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## 2. ARRIVAL

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### 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: "[IPPH] (Callsign), LOST COMMS, 7600. Requesting further instructions in chat."**

#### 2.3.1. COMMUNICATION FAILURE DURING ARRIVAL

Descend to minimal altitude described in STAR, enter holding at STAR FIX (TINDR, PH003 or NOONU) and hold as published.

If STAR was not assigned, proceed direct to PH003 and hold as published: 137° - 317°, at FL30 and 210 KT, leg time - 30 seconds. If not RNAV capable, proceed direct to Perth and hold as published: 360° - 180°, at FL30 and 210 KT, leg time - 30 seconds.

Establish communications with controller and follow the instructions in chat. If unable to establish any communications, make a decision to divert or hold until low fuel endurance.

#### 2.3.2. COMMUNICATION FAILURE DURING APPROACH OR MISSED APPROACH.

Continue approach. If going missed approach, then follow the published missed APCH procedure and hold at nearest holding as published.

If vectors were assigned by controller or not RNAV capable, immediately climb the MSA then proceed direct to Perth VOR (PER, 115.430) and hold as published.

Establish communications with controller and follow the instructions in chat. If unable to establish any communications, make a decision to divert or hold until low fuel endurance.

#### 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.

When low on fuel, select the best APCH option, fly direct to IAF and follow the published APCH procedure. In case of missed APCH, follow the published missed APCH procedure.

If not RNAV capable and low on fuel, then consider any of following approaches:

- LOC Y Rwy 11
- LOC Y Rwy 15
- LOC DME Rwy 29

Circling is not allowed without any established communications, unless circling is required as the last possible option.

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## 3. DEPARTURE

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### 2.1. 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.

### 2.2. START-UP AND PUSH-BACK

Start-up and push-back are to be cleared by Perth Ground. Pilots are expected to be capable to push-back to a certain push-back point (refer to 10-9), given by ATC. If pilots are struggling to push-back up to the given point, they should advise ATC and wait for further instructions by ATC.

Use of APU should be minimized. APU start-up is allowed not prior to 3 minutes before the engine start-up.