

of 2500 ft. Pilots operating into an airport with a runway length less than 2500 ft. may make a cold temperature altitude correction in cold temperature conditions, if desired. Comply with operating and reporting procedures for CTAs.

**e. ATC Reporting Requirements.** Pilots must advise ATC with the corrected altitude when applying an altitude correction on any approach segment with the exception of the final segment.

**f. Methods to apply correction:** The FAA recommends operators/pilots use either the All Segments Method or the Individual Segments Method when making corrections at CTAs.

### 7-3-5. Cold Temperature Airport Procedures

**a. PILOTS MUST NOT MAKE AN ALTIMETER CHANGE** to accomplish an altitude correction. Pilots must ensure that the altimeter is set to the current altimeter setting provided by ATC in accordance with 14 CFR §91.121.

**b. Actions on when and where to make corrections:** Pilots will make an altitude correction to the published, “at”, “at or above”, and “at or below” altitudes on all designated segment(s) to all runways for all published instrument approach procedures when the reported airport temperature is at or below the published CTA temperature on the approach plate. A pilot may request an altitude correction (if desired) on any approach at any United States airport when extreme cold temperature is encountered. Pilots making a correction must comply with ATC reporting requirements.

**c. Correctable altitudes:** ATC does not apply a cold temperature correction to their Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) charts. Pilots must request approval from ATC to apply a cold temperature correction to any ATC assigned altitude. Pilots must not correct altitudes published on Standard Instrument Departures (SIDs), Obstacle Departure Procedures (ODPs), and Standard Terminal Arrivals (STARs).

**d. Use of corrected MDA/DA:** Pilots will use the corrected MDA or DA as the minimum altitude for an approach. Pilots must meet the requirements in 14 CFR Part 91.175 in order to operate below the corrected MDA or DA. Pilots must see and avoid

obstacles when descending below the minimum altitude on the approach.

#### **NOTE-**

*The corrected DA or MDA does not affect the visibility minima published for the approach. With the application of a cold temperature correction to the DA or MDA, the airplane should be in a position on the glideslope/glide-path or at the published missed approach point to identify the runway environment.*

**e. How to apply Cold Temperature Altitude Corrections on an Approach.**

**1. All Segments Method:** Pilots may correct all segment altitudes from the initial approach fix (IAF) altitude to the missed approach (MA) final holding altitude. Pilots familiar with the information in this section and the procedures for accomplishing the all segments method, only need to use the published “snowflake” icon, /CTA temperature limit on the approach chart for making corrections. Pilots are not required to reference the CTA list. The altitude correction is calculated as follows:

**(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) Correct all altitudes from the final approach fix (FAF)/PFAF up to and including the IAF altitude:** Calculate the correction by taking the 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 all altitudes from the FAF altitude through the IAF altitude.

**(2) Correct all altitudes in the final segment:** Calculate the correction by taking the MDA or DA for the approach being 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.