

## Section 3. Operations

### 10-3-1. SIGMET AND PIREP HANDLING

Facility air traffic managers must establish procedures for the prompt collection and dissemination of SIGMET, CWA, and PIREP information. These procedures must contain direction for a central source to be responsible for:

- a. Soliciting and handling PIREPs in accordance with the provisions of FAAO JO 7110.65, Air Traffic Control, para 2-6-3, PIREP Information.
- b. Reviewing SIGMETs and CWAs to determine the required distribution, and disseminating SIGMET and/or CWA information in accordance with the following:

**NOTE-**

*Simply attempting to accelerate the movement of all weather data will not accomplish our objectives. Greater emphasis is being placed on screening and selective dissemination of weather data. Selective dissemination takes into account the need to alert pilots to significant weather reports in sufficient detail to assist them in making decisions pertinent to flight safety and to provide the information an ATC facility requires to promote the safe and efficient use of its airspace.*

1. Disseminate pertinent information from SIGMET or CWA to other terminal ATC facilities within your terminal area.
2. Disseminate selective SIGMET and CWA information on a need-to-know basis in accordance with the provisions of FAAO JO 7110.65, Paragraph 2-6-2, Hazardous Inflight Weather Advisory Service (HIWAS).

### 10-3-2. WIND INSTRUMENTS AT APPROACH CONTROL FACILITIES

- a. The same wind sensor may be used to provide wind information in ATCT and approach control facilities when they are located on the same airport.
- b. Approach control facilities not located at the airport to which radar service is being provided may issue wind data received from the tower at that airport. The wind data may be transmitted to the approach control facility by TelAutograph, data communication circuit, voice lines, etc.

- c. The facility air traffic manager of an approach control that provides radar service to an Air Force Base must identify facility requirements for wind indicators, in writing, to the local USAF Air Weather Service Commander.

### 10-3-3. LOW LEVEL WIND SHEAR/MICROBURST DETECTION SYSTEMS

- a. Procedures for the dissemination of wind information derived from the Low Level Wind Shear Alert System (LLWAS) or other automated wind shear detection systems, are contained in FAAO JO 7110.65, para 3-1-8, Low Level Wind Shear/Microburst Advisories. Guidance to facility air traffic managers concerning the operational use of the LLWAS is as follows:

1. Prior to operational use of LLWAS facilities, a letter to airmen must be published explaining, as a minimum, the location and designation of the remote sensors, the capabilities and limitations of the system, and the availability of current LLWAS remote sensor wind information if requested by the pilot. A new letter to airmen must be issued whenever changes to the above minimum criteria or system upgrade/modifications are made.

**NOTE-**

*The LLWAS may be retained as a backup system no longer than 6 months after the WSP has been commissioned.*

2. At positions of operation where installed, LLWAS airport wind information appearing on the tower LLWAS display may be used in place of the direct dial or commissioned AWOS/ASOS automated display wind information.

**NOTE-**

*Towers having the responsibility for weather observations must comply with the requirements as specified in sub-para 2-10-1a, Wind Instrument Sensors.*

3. TRACONs may use direct dial, LLWAS, or commissioned AWOS/ASOS automated display wind information for operational purposes.
4. Facility managers may designate the use of displayed wind information oriented to the threshold end of the runway in lieu of airport winds where LLWAS expanded network systems or LLWAS that are integrated with TDWR are installed, if deemed operationally advantageous.