SUBJ: Selection

1. Purpose of This Notice. This notice amends FAA Order JO 7110.65Z, Air Traffic Control, paragraph 3-5-1, Selection.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all associated air traffic facilities.


4. Explanation of Policy Change. This change clarifies responsibilities associated with selecting active runway(s). The final authority for determining runway(s) in use rests with the Airport Traffic Control Tower (ATCT) supervisor/controller in charge (CIC). This change emphasizes that tailwind and crosswind considerations take precedence over delay/capacity considerations and noise abatement operations/procedures/agreements.

5. Procedures/Responsibilities/Action. Amend FAA Order JO 7110.65Z by changing the following paragraph to read as follows:

   3-5-1. SELECTION

   a. The ATCT supervisor/CIC determines which runway/s are designated RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY.

   b. Assign the runway(s) most nearly aligned with the wind when 5 knots or more, or the “calm wind” runway when less than 5 knots unless:

      1. Use of another runway is operationally advantageous.

      2. A Runway Use Program is in effect.

   c. Tailwind and crosswind considerations take precedence over delay/capacity considerations, and noise abatement operations/procedures/agreements.
d. If a pilot prefers to use a runway different from that specified, the pilot is expected to advise ATC. ATC may honor such requests as soon as is operationally practicable. ATC will advise pilots when the requested runway is noise-sensitive.

No further changes to paragraph.

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

7. **Background.** Aircraft arrival and departure operations generally use the runway(s) most nearly aligned with the wind direction when the wind velocity is 5 knots or more. Other considerations such as runway length, available approach aids, noise abatement, delay/capacity considerations, and other factors may influence the selection of active runways.

National Transportation Safety Board (NTSB) Recommendation A-10-109 included recommendations concerning runway selection criteria that proactively considers current and developing wind conditions, including gusts. In addition, this change is responsive to safety issues identified in Air Traffic Safety Action Program (ATSAP) Corrective Action Request (CAR) 2012-009 Runway Configurations – Tailwind/Crosswind Operations.

Michael R. Beckles
Director (A), Policy, AJV-P
Air Traffic Organization