

picture, visual cues, etc., especially for high-altitude or terrain-challenged locations and during low-visibility conditions.

REFERENCE-

AIM Paragraph 5-4-5. Instrument Approach Procedure (IAP) Charts.

a. Uncompensated Baro-VNAV note on 14 CFR Part 97 IAPs. The area navigation (RNAV) global positioning system (GPS) and RNAV required navigation performance (RNP) notes, “For uncompensated Baro-VNAV systems, lateral navigation (LNAV)/VNAV NA below $-XX^{\circ}\text{C}$ ($-XX^{\circ}\text{F}$) or above $XX^{\circ}\text{C}$ ($XXX^{\circ}\text{F}$)” and “For uncompensated Baro-VNAV systems, procedure NA below $-XX^{\circ}\text{C}$ ($-XX^{\circ}\text{F}$) or above $XX^{\circ}\text{C}$ ($XXX^{\circ}\text{F}$)” apply to baro-VNAV equipped aircraft. These temperatures and how they are used are independent of the temperature and procedures applied for a Cold Temperature Airport.

1. The uncompensated baro-VNAV chart note and temperature range on an RNAV (GPS) approach is applicable to the LNAV/VNAV line of minima. Baro-VNAV equipped aircraft without a temperature compensating system may not use the RNAV (GPS) approach LNAV/VNAV line of minima when the actual temperature is above or below the charted temperature range.

2. The uncompensated baro-VNAV chart note and temperature range on an RNAV (RNP) approach applies to the entire procedure. For aircraft without a baro-VNAV and temperature compensating system, the RNAV (RNP) approach is not authorized when the actual temperature is above or below the charted uncompensated baro-VNAV temperature range.

b. Baro-VNAV temperature range versus CTA temperature: The baro-VNAV and CTA temperatures are independent and do not follow the same correction or reporting procedures. However, there are times when both procedures, each according to its associated temperature, should be accomplished on the approach.

c. Operating and ATC reporting procedures.

1. Do not use the CTA operating or reporting procedure found in this section, 7-3-4 a. thru 7-3-5 e. when complying with the baro-VNAV temperature note on an RNAV (GPS) approach. Correction is not required nor expected to be applied to procedure

altitudes or VNAV paths outside of the final approach segment.

2. Operators must advise ATC when making temperature corrections on RNP authorization required (AR) approaches while adhering to baro-VNAV temperature note.


3. Reporting altitude corrections is required when complying with CTAs in conjunction with the baro-VNAV temperature note. The CTA altitude corrections will be reported in this situation. No altitude correction reporting is required in the final segment.

NOTE-

When executing an approach with vertical guidance at a CTA (i.e., ILS, localizer performance with vertical guidance (LPV), LNAV/VNAV), pilots are reminded to intersect the glideslope/glidepath at the corrected intermediate altitude (if applicable) and follow the published glideslope/glidepath to the corrected minima. The ILS glideslope and WAAS generated glidepath are unaffected by cold temperatures and provide vertical guidance to the corrected DA. Begin descent on the ILS glideslope or WAAS generated glidepath when directed by aircraft instrumentation. Temperature affects the precise final approach fix (PFAF) true altitude where a baro-VNAV generated glidepath begins. The PFAF altitude must be corrected when below the CTA temperature restriction for the intermediate segment or outside of the baro-VNAV temperature restriction when using the LNAV/VNAV line of minima to the corrected DA.

7-3-4. Cold Temperature Airports (CTA)

a. General: The FAA has determined that operating in cold temperatures has placed some 14 CFR Part 97 instrument approach procedures in the United States National Airspace System at risk for loss of required obstacle clearance (ROC). An airport that is determined to be at risk will have an ICON and temperature published on the instrument approach procedure (IAP) in the terminal procedures publication (TPP).

b. CTA identification in TPP: A CTA is identified by a “snowflake” icon () and temperature limit, in Celsius, on U.S. Government approach charts.

c. A current list of CTAs is located at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/. Airports are listed by ICAO code, Airport Name, Temperature in Celsius, and affected segment(s).

d. Airport Criteria. The CTA risk analysis is performed on airports that have at least one runway