

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
KANSAS CITY INTERNATIONAL TOWER  
4 International Square  
Kansas City, Missouri

ISSUED: September 30, 2011

EFFECTIVE: September 30, 2011

**KANSAS CITY INTERNATIONAL ATCT LETTER TO AIRMEN NO. 2011-1**

SUBJECT: Terminal Doppler Weather Radar and Integrated Terminal Weather System  
Wind Information

CANCELLATION: September 30, 2013

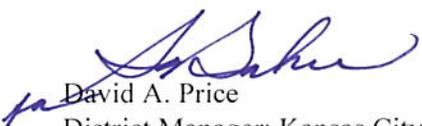
Microburst and gust front information for Kansas City International Airport (MCI) is derived from Terminal Doppler Weather Radar (TDWR) equipment located 12 miles north of MCI in Camden Point, Missouri. The TDWR provides this information to the Integrated Terminal Weather System (ITWS).

An ITWS Situation Display (SD) is located in the Tower cab and TRACON and displays weather products such as microburst, gust fronts, and precipitation. Additionally, the SD is used to change between runway configurations when winds dictate. The correct runway configuration for the flow being used is a must because the radar searches for microburst and wind shear winds in an arena. The arena is a box over the runway extending from a three mile final to two miles off the departure end of the runway.

ITWS has 3 modes of operation. In ITWS mode, the SD displays real-time ITWS products. In the TDWR mode, only TDWR data is displayed. In the LLWAS mode it means LLWAS products only, and only applies if ITWS and TDWR both have failed.

Limitations of the TDWR equipment: wind shear and microburst alerts are only available to pilots that are within three miles on final approach of all arrival runways and within two miles of the departure end of all departing runways.

Centerfield wind is available on request. Wind data provided to arriving and departing aircraft for all runways is derived from wind instruments located near centerfield at Kansas City International Airport.

  
David A. Price

District Manager: Kansas City International Tower