

# Departures

## En Route Clearance and Start-up

Clearance is along with their en route clearance. This clearance includes a SID or runway heading, and pilots can expect an initial climb to 4000 feet.

Please note that a separate clearance for pushback & start is required. If you are not able to begin pushback or start-up within 5 minutes of receiving your clearance, please plan accordingly and only request your en route clearance when you are prepared to proceed.

Please see the ATIS for the current runway in use. The runway will be confirmed either prior to taxi or during the pushback clearance by Ground.

“ TAR181: "Tunis Ground, Tunisair 181, information charlie, clearance to Frankfurt"

DTTA\_GND: "Tunisair 181, Tunis Ground, cleared to Frankfurt, TOBIB2A departure, runway 01, climb initially 4000 feet, squawk 6403"

TAR181: "Cleared to Frankfurt, TOBIB2A departure, runway 01, climb initially 4000 feet, squawk 6403, Tunisair 181"

DTTA\_GND: "Tunisair 181, readback correct, report ready for push & start"

In situations of high traffic volume, when you request start-up & push, you may receive a Target Start-up Approval Time (TSAT). This TSAT indicates the anticipated time for you to receive approval for start-up/pushback.

If you request start-up while also requesting your en route clearance, your TSAT will be provided simultaneously. However, if you have not requested a start-up clearance, it is your responsibility to inform ATC when you are prepared.

“ DTTA\_GND: "Tunisair 181, start up time at 1415 (TSAT 14:15z), report aircraft ready"

TAR181: "Wilco, Tunisair 181"

To ensure a smooth operation, we recommend that you plan to be ready at least 5 minutes prior to your assigned TSAT (you are expected to recall Delivery 5 minutes before TSAT). Additionally, when filing your flight plan, you will be assigned a CTOT (Calculated Take Off Time).

Your CTOT is the estimated time for when you will be cleared for take-off. Please note that your actual departure time may be 5 minutes earlier or 10 minutes later than your CTOT.

# Taxi

Ground movement at DTTA is straightforward. After starting your engines and completing all necessary checklists, expect to receive clearance to taxi to your assigned runway from the closest apron exit, and if you are in the main terminal you may expect exit B. You will then be instructed to hold short of the runway at the designated holding point.

Before crossing the runway, it is important to establish contact with the Tower controller. Even if Runway 01/19 or 11/29 is not in use, you must receive clearance before crossing.

# Take-off

Once you are next in sequence for departure, the Tower controller will instruct you to line-up and wait. Please complete all necessary pre-departure checklists before receiving clearance to line-up for departure.

As part of the take-off clearance, Tower will include instructions for you to contact Approach on the designated frequency once airborne.

Make sure to follow the initial climb that was provided in your clearance. If you are unsure, please confirm with Tower before takeoff.

- The transition altitude for DTTA is 6000 feet.
- After take-off, pay close attention to the initial routing of your SID and comply with altitude and speed restrictions as per charts.

---

Revision #1

Created 11 February 2025 04:57:59 by Dhiaeddine

Updated 11 February 2025 06:54:39 by Dhiaeddine