

NOTICE

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

N JO 7210.830

Effective Date:
January 3, 2013

Cancellation Date:
August 22, 2013

SUBJ: Opposite Direction Operations

- 1. Purpose of This Notice.** This notice requires facilities to develop procedures that will ensure positive control during opposite direction operations.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, and System Operations, including the David J. Hurley Air Traffic Control System Command Center (ATCSCC); and all terminal and en route air traffic field facilities.
- 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/ and on the air traffic publications web site at http://www.faa.gov/air_traffic/publications.
- 4. Cancellation.** This notice cancels N JO 7110.596, Interim Same Runway Opposite Direction Arrival/Departure Procedures, effective August 7, 2012. Facilities may continue to use the procedures included in N JO 7110.596 until the procedures developed under this notice are effective.
- 5. Procedures.**
 - a. Add a new paragraph to FAA Order JO 7210.3 to read as follows:

2-1-30. OPPOSITE DIRECTION OPERATIONS
 - a. The provisions of this paragraph are applicable to areas where radar service is provided. Nonradar procedures are contained in FAA Order JO 7110.65, Air Traffic Control, Chapter 6.
 - b. At locations that conduct opposite direction operations for aircraft receiving IFR separation services, facility directives must define minimum cutoff points identified by distances or fixes for same runway operations between:
 1. An arrival and a departure.
 2. An arrival and an arrival.
 - c. The cutoff points established under subparagraph b. must ensure that required longitudinal or lateral separation exists before any other type of separation is applied:
 1. When a departing aircraft becomes airborne and has been issued a turn to avoid conflict; or
 2. When the first aircraft has crossed the runway threshold for opposite direction arrivals.

NOTE-

If terrain and obstructions allow, the initial heading should meet the provisions of FAA Order JO 7110.65, Paragraph 5-5-7, Passing or Diverging.

REFERENCE-

FAAO 7110.65, Para 1-2-2, *Course Definition*
 FAAO 7110.65, Para 3-8-2, *Touch and Go or Stop and Go or Low Approach*
 FAAO 7110.65, Para 3-8-4, *Simultaneous Opposite Direction Operations*
 FAAO 7110.65, Para 4-8-11, *Practice Approaches*
 FAAO 7110.65, Para 5-5-1, *Application*
 FAAO 7110.65, Para 5-5-4, *Minima*
 FAAO 7110.65, Para 5-5-7, *Passing or Diverging*
 FAAO 7110.65, Para 5-6-3, *Vectors Below Minimum Altitude*
 FAAO 7110.65, Para 7-2-1, *Visual Separation*

- d. At a minimum, the following must be considered when developing cutoff points:
 - 1. Aircraft performance.
 - 2. Type of approach.
 - 3. Operational position configuration.
 - 4. Runway configuration.
 - 5. Weather conditions.
 - 6. Existing facility waivers.
- e. Facility directives must:
 - 1. Require traffic advisories to both the arriving and departing aircraft.

EXAMPLE-

OPPOSITE DIRECTION TRAFFIC (DISTANCE) MILE FINAL, (type aircraft).

OPPOSITE DIRECTION TRAFFIC DEPARTING RUNWAY (number), (type aircraft).

- 2. Restrict opposite direction same runway operations with opposing traffic inside the applicable cutoff point unless an emergency situation exists.
- 3. Ensure that opposite direction operations conducted from parallel runways provide for a turn away from the opposing traffic when inside of the cutoff point to the other runway.
- 4. Specify that towers not delegated separation responsibility are responsible to apply the cutoff points between arriving and departing aircraft.
- f. Facility directives must contain the following minimum coordination requirements:
 - 1. Define the position that is responsible for initiating coordination.
 - 2. All coordination must be on a recorded line, state "opposite direction," and include call sign, type, and arrival or departure runway.
 - 3. The tower must verbally request opposite direction departures with the TRACON/ARTCC.
 - 4. The TRACON/ARTCC must verbally request opposite direction arrivals with the tower.

NOTE-

Facilities that use opposite direction operations as a standard operation due to terrain constraints or noise abatement may be exempted from the provisions of subparagraph f. by the approval process in subparagraph g.

- g. Terminal standard operating procedures orders and all letters of agreement addressing opposite direction operations must be approved by the Service Area Director of Terminal Operations.

b. Amend the following paragraph in FAA Order 7210.3:

4-3-2. APPROPRIATE SUBJECTS

Examples of subjects of LOAs are:

Subparagraphs a through g, no change.

h. Between an ARTCC or an approach control facility and a nonapproach control tower:

Subparagraphs h1 through h2, no change.

3. Opposite direction operation procedures.

REFERENCE-

FAAO 7210.3, Para 2-1-30, Opposite Direction Operations

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Safety, and System Operations Services, including the ATCSCC; the service center offices; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; and all air traffic terminal and en route control field facilities.

7. Background. Numerous ATSAP reports have been received that identify opposite direction operations as a causal or contributory factor to an event. Additionally, several losses of separation due to opposite direction operations have occurred throughout the NAS. In response to these events, a national workgroup was convened to assess the risks and mitigate the hazards associated with opposite direction operations.

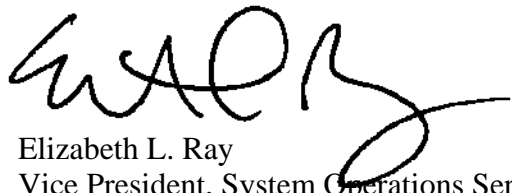
The term, "Opposite/Reciprocal courses" is defined as courses whose protected airspaces are coincident, overlap, or intersect and whose angular difference is greater than 135 degrees through 180 degrees inclusive (FAA Order JO 7110.65, Paragraph 1-2-2, Course Definitions). This indicates that an aircraft is on an opposite direction approach whenever its course is within these parameters as it relates to the runway heading. Conversely, a departing aircraft is not on a diverging course unless it is established on a heading that differs by 45 degrees from the inbound course of the opposite direction arrival. (Refer to FAA Order JO 7110.65, Figure 1-2-1, Divergence.)

The intent of arrival cutoff points is to determine when a departure may begin takeoff roll so that required longitudinal or lateral separation will exist when the aircraft becomes airborne. In the case of opposite direction arrivals, one aircraft must remain outside of the cutoff point until the other arrival reaches the landing threshold. It is incumbent on facilities to develop cutoff points with a conservative approach that will, at a minimum, assure that the required separation will not be compromised, and to assure a safe operation with positive control. Additionally, cut off points need to consider terrain or other obstacles. Once a departing aircraft is airborne, diverging courses or visual separation may be applied; however, the required longitudinal or lateral separation must exist prior to the utilization of either diverging courses or visual separation.

The intent of the parallel runway provision is to ensure that the departing aircraft is turned away from opposing traffic that is inside the cutoff point of the parallel runway.

TRACON/ARTCC facilities are responsible for separation at locations where radar services are provided to towers that are not delegated separation responsibility; however, the tower is responsible to apply the cutoff points between arriving and departing aircraft. If the tower cannot determine distances,

fixes must be used for the cutoff points. The provisions contained in FAA Order JO 7110.65, Paragraph 7-2-1c are authorized after the departing aircraft is airborne.



Elizabeth L. Ray
Vice President, System Operations Services
Air Traffic Organization

November 7, 2012

Date Signed