
2. ARRIVAL

2.3. COMMUNICATION FAILURE PROCEDURES

Pilots **MUST NOT "simulate" this emergency as this is against the rules (General Rules, no. 10). These procedures are to be used not as a justification for trolling, but for resolving actual Discord VC issues.**

As this is ATC24 and poor emergency handling is to be expected, pilots should immediately advise ATC about communication failure via ACARS (Roblox chat). Any further communications are to be held in chat, until Discord issues are resolved.

Good phrase to use: "[ITKO] (Callsign), LOST COMMS, 7600. Requesting further instructions in chat."

2.3.1. COMMUNICATION FAILURE DURING ARRIVAL

Descend via STAR to minimum altitude of IAF. Hold at IAF as published. Try to resolve issues while in holding pattern at IAF.

If STAR was not assigned or aircraft was being vectored, proceed direct to HME VORDME and hold with: inbound course 200°, left hand pattern, 210KT, leg time - 30 seconds.

Establish communications with controller and follow the instructions in chat. If unable to establish any communications, refer to 2.3.3

2.3.2. COMMUNICATION FAILURE DURING APPROACH OR MISSED APPROACH.

Abort approach, follow the published missed approach procedure and hold at IAF as published.

If communications were lost when aircraft was being vectored, proceed direct to HME VORDME and hold with: inbound course 200°, left hand pattern, 210KT, leg time - 30 seconds.

Establish communications with controller and follow the instructions in chat. If unable to establish any communications, refer to 2.3.3

2.3.3. UNABLE TO ESTABLISH COMMUNICATIONS WITH ATC

If a decision to divert was made, climb FL030 and proceed to an alternative airfield. Make sure to establish communications with an alternative airfield before leaving the hold. Make sure that ATC at alternative airfield is fine with your current communication issues.

If aircraft is not diverting to alternative airfield, then it should utilise one of the following procedures:

- ILS/LOC Y Rwy 13
- ILS/LOC Y Rwy 20
- LOC DME Rwy 31

3. DEPARTURE

3.1. DE-ICING

De-icing is provided by ground crew, if ATC allows De-icing roleplay. Contact ground crew via chat for de-icing. De-icing should take a place only at stands.

3.2. START-UP AND PUSH-BACK

Start-up and push-back are to be cleared by Tokyo Ground. APU start-up is allowed not prior to 3 minutes before the engine start-up.

3.3. USE OF STANDARD DEPARTURES

Pilots should use the following procedures for flight planning. SIDs are assigned by ATC. **DO NOT** follow SID unless you've got it assigned by ATC in your IFR clearance.

In order to show that you are able to follow SID, file expected SID or add "SID" followed by the last SID waypoint into flight plan. First waypoint of flight plan should match last waypoint of SID.

Flights to Grindavik and Southmepton should utilise EURAD or BLANK departures.

Flights to Rockford should utilise RENDR departures.

Flights to Cyprus should utilise ONDER departures.

Flights to Perth should utilise HONDA departures.

Flights to Izolirani passing thru Perth FIR should utilise HONDA departure, otherwise