be done on initial radio contact with the ATC issuing approach clearance. ATC requires this information in order to ensure appropriate vertical separation between known traffic. ATC will not beproviding a cold temperature correction to Minimum Vectoring Altitudes (MVA). Pilots must not apply cold temperature compensation to ATC assigned altitudes or when flying on radar vectors in lieu of a published missed approach procedure unless cleared by ATC.

Pilots should query ATC when vectors to an intermediate segment are lower than the requested intermediate segment altitude corrected for temperature. Pilots are encouraged to self-announce corrected altitude when flying into uncontrolled airfields.

The following are examples of appropriate pilot-to-ATC communication when applying cold-temperature altitude corrections:

On initial check-in with ATC providing approach clearance: Hayden, CO (example below).

Intermediate segment: "Require 10600 ft. for cold temperature operations until BEEAR",

Missed Approach segment: "Require final holding altitude, 10600 ft. on missed approach for cold temperature operations"

Pilots cleared by ATC for an instrument approach procedure; "Cleared the RNAV RWY 28 approach (from any IAF)". Hayden, CO (example below).

Intermediate Segment: "Level 10600 ft for cold temperature operations inside HIPNA to BEEAR"

Pilots are not required to advise ATC if correcting on the final segment only. Pilots must use the corrected MDA or DA/DH as the minimum for an approach. Pilots must meet the requirements in 14 CFR Part 91.175 in order to operate below the corrected MDA or DA/DH. Pilots must see and avoid obstacles when descending below the MDA.
The temperature restriction at a "Cold Temperature Restricted Airport" is mutually exclusive from the charted temperature restriction published for "uncompensated baro-VNAV systems" on 14 CFR Part 97 RNAV (GPS) and RNAV (RNP) approach charts. The charted temperature restriction for uncompensated baro-VNAV systems is applicable to the final segment LNAV/VNAV minima. The charted temperature restriction must be followed regardless of the cold temperature restricted airport temperature.

Pilots are not required to calculate a cold temperature altitude correction at any airport with a runway length of 2,500 feet or greater that is not included in the airports list found at the URL above. Pilots operating into an airport with a runway length less than 2,500 feet, may make a cold temperature altitude correction in cold temperature conditions.

Cold Temperature Restricted Airports: These airports are listed in the FAA Notices To Airmen Publication (NTAP) found here: https://www.faa.gov/air_traffic/publications/notices/.

Airports are listed by ICAO code, Airport Name, Temperature Restriction in Celsius/Fahrenheit and affected Segment. One temperature may apply to multiple segments. Italicized airports have two affected segments, each with a different temperature restrictions. The warmest temperature will be indicated on Airport IAPs next to a snowflake symbol, -35°C in the United States Terminal Procedure Publication. The ICON will be added to the TPPs incrementally each charting cycle.

LNAV, LNAV/VNAV and Circling Minimums

There are some RNAV procedures with lower non-precision LNAV minimums [Figure 4-17] than vertically-guided LNAV/VNAV minimums. Circling procedures found on the same approach chart may also have lower minimums than the vertically-guided LNAV/VNAV procedure. Each RNAV procedure is evaluated independently and different approach segments have differing required obstacle clearance (ROC) values, obstacle evaluation area (OEA) dimensions and final segment types. Figure 4-18 explains the differences.

Airport/Runway Information

Another important piece of a thorough approach briefing is the discussion of the airport and runway environment. A detailed examination of the runway length (this must include the A/FD section of the CS for the landing distance available), the intended turnoff taxiway, and the route of taxi to the parking area, are all important briefing items. In addition, runway conditions should be discussed. The effect on the aircraft's performance must be considered if the runway is contaminated.

FAA approach charts include a runway sketch on each approach chart to make important airport information easily accessible to pilots. In addition, at airports that have complex runway/taxiway configurations, a separate full-page airport diagram is published.

The airport diagram also includes the latitude/longitude