1 - SYDNEY-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 - SYDNEY-ARRIVING AIRCRAFT

2.1 - By day, ATC may use 2400M runway separation between aircraft arriving to Runway 16R/34L. 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 desired, 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.

RWY	Aircraft Type	Preferred TWY Exits	LED (Metres)
RWY 16R	**Domestic Terminal - All aircraft types REFER NOTE 1**	B7	1548
	International Terminal - All aircraft types	A4	2228
RWY 34L	**Domestic Terminal - All aircraft types**	B9	1988
	International Terminal - All aircraft types	A2	2185
RWY 16L	**Non jet**	T3	1607
	Jet (Less than 18M wheelbase & max 36M wingspan)	T3	1607
	Jet	T4	1964
RWY 34R	**Non jet**	T2	1371
	Jet	U1	1960
RWY 25	**Non jet**	B	1199
	Jet	Y	1952
RWY 07	**Non jet**	B	1253
	Jet except A388, B748, A346, B773	D	1865
	A388, B748, A346, B773	G4	2407

NOTE 1: Non-jet ACFT preferring to vacate North of TWY B7 must advise TWR prior to receiving a landing clearance.

NOTE 2: Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

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