

NOTICE

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

N JO 7210.884

Effective Date:
July 30, 2015

Cancellation Date:
December 10, 2015

SUBJ: Opposite Direction Operations

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7210.3 to prescribe guidance for facilities in the conduct of applying Opposite Direction Operations.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated air traffic control 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 will cancel December 10, 2015, with the publication of FAA Order JO 7210.3Z.
- 5. Procedures.** Amend the following paragraph in FAA Order JO 7210.3 to read as follows:

2-1-30. OPPOSITE DIRECTION OPERATIONS

Opposite Direction Operations consists of IFR/VFR Operations conducted to the same or parallel runway where an aircraft is operating in a reciprocal direction of another aircraft arriving, departing, or conducting an approach.

REFERENCE-

FAAO JO 7110.65, 1-2-2c, Course Definitions

a. Each facility must:

1. Determine the operational feasibility of conducting opposite direction operations.
2. At a minimum, develop the opposite direction operations procedures necessary to accommodate aircraft that have an operational need or receiving operational priority.

REFERENCE-

FAAO JO 7110.65, 2-1-4, Operational Priority

b. For aircraft receiving IFR services that are conducting opposite direction operations to the same runway, facility directives must:

1. Define minimum cutoff points identified by distance or fixes between:
 - (a) An arrival and a departure.
 - (b) An arrival and an arrival.
2. Specify that use of Visual Separation is not authorized, except at those unique locations that are operationally impacted by terrain and when issued a Letter of Authorization by the Service Area Director of Operations.
3. Require traffic advisories to both aircraft.

EXAMPLE-

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

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

OPPOSITE DIRECTION TRAFFIC, (position), (type aircraft).

4. Require the use of a memory aid.

5. Prohibit opposite direction same runway operations with opposing traffic inside the applicable cutoff point unless an emergency situation exists.

6. Specify the position/facility responsible for ensuring compliance with cutoff points between aircraft conducting opposite direction operations.

7. Contain the following minimum coordination requirements:

(a) Define the facility/position that is responsible for initiating coordination.

(b) All coordination must be on a recorded line and state "Opposite Direction." Initial coordination must include call sign, type, and arrival or departure runway.

c. The cutoff points established under subparagraph b1 must ensure that required lateral separation exists:

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.

3. If the conditions in Subparagraphs c1 and c2 are not met, facility directives must require action be taken to ensure that control instructions are issued to protect the integrity of the cutoff points.

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. For aircraft receiving IFR services that are conducting opposite direction operations to parallel runways regardless of distance between centerlines, facility directive must:

1. Ensure that a turn away from opposing traffic is issued.

2. Specify use of Visual Separation is authorized once a turn away from opposing traffic is issued.

REFERENCE-

FAAO JO 7110.65, 7-2-1, Visual Separation

3. Require traffic advisories to both aircraft.

EXAMPLE-

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

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

OPPOSITE DIRECTION TRAFFIC, (position), (type aircraft).

4. Require the use of a memory aid.

5. Contain the following minimum coordination requirements:

- (a) Define the facility/position that is responsible for initiating coordination.
- (b) All coordination must be on a recorded line and state "Opposite Direction." Initial coordination must include call sign, type, and arrival or departure runway.
- (c) At those locations that routinely conduct Opposite Direction Operations due to noise abatement at night and when issued a Letter of Authorization by the Service Area Director of Operations, the provisions of e5 above are not required.
- f. For VFR aircraft that are conducting opposite direction operations to same or parallel runways, facility directives must contain procedures requiring the use of the following, including but not limited to:
 - 1. Ensuring departing VFR aircraft are issued a turn to avoid conflict with opposing IFR/VFR traffic.
 - 2. Traffic advisories to both aircraft.
 - 3. State the phrase "opposite direction" if coordination is required.
 - 4. Memory Aids.
- g. All facility directives and letters of agreement addressing opposite direction operations must be approved by the Service Area Director of Operations.

REFERENCE-

FAAO JO 7110.65, 3-8-4, Simultaneous Opposite Direction Operation.

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, System Operations; ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; and the William J. Hughes Technical Center.

7. Background. On November 6, 2013, a Corrective Action Request, CAR-FY14-001, was issued following recent significant events by Air Traffic Organization Safety and Technical Training. On January 3, 2014, Air Traffic Services issued a Corrective Action Plan with initial actions was distributed to all affected Airport Traffic Control Towers and TRACONs. Since the issuance of the CAP, significant events have continued to occur in the National Airspace System (NAS) and voluntary reports have been received through the Air Traffic Safety Action Program (ATSAP) identifying ODO as a causal or contributing factor. Based on continued airborne events in the NAS, opposite direction operations are no longer permitted unless additional safety requirements are approved and implemented.

A National Workgroup convened on September 10, 2014 consisting of subject matter experts made up of air traffic control experts from various types and levels of air traffic control facilities. The National Workgroup reviewed the current state of ODO throughout the NAS and developed national guidance for field facilities. Field facilities must utilize this guidance when conducting ODO and developing local ODO procedures.



Heather Hemdal
Director, Air Traffic Procedures
Mission Support Services

7-8-15

Date Signed