

DEFINITION

EOBT

Estimated Off-Block Time (as filed in the Flight Plan)

TOBT

Target Off-Block Time.

TOBT is communicated to the pilot initially by Handling Agent OPS Office.

TSAT

Represents the time provided by ATC at which an aircraft can **expect** start up/push back approval, taking into account TOBT, CTOT and the traffic situation. It is issued at EOBT - 40' (any conflict must be solved previously).

ASAT

Actual Start Up Approval Time (given by TWR) is the time at which ATC approves Start Up and issues ATC clearance.

No start-up procedure or pushback maneuver can be initiated without explicit authorization from TWR.

ARDT

Actual Ready Time is the time at which Aerodrome Operations releases the flight from Handling operations. ARDT can only be within TOBT ± 5 .

NOTES

READY EARLIER?

If you are ready to leave earlier than TOBT -5', you should advise your AO/GH to submit a revised TOBT; the TOBT must be accurate to ensure proper pre-departure sequence calculation (TSAT). In any case the minimum TOBT is EOBT-10' and never earlier than SOBT -10'.

START-UP (ASAT)

Start-Up approval will normally be issued within TSAT +/-5' and always after ARDT.

NEED TO UPDATE EOBT?

EOBT must be updated if the difference between EOBT and TOBT is >15'

PRE DEPARTURE SEQUENCE

Pre departure sequence is established according to TSAT and/or to the traffic situation.

AIRCRAFT NOT MOVING AT ASAT + 5'

If the aircraft is unable to leave the stand at ASAT+5', TOBT and TSAT are cancelled and a new TOBT shall be entered by AO/GH.

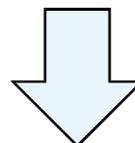
DEPARTURE SEQUENCE

When ready¹, pilot shall contact
Aerodrome Operations (non ATC)
 on
131.480 MHz
 asking for READY status
 at **TOBT $\pm 5'$**

(If you expect not to be ready within the specified tolerance, UPDATE your TOBT, otherwise it will be **deleted**)

1 - Ready means:

- Loading-bridge retracted, if applicable;
- Push-back tractor connected, if applicable;
- All doors closed;
- Stand clear of vehicles and personnel.



Aerodrome Operations checks that
 the a/c is actually READY and
 instructs the pilot to call²
GND 121.7 MHz 06-22 (05-21)UTC
 or
TWR 120.2 MHz 22-06 (21-05)UTC
within TSAT ± 5
 for start-up and ATC clearance

2 - When the airport departure rate is zero, the pilot may be instructed to monitor the frequency instead