

10. Procedures for push back and engine start up at TIA

10.1. Aircraft departing from TIA shall get permission for push back.

10.2. To avoid confusion, pilots shall use the correct phraseology as detailed in Para 10.2.1, when ready for push back.

10.2.1. The pilot shall notify ATC when the aircraft is ready to push back within 5 min using the following phraseology:

- callsign;
- destination;
- proposed flight level and alternate level, if any;
- parking position;- and
- ready to push back in 5 minutes.

10.2.2. On receipt of the "ready to push back" call, ATC will advise the pilot push back clearance and an ATC clearance may be issued accordingly. If pre-departure coordination with an adjacent centre is required, the pilot will be instructed to standby.

10.2.3. By the completion of push back, the departing aircraft must have all engines running and shall be ready for taxi, unless otherwise instructed by ATC.

11. Information provided prior to Take-off.

11.1. *Prior to departure the aircraft shall be provided with the following information:*

- a) Runway-in-use;
- b) Wind direction and speed, QNH and temperature;
- c) A time check to the nearest half minute;
- d) The crosswind component on the runway-in-use (if it equals or exceeds 8 knots for single engine or 12 knots for multi-engine aircraft);
- e) Significant aerodrome surface conditions;
- f) Presence of birds or animals on the runway (likely to be hazardous); and
- g) Significant weather observation made by control tower or met personnel.

Note.— The decision to take-off on a wet runway or when the presence of birds has been advised, rests solely with the pilot-in-command

12. Selection of Runway-in-Use for take off

12.1. The term 'runway-in-use' shall be used to indicate the runway that, at a particular time, is considered by the aerodrome control tower to be the most suitable to be used by the types of aircraft expected to take off at the aerodrome.

12.2. Normally, an aircraft will take off into the wind unless safety, the runway configuration, meteorological conditions or air traffic conditions determine that a different direction is preferable. In selecting the runway in use, however, the unit providing aerodrome control service shall take into consideration, besides, surface wind speed and direction, other relevant factors such as the aerodrome traffic circuit, the length of runway.