

**1 - MELBOURNE-DEPARTING AIRCRAFT**

- 1.1 - Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 - On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 - Pilots and ATC should endeavour to keep aircraft moving and avoid a standing start.
- 1.4 - Commence the take off roll as soon as take off clearance is issued.

**2 - MELBOURNE-ARRIVING AIRCRAFT**

- 2.1 - By day, ATC may use 2400M runway separation between aircraft arriving to Runway 16/34. Both aircraft may occupy the runway during application of the standard.
- 2.2 - By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 16/34 and Runway 27. Expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.
- 2.3 - To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.4 - Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.5 - Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

	<b>Aircraft Type</b>	<b>TWY Exits</b>	<b>LED (Metres)</b>
<b>RWY 16</b>	<b>All aircraft</b>	E	1354
		<b><u>G*</u></b>	<b>1945</b>
		J	2905
<b>RWY 34</b>	<b>All aircraft</b>	<b><u>F*</u></b>	<b>1810</b>
		E	2347
		C	3361
<b>RWY 27</b>	<b>All aircraft Heavy</b>	<b><u>N*</u></b>	<b>1630</b>
		M	2286
<b>RWY 09</b>	<b>Turboprop Other aircraft</b>	<b><u>A</u></b>	<b>1658</b>
		<b><u>P</u></b>	<b>2286</b>
		<b><u>Q</u></b>	2286

Note 1: Preferred exits are **bold and underlined**.

Note 2: \* Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53KT (50KT WET)