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 **G*** J	1354 **1945** 2905
RWY 34	**All aircraft**	**F*** E C	**1810** 2347 3361
RWY 27	**All aircraft** **Heavy**	**N*** M	**1630** 2286
RWY 09	**Turboprop** **Other aircraft**	**A** **P** Q	**1658** **2286** 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)

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