DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65T

CHANGE: 3

EFFECTIVE DATE: August 25, 2011 **TRACKING #: 53- 3-1-8**

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

1. PARAGRAPH NUMBER AND TITLE:

3-1-8. LOW LEVEL WIND SHEAR/MICROBURST ADVISORIES

2. BACKGROUND: A communication disconnect exists between the air traffic control (ATC) and the aviation communites concerning actions a flight crew will make during a wind shear go around that has been initiated following in-cockpit windshear detection escape guidance. Flight crews are tasked with first escaping the wind shear event and then communicating/complying with ATC instructions. Unfortunately, ATC may not be aware that an aircrew is executing a "wind shear escape" procedure and the current directive does not identify this procedure.

3. EXPLANATION OF CHANGE: This change identifies the term "wind shear escape" for use by aircrew experiencing a wind shear event and provides a definition of the term in the Pilot/Controller Glossary. This change cancels and incorporates N JO 7110.551, Low Level Wind Shear/Microburst Advisories, effective March 8, 2011.

4. CHANGE:

OLD	**NEW**
3-1-8. LOW LEVEL WIND SHEAR/MICROBURST ADVISORIES	3-1-8. LOW LEVEL WIND SHEAR/MICROBURST ADVISORIES
a thru b	No change
1. At locations equipped with LLWAS, the local controller shall provide wind information as follows:	1. At locations equipped with LLWAS, the local controller **must** provide wind information as follows:
NOTE through b2(d)	No change
(e) The LLWAS NE++ and LLWAS-RS are designed to operate with as many as 50 percent of the total sensors inoperative. When all three remote sensors designated for a specific runway arrival or departure wind display line are inoperative then the LLWAS NE++ and LLWAS-RS for that runway arrival/departure shall be considered out of service. When a specific runway arrival or departure wind display line is inoperative and wind shear/microburst activity is likely; (e.g.; frontal activity, convective storms, PIREPs), a statement shall be included on the ATIS, "WIND SHEAR AND MICROBURST INFORMATION FOR RUNWAY (runway number) ARRIVAL/DEPARTURE NOT AVAILABLE."	(e) The LLWAS NE++ and LLWAS-RS are designed to operate with as many as 50 percent of the total sensors inoperative. When all three remote sensors designated for a specific runway arrival or departure wind display line are inoperative then the LLWAS NE++ and LLWAS-RS for that runway arrival/departure **must** be considered out of service. When a specific runway arrival or departure wind display line is inoperative and wind shear/microburst activity is likely; (**for example**, frontal activity, convective storms, PIREPs), **the following** statement **must** be included on the ATIS, "WIND SHEAR AND MICROBURST INFORMATION FOR RUNWAY (number) ARRIVAL/DEPARTURE NOT AVAILABLE."
NOTE	No change

Add **c. Wind Shear Escape Procedures.**

Add **1. If an aircraft under your control informs you that it is performing a wind shear escape, do not issue control instructions that are contrary to pilot actions. ATC should continue to provide safety alerts regarding terrain or obstacles and traffic advisories for the escape aircraft, as appropriate.**

Add ***EXAMPLE-***
"Denver Tower, United 1154, wind shear escape."

Add ***NOTE-***
Aircraft that execute a wind shear escape maneuver will usually conduct a full power climb straight ahead and will not accept any control instructions until onboard systems advise the crew or the pilot in command (PIC) advises ATC that the escape maneuver is no longer required.

Add ***REFERENCE-***
P/CG Term – Wind Shear Escape

Add **2. Unless advised by additional aircraft that they are also performing an escape procedure, do not presume that other aircraft in the proximity of the escape aircraft are responding to wind shear alerts/events as well. Continue to provide control instructions, safety alerts, and traffic advisories as appropriate.**

Add **3. Once the responding aircraft has initiated a wind shear escape maneuver, the controller is not responsible for providing standard separation between the aircraft that is responding to an escape and any other aircraft, airspace, terrain, or obstacle. Responsibility for separation resumes when one of the following conditions are met:**

Add **(a) Departures:**

Add **(1) A crew member informs ATC that the wind shear escape maneuver is complete and ATC observes that standard separation has been re-established, or**

Add **(2) A crew member informs ATC that the escape maneuver is complete and has resumed a previously assigned departure clearance/routing.**

Add **(b) Arrivals:**

Add **(1) A crew member informs ATC that the escape maneuver is complete, and**

Add **(2) The aircrew has executed an alternate clearance or requested further instructions.**

Add	***NOTE-*** ***When the escape procedure is complete, the flight crew must advise ATC they are returning to their previously assigned clearance or request further instructions.***
Add	***EXAMPLE-*** ***"Denver Tower, United 1154, wind shear escape complete, resuming last assigned heading/(name) DP/clearance***
Add	***Or***
Add	***"Denver Tower, United 1154, wind shear escape complete, request further instructions."***

No further changes to paragraph.

5. INDEX CHANGES: None

6. GRAPHICS: None

7. GENOT/NOTICE: N JO 7110.551, Low Level Wind Shear/Microburst Advisories, effective March 8, 2011

8. FORMATTING & PLAIN LANGUAGE REVIEW: ☒ **HM 4/16/2010**

9. SAFETY RISK MANAGEMENT: (Check appropriate box).

☐ **SRMD**. Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM**. Proposed change is not safety related.

10. ICAO DIFFERENCES: YES ☐ **NO** ☒

for David J. Dodd
Manager, Terminal Operations Group

Date: 9/16/2010