



| LDA For High Intensity Runway Operations | | | |
|--|---------------|-----------|--|
| From threshold runway: | To exit point | LDA in ft | Preferred Exit for Medium/Heavy Jet Transports |
| 10 | A | 3373 | F/U |
| | C | 5000 | |
| | G | 5165 | |
| | F/U | 8000 | |
| 16 | A1 | 3976 | C1 A3 C3 |
| | C2 | 5840 | |
| | C1 | 6415 | |
| | A3 | 7489 | |
| | C3 | 8516 | |
| | C/A | 12,675 | |
| 28 | C | 3200 | J2 J |
| | A | 4853 | |
| | J2 | 6606 | |
| | W/J | 8000 | |
| 34 | C3 | 4154 | C2 C4 |
| | A3 | 5181 | |
| | C1 | 6255 | |
| | C2 | 6830 | |
| | A1 | 8684 | |
| | C4 | 9369 | |
| | C6 | 10,984 | |
| | A/C8 | 12,675 | |

Pilots may plan their arrivals using the above table of threshold-to-exit-point distances. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline.

During HIRO operations, the Control Tower may nominate the runway exit. Compliance with ATC nomination of runway exit is at pilot's discretion and should be acknowledged. REMARK: For detailed information on High Intensity Runway Operations, pilots may refer to AIP RAC 4.4.10