

to use the system for any cold temperature corrections. Any planned altitude correction for the intermediate and/or missed approach holding segments must be coordinated with ATC. Pilots do not have to advise ATC of a correction in the final segment.

**NOTE-**

*The charted baro-VNAV temperature range limitation does not apply to pilots operating aircraft with an airworthiness approval to conduct an RNAV (GPS) approach to LNAV/VNAV minimums with the use of SBAS vertical guidance.*

**REFERENCE-**

*AIM, Chapter 7, Section 3, Cold Temperature Barometric Altimeter Errors, Setting Procedures, and Cold Temperature Airports (CTA).*