2. ARRIVAL

2.3.2. COMMUNICATION FAILURE DURING APPROACH OR MISSED APPROACH.

Cancel approach clearance (or disregard published missed APCH procedure), proceed direct At SAU VOR, hold as published: 360° - 180°, at 1200′ and 210 KT, leg time - 30 seconds. to Sauthmeptona VOR (SAU, 113.350).

If vectors were assigned by controller or not RNAV capable, fly last heading for 30 seconds, then proceed direct to Sauthemptona VOR (SAU, 133.350). 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 APCH that inclues Kroten VORTAC, fly direct to Kroten VORTAC (KRT, 112.230) and continue APCH as much as capable past KRT. In case of missed APCH, climb straight ahead 1000′, after passing D1.0 from the navaid, turn direct to KRT and repeat the procedure as before.

3. DEPARTURE

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 Sauthemptona 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.

2.3. RWY OPERATIONS

When RWY 26 is in use, pilots should expect delays before taking off behind arriving ACFT. This is due to the fact that arriving ACFT has to backtrack most of times.

When RWY 08 is in use, pilots are expected to backtrack quickly. If ACFT is CAT A or B, pilots are expected to takeoff from A2,. Advise Sauthmeptona Tower on initial contact if unable to do so.

2.4. FLIGHT LEVEL RESTRICTIONS

Pilots are reminded about the semi-circular rule of cruising flight levels.
Tracks 0° - 179° are to be flown at ODD Flight levels (FL30, FL50, etc.)
Tracks 180° - 359° are to be flown at EVEN Flight levels (FL20, FL40, etc.)
ICAO Annex 2 (Rules of the air) Appendix 3 or FAA 14 CFR 91.179

Flights departing and passing through Chicago FIR are reminded that Chicago FIR is busy. To avoid any complications and to ensure separation with traffic within Rockford TMA, all ACFT passing Chicago FIR are required to maintain odd flight level at or above FL050 (FL050, FL070, FL090, etc.).

Flights to airfield within Chicago FIR and Rockford TMA (IRFD, IMLR, ITRC, IBLT and others), are advised to take flight level FL030 or altitude of 1000′ feet (300 metres) for the flight.

Advise Sauthemptona Delivery on initial contact if unable to comply with these rules. ATC has final authority for flight level changes. Pilots are allowed to request a flight level change. Pilots are approved for level change in case when succeedive ATS allows it.