

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.

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