

1 BRISBANE - DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to lineup 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 take off roll as soon as take off clearance is issued.

2 BRISBANE - ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 2,400m runway separation between aircraft arriving to RWY 01R/19L and RWY 01L/19R. 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 RWY 01R/19L and RWY 01L/19R. To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the Rapid Exit Taxiways (RET) specified in the table below.
- 2.3 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.4 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

	Aircraft Type	TWY Exits	LED (Metres)
RWY 19L	Turboprop Prop, Jet	<u>A6*</u>	1913
	Jet, Heavy	A7	2748
RWY 01R	Turboprop Prop, Jet	<u>A4S*</u>	1945
	Jet, Heavy	A4	2297
		A3	2783
RWY 19R	Turboprop Prop	<u>T7*</u>	1427
	Jet	<u>T9*</u>	1979
	Heavy	<u>T11*</u>	2429
RWY 01L	Turboprop Prop	<u>T8*</u>	1427
	Jet	<u>T6*</u>	1979
	Heavy	<u>T4*</u>	2429

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

Note 2: * Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50KT.