

for determining the exact maneuver in each instance since airport design and the aircraft position, altitude and airspeed must all be considered.

REFERENCE-

AIM, Para 5-4-20, Approach and Landing Minimums.

3. Upon receipt of an approach clearance while on an unpublished route or being radar vectored:
 - (a) Complies with the minimum altitude for IFR; and
 - (b) Maintains the last assigned altitude until established on a segment of a published route or IAP, at which time published altitudes apply.
4. There are currently two temperature limitations that may be published in the notes box of the middle briefing strip on an instrument approach procedure (IAP). The two published temperature limitations are:
 - (a) A temperature range limitation associated with the use of baro-VNAV that may be published on a United States PBN IAP titled RNAV (GPS) or RNAV (RNP); and/or
 - (b) A Cold Temperature Airport (CTA) limitation designated by a snowflake ICON and temperature in Celsius (C) that is published on every IAP for the airfield.
5. 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.

REFERENCE-

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

b. Controller.

1. Issues an approach clearance based on known traffic.
2. Issues an IFR approach clearance only after the aircraft is established on a segment of published route or IAP, or assigns an appropriate altitude for the aircraft to maintain until so established.

5-5-5. Missed Approach

a. Pilot.

1. Executes a missed approach when one of the following conditions exist:
 - (a) Arrival at the Missed Approach Point (MAP) or the Decision Height (DH) and visual reference to the runway environment is insufficient to complete the landing.
 - (b) Determines that a safe approach or landing is not possible (see subparagraph 5-4-21h).
 - (c) Instructed to do so by ATC.
2. Advises ATC that a missed approach will be made. Include the reason for the missed approach unless the missed approach is initiated by ATC.
3. Complies with the missed approach instructions for the IAP being executed from the MAP, unless other missed approach instructions are specified by ATC.
4. If executing a missed approach prior to reaching the MAP, fly the lateral navigation path of the instrument procedure to the MAP. Climb to the altitude specified in the missed approach procedure, except when a maximum altitude is specified between the final approach fix (FAF) and the MAP. In that case, comply with the maximum altitude restriction. Note, this may require a continued descent on the final approach.
5. Cold Temperature Airports (CTA) are designated by a snowflake ICON and temperature in Celsius (C) that are published in the notes box of the middle briefing strip on an instrument approach procedure (IAP). Pilots should apply a cold temperature correction to the missed approach final holding altitude when the reported temperature is at or below the CTA temperature limitation. Pilots must inform ATC of the correction.

REFERENCE-

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