

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7110.596

**Effective Date:**  
August 7, 2012

**Cancellation Date:**  
August 6, 2013

**SUBJ:** Interim Same Runway Opposite-Direction Arrival/Departure Procedures

---

- 1. Purpose of This Notice.** The purpose of this notice is to provide interim guidance regarding same runway opposite direction operations.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).
- 4. Explanation of Policy Change.** Recently there have been several losses of separation due to opposite direction operations. In addition, numerous ATSAP reports have been received identifying opposite direction runway configurations as a causal/contributory factor to an event.
- 5. Procedures.** Effective immediately, unless a facility has an established written procedure that has been validated by the Office of ATO Safety and Technical Training, all opposite direction arrival operations involving any instrument flight rule (IFR) aircraft are temporarily suspended at Part 139 airports until further advised.

Effective 12:01 a.m. Eastern Daylight Time, August 8, unless a facility has an established written procedure that has been validated by the Office of ATO Safety and Technical Training, all opposite direction departure operations involving any IFR aircraft are temporarily suspended at Part 139 airports until further advised.

Exceptions to this requirement are emergency aircraft and for flight inspections. At a minimum, these procedures must address the following:

**a. General Requirements.**

1. The front line manager (FLM)/controller-in-charge (CIC) in the initiating facility is responsible for making all verbal coordination required to accomplish an opposite direction departure or arrival.
2. All coordination must be on a recorded line and must state "opposite direction."
3. All coordination must include call-sign, aircraft type, and arrival or departure runway.
4. The provisions of FAA Order JO 7110.65, Paragraph 7-2-1, Visual Separation, cannot be applied when conducting opposite direction operations.

**b. Opposite Direction Departures.**

1. The tower must verbally request all opposite direction departures with the terminal radar approach control (TRACON)/en route facility and state aircraft call sign and type.
2. The TRACON/en route facility must suspend all arrivals until the tower verbally advises opposite direction departure is airborne.
3. The departing aircraft must be airborne and turned to avoid all conflicts prior to an arrival reaching a 10-mile final.

**c. Opposite Direction Arrivals.**

1. The TRACON/en route facility must verbally request all opposite arrivals with the tower and state aircraft call sign and type.
2. The tower must stop all departures on the opposite direction runway until the opposite direction arrival has landed.
3. Any departing aircraft must be airborne and turned to avoid all conflicts prior to the opposite direction arrival reaching a 10-mile final.
4. The tower may not resume normal operations on the opposite direction runway until the aircraft has landed.

**6. Distribution.** This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.



Elizabeth L. Ray  
Vice President, Mission Support Services  
Air Traffic Organization

8/7/2012  
Date Signed