ATLANTA LARGE TRACON AND ATLANTA AIR TRAFFIC CONTROL TOWER LETTER OF AGREEMENT

EFFECTIVE: November 10, 2020

SUBJECT: Delegation of Airspace, Authorization for Separation Services and Interfacility Coordination Procedures

1. **PURPOSE:** This agreement delegates airspace to Atlanta (ATL) Airport Traffic Control Tower (ATCT) and defines the responsibilities and standard operating procedures between ATL ATCT and Atlanta Large TRACON (A80).

2. **CANCELLATION:** This agreement cancels the Atlanta Large TRACON and Atlanta Airport Traffic Control Tower Letter of Agreement dated January 1, 2020.

3. **SCOPE:** The responsibilities and procedures contained herein must apply to all IFR/VFR/SVFR aircraft, except as noted.

4. **AIRSPACE DELEGATION:** ATL ATCT is delegated that airspace from the surface up to and including 4,000 feet MSL, underlying the A80 Satellite Corridor Airspace, excluding the airspace delegated to A80 Satellite as depicted in Appendices 2 and 3.

5. **RESPONSIBILITIES:** ATL ATCT is authorized to perform the following radar services/procedures:

   A. Separation between successive/parallel departures in accordance with the provisions of this LOA.

   B. Separation between successive arrivals.

   C. Separation between arrivals and departures.

   D. Separation between SVFR/VFR overflights and arrivals.

   E. Separation between SVFR/VFR overflights and departures.

   F. Separation between SVFR/VFR overflights.

   G. Issuance of radar vectors.

   H. Issuance of visual approach clearances.

   I. Visual separation within the Atlanta Class B Surface Area.

   NOTE- *Fixed-wing special VFR is not authorized.*

6. PROCEDURES:

A. Departures:

1). ATL ATCT must:

a) Determine the direction of operation (e.g., East or West). Changing the direction of the operation requires coordination with A80. Considerations include current/forecasted wind direction/velocity and minimizing aircraft delays.

(1). On a West Operation, Runways 26L and 27R are normally the designated departure runways. Runway 28 is used for Full Triple Departure (FTD) operations and as otherwise coordinated with A80.

(2). On an East Operation, Runways 8R and 9L are normally the designated departure runways. Runway 10 is used for Full Triple Departure (FTD) operations and as otherwise coordinated with A80.

(3). Opposite Direction Departures are not authorized unless otherwise coordinated with A80. See Appendix 4.

b) Determine the departure split (e.g., NW/SE). A80 may request changes to the departure split due to weather areas impacting traffic flows or impact from Special Traffic Management Procedures.

(1). When determining the departure split, align RNAV and overlying non-RNAV routes together (e.g., Align PLMMR RNAV Standard Instrument Departure (SID) and EAONE..SPA together; align CUTTN RNAV SID and WETWO..GAD together; etc.)

(2). When determining the departure split, the gates/fixes in the North Departure Transition Area (DTA) must not be split.

c) Clear all IFR departures via the appropriate SID and Adapted Departure Route/Adapted Departure and Arrival Route (ADR/ADAR) or via a Coded Departure Route (CDR). Issue a Full Route Clearance (FRC) whenever FRC is included in the remarks section of the flight progress strip (FPS).

d) Clear VFR departures requesting flight following out of the Class B airspace.

e) Assign the following initial altitudes:

(1). IFR non-RNAV turbojets: 10,000 feet, or requested altitude if lower, but not below 5,000 feet.

(2). IFR Advanced RNAV turbojets: 10,000 feet.

(3). VFR turbojets: 9,500 feet, or requested altitude if lower, but not below 5,500 feet.

(4). IFR props/turboprops: 4,000 feet.

(5). VFR props/turboprops: at or below 3,500 feet.

f) Issue all aircraft assigned an RNAV SID an RNAV Off The-Ground (OTG) take-off clearance, except when ROTG operations are not in effect after coordination between A80 and ATCT.

g) When ROTG is in effect, assign non-RNAV turbojet aircraft headings in accordance with the Table below.

Departure Runway	***Departure Transition Area***	***Departure Heading***
8L/R	N,E,W	070
8L/R	S	110
9L/R, 10	S,E,W	110
9L/R, 10	N	070
26L/R	N,E,W,S**	295***
27L/R, 28	S,E,W	250
27L/R, 28	N*	275 (Runway Heading)

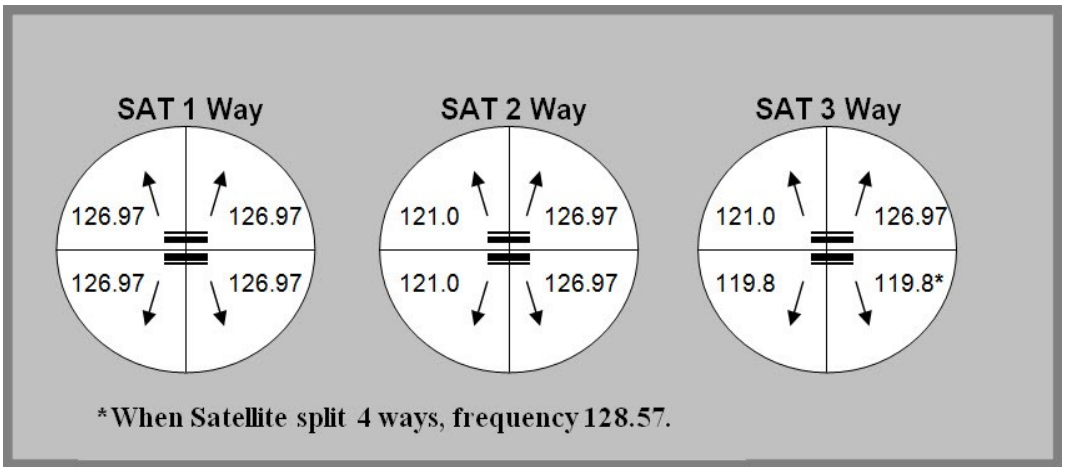
NOTES -
*A80 will have control at ATL 3 DME (over/abeam CPARK) to vector aircraft toward MPASS.
**A80 will protect for eastbound departures of off 27R.
***Ensure the heading tracks no further north than the MPASS track.

h) Verbally advise A80 when transitioning to/from RNAV OTG operations:

(1). The ATCT CIC must coordinate with A80 the call sign of the last aircraft departing each runway on the RNAV departure and the first aircraft to depart each runway on an assigned heading.

(2). ATCT CIC must coordinate with A80 the call sign of the last aircraft departing each runway on an assigned heading and the first aircraft to depart each runway on RNAV departure.

i) Ensure propeller-driven aircraft are assigned headings that enter A80 Satellite airspace on the departure side of ATL, unless otherwise coordinated. Assign the appropriate satellite frequency, as depicted in the Table below:



j) The standard departure split for aircraft that will enter A80 Satellite airspace must be a north/south split. Request release from the appropriate Satellite position for aircraft that will enter Satellite airspace north of ATL, **except** turbojet aircraft exiting A80 airspace.

EXAMPLE 1-

An EAONE C208 will normally depart Runway 8R/26L and enter A80 Satellite airspace North of ATL. A release must be obtained from the appropriate Satellite position.

EXAMPLE 2-

*A HS25 requesting 5,000 feet landing LZU would be issued DR-N frequency **and** a release obtained from the appropriate Satellite position. A LJ25 requesting 10,000 feet landing CHA would **not** require a release.*

k) Southbound Satellite Prop Departures from Runways 8L/26R or 8R/26L known as "270-Over-The-Top."

(1). Local Control Two (LC-2) (or LC-1 as appropriate) must track the automated data tag so that it can be handed off to the appropriate Satellite radar position.

(2). Local Control must radar identify the aircraft, verify its altitude, retain the aircraft in Tower airspace, and provide radar vectors to the appropriate departure course as defined in paragraph 6.a.1) j) above.

(3). Local Control will initiate a radar hand-off to the appropriate A80 Satellite Sector and transfer communications upon completion of the hand-off.

l) Except for Runway 10 departures, when ROTG is NOT in effect,* turbojets must be assigned headings that most closely emulate the following RNAV departure courses stated in the table.

Runway	***Assign Heading to Emulate RNAV Track***
8L/R	HRSHL
9L/R	LIDAS
26L/R	SNUFY**
27R/L	FUTBL
10	095 heading
28	WLSON

*ATCT and A80 may coordinate to resume/terminate ROTG operations for weather or traffic demand. Termination of ROTG may be done during low traffic levels, particularly at night.

**Due to noise sensitive areas, ensure assigned headings track over SNUFY or slightly south.

m) Ensure the proper interval is provided to departure control.
   (1). Provide one (1) additional mile spacing to radar separation minima for successive RNAV downwind departures departing the same runway; e.g., West Operation, departing Runway 27R, PLMMR followed by a JACCC; East Operation, departing Runway 8R, CUTTN followed by a NASSA.
   (2). Absent of Traffic Management Initiatives, Atlanta Air Route Traffic Control Center (ARTCC) requires seven (7) miles, constant or increasing, separation per departure route for each altitude stratum. Adequate spacing must be provided to A80 when the same departure routes are departed in succession.

n) Verbally advise A80 when non-standard noise tracks are in use and when standard noise track headings and/or RNAV OTG is resumed.

o) Determine that automated data tag auto-acquisition of departures occurs. If autoacquisition does not occur within five (5) miles of the departure end of the runway (DER), advise the appropriate Departure and/or Satellite Radar position.

p) Cross Complex Departures are defined as aircraft departing a runway/complex other than the departure runway(s) designated in the Departure Split. Verbally

advise the appropriate A80 Departure Radar position that an aircraft will depart a runway different from the runway normally assigned in the current departure split.

q) Advise A80 DR when assigning the WIGLE RNAV Departure. Coordination must include either specific call signs, or a "first" and "last" aircraft when appropriate. Tower must amend the flight plan to indicate the WIGLE RNAV Departure.

NOTE - *Cross Complex routes are built in to the RNAV DPs. See the Table in subparagraph i) above for appropriate non-RNAV headings.*

r) Apply Visual Separation to successive departures as follows:
   (1). Consider weather conditions before applying visual separation procedures. Visual separation should not normally be applied when ceilings are less than 8,000 feet and/or visibility is less than three (3) miles.
   (2). Use visual separation with the intent of obtaining three (3) miles radar separation within seven (7) miles of the Departure End of the Runway (DER).

EXAMPLE -

On a West Operation, a NASSA followed by a CUTTN should have 3 miles separation when the CUTTN reaches seven (7) miles from the DER.

NOTE - This procedure does not supersede the requirement of one (1) additional mile spacing for successive RNAV downwind departures.

s) Coordinate with the A80 for exceptions to these procedures. All coordination must be specific. Open ended or blanket coordination is not authorized.

2). A80 must:

a) Authorize automatic releases for all departures except aircraft that will enter Satellite airspace north of ATL.

b) Verbally advise ATL ATCT of the Satellite split.

c) Ensure that aircraft departing on an RNAV SID remain on the RNAV SID until standard separation is achieved. If an aircraft is cleared/vectored off of an RNAV SID, a heading/route must be assigned that will ensure a minimum of 15-degrees divergence from other aircraft until standard separation is achieved.

d) Not turn aircraft assigned an initial heading off the Departure Noise Track until aircraft reach 5,000 feet or 5 miles from the departure end of the runway. However, aircraft cleared via an RNAV SID and assigned an initial heading may be cleared direct to the first RNAV waypoint on the Tower assigned noise track.

Clearance to the first RNAV waypoint must ensure standard separation from other aircraft departing the same or parallel runway(s).

(1). Exceptions:

(a) Runway 27R/L Northbound Cross Complex Departures – A80 will have control at ATL 3 DME to vector non-RNAV aircraft toward MPASS.

(b) Safety reasons, e.g., weather, avoid operational error, etc.

e) Not turn SAT departures off of Tower assigned heading until the aircraft enters SAT airspace, unless otherwise coordinated.

B. Departures on Runway 10/28 and Triple Departures - In addition to Departure Procedures above, Atlanta ATCT must:

1). Verbally advise A80 of:

a) Individual aircraft departing Runway 10/28 and sequence Runway 10/28 departures with Runway 9L/R-27R/L departures.

b) Start/stop times for Full Triple Departures (FTD).

2). Determine the departure split (e.g., NW2—26L; SW1—27R; E—28). During FTDs, all departures must, to the maximum extent possible, be assigned the runway that conforms to the departure split.

C. Coordination Procedures Via Flight Strip Transfer:

1). ATL ATCT must transfer Flight Progress Strip information to A80 by sending FPS when an aircraft is "cleared for takeoff". The following information, as appropriate, must be coordinated by ATL ATCT via the flight strip or verbal coordination:

a) Visual Separation (V) – indicates the aircraft is maintaining visual separation from the preceding departure.

b) No Flight Following – indicates an aircraft requests "No Flight Following".

c) Runway Designator – indicates departure runway.

2). Local Control must verbally coordinate with the associated departure control when applying visual separation between two successive departures and “V” information was not transmitted to A80 via the initial FPS.

D. Arrivals

1). ATL ATCT must:

a) Verbally advise A80 of the following information:

(1). Current ATIS

(2). Weather changes, including IFR to VFR and vice versa

(3). When runway turnoffs are not visible from the Tower

(4). Changes in Braking Action when Braking Action is less than "GOOD."

b) Quick look the A80 Arrival Radar (AR) and Tower positions, and/or other positions AR is combined to as appropriate.

2). A80 must:

a) Designate the type approach in use and verbally advise ATL ATCT when Full Triple Arrival (FTA) procedures are in effect.

NOTE - *FTA procedures are defined as those times when A80 will be assigning three (3) landing runways on a full time basis regardless of type approach in use.*

b) Verbally coordinate, force a full data block, and enter the landing runway in the automated scratch pad for any aircraft landing on other than the designated arrival runway(s).

(1). On a West Operation, Runways 26R, 27L, and 28 are normally the designated arrival runways.

(2). On an East Operation, Runways 8L, 9R, and 10 are normally the designated arrival runways.

(3). Verbally advise ATL ATCT when arrivals are assigned Runway 10/28 unless FTAs are in effect.

(4). Opposite Direction Arrivals are not authorized unless otherwise coordinated with the A80. See Appendix 4.

c) Transfer radio communications and control at the Final Approach Fix (FAF) for instrument approaches and five (5) miles or the FAF for visual approaches and VFR operations.

d) To the extent possible, assign aircraft parking north of Runway 8L/26R the North Runway Complex for landing and assign aircraft parking south of Runway 9R/27L the Center or South Runway Complex for landing.

e) Enter the landing runway in the scratch pad whenever an aircraft will land on a runway on the opposite side of its base entry and is within 10 miles of the airport.

f) Advise ATL ATCT when Arrival Radar is being worked by any function other than Arrival Radar; e.g., TAR or DR.

E. Pullout/Missed Approach/Go Around Procedures

NOTE - *Unless otherwise coordinated, "North Runway" means 8L/R-26R/L; "South Runway" means 9L/R-27R/L in Dual Operations, and 10/28 in Triple Operations. In all circumstances, Tower has the option to use the noise track/departure area and coordinate with departure control.*

1). Pullout Procedures for Outside Runways

a) LC will cancel Approach Clearance, retain aircraft in Tower airspace, and:

(1). issue 4000 feet and a 360 heading to aircraft on the North Runway,

(2). issue 3000 feet and a 180 heading to aircraft on the South Runway,

(3). coordinate with the appropriate AR.

b) AR will issue to LC a heading toward the downwind.

c) LC will issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to the appropriate AR. Communications transfer to AR constitutes LC release of control for turns to the downwind, speed and altitude changes.

2). Pullout Procedures for the Middle Runway

a) LC will climb the aircraft to 4000, resolve all conflicts with Runway 10/28 traffic, issue a 180 heading, retain aircraft in Tower airspace and coordinate with AR-A.

b) AR-A will issue to LC a heading toward the downwind.

c) LC will issue the AR-A assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR-A frequency. Communications transfer constitutes release of control to AR-A for turns to the downwind, speed and altitude changes.

G. A380 Operations – restricted to runways 9L/27R and 9R/27L only.

1). When ILS approaches are being conducted to the Center Runway Complex, A80 will assign A380 aircraft Runway 9L/27R whenever other aircraft will incur a delay

landing runway 9R/27L. For example, whenever a natural gap of less than 30 miles exists behind the A380, the A380 should be assigned runway 9L/27R.

2). A80 must advise ATL of the landing runway assignment prior to an A380 entering A80 airspace.

H. Runway Change Procedures - Runway changes must be a coordinated effort involving the ATL Tower, A80 TRACON, and ZTL.

1). A80 will coordinate with ATCT to determine the most advantageous time to transition from one runway configuration to another.

2). ATL ATCT must identify the last aircraft to depart each runway prior to changing the takeoff/landing direction.

3). A80 must:

a) Identify the last aircraft to land on each runway prior to changing the takeoff/landing direction.

b) Force a FDB of the last arrival aircraft on the appropriate ATL ATCT displays.

c) Advise ATCT of the call signs of the last arrival aircraft for each runway.

d) Advise ATCT of the anticipated ATL departure stop.

e) STOP ATL departures when the last airport arrival is 25 flying miles from landing and obtain the call sign of the last ATL departure.

f) Resume ATL arrivals from the 40 DME.

g) Not permit the new ATL arrivals closer than 5 flying miles until the ATCT reports the preceding arrival has landed.

h) Advise ATL ATCT when departures are released after completion of the runway change.

I. Use of Modify/Quick Look for Data Transfer

1). Automation Modify/Quick Look functions must be used to forward arrival data from A80 to ATL ATCT. A blank automation scratch pad indicates that the aircraft is conducting the type of approach that is advertised on the ATIS.

2). ATL ATCT is responsible for determining whether the use of the Quick Look function is satisfactory, or if some other mode of transfer is to be used (e.g., voice call or handoff).

3). Facility policy does not prohibit the times/conditions that the Quick Look function for data transfer may be utilized.

4). The following automation scratch pad entries are available for Atlanta arrivals:

Entry	Definition
Blank Scratch Pad	Aircraft is conducting the type of approach that is advertised on the ATIS.
I	Aircraft is on an ILS approach when ILS approaches are not advertised on the ATIS.
V	Aircraft is on a visual approach when visual approaches are not advertised on the ATIS.
	NOTE- *Entering "V" is optional when Visual Approaches are in use.*
VS	Aircraft is maintaining visual separation from traffic on a parallel final approach course.
VR	Aircraft is cleared for a visual approach and radar separation is being provided. ***NOTE-*** *VR is only required when separation may compress to less than required separation and the Tower is expected to ensure separation either visually or by other means (i.e. Missed Approach, Go-Around, Break-Out).*
G	Aircraft is on an RNAV (GPS) approach when RNAV (GPS) approaches are not advertised on the ATIS.
Z	Aircraft is on an RNAV (RNP) Z approach when RNAV (RNP) Z approaches are not advertised on the ATIS.
L	Aircraft is executing a LOC only approach.
LA	Aircraft executing a low approach.
26L*	Aircraft assigned the advertised approach to Runway 26L.
26R*	Aircraft assigned the advertised approach to Runway 26R.
27L*	Aircraft assigned the advertised approach to Runway 27L.
27R*	Aircraft assigned the advertised approach to Runway 27R.
28*	Aircraft assigned the advertised approach to Runway 28.
8L*	Aircraft assigned the advertised approach to Runway 8L.

8R*	Aircraft assigned the advertised approach to Runway 8R.
9L*	Aircraft assigned the advertised approach to Runway 9L.
9R*	Aircraft assigned the advertised approach to Runway 9R.
10*	Aircraft assigned the advertised approach to Runway 10.
TOC*	Aircraft is parking at the Delta Technical Operations Center.
NC*	Aircraft is parking at North Cargo ramp.
SC*	Aircraft is parking at South Cargo ramp.
ΔN*	Aircraft is parking at Delta North ramp.

*These scratch pad entries are optional except as provided in D(2)e.

J. MSAW Alert Areas

1). Minimum Safe Altitude Warning (MSAW) Responsibilities

a) The Tower MSAW aural alarm area is adapted for a ten (10) NM radius from the center of the airport from the surface to 3500 MSL.

b) ATL ATCT is responsible for:

(1). Issuing MSAW Safety Alerts to aircraft that are within the adapted Tower aural alarm area **and** on Tower frequency.

(2). Issuing MSAW Safety Alerts relayed from A80 to any affected aircraft that is on Tower frequency.

c) A80 is responsible for:

(1). Informing the Tower when an MSAW alert is received for any aircraft on Tower frequency.

(2). Issuing MSAW Safety Alerts that aircraft that are on TRACON frequency, regardless of position.

DEVIATIONS: Deviations from this agreement must only be permitted when coordination that clearly defines responsibility has been effect**.**

Appendix 1

Atlanta Large TRACON and Atlanta Airport Traffic Control Tower
LETTER OF AGREEMENT

SUBJECT: Contingency Plan in the event RNAV SIDs are/become unusable.

1. **PURPOSE:** This document establishes procedures to be followed in the event that RNAV departures are unusable. All other provisions of the current LOA not specifically addressed in this document remain applicable.

2. **SCOPE:** The responsibilities and procedures contained herein shall apply only as a contingency plan in the event that RNAV departures are unusable. Implementation of these procedures will be at the direction of A80.

3. **RESPONSIBILITIES/PROCEDURES:**

   A) ATL ATCT must:

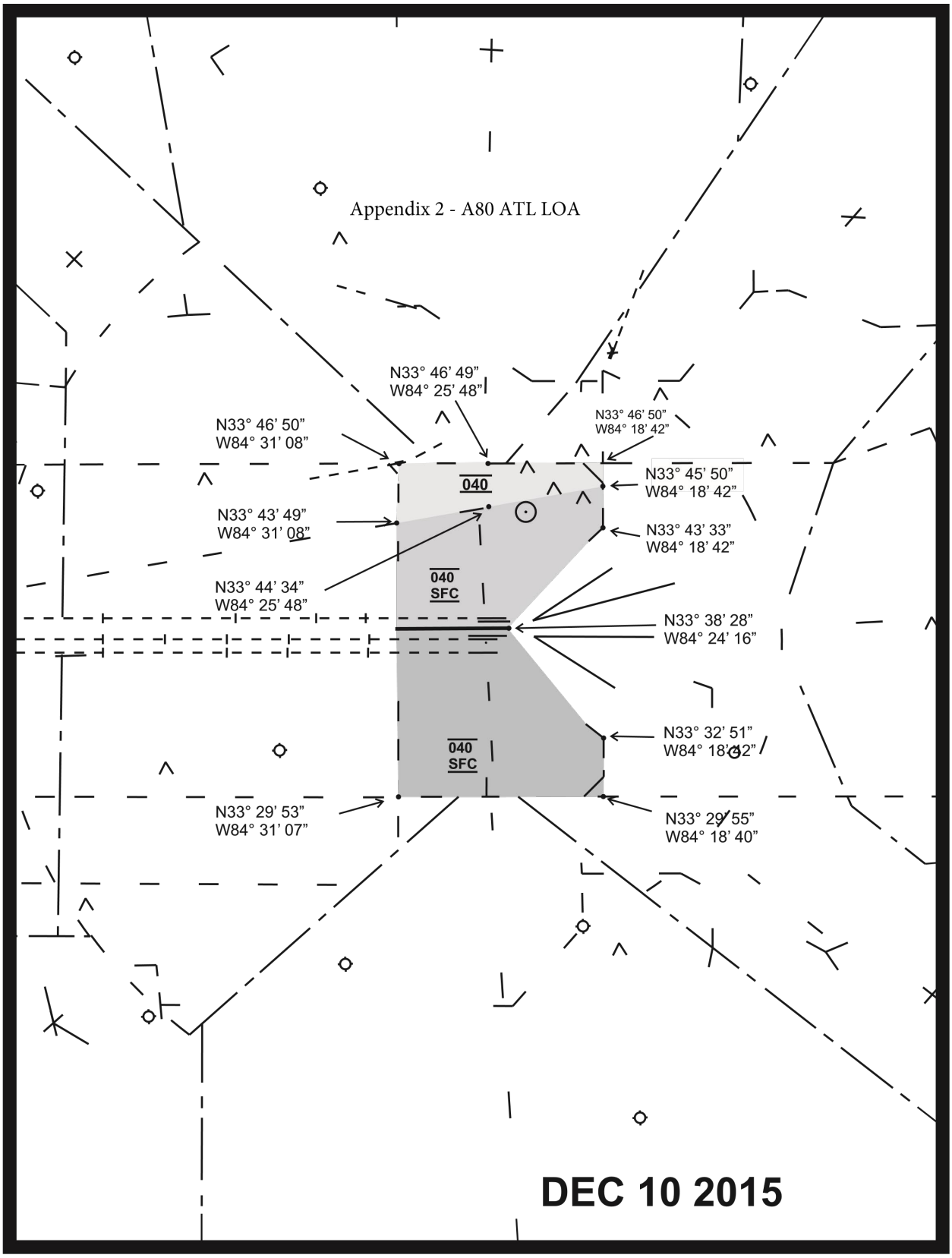
      1) Continue to clear RNAV capable aircraft via RNAV SIDs/flight plans.

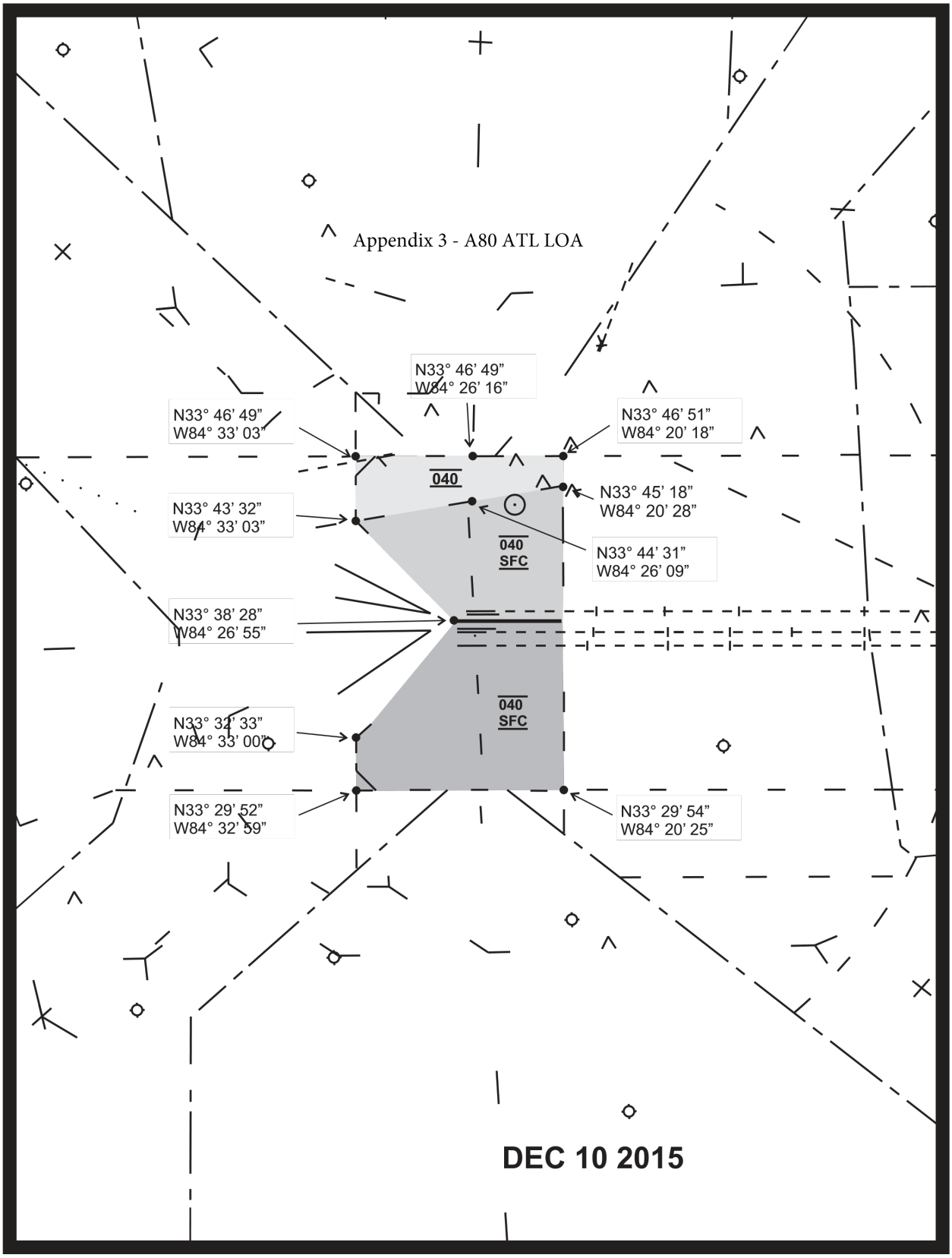
      2) Assign all turbojet headings in accordance with the Table below.

Departure Runway	***Departure Transition Area***	***Assigned Heading***
8L/R	N,E,W	070
8L/R	S	110 (Cross Complex)
9L/R	E	095 [Runway Heading]
9L/R	S,W	110
9L/R, 10	N	070 (Cross Complex)
10	S,E,W	110
26L/R	N,E	295
26L/R	W	280
26L/R	S	250 (Cross Complex)
27L/R, 28	S,E,W	250
27L/R, 28	N*	275 [Runway Heading] (Cross Complex)

*****A80 will have control at ATL 3 DME (over/abeam CPARK) to vector aircraft toward MPASS.

3) A80 shall not turn aircraft off the Departure Noise Track until aircraft reach 5,000 feet or 5 miles from the departure end of the runway, except Runway 27R/L/28 Northbound Cross Complex Departures. Clearance to any RNAV waypoint must ensure standard separation from other aircraft departing the same or parallel runway(s).


Appendix 2 - A80 ATL LOA
N33° 46' 49"
W84° 25' 48"
N33° 46' 50"
W84° 31' 08"
N33° 46' 50"
W84° 18' 42"
040
N33° 45' 50"
W84° 18' 42"
N33° 43' 49"
W84° 31' 08"
N33° 43' 33"
W84° 18' 42"
040
SFC
N33° 44' 34"
W84° 25' 48"
N33° 38' 28"
W84° 24' 16"
N33° 32' 51"
W84° 18' 42"
040
SFC
N33° 29' 53"
W84° 31' 07"
N33° 29' 55"
W84° 18' 40"
DEC 10 2015


Appendix 3 - A80 ATL LOA
N33° 46' 49"
W84° 26' 16"
N33° 46' 49"
W84° 33' 03"
N33° 46' 51"
W84° 20' 18"
040
N33° 45' 18"
W84° 20' 28"
N33° 43' 32"
W84° 33' 03"
040
SFC
N33° 44' 31"
W84° 26' 09"
N33° 38' 28"
W84° 26' 55"
040
SFC
N33° 32' 33"
W84° 33' 00"
N33° 29' 52"
W84° 32' 59"
N33° 29' 54"
W84° 20' 25"
DEC 10 2015

Appendix 4
ATL Opposite Direction Operations (ODO)

A. Definition: IFR / VFR Operations conducted to the same or parallel runway (on the same complex, i.e. 26R/26L, 9L/9R) where an aircraft is operating in a reciprocal direction of another aircraft arriving, departing or conducting an approach.

B. General: ODO procedures are established to accommodate aircraft receiving operational priority. ODO CP (Cut Off Points) do not apply to emergencies.

C. General Procedures:

1. The initial departure path must be protected until the departure is airborne and turned away from the conflicting traffic.

2. The arrival path must be protected once the arriving aircraft crosses the cut-off point until the arriving aircraft crosses landing threshold.

3. Either the TRACON or ATL ATCT may initate ODO requests (APREQ) for an aircraft receiving IFR services. Initial coordination must include:

    a. Call Sign.

    b. Aircraft Type.

    c. the phrase “Opposite Direction (Arrival/Departure), Runway ___”.

    d. Subsequent coordination must include the phrase “Opposite Direction”.

4. Either party may deny/revoke the ODO APREQ due to Traffic Density or other operational constraints.

5. Visual Separation is not authorized for ODO between two IFR aircraft.

6. Traffic Advisories must be issued to all participating aircraft.

7. A80 must ensure Cut-Off points are protected. Cut Off points are determined by the TRACON Configuration as defined in Section D. A80 is solely responsible to ensure compliance with the Cut Off points. Aircraft on downwind are not ODO until turning base.

8. Cut Off points do not apply to VFR aircraft.

9. A80 may apply vertical separation to aircraft operating inside the CP, subject to other JO 7110.65 requirements. If vertical separation is being used in conjunction with a CP then the arriving aircraft may continue past the CP as long as vertical separation is maintained; however, the aircraft must not be cleared for an approach once inside of the

CP unless an emergency situation exists (i.e. action must be taken to re-sequence the aircraft.)
Example: Glide Slope / Approach Gate / stable approach requirements.

D. Procedures Applicable to Operational Configurations:

1. TRACON Midnight Configuration:
    a. Cancel automatic releases while ODO is in progress.

    b. Resume automatic releases upon completion of ODO.

    c. Cut off points for this configuration is seven (7) miles.

2. TRACON other than Midnight Configuration: ***NOTE – VERY RARE***
    a. ODO IFR Departures:
        i. Opposite Direction Departures initial altitude will be 3000 feet MSL.

        ii. A80 will provide a release for the ODO aircraft and ensure the initial departure heading diverges by a minimum of 45 degrees from the aircraft operating in a reciprocal direction.

        iii. Cut off points for this configuration is fifteen (15) miles.

    b. ODO VFR Departures: ***NOTE – VERY RARE***
        i. Opposite Direction Departures initial altitude will be 3000 feet MSL.

        ii. A80 will provide a release for the ODO aircraft and ensure the initial departure heading turns away from the aircraft operating in a reciprocal direction.

        iii. Cut off points for this configuration is fifteen (15) miles.

    c. ODO Arrivals, IFR and VFR: ***NOTE – PROHIBTED, WITH LIMITED EXCEPTIONS***
        i. This operation is PROHIBITED except for emergencies or aircraft receiving operational priority as defined in FAAO 7110.65, 2-1-4.

        ii. The cutoff point for this configuration is seven (7) miles.

        iii. A80 will stop departures from ALL runways prior to the ODO aircraft reaching a fifteen (15) mile cutoff point.

        iv. Normal operations will resume upon completion of the ODO and ATCT advises A80.