

(3) Correct final holding altitude in the MA Segment: Calculate the correction by taking the final missed approach (MA) holding altitude and subtract the airport elevation. Use this number to enter the height above airport column in TBL 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to the final MA altitude only.

(b) Aircraft with temperature compensating systems: If flying an aircraft equipped with a system capable of temperature compensation, follow the instructions for applying temperature compensation provided in the airplane flight manual (AFM), AFM supplement, or system operating manual. Ensure that temperature compensation system is on and active prior to the IAF and remains active throughout the entire approach and missed approach.

(1) Pilots that have a system that is able to calculate a temperature-corrected DA or MDA may use the system for this purpose.

(2) Pilots that have a system unable to calculate a temperature corrected DA or MDA will manually calculate an altitude correction for the MDA or DA.

NOTE-

Some systems apply temperature compensation only to those altitudes associated with an instrument approach procedure loaded into the active flight plan while other systems apply temperature compensation to all procedure altitudes or user entered altitudes in the active flight plan, including altitudes associated with a STAR. For those systems that apply temperature compensation to all altitudes in the active flight plan, delay activating temperature compensation until the aircraft has passed the last altitude constraint associated with the active STAR.

2. Individual Segment(s) Method: Pilots are allowed to correct only the marked segment(s) indicated in the CTA list. https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/. Pilots using the Individual Segment(s) Method will reference the CTA list to determine which segment(s) need a correction. See FIG 7-3-1.

FIG 7-3-1

Example Cold Temperature Restricted Airport List – Required Segments

Identifier	Airport Name	Temperature	Intermediate	Final	Missed Appr
3U3	Bowman Field	-33C	X		
6S5	Ravalli County	-23C			X
6S8	Laurel Municipal	-30C	X		
7S0	Ronan	-27C	X		
8S1	Polson	-20C	X	X	
32S	Stevensville	-20C	X		

(a) Manual Correction: Pilots will make a manual correction when the aircraft is not equipped with a temperature compensating system or when a compensating system is not used to make the correction. Use TBL 7-3-1, ICAO Cold Temperature Error Table, to calculate the correction needed for the approach segment(s).

(1) Intermediate Segment: All altitudes from the FAF/PFAF up to but not including the intermediate fix (IF) altitude. Calculate the correction by taking FAF/PFAF altitude and subtracting the airport elevation. Use this number to enter the height above airport column in TBL 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to FAF altitude and all step-down

altitudes within the intermediate segment (inside of the waypoint labeled “(IF)”).

(2) Final segment: Calculate correction by taking the MDA or DA for the approach flown and subtract the airport elevation. Use this number to enter the height above airport column in TBL 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Use this number or round up to next nearest 100. Add this number to MDA or DA, as applicable, and any applicable step-down fixes in the final segment.

(3) Missed Approach Segment: Calculate the correction by taking the final MA holding altitude and subtract the airport elevation. Use this number to enter the height above airport column in TBL 7-3-1 until reaching the reported temperature from the