 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:12 March, 2026
	PRELIMINARY PAGES	Edition-01 Rev:02

# **777 ENGINE & PRESSURIZATION FAILURE CHARTS**


**DOCUMENT NUMBER: OPSENGG/EPFC/777/M/02**

**EDITION NO.01**




**REV NO.02**


**REVISION DATE: 12March, 2026**

**EFFECTIVEDATE: 12March, 2026**

 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization  Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:12 March, 2026
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## 0.1 APPROVAL SHEET

<i>Activity</i>	Name	Designation	Signature	Date
Prepared by:	Engr. Eijaz Hussain	Manager Operations Engineering		12-Mar-2026
Reviewed by:	Capt. Vaqas Javed	Chief Pilot Technical (Operations)		12-Mar-2026
Approved by:	Capt. Irfan Khan	Chief of Flight Operations / DFO		12-Mar-2026

 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date: 12 March, 2026
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0.2 REVISION RECORD

Edition number	Revision number	Revision date
01	00	28 May, 2024
01	01	21 Oct, 2025
01	02	12 Mar, 2026

0.3 REVISION SUMMARY


REV 02

Chapter/Chart	Nature of Change
0.6	Preliminary pages updated.

 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization  Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:28 May 2024
	PRELIMINARY PAGES	Edition-01 Rev:00


## 0.4 TABLE OF CONTENTS

Chapter No.	CONTENTS	PAGE No.
0.1	Approval Sheet	2
0.2	Revision Record	3
0.3	Revision Summary	3
0.4	Table of contents	4
0.5	List of Effective Pages	5
0.6	Introduction	6
1	CHARTS as Annexure	8

 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization  Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:12 March, 2026
	PRELIMINARY PAGES	Edition-01 Rev:02

### 0.5 LIST OF EFFECTIVE PAGES

Chapter No.	CONTENTS	PAGE No.	REVISION No.	DATE
0	COVERPAGE	1	02	12 MAR 2026
0	APPROVALSHEET	2	02	12 MAR 2026
0	REVISIONRECORD	3	02	12 MAR 2026
0	REVISIONSUMMARY	3	02	12 MAR 2026
0	TABLEOFCONTENTS	4	00	28 MAY 2024
0	LEP	5	02	12 MAR 2026
0	INTRODUCTION	6	02	12 MAR 2026
1	CHARTS	8	00	28 MAY 2024

	<b>777 Engine &amp; Pressurization Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:12 March, 2026
	PRELIMINARY PAGES	Edition-01 Rev:02

## **0.6.0 INTRODUCTION**

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

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

### **0.6.1 Engine & Pressurization Failure Profile development Procedure**

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

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

### **0.6.2 PRE-FLIGHT PROCEDURES**

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


### **0.6.3 IN FLIGHT PROCEDURES**

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

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

### **0.6.4 RELEVANT POSITION HOLDERS**

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

	<b>777 Engine &amp; Pressurization Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 0 Date:12 March, 2026
	PRELIMINARY PAGES	Edition-01 Rev:02

### **0.6.5 Distribution**

All 777 crew shall refer to controlled soft copy on iPad and relevant office holders shall refer to controlled soft copy on corporate intranet.

Chief of Flight Operations

Chief Pilot Technical (Operations)

Chief Pilot Training

Chief Pilot Standards & Inspection


Chief Pilot Safety / GM Safety

GMCC

Dy. Chief Pilot 777

777 Operations Engineer

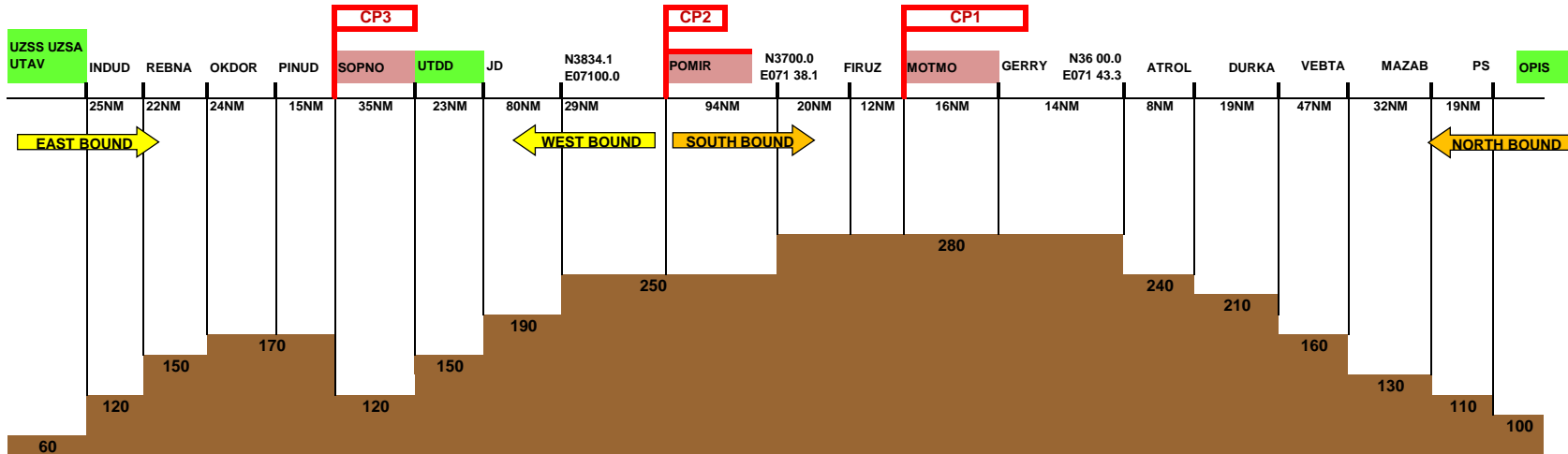
Routes & Navigation Section

 <b>PAKISTAN</b> International Airlines <i>Great People to Fly With</i>	<b>777 Engine &amp; Pressurization  Failure Charts</b> DOCUMENT#OPSENGG/EPFC/777/M/02	Chapter # 1 Date:28 May 2024
	CHAPTER 1	Edition-01 Rev:00

**1. CHARTS: See attached Annexure**

# PAK- IST B777 Engine / Pressurization Failure Descent Profile

J143 J118 P500 Z407 B100 Q169 (22 MIN OXYGEN ROUTE PROFILE)

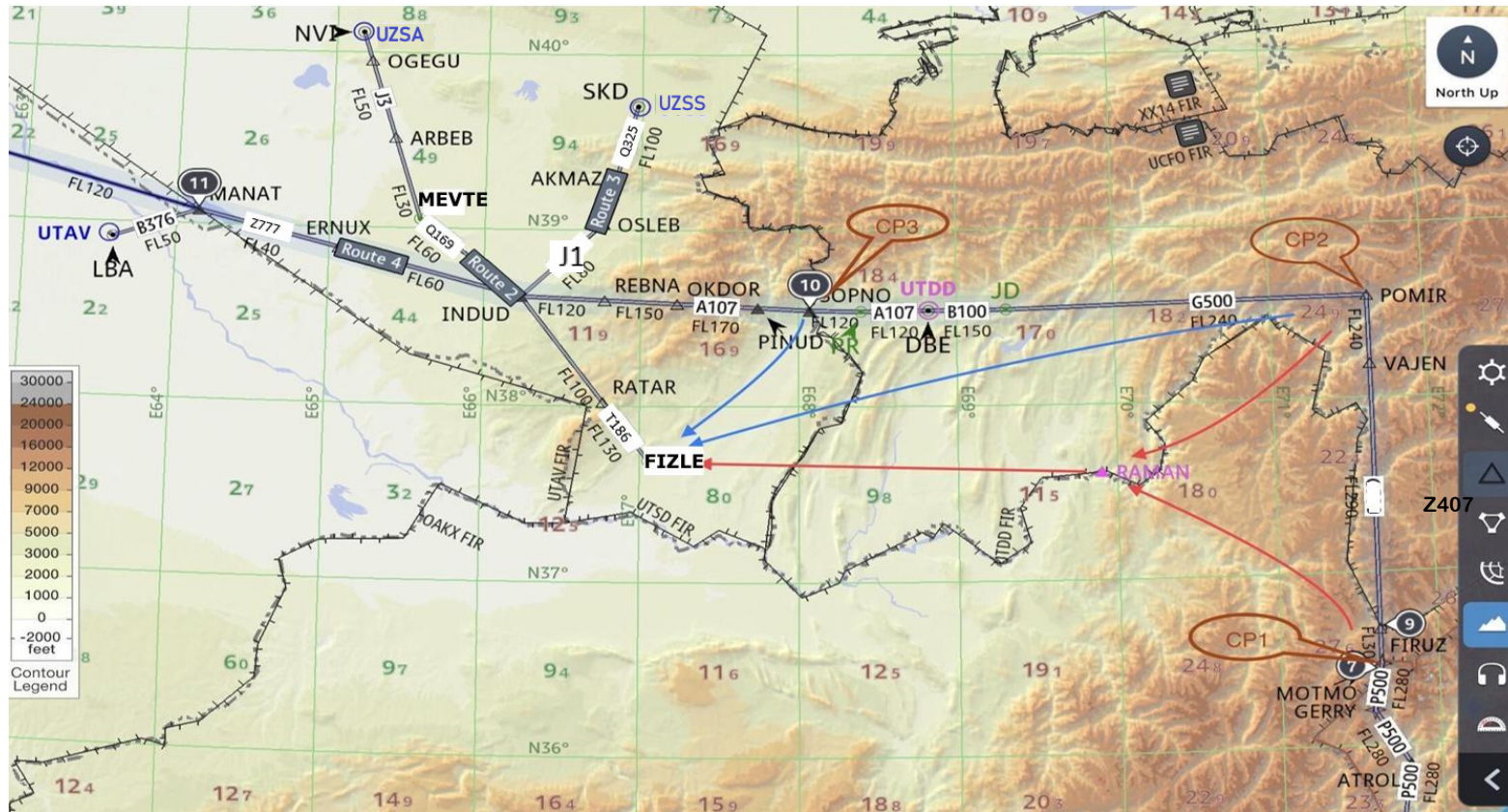


### ENGINE / PRESSURISATION FAILURE

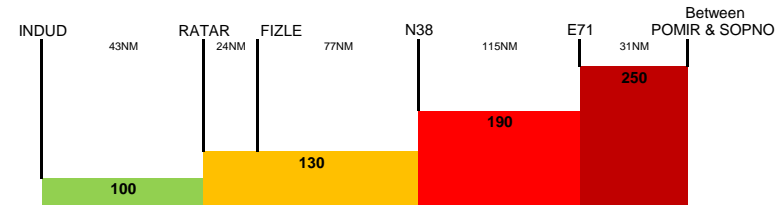
NORTH BOUND	EAST BOUND
<p><b>UP TO CP1</b> Left Turn Land back in Pakistan via DURKA J118</p> <p><b>PS Between CP1 &amp; CP2</b> Follow Red escape route</p> <p><b>WEST BOUND</b></p> <p>Between CP2 &amp; CP3 Follow Blue escape route</p> <p><b>PAST CP3</b> Land at UTAV / UZSS / UZSA</p>	<p><b>UP TO CP 3</b> Land at UTAV / UZSA / UZSA</p> <p><b>BETWEEN CP3 &amp; CP2</b> Follow Blue escape route</p> <p><b>SOUTH BOUND</b></p> <p>Between CP2 &amp; CP1 Follow Red escape route</p> <p><b>PAST CP1</b> Land in Pakistan via DURKA J118 PS</p>

#### Notes to Crew

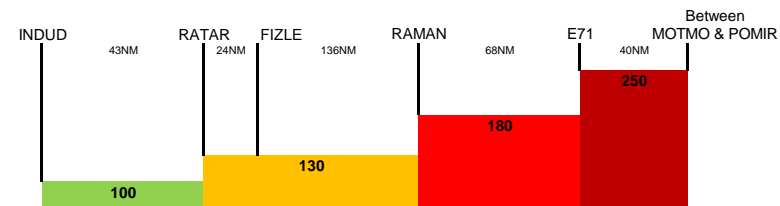
<p>Enroute Alternates: UTDD, UZSA, UTAV, UZSS Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL</p>	<p>BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A</p>	<p>*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)</p>
<p><b>777-200ER: NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.</b></p>		
<p>777-200LR: MAX CP WT: ISA +20 = 315 T    ISA+15=320T    ISA +10 &amp; below= 325 T</p>		
<p>777-300ER: MAX CP WT: ISA +20 =317T    ISA +15 &amp; below = 322 T</p>		
<p>PCN limited weight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary</p>		



BLUE ESCAPE ROUTE ( IF UTDD NOT AVAILABLE ) BETWEEN SOPNO & POMIR [ TURN SOUTH-WEST ]	
West Bound	East Bound
Turn Left direct FIZLE T186 INDUD	Turn Right direct FIZLE T186 INDUD
For UTAV: INDUD Z777 MANAT B376 LBA For UZSA: INDUD Q169 MEVTE J3 NVI For UZSS: INDUD J1 OSLEB Q325 SKD	

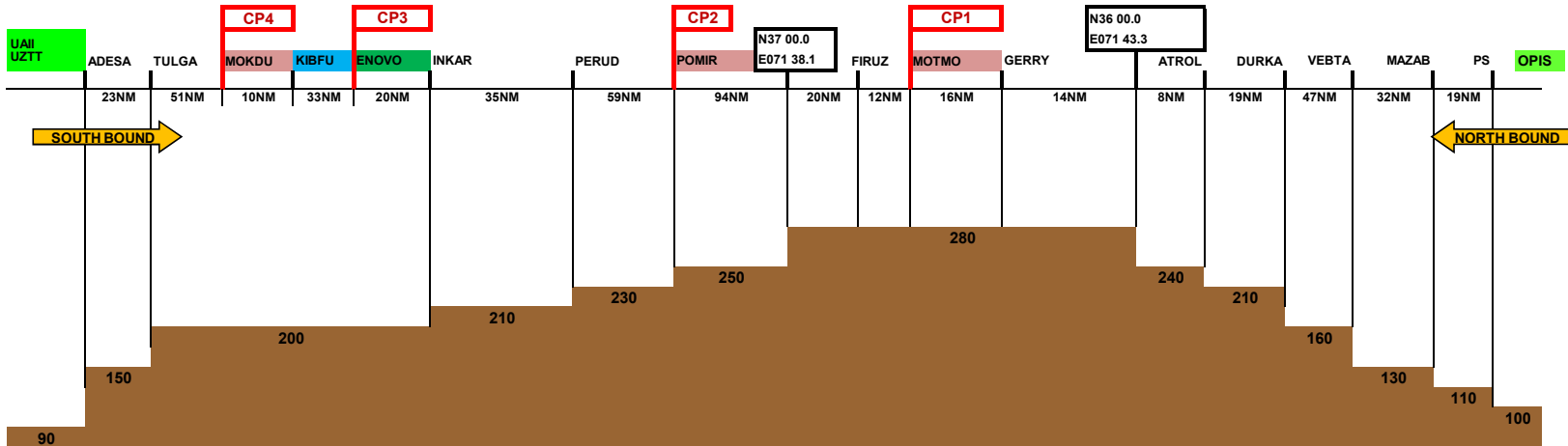


RED ESCAPE ROUTE BETWEEN MOTMO & POMIR [ TURN WEST ]	
North Bound	South Bound
Turn Left direct RAMAN FIZLE T186 INDUD	Turn Right direct RAMAN FIZLE T186 INDUD
For UTAV: INDUD Z777 MANAT B376 LBA For UZSA: INDUD Q169 MEVTE J3 NVI For UZSS: INDUD J1 OSLEB Q325 SKD	





**PAK- YYZ B777 Engine / Pressurization Failure Descent Profile**  
**J143 J118 P500 Z407 L139 (22 MIN OXYGEN ROUTE PROFILE)**



ENGINE / PRESSURISATION FAILURE

**NORTH BOUND**

**UP TO CP1** Left Turn Land back in Pakistan via DURKA J118 PS

**Between CP1 & CP2** Follow Red escape route

**Between CP2 & CP3** Follow Green escape route to UTDL or UZTT

**Between CP3 & CP4** Follow Blue escape route to UZTT

**PAST CP4** For UZTT: MOKDU L139 ADESA Z580 DODUR via STAR DODUR 1X  
 For UAI: MOKDU L139 SMK

**SOUTH BOUND**

**UP TO CP4** Land at UZTT: MOKDU L139 ADESA Z580 DODUR via STAR DODUR 1X

Land at UAI: MOKDU L139 SMK

**BETWEEN CP4 & CP3** Follow Blue escape route to UZTT

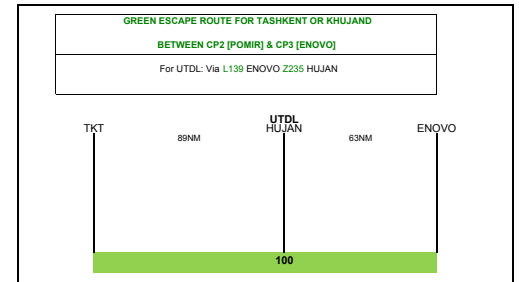
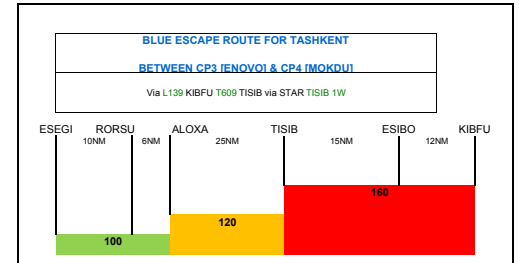
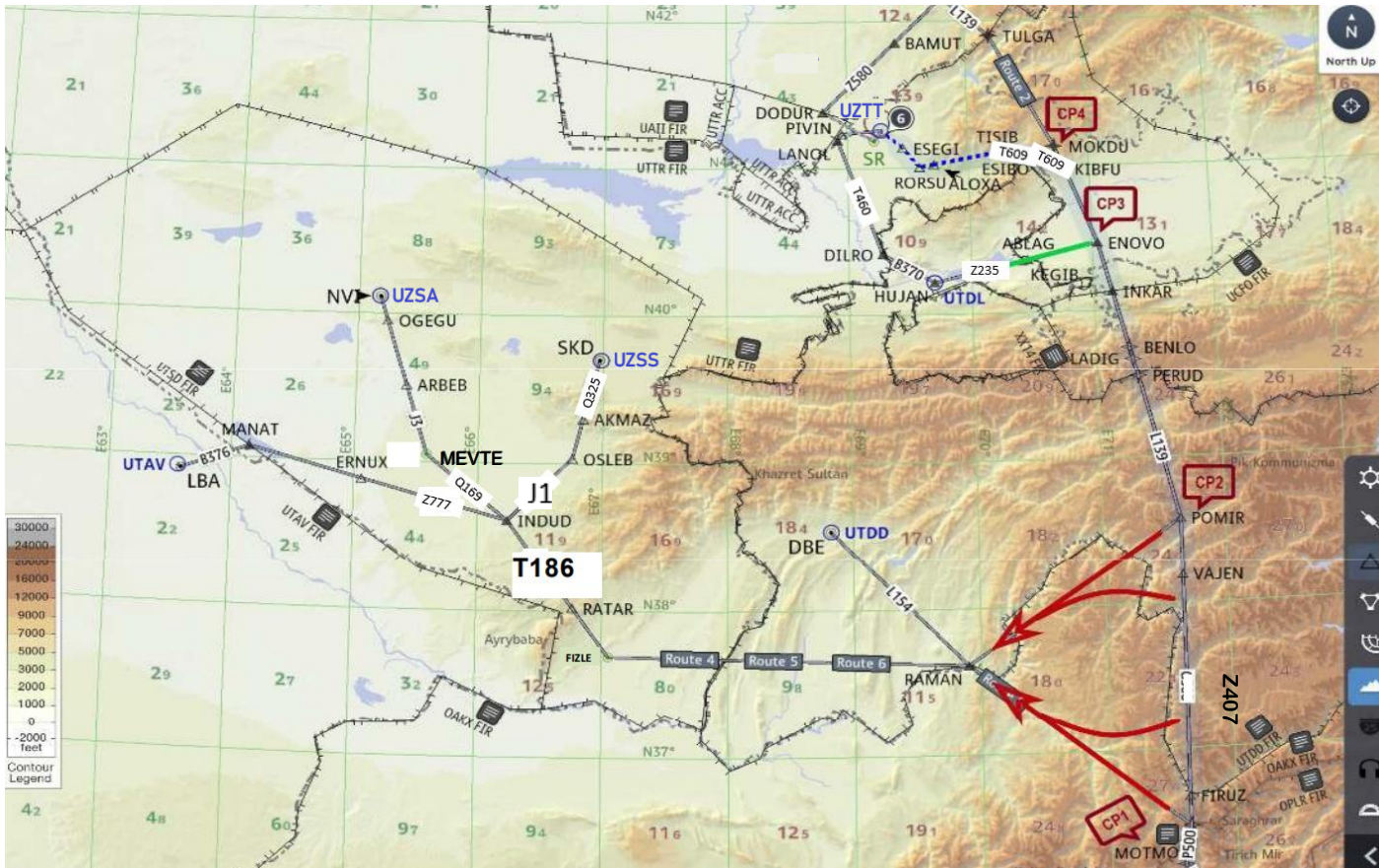
**BETWEEN CP3 & CP2** Follow Green escape route to UTDL or UZTT

**Between CP2 & CP1** Follow Red escape route

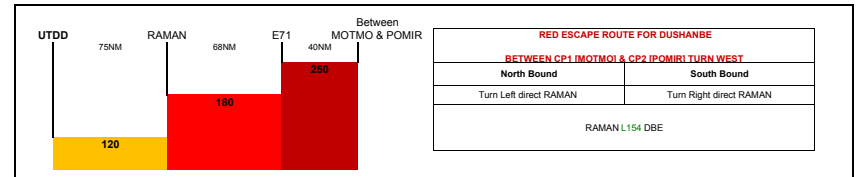
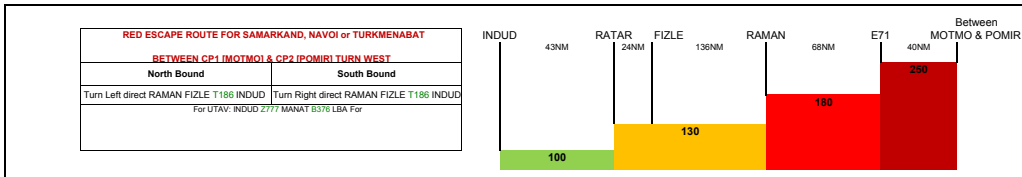
**PAST CP1** Land in Pakistan via DURKA J118 PS

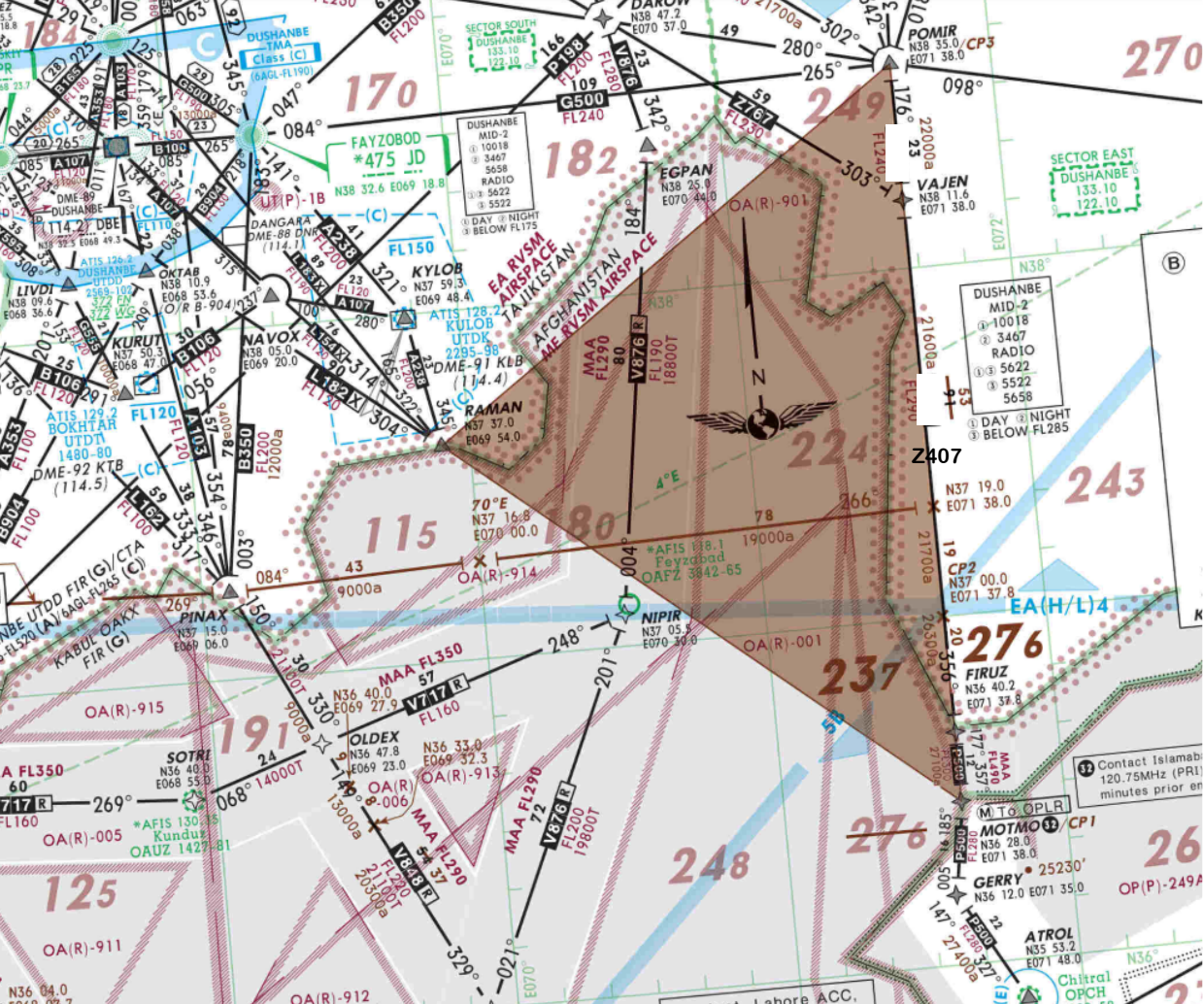
**Notes to Crew**

Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL	BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A	*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
<b>777-200ER:</b> NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.		
<b>777-200LR:</b> MAX CP WT: ISA +20 = 315 T    ISA+15=320T    ISA +10 & below= 325 T		
<b>777-300ER:</b> MAX CP WT: ISA +20 = 317 T    ISA +15 & below = 322 T		
PCN limited eight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary		

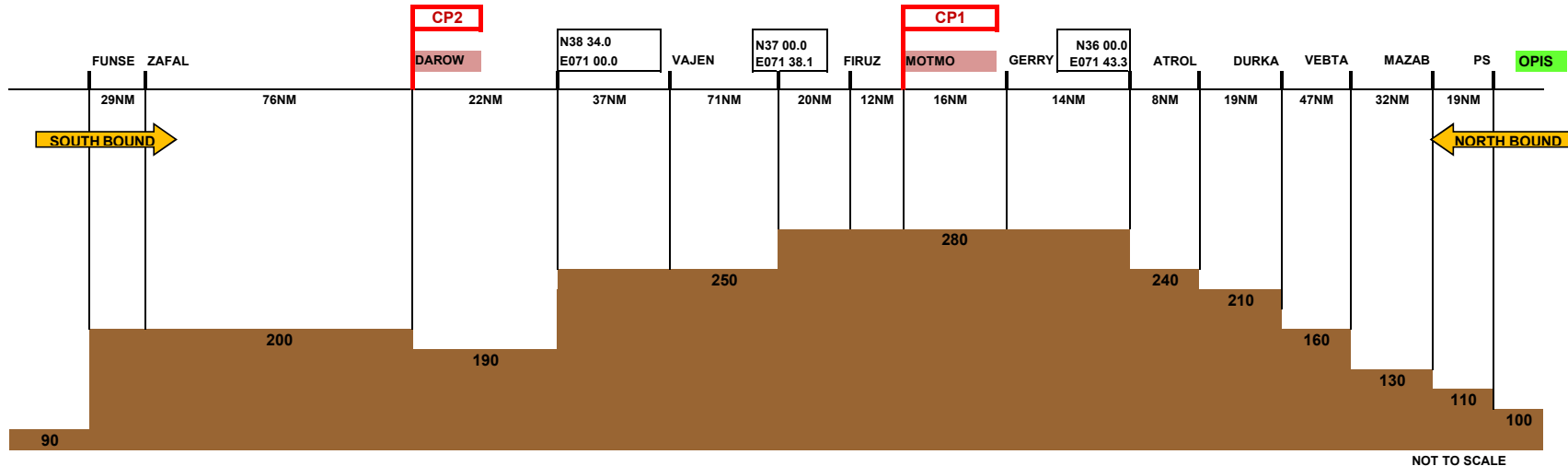


**ESCAPE ROUTES & PLAN**  
**ENGINE / PRESSURIZATION FAILURE**  
**ENROUTE P500/Z407**





**PAK- YYZ B777 Engine / Pressurization Failure Descent Profile**  
**J143 J118 P500 Z407 Z767 (22 MIN OXYGEN ROUTE PROFILE)**



ENGINE / PRESSURISATION FAILURE NOT TO SCALE

**NORTH BOUND**

**UP TO CP1**  
 Left Turn Land back in Pakistan via DURKA J118 PS  
 Between CP1 & CP2  
 Turn Left direct RAMAN FIZLE T186 INDUD  
 For UTSA: INDUD Q169 MEVTE J3 NVI  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSS: INDUD J1 OSLEB Q325 SKD

**Past CP2**  
 Proceed to Land at UTDL / UZTT

**SOUTH BOUND**

**UP TO CP2**  
 Proceed to Land at UTDL / UZTT

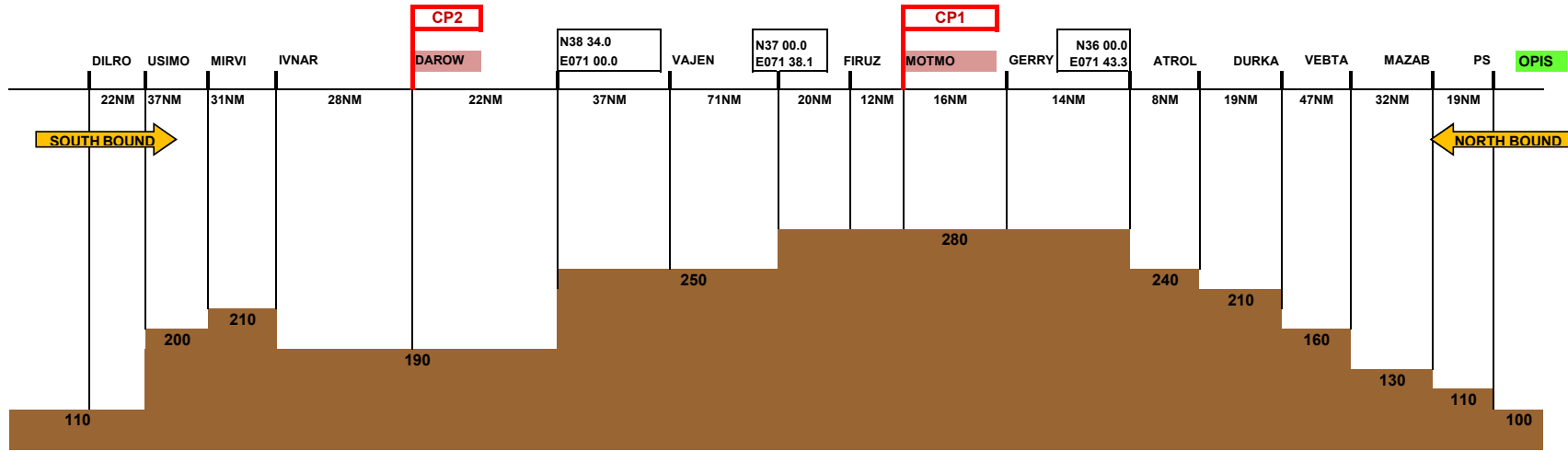
**Between CP2 & CP1** Turn Right direct RAMAN FIZLE T186 INDUD  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UZSS: INDUD J1 OSLEB Q325 SKDT

**PAST CP1**  
 Land in Pakistan via DURKA J118 PS

**Notes to Crew**

Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL	BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A	*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
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<b>777-200LR: MAX CP WT: ISA +20 = 315 T ISA+15=320 T ISA +10 &amp; below = 325 T</b>		
<b>777-300ER: MAX CP WT: ISA +20 = 317 T ISA +15 &amp; below = 322 T</b>		
<b>PCN limited eight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary</b>		

**PAK- YYZ B777 Engine / Pressurization Failure Descent Profile**  
**J143 J118 P500 Z407 Z767 V876 Z345 T460 (22 MIN OXYGEN ROUTE PROFILE)**



ENGINE / PRESSURISATION FAILURE

NOT TO SCALE

**NORTH BOUND**

**UP TO CP1**  
 Left Turn Land back in Pakistan via DURKA J118 PS  
 Between CP1 & CP2  
 Turn Left direct RAMAN FIZLE T186 INDUD  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UZSS: INDUD J1 OSLEB Q325 SKD  
**Past CP2**  
 Proceed to Land at UTDL / UZTT

**SOUTH BOUND**

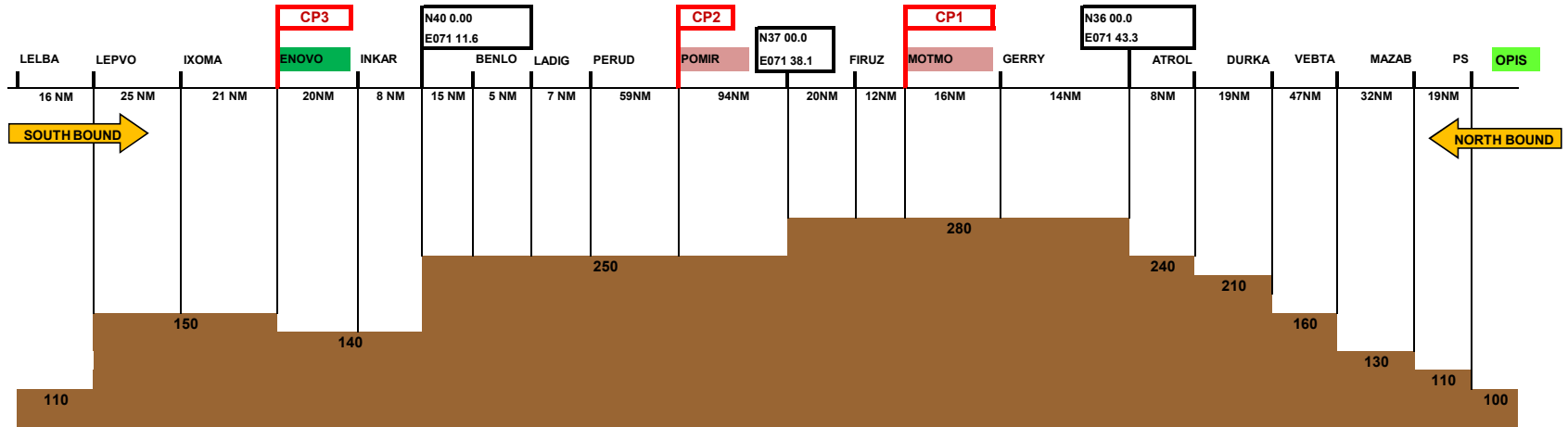
**UP TO CP2**  
 Proceed to Land at UTDL / UZTT  
 Between CP2 & CP1  
 Turn Right direct RAMAN FIZLE T186 INDUD  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UZSS: INDUD J1 OSLEB Q325 SKD  
**Past CP1** Land in Pakistan via DURKA J118 PS

**Notes to Crew**

Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL	BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A	*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
<b>777-200ER:</b> NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.		
<b>777-200LR:</b> MAX CP WT: ISA +20 = 315 T ISA+15=320 T ISA +10 & below = 325 T		
<b>777-300ER:</b> MAX CP WT: ISA +20 = 317 T ISA +15 & below = 322 T		
PCN limited weight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary		

# PAK- YYZ B777 Engine / Pressurization Failure Descent Profile

J143 J118 P500 Z407 L139 B62 (22 MIN OXYGEN ROUTE PROFILE)



ENGINE / PRESSURISATION FAILURE

NOT TO SCALE

**NORTH BOUND**

**UP TO CP1**  
 Left Turn Land back in Pakistan via DURKA J118 PS  
**Between CP1 & CP2**  
 Turn Left direct RAMAN FIZLE T186 INDUD  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UZSS: INDUD J1 OSLEB Q325 SKD  
**Between CP2 & CP3**  
 Proceed to land at UTDL/ UZTT  
 For UTDL: Via L139 ENOVO Z235 HUJAN  
 For UZTT: Via L139 ENOVO Z235 HUJAN B370 DILRO T460 LANOL PIVIN TKT  
**Past CP3**  
 Proceed to land at UTDL / UZTT /UAI

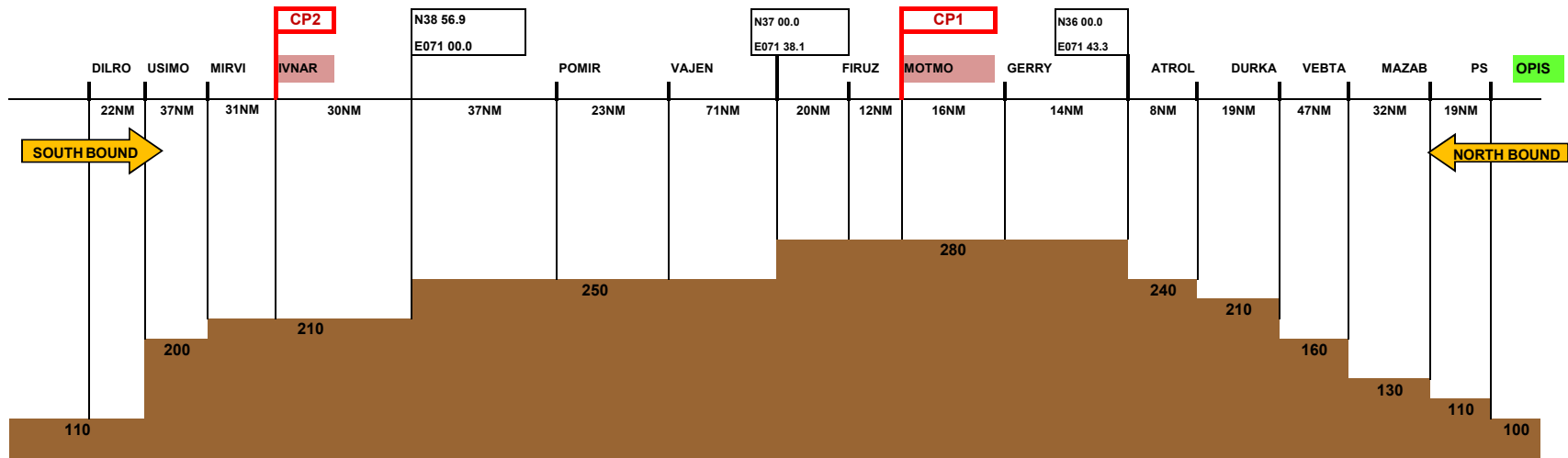
**SOUTH BOUND**

**UP TO CP3:** Proceed to land at UTDL / UZTT /UAI  
**Between CP3 & CP2:** Proceed to land at UTDL / UZTT  
 For UTDL: Via L139 ENOVO Z235 HUJAN  
 For UZTT: Via L139 ENOVO Z235 HUJAN B370 DILRO T460 LANOL PIVIN TKT  
**Between CP2 & CP1:** Turn Right direct RAMAN FIZLE T186 INDUD  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UZSS: INDUD J1 OSLEB Q325 SKD  
**PAST CP1** Land in Pakistan via DURKA J118 PS

**Notes to Crew**

Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL	BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A	*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
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<b>777-200LR:</b> MAX CP WT: ISA +20 = 315 T    ISA +15= 320 T    ISA+10 & below = 325T		
<b>777-300ER:</b> MAX CP WT: ISA +20 = 317 T    ISA +15 & below = 322 T		
PCN limited eight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary		

**PAK- YYZ B777 Engine / Pressurization Failure Descent Profile**  
**J143 J118 P500 Z407 Z345 T460 (22 MIN OXYGEN ROUTE PROFILE)**



ENGINE / PRESSURISATION FAILURE

NOT TO SCALE

**NORTH BOUND**

**UP TO CP1:** Left Turn Land back in Pakistan via DURKA J118 PS

**Between CP1 & CP2:** Turn Left direct RAMAN FIZLE T186 INDUD  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSS: INDUD J1 OSLEB Q325 SKD

**Past CP2** Proceed to Land at UTDL / UZTT

**SOUTH BOUND**

**UP TO CP2:** Proceed to Land at UTDL / UZTT

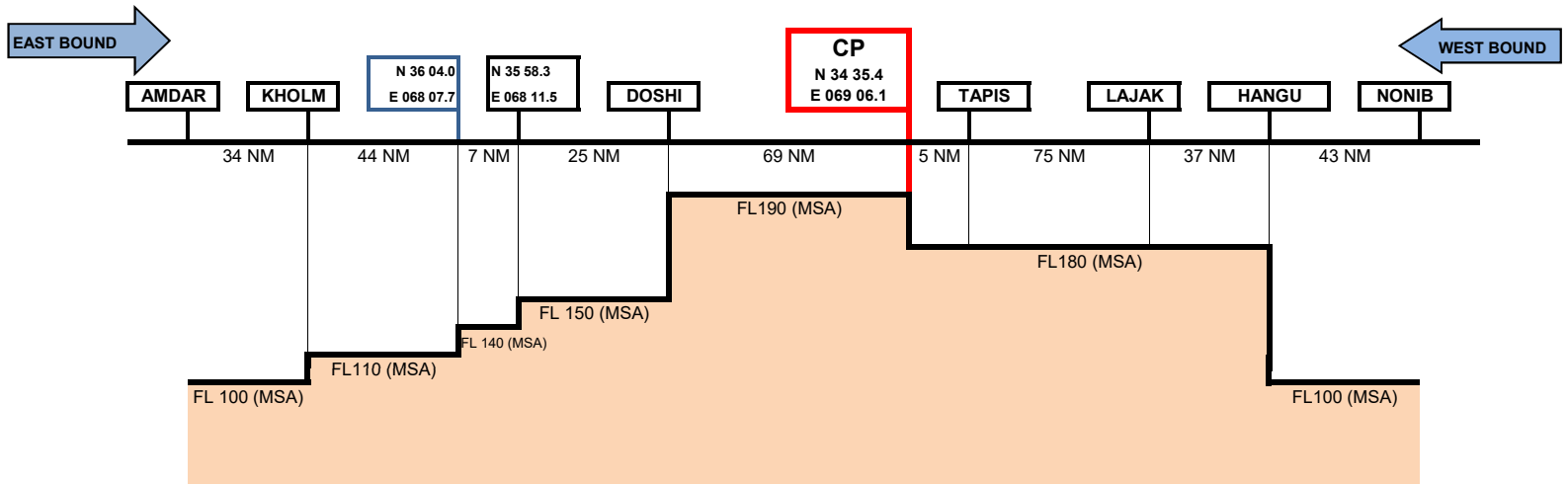
**Between CP2 & CP1:** Turn Right direct RAMAN FIZLE T186 INDUD  
 For UZSA: INDUD Q169 MEVTE J3 NVI  
 For UTAV: INDUD Z777 MANAT B376 LBA  
 For UZSS: INDUD J1 OSLEB Q325 SKD

**PAST CP1**  
 Land in Pakistan via DURKA J118 PS

**Notes to Crew**

Drift down procedure is to be reviewed in the departure briefing. Min CRZ FL 310 or above For critical portion if required CRZ above Optimum FL	BOX D = MAX CP WT + BURNOFF TILL CP Consider initial Climb out speed at Vx/Vy Refer to the Avigation chart PIA tailored ME(H/L)5A	*Stay above the Grid MORA Highest Peak East of track Elevation 25,289 ft (Tirich Mir)
<b>777-200ER:</b> NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.		
<b>777-200LR:</b> MAX CP WT: ISA +20 = 315 T ISA+15=320 T ISA +10 & below = 325 T		
<b>777-300ER:</b> MAX CP WT: ISA +20 = 317 T ISA +15 & below = 322 T		
<b>PCN limited weight for UTDD, UZSA, UTAV, UZSS available in FD Pro Airport Briefing Notes. Consider Fuel dump if necessary</b>		

**PAK- EU/YYZ L509 777 ENGINE & PRESSURIZATION FAILURE DESCENT PROFILE  
Route L509**



**NOT TO SCALE**

**WEST BOUND FLIGHTS**

**ENGINE & PRESSURIZATION FAILURE**

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

**EAST BOUND FLIGHTS**

**ENGINE & PRESSURIZATION FAILURE**

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

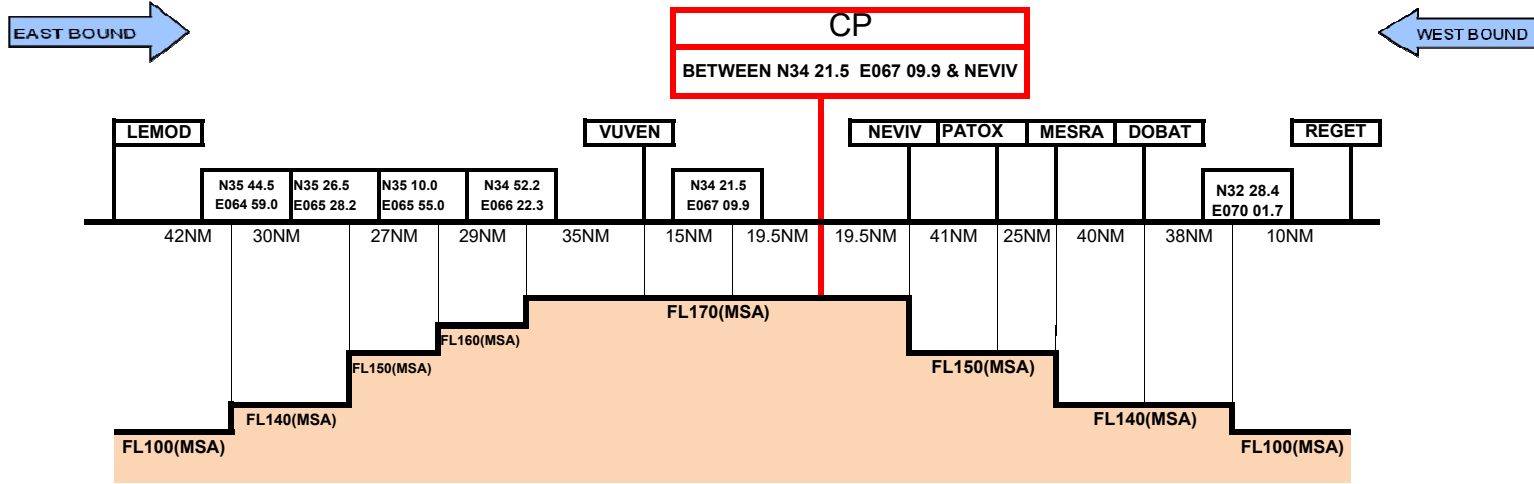
**GENERAL INFORMATION**

- NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.  
- \*Min CRZ FL320 or above.  
- DRIFTDOWN AND FUEL DUMPING SHOULD BE CONSISTENT WITH REQUIRED FUEL RESERVES.

\* As advised by EASA Confilict Zone Information Bulletin

**PAK- EU/YYZ N644 777 ENGINE & PRESSURIZATION FAILURE DESCENT PROFILE**

**Route N644**



**NOT TO SCALE**

**WEST BOUND FLIGHTS**

**ENGINE & PRESSURIZATION FAILURE**

**UPTO CP**  
Proceed to land at LHE/ISB/PEW  
**PAST CP**  
Proceed to land at TERMEZ/MASHAD/ASHGABAT

**EAST BOUND FLIGHTS**

**ENGINE & PRESSURIZATION FAILURE**

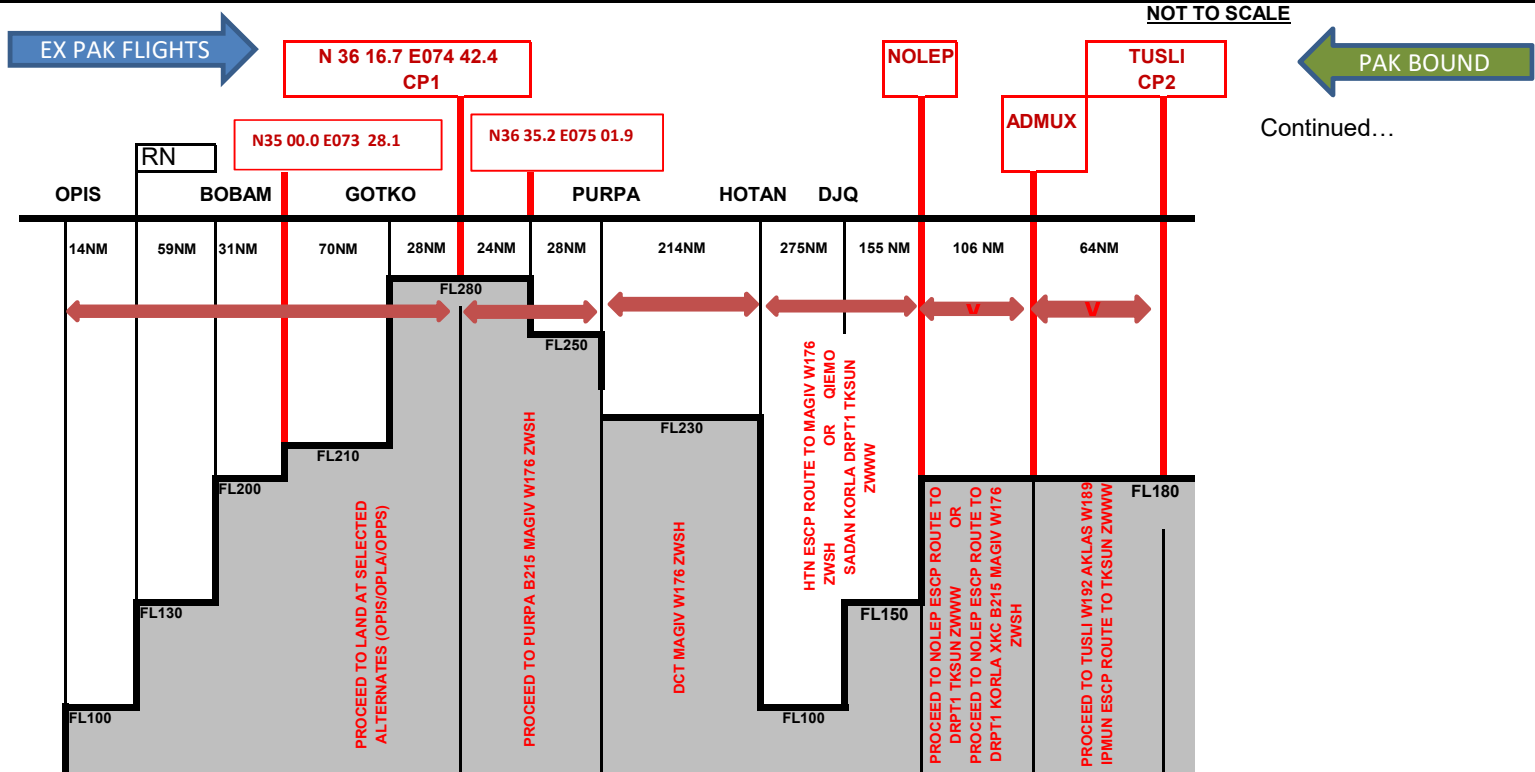
**UPTO CP**  
Proceed to land at TERMEZ/MASHAD/ASHGABAT  
**PAST CP**  
Proceed to land at LHE/ISB/PEW

**GENERAL INFORMATION**

- NO T.O.G.W LIMITATIONS EX-AIRFIELD OF DEPARTURE FOR ALL TEMPERATURE CONDITIONS.
- \*Min CRZ FL 320 or above.
- DRIFTDOWN AND FUEL DUMPING SHOULD BE CONSISTENT WITH REQUIRED FUEL RESERVES.

\* As advised by EASA Conflict Zone Information Bulletin

**777 Engine and Pressurization Failure Descent Profile PAK-WMCK via CHINA  
Route J131/G325/W112**



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

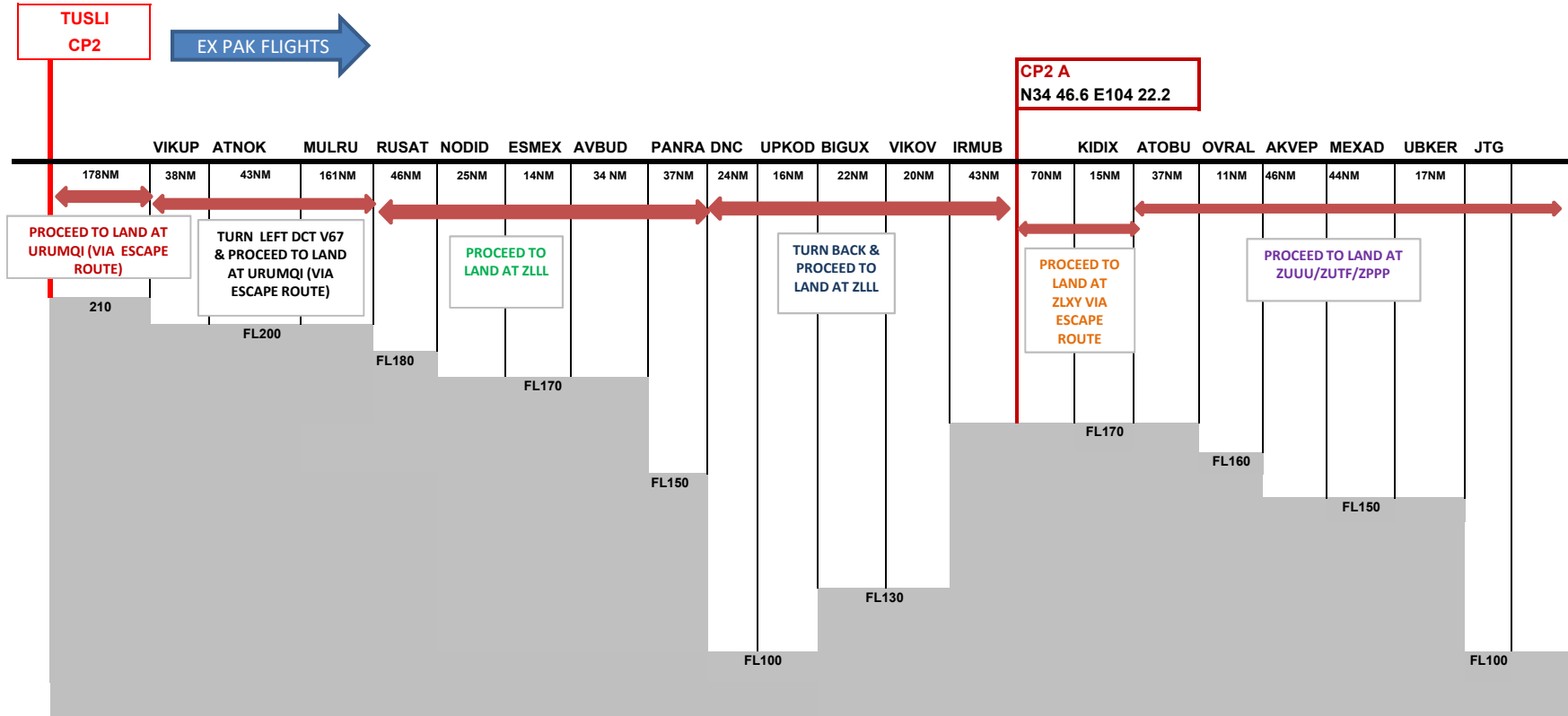
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK- ZUUU/ZUTF/ZPPP/ WMKK via China  
W112/W191/B330/G212**

Continued



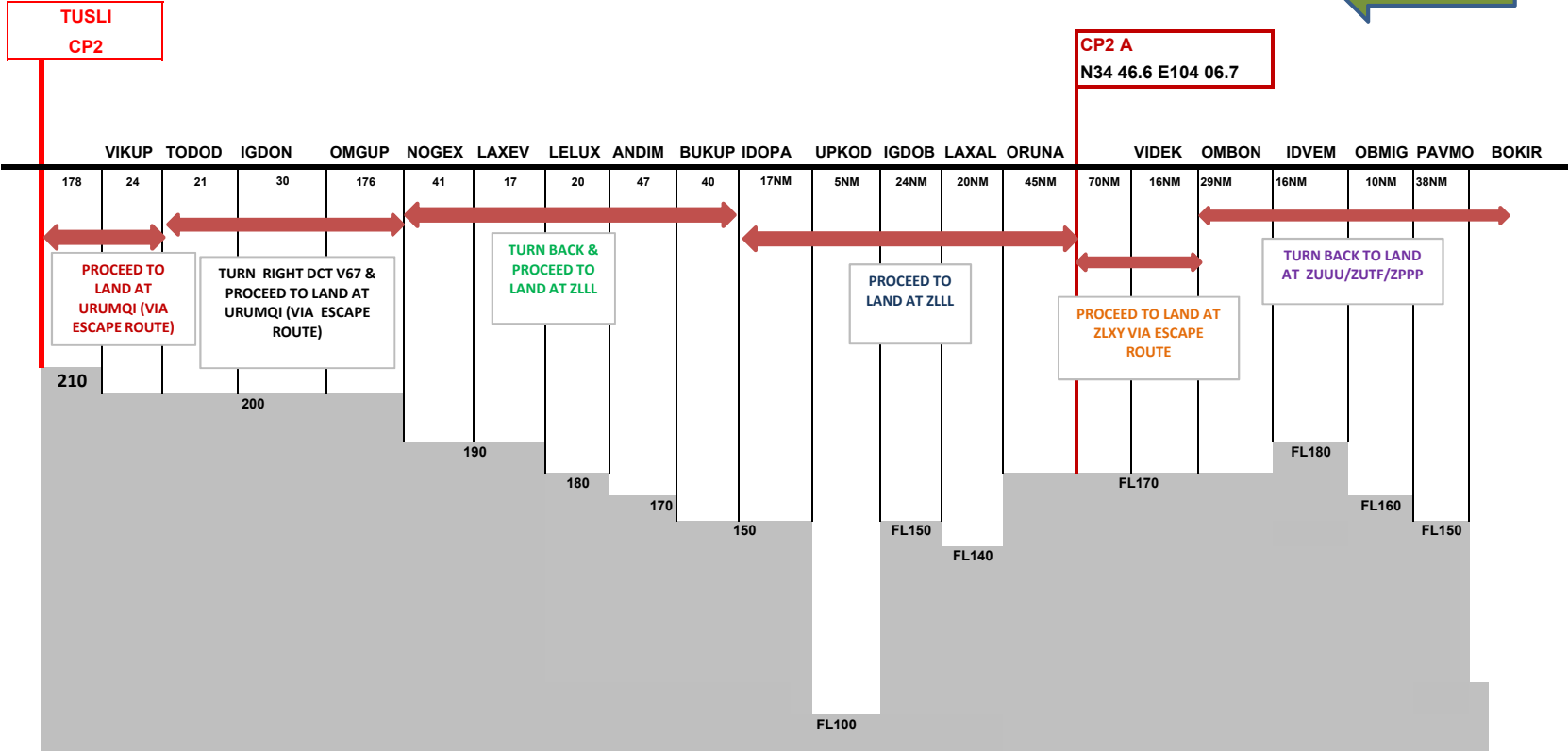
**ESCAPE ROUTES**

<b>TUSLI-VIKUP</b>	<b>TURN LEFT DCT NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>VIKUP-RUSAT</b>	<b>TURN LEFT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>RUSTAT- DNC</b>	<b>RUSAT W191 DNC ZLLL</b>
<b>DNC-CP2 A</b>	<b>TURN right intercept W195 UPKOD W565 DNC ZLLL</b>
<b>CP2 A-ATOBU</b>	<b>TURN LEFT DCT JIG W214 HO ZLXY</b>
<b>Past ATOBU</b>	<b>Proceed to land at ZUUU/ZUTF/ZPPP</b>

Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile for WMKK via China ZUUU/ZUTF/ZPPP-PAK  
W112/B215/W197/W195/W179**

Continued

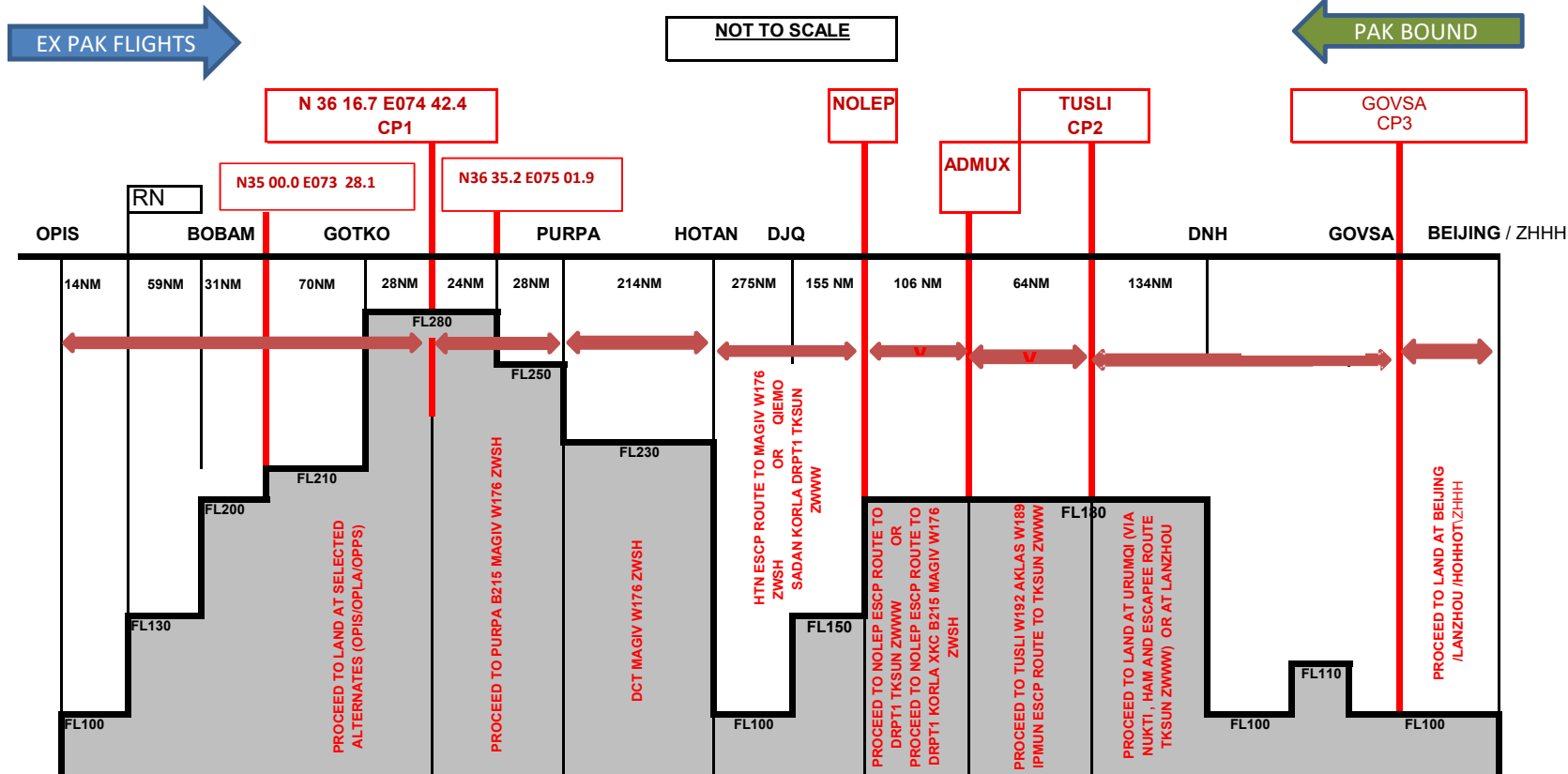


**ESCAPE ROUTES**

<b>TODOD-TUSLI</b>	<b>TURN RIGHT DCT NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>NOGEX-TODOD</b>	<b>TURN RIGHT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>IDOPA-NOGEX</b>	<b>TURN left intercept W191 DNC ZLLL</b>
<b>CP2 A-IDOPA</b>	<b>PROCEED to land at ZLLL via STAR</b>
<b>OMBON-CP2 A</b>	<b>TURN RIGHT DCT JIG W214 HO ZLXY</b>
<b>Before OMBON</b>	<b>TURN BACK and proceed to land at ZUUU/ZUTF/ZPPP</b>

Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile CHINA  
Route J131/G325/W112**



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

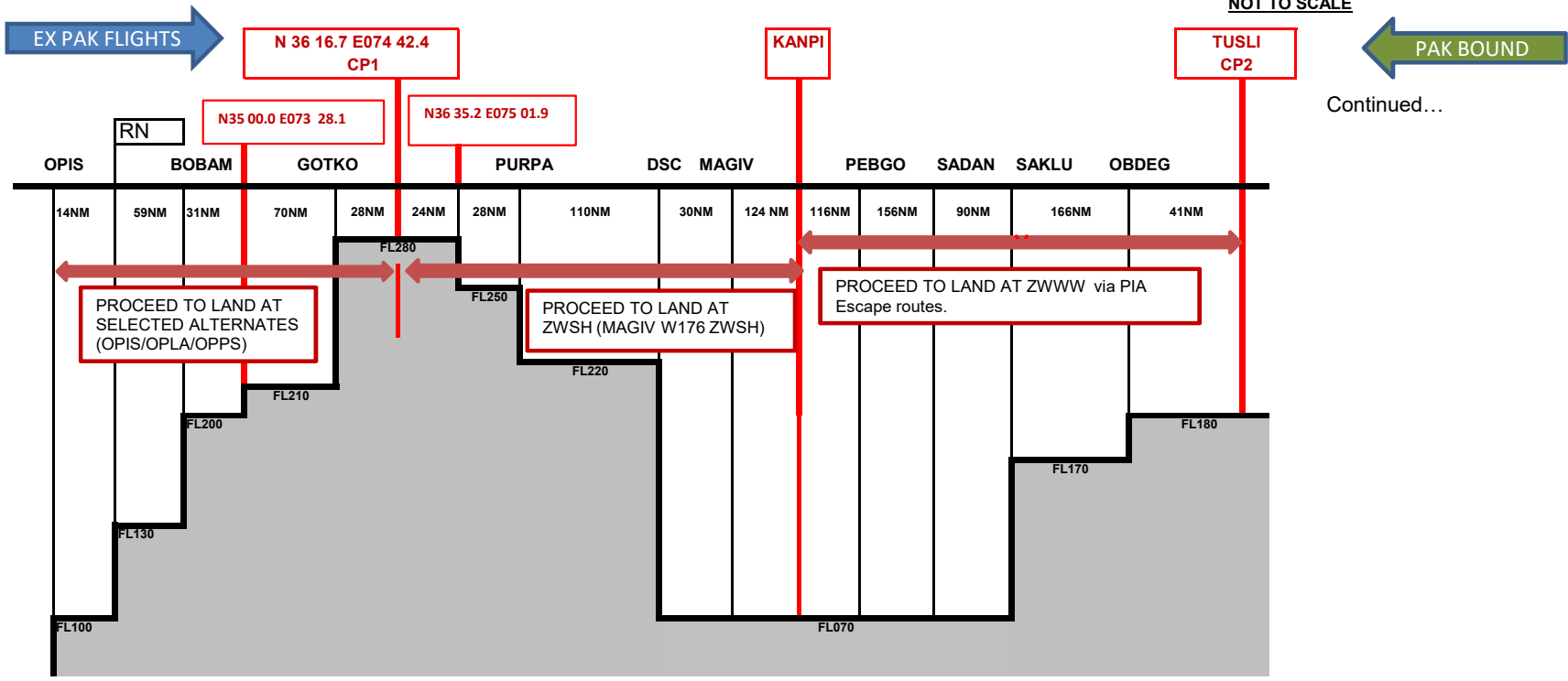
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile PAK-ZUTF via CHINA  
Route J131/G325/W187**

NOT TO SCALE



Continued...

**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

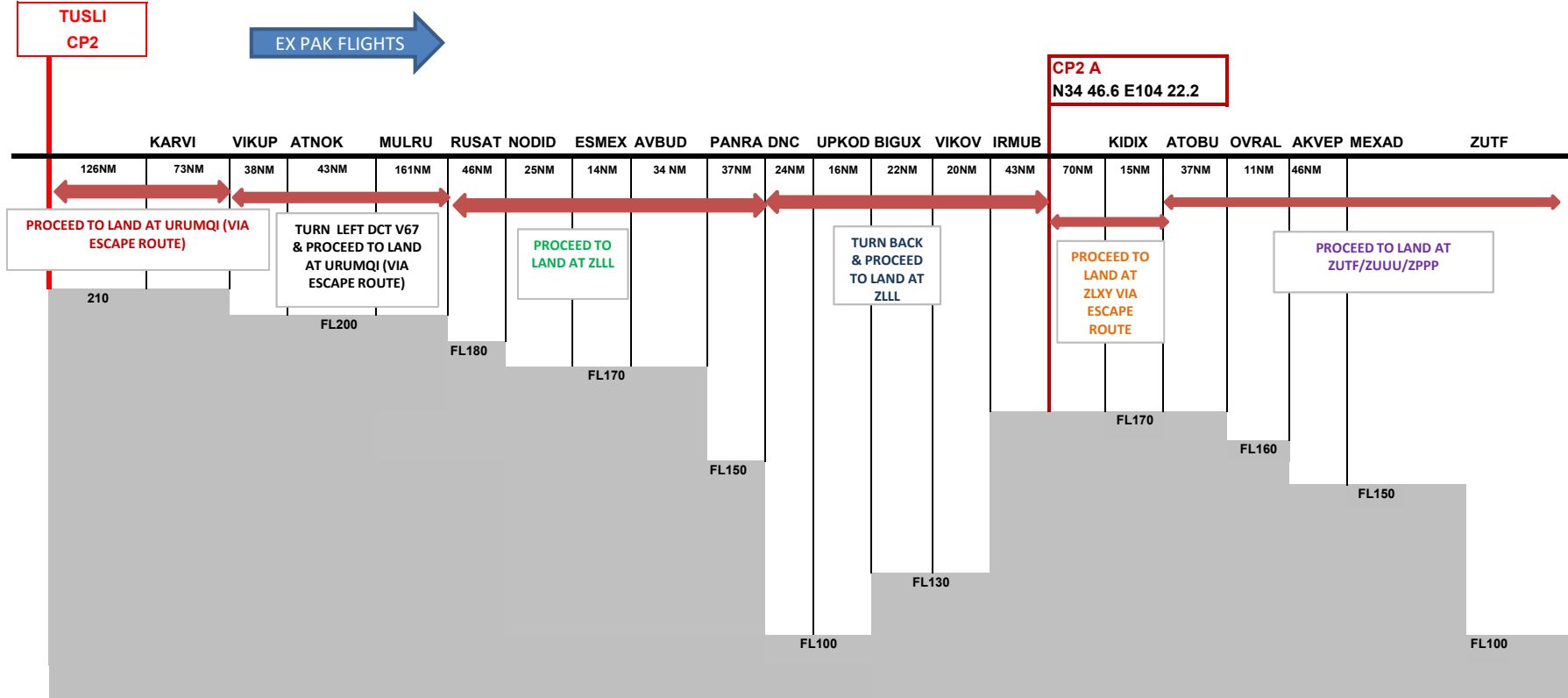
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK-ZUTF China  
W187/W191/B330**

Continued



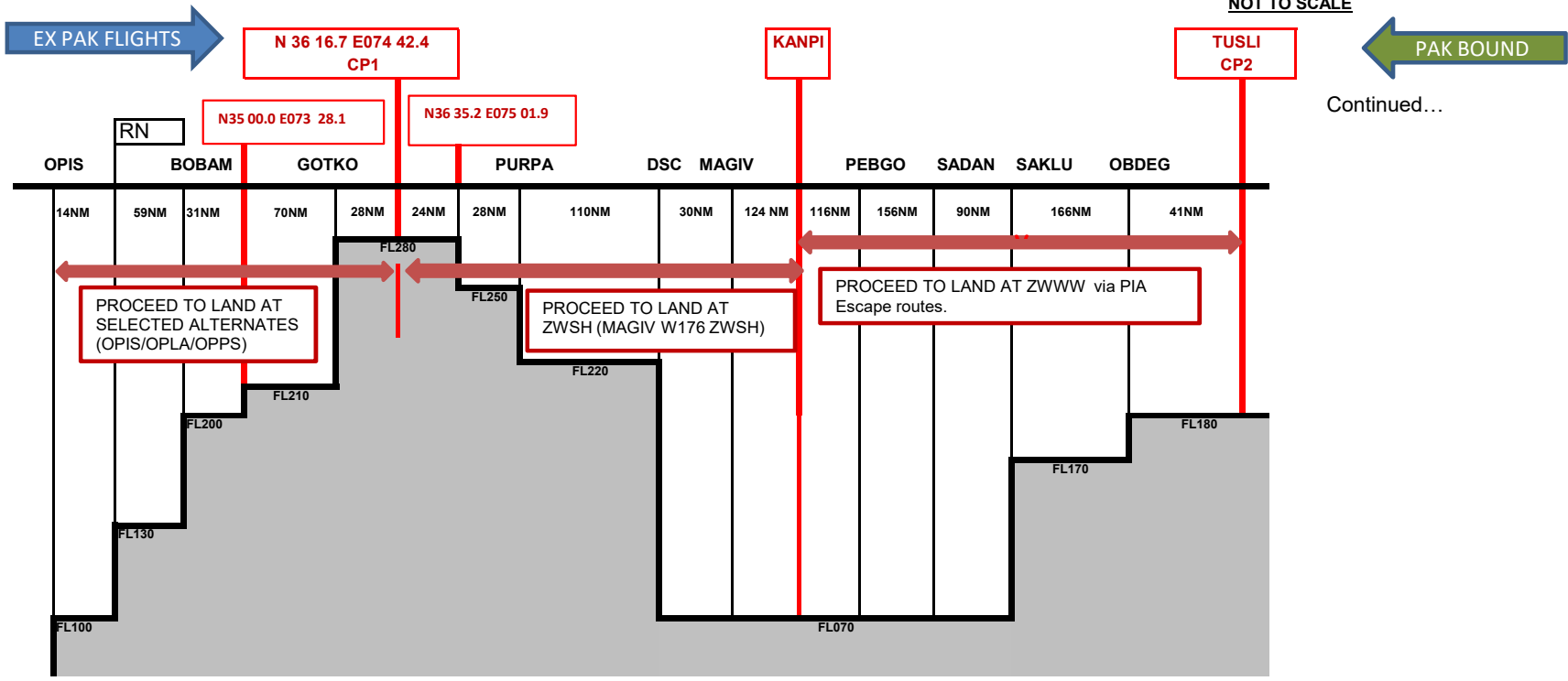
**ESCAPE ROUTES**

<b>TUSLI-VIKUP</b>	<b>DNH W187 IBANO B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>VIKUP-RUSAT</b>	<b>TURN LEFT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>RUSTAT- DNC</b>	<b>RUSAT W191 DNC ZLLL</b>
<b>DNC-CP2 A</b>	<b>TURN BACK W195 UPKOD W565 DNC ZLLL</b>
<b>CP2 A-ATOBU</b>	<b>TURN LEFT DCT JIG W214 HO ZLXY</b>
<b>Past ATOBU</b>	<b>Proceed to land at ZUTF/ZUUU/ZPPP</b>

Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile PAK-ZLXY CHINA  
Route J131/G325/W187**

NOT TO SCALE



Continued...

**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

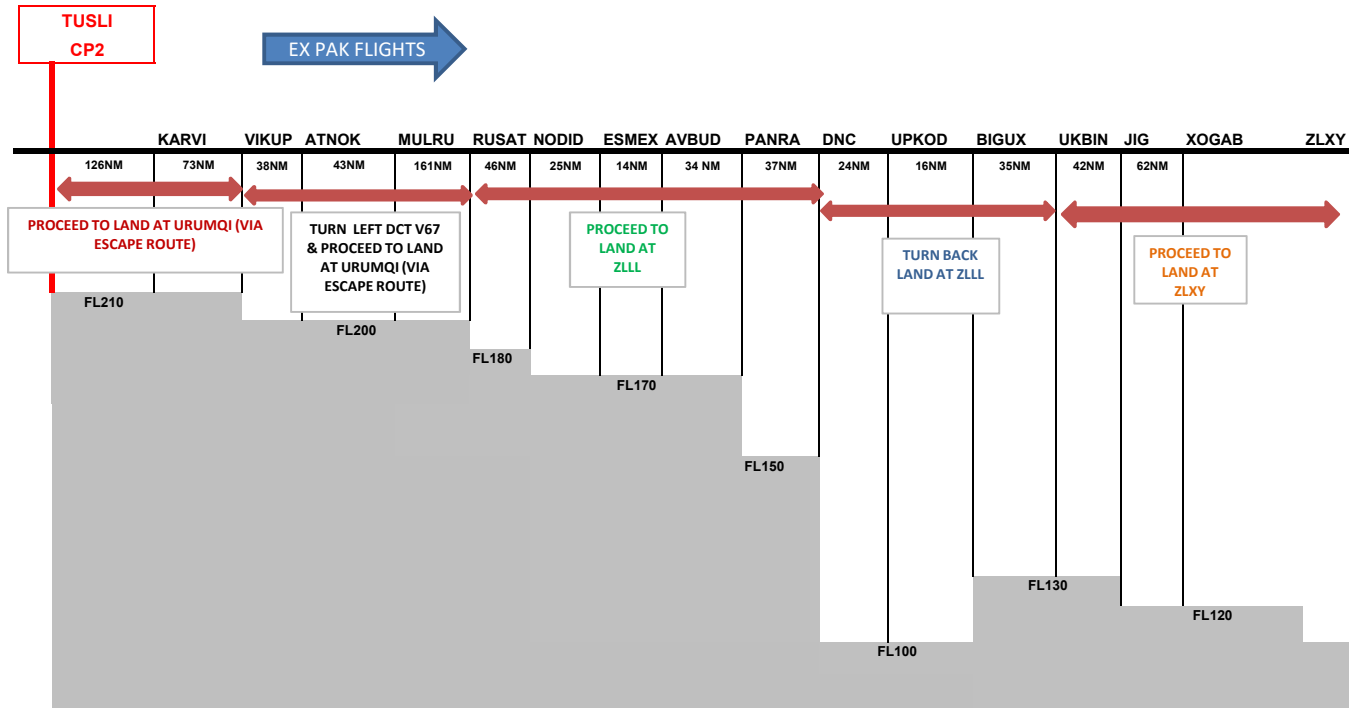
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK-ZLXY China  
W187/W191/W565/W214**

Continued



**ESCAPE ROUTES**

<b>TUSLI-VIKUP</b>	<b>DNH W187 IBANO B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>VIKUP-RUSAT</b>	<b>TURN LEFT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>RUSAT- DNC</b>	<b>RUSAT W191 DNC ZLLL</b>
<b>DNC-UKBIN</b>	<b>TURN BACK W214 BIGUX W565 DNC ZLLL</b>
<b>Past UKBIN</b>	<b>PROCEED TO LAND AT ZLXY</b>

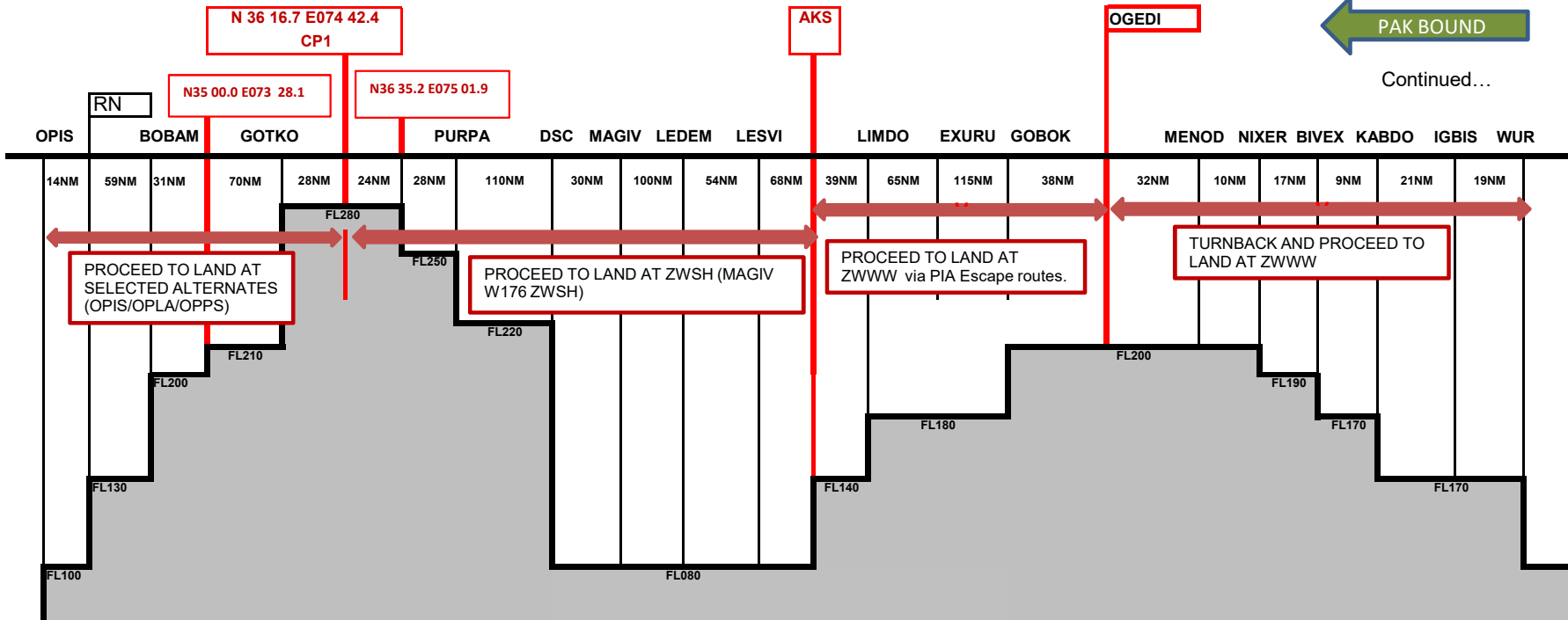
Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile CHINA ZLXY-PAK  
Route J131/G325/B215**

NOT TO SCALE



Continued...



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

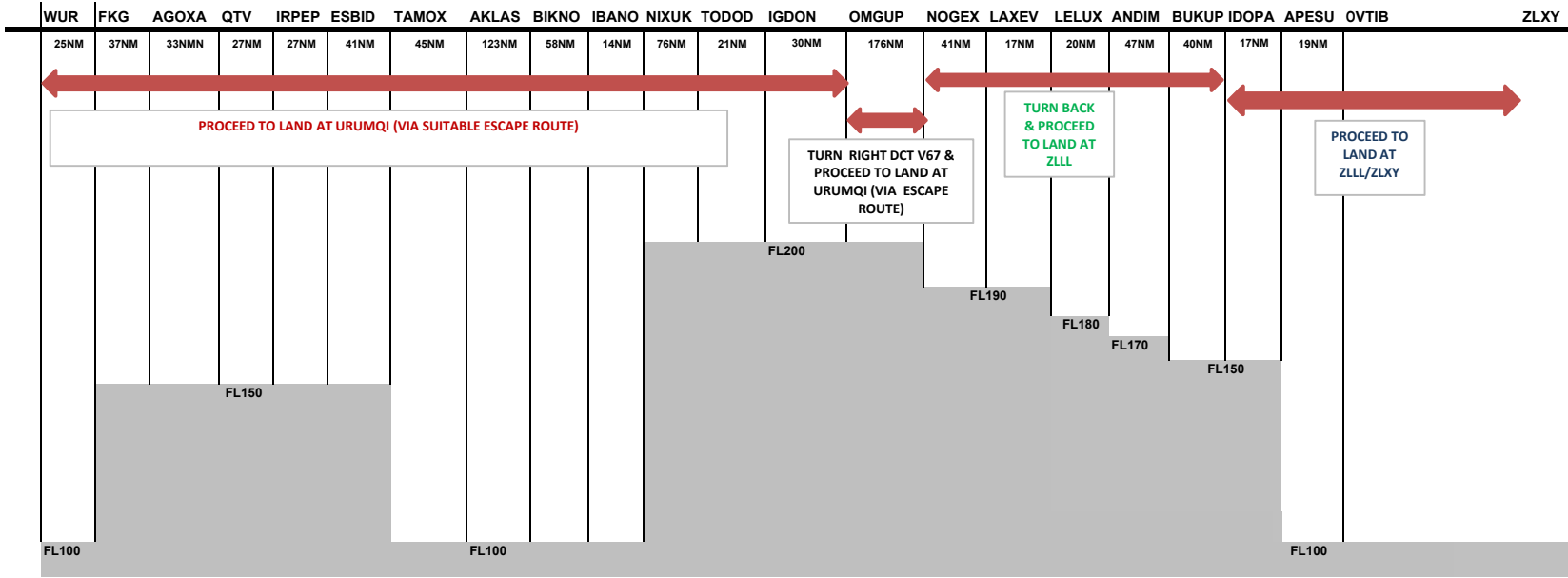
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for ZLXY-PAK  
B215/W99/G470/W197**

Continued



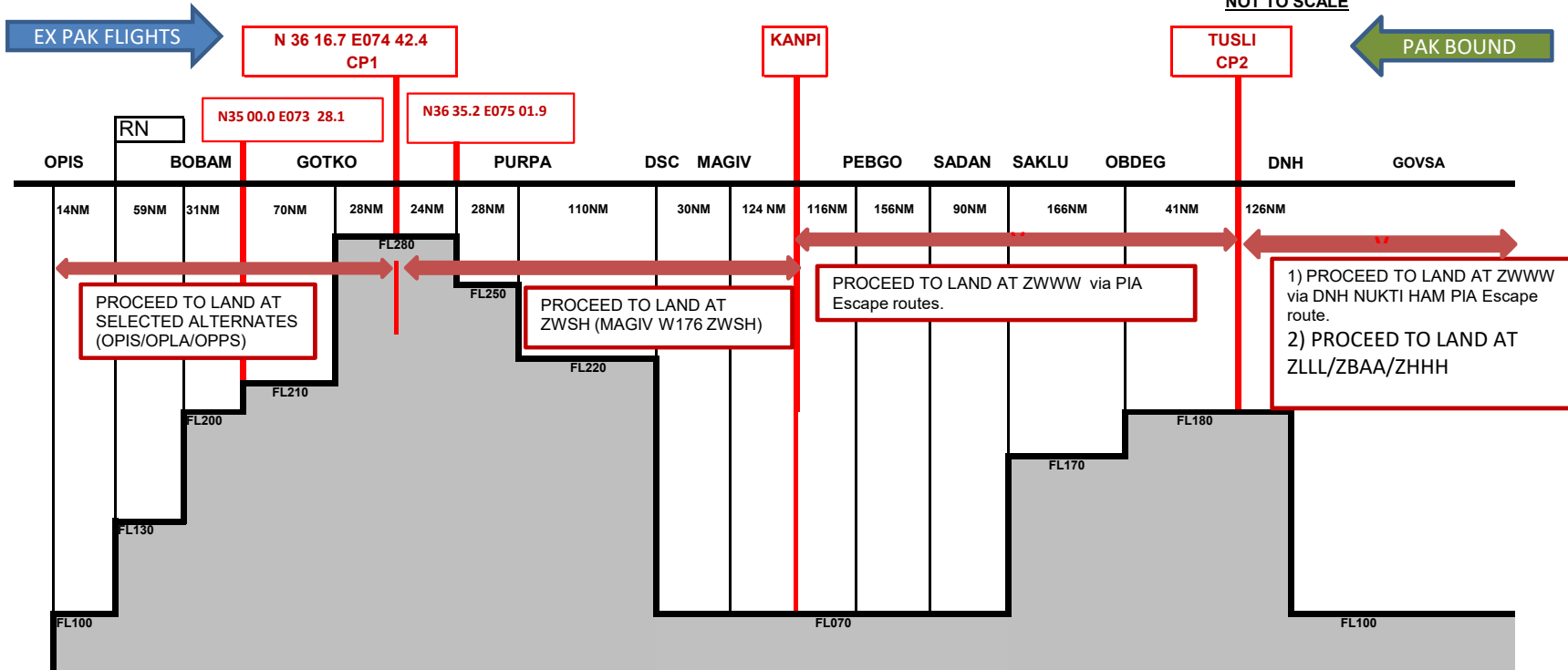
**ESCAPE ROUTES**

<b>OMGUP-WUR</b>	<b>PROCEED TO LAND AT URUMQI (VIA SUITABLE ESCAPE ROUTE)</b>
<b>NOGEX-OMGUP</b>	<b>TURN RIGHT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>IDOPA-NOGEX</b>	<b>TURN BACK DCT W191 DNC ZLLL</b>

Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile PAK-CHINA (ZHHH/ZLLL/ZBAA)  
Route J131/G325/B215/W187**

NOT TO SCALE



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

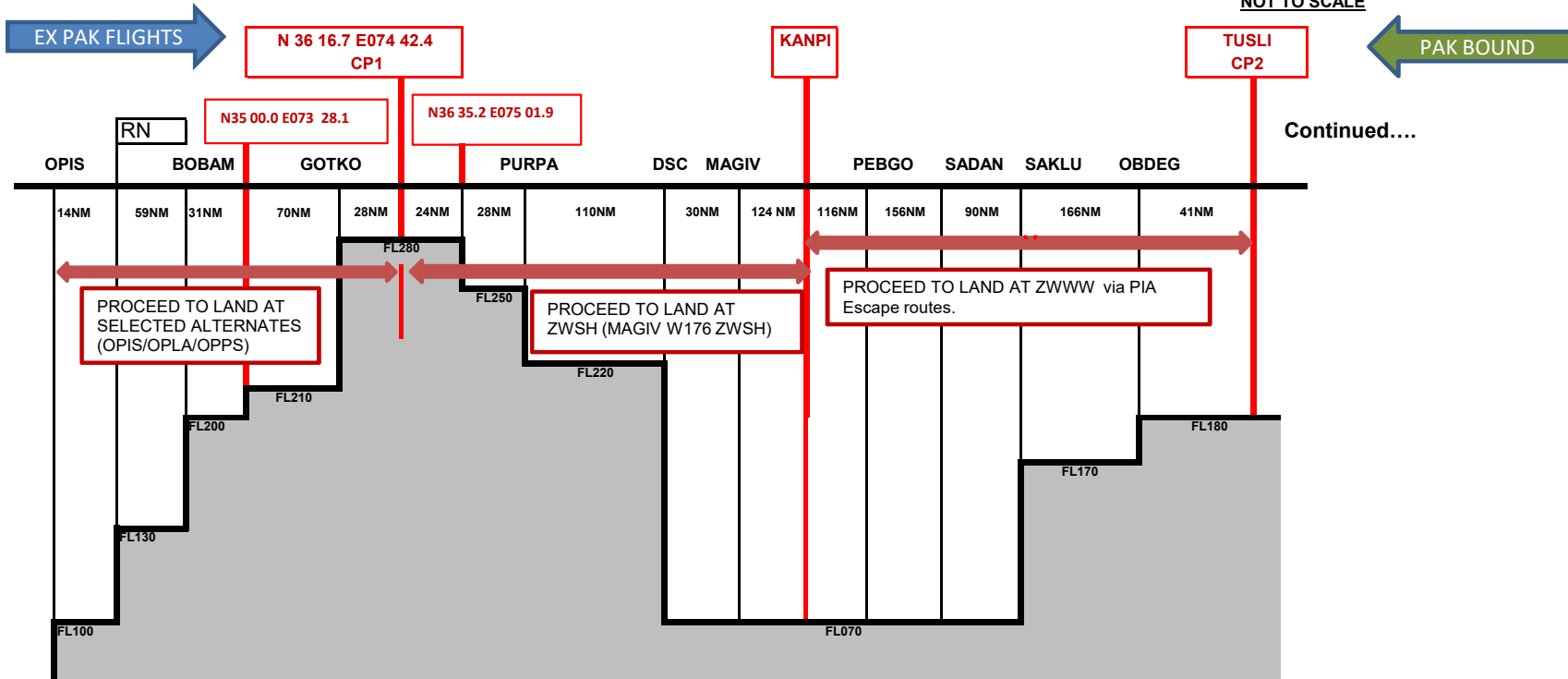
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK-ZUTF ZUUU ZPPP China / WMKK  
Route J131/G325/B215/W187**

NOT TO SCALE



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

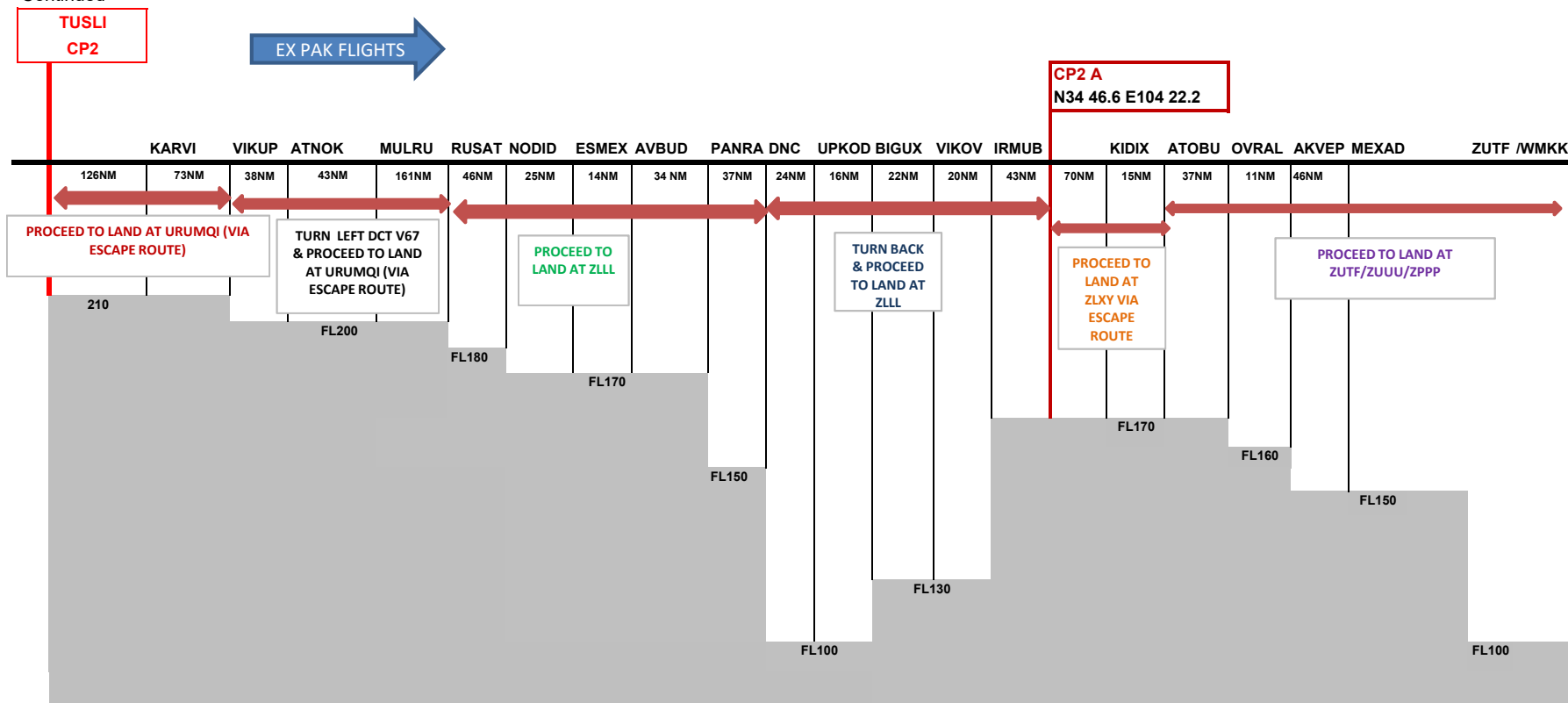
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK-ZUTF ZUUU ZPPP China / WMKK  
W187/W191/W565/B330**

Continued

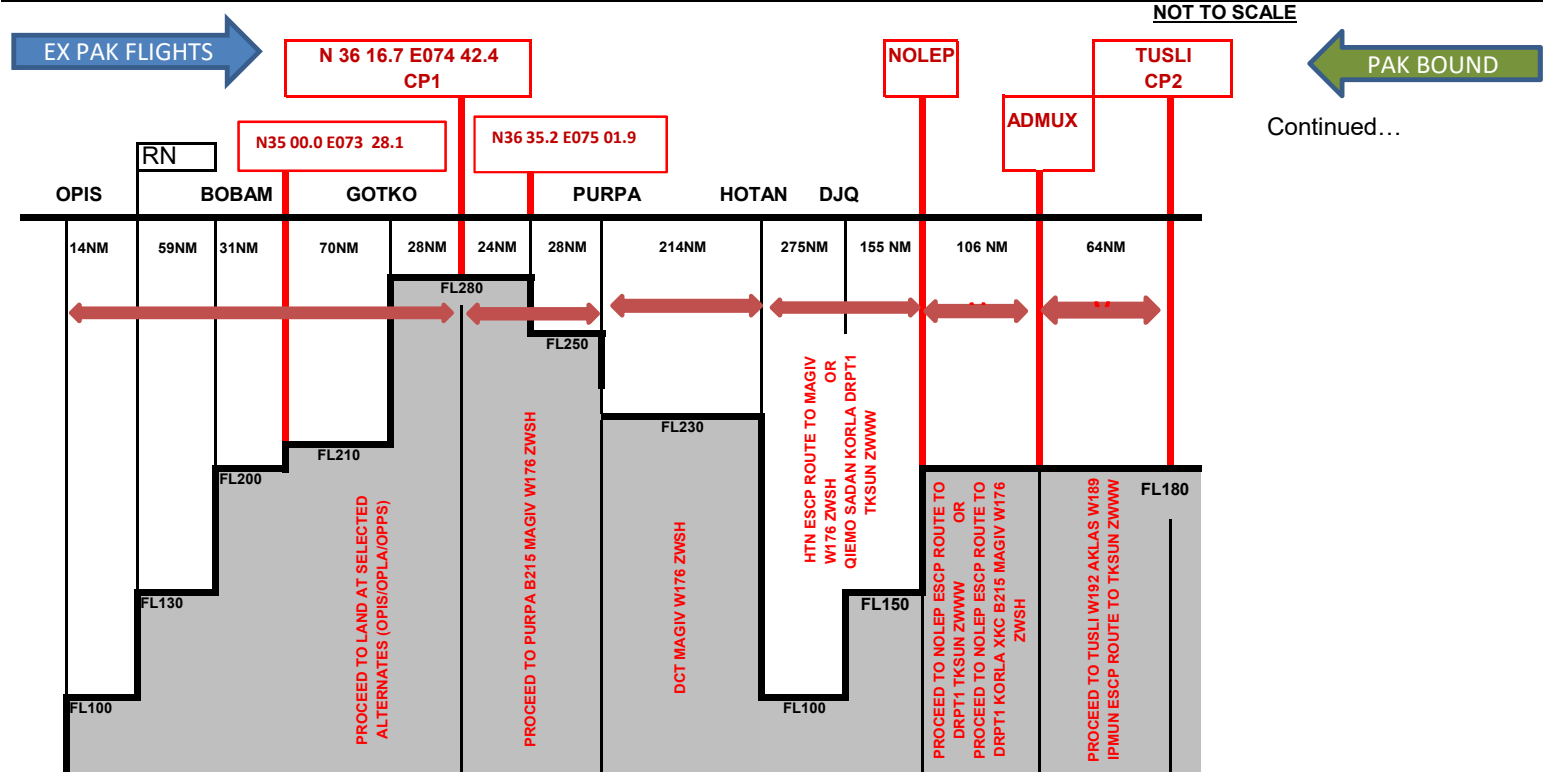


**ESCAPE ROUTES**

<b>TUSLI-VIKUP</b>	<b>TURN LEFT DCT HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>VIKUP-RUSAT</b>	<b>TURN LEFT DCT V67 NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW</b>
<b>RUSTAT- DNC</b>	<b>RUSAT W191 DNC ZLLL</b>
<b>DNC-CP2 A</b>	<b>TURN RIGHT intercept W195 UPKOD W565 DNC ZLLL</b>
<b>CP2 A-ATOBU</b>	<b>TURN LEFT DCT JIG W214 HO ZLXY</b>
<b>Past ATOBU</b>	<b>Proceed to land at ZUTF/ZUUU/ZPPP</b>

Note: Refer Special charts China (H/L)A for PIA Escape routes

**777 Engine and Pressurization Failure Descent Profile for PAK-ZUTF ZUUU ZPPP China / WMKK  
Route J131/G325/W112**



**MAXIMUM ALLOWABLE GROSS WEIGHT (FOR OPTIMUM FLIGHT LEVEL) AT CP1**

	<u>777-200ER</u>	<u>777-200LR</u>	<u>777-300ER</u>
UPTO ISA+20	240000 KG	No Restriction	270000 KG

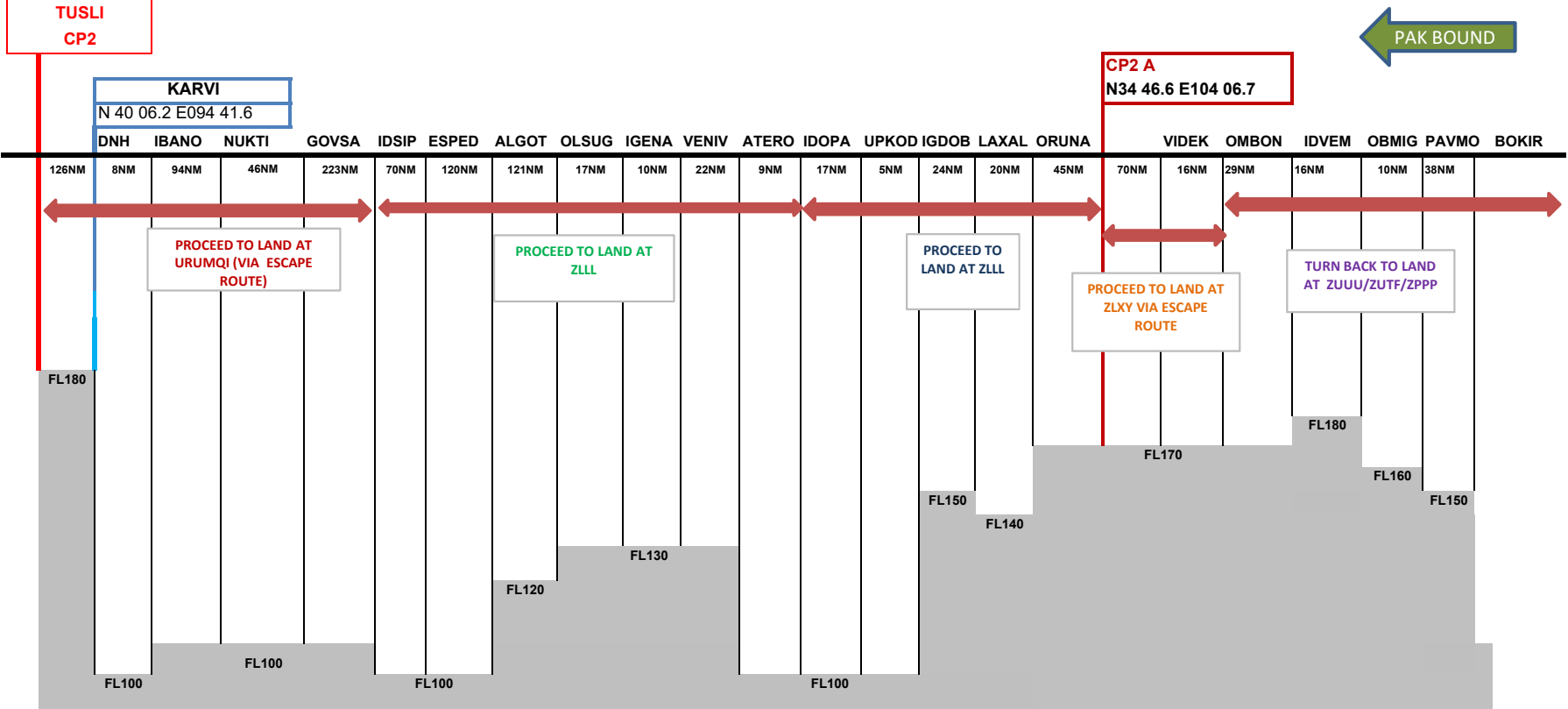
**NOTE: CLIMB FL370/390, MAINTAIN AT LEAST 24NM AFTER CP1 THEN DESCENT TO OPTIMUM FL.  
CONSIDER FUEL DUMPING TO IMPROVE DRIFTDOWN ALTITUDE AND RANGE.**

REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.

ISSUED BY: OPERATIONS ENGINEERING SECTION  
OFFICE OF CHIEF PILOT TECHNICAL

**777 Engine and Pressurization Failure Descent Profile for PAK-ZUTF ZUUU ZPPP China / WMKK  
W187/B215/W66/W195/W179**

CONTINUED...



**ESCAPE ROUTES**

JNQ-TUSLI	Proceed to NUKTI B215 HAM PIA ESCAPE ROUTE TKSUN (N42 48.0 E088 40.0) WUR ZWWW
IDOPA-IDSIP	TURN BACK DCT B330 APESU W213 DNC ZLLL
CP2 A-IDOPA	PROCEED to land at ZLLL via STAR
OMBON-CP2 A	TURN RIGHT DCT JIG W214 HO ZLXY
Before OMBON	TURN BACK and proceed to land at ZUUU/ZUTF/ZPPP

Note: REFER SPECIAL AVIGATION CHARTS CHINA (H/L)A FOR PIA ESCAPE ROUTES.