
3. DEPARTURE

3.2.1.3. TARGET START-UP APPROVAL TIME (TSAT)

Time in which flight crew can request clearance for engines start-up or push-back. Approval will be issued with respect to current traffic situation.

TSAT is provided by ATC in order to optimize departure sequence with regard to EOBT, TOBT, ATFM restrictions (CTOT), de-icing and local conditions.

First TSAT will be assigned after submission of first TOBT, but not earlier than 40 min prior EOBT.

TSAT and its updates are delivered to flight crew by Ground Handling Agency representative.

Flight crew can check validity of TSAT value on Delivery frequency. The crew intending to take-off from RWY different from RWY in use, shall advise this to Delivery at least 10 min before TSAT.

In interval TSAT -3 to +3 min, flight crew shall request start-up and (in case of nose-in stand) push-back. Engines start-up or push-back shall be commenced immediately after receiving clearance.

If crew does not request start-up clearance within interval TSAT -3/+3 min and Ground Handling Agency does not update TOBT, a later TSAT, which can cause delay, is assigned to the flight.

If crew does not request clearance even in the new TSAT -3/+3 min interval, flight is excluded from sequence until a new TOBT is submitted.

If crew needs to start-up engines before TSAT due to technical reasons, crew requests it on Delivery frequency using phrase "REQUEST START-UP ENGINES DUE TO TECHNICAL REASONS".

The procedure in the interval TSAT -3/+3 min remains valid.

3.2.2. START-UP

The crew, intending to take off from a RWY different from the RWY in use, shall advise the intention on Delivery frequency at least 10 min before request for start-up engine clearance.

Pilot-in-command of departing ACFT shall establish radio contact with Delivery to:

- inform about the use of RWY different from the RWY in use,
- advise parking position,
- confirm ATIS information and read back its QNH,
- when A-CDM procedures are not applied, to advise the intention to carry out a de-icing ACFT before departure,
- obtain ATC clearance,
- obtain engine start up approval.

Pilot-in-command shall establish radio contact on the frequency of Ground for approval of push-back and taxi. No special instruction for Ground frequency change shall be made from Delivery.

Pilots of departing IFR ACFT shall establish radio contact on the respective frequency of PRAGUE Radar, referred to SID text description, immediately after take-off.

Tower will not individually give any instructions for change to relevant frequency.

3.2.3. MULTIPLE PUSH-BACK

The system of push stop bars is used by default for multiple push-back. If ATC establishes the final position different from standard procedures ATC advises it to the crew.

The crew passes this information to a ground personnel.

3.2.4. TAXIING

For taxi-out on the apron use MIM power.