1 - PERTH-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 the take off roll as soon as take off clearance is issued.

2 - PERTH-ARRIVING AIRCRAFT

2.1 - By day, ATC may use 2,400M runway separation between aircraft arriving to RWY 03/21. Both aircraft may occupy the runway during application of the standard.

2.2 - 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.

2.3 - 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	PREFERRED Exits	LED (Metres)
RWY 03	Non-Jet Jet F100/E195/RJ1H and BLW	A6/C6	1588
	Jet ABV F100/E195/RJ1H	P D	1975 2640
RWY 21	Non-Jet Jet Light, Medium	A6/C6	1777
	Jet Heavy	A7 C9	1984 2484
RWY 24	All	J1/A#	1636

Note 1: Aircraft may vacate at an earlier exit without ATC approval.
Note 2: # These exits have different LEDs if vacating left or right and the distance promulgated is the shortest of these LEDs.
Note 3: Preferred exits for RWY 06 not promulgated due infrequent use.

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