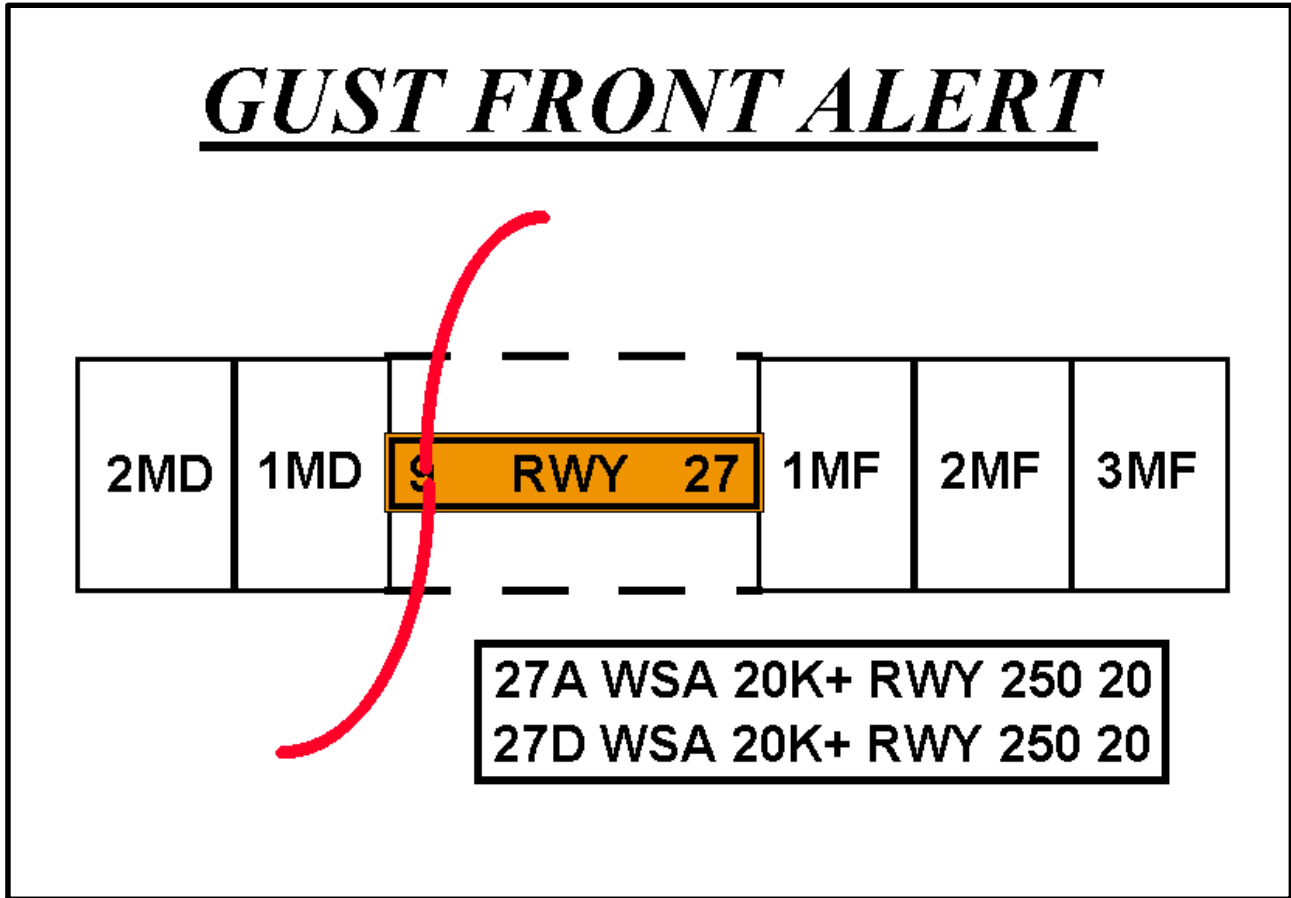


FIG 7-1-20  
Gust Front Alert



**(c) MULTIPLE WIND SHEAR ALERTS**

**EXAMPLE-**

This is what the controller sees on his/her ribbon display in the tower cab.

|                         |
|-------------------------|
| 27A WSA 20K+ RWY 250 20 |
| 27D WSA 20K+ RWY 250 20 |

**NOTE-**

(See FIG 7-1-20 to see how the TDWR/WSP determines the gust front/wind shear location.)

This is what the controller will say when issuing the alert.

**PHRASEOLOGY-**

**MULTIPLE WIND SHEAR ALERTS. RUNWAY 27 ARRIVAL, WIND SHEAR ALERT, 20 KT GAIN ON RUNWAY; RUNWAY 27 DEPARTURE, WIND SHEAR ALERT, 20 KT GAIN ON RUNWAY, WIND 250 AT 20.**

**EXAMPLE-**

In this example, the controller is advising arriving and departing aircraft that they could encounter a wind shear condition right on the runway due to a gust front (significant change of wind direction) with the possibility of a 20 knot gain in airspeed associated with the gust front. Additionally, the airport surface winds (for the runway in use) are reported as 250 degrees at 20 knots.

**REFERENCE-**

FAA Order 7110.65, Para 3-1-8, Low Level Wind Shear/Microburst Advisories, Subpara b2(d).

**6. The Terminal Weather Information for Pilots System (TWIP).**

(a) With the increase in the quantity and quality of terminal weather information available through TDWR, the next step is to provide this information directly to pilots rather than relying on voice communications