 KGS	CRUISE ALTITUDE		FL310	TAKEOFF THRUST TO2	FLEX _____°C	
RESERVE FUEL	_____ KGS	COST INDEX		30	MEL	Instructor's Discretion	
SESSION DATA AND WEATHER							
DEPARTURE AIRPORT		ICAO CODE		RUNWAY IN USE		BRAKING ACTION 5	
WEATHER: INSTRUCTOR'S DISCRETION							
ATC:							
DESTINATION AIRPORT		ICAO CODE		RUNWAY IN USE		BRAKING ACTION 4	
WEATHER: INSTRUCTOR'S DISCRETION							
ALTERNATE AIRPORT		ICAO CODE		RUNWAY IN USE		BRAKING ACTION 5	
ATC:							
SESSION OBJECTIVE							
1. This flight profile includes procedures and maneuvers to improve skill level in a simulator. The sequence and maneuvers / exercises may be changed and selected at the discretion of the Examiner.							
2. The Examiner will provide appropriate instructions, weather information, and ATC clearances, as far as possible to conduct the flight on a real time basis							
3. Simulator system faults will be removed after full stop landing.							
4. The crew will be expected to respond to instructions and situations as they would in line flight, and to use flight deck resources available (autopilot, auto thrust etc.) unless specifically restricted by the Examiner.							
5. Core competencies enhancement is part of the desired learning outcome.							
6. The sequence of non-normal procedures/TOGW for subsequent Takeoffs will be at the discretion of the Examiner.							
Instructors and trainees are required to carry updated iPads & discuss EFB requirements							
DISCUSSION ITEMS				GRADE (5-1)		REFERENCE	
1. ALL WEATHER OPERATIONS						OM-A, FCTM, SOP	
2. GPS INTERFERENCE / SPOOFING						FCOM	
3. MEMORY ITEMS, LIMITATIONS						FCOM	
4. DUAL FMGC FAILURE AND RESET PROCEDURE						FCOM, QRH	
5. CMV						JEPPESEN, OM-A	
6. GO-AROUND PROCEDURE / CANCEL APPROACH (BREAK-OFF)						FCTM, FCOM	
7. PERFORMANCE CALCULATIONS WITH MEL ITEMS						FLY SMART	
8. TCAS, RADIO TELEPHONY STANDARD PHRASEOLOGY						JEPPESEN	

31 JUL 2026



 PAKISTAN International Airlines Great People to Fly With		A-320 SIMULATOR RECURRENT SYLLABUS DEP..... DEST.....ALT.....		Doc. No.F/TRG/01-D01/B3- 1 Dated: 21 July 2026		Edition 01 Revision 01	
FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS "DELTA" (JUL-DEC) EVEN			DAY- 2 (Evaluation /Check Session)	
SESSION DETAIL				PF	PM	REFERENCES	
1. PRELIMINARY COCKPIT PREPARATION						FCOM	
2. START MALFUNCTION (M)						FCOM, FCTM	
3. TAXI-OUT MALFUNCTION						FCOM, FCTM	
4. TAKE OFF PREDICTIVE WINDSHEAR RTO (M)						FCOM, FCTM	
5. TAKE OFF REACTIVE WINDSHEAR (FO ONLY) FOLLOWED BY GPWS (CAPT & FO) (M)						FCOM, FCTM	
6. TCAS EVENT (M)						FCOM, FCTM	
7. STALL (CLEAN OR TAKEOFF CONFIGURATION) (M)						FCOM, FCTM	
8. UPRT (M)						FCTM	
9. EMERGENCY DESCENT (M)						FCTM	
10. ENG. REV UNLOCKED, ENGINE SHUTDOWN						FCOM	
11. PBN (RNP) EO MANAGED/NAV FPA (M)						FCOM, FCTM	
12. EO GO-AROUND FROM MDA/MD(H), REACTIVE WINDSHEAR (CAPT ONLY) (M)						FCOM, FCTM	
13. EO ILS APP AND LANDING (MANUAL) (M)						FCOM, FCTM	
14. ENG. FAIL BETWEEN V1 & V2, RESET AFTER ECAM (M)						FCOM, FCTM	
15. ENGINE FIRE AT TAKEOFF, RESET AFTER ECAM (M)						FCOM, FCTM	
16. PILOT INCAPACITATION (FO ONLY) (M)						FCOM, FCTM	
17. EVACUATION (M)						FCOM, FCTM	
LOW VISIBILITY OPERATION (M)				PF	PM	REFERENCES	
1. LVTO RVR 125M						OM-A, FCOM, FCTM	
2. REJECTED TAKEOFF <100 KTS / V1						OM-A, FCOM, FCTM	
3. CAT-III APPROACHES FAILURES ABOVE 1,000FT AAL						OM-A, FCOM, FCTM	
4. CAT-III APPROACHES FAILURES BELOW 1,000FT AAL						OM-A, FCOM, FCTM	
5. CAT-III APPROACH WITH AUTOLAND						OM, FCOM, FCTM	
R.H.S. EVALUATION FOR CAPTAIN (M)				PF		GRADE 5-1	
1. TAKEOFF ENGINE FAILURE AT V1							
2. SINGLE ENGINE APP & GO-AROUND FROM DA (H)							
3. SINGLE ENGINE ILS APPROACH & LANDING							
SESSION EVALUATION							
OVERALL STANDARD/GRADES ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5							
COMMENTS:							
COMPETENCIES ENHANCEMENT (M)				GRADE 5-1			
COMMUNICATION							
WORKLOAD MANAGEMENT							
SITUATIONAL AWARENESS							
APPLICATION OF KNOWLEDGE							
APPLICATION OF PROCEDURES							
LEADERSHIP AND TEAMWORK							
PROBLEM SOLVING AND DECISION MAKING							
FLIGHT PATH MANAGEMENT (MANUAL)							
FLIGHT PATH MANAGEMENT (AUTOMATION)							
TRAINEE'S SIGNATURE		NAME OF INSTRUCTOR		SIGNATURE OF INSTRUCTOR		LIC. NO	



31 JUL 2026