Subject: Update to "Cold Temperature Restricted Airport" procedure and airports list located in Notice to Airmen Publication (NTAP) Graphic Notices.
www/faa.gov/air_traffic/publications/notices.

Purpose: This publication provides operators with information related to cold temperature altitude restrictions. It contains the additions and subtractions of airports to the Cold Temperature Restricted Airports list located in the NTAP. This publication also provides information on a new method (All Segments Method) approved for operators to use at cold temperature restricted airports and has named the existing procedure the NTAP Segment(s) Method.

Background: In response to recognized safety concerns over cold weather altimetry errors, the Federal Aviation Administration (FAA) completed a risk analysis to determine if current Title 14 of the Code of Federal Regulations (14 CFR) Part 97 instrument approach procedures in the United States National Airspace System (NAS) are at risk during cold temperature operations. From this study the FAA published an NTAP providing pilots a list of airports, the affected segments and procedures needed to correct published altitudes at the restricted temperatures. After two years of using the procedure, it was determined by pilot's comments that a simpler method should also be designed for pilots to use.

Discussion: In order to simplify the procedure, pilots may correct all altitudes from the initial approach fix (IAF) through the missed approach (MA) final holding altitude (All Segments Method). There will be a single temperature in Celsius (C) next to the snowflake ICON to indicate when this procedure will be required. Pilots wishing to use the All Segments Method and familiar with the NTAP procedure for applying a correction are not required to review the NTAP airport list for affected segments. Pilots wishing to continue correcting segment by segment must review the NTAP airports list for segment(s) affected (NTAP Segment(s) Method). The front matter in the FAA U.S Terminal Procedures Publication will also provide this information.

Added Airports

Alaska: EEK (PAEE), St Michael (PAMK), Wasilla (PAWS), Koyukuk (PFKU).

Colorado: Cortez Muni (KCEZ), Spanish Peak Airfield (4V1)

Idaho: Freeman Memorial (KSUN).

Iowa: Spencer Muni (KSPW).

Massachusetts: Harriman-and-West (KAQW), Fitchburg Muni (KFIT).

Michigan: Alpena County Rgnl (KAPN), Boyne Mountain (KBFA)

Montana: Cut Bank Intl (KCTB), Deer Lodge City County (38S).

New Hampshire: Haverhill/Dean Memorial (5B9).

New York: Chautauqua County/Dunkirk (KDKK), Ticonderoga Muni (4B6).

Oregon: Grant County Rgnl/Ogilvie Field (KGCD)

Utah: Delta Muni (KDTA)

Vermont: Edward F. Knapp State (KMPV).

Virginia: Blue Ridge (KMTV)

Wyoming: Kemmerer Muni (KEMM), Worland Muni (KWRL), Hulett Muni (W43).

Deleted Airports

Alaska: Adak (PADK), Homer (PAHO), Koyuk Alfred Adams (PAKK), Alpine Strip (PALP), Mekoryuk (PAMY), Sand Point (PASD), Shishmaref (PASH), Talkeetna (PATK)

Idaho: Boise Air Terminal/Gowen Field (KBOI), Sandpoint (KSZT)

Kansas: Freeman Field (3JC)

Kentucky: Williamsburg-Whitley County (KBYL)

Maine: Caribou Muni (KCAR), Millinocket Muni (KMLT), Biddeford Muni (B19). Greenville Municipal (3B1)

Massachusetts: Orange Muni (KORE)

Michigan: West Branch Community (Y31)

Minnesota: Eveleth Virginia Muni (KEVM), Fosston Muni (KFSE), Granite Falls Muni (KGDB), Princeton Muni (KPNM), Red Wing Rgnl (KRGK), Rochester Intl (KRST), Dodge Center (KTOB), Ortonville Muni Martinson Field (KVVV)

Montana: Dillon (KDLN), Mission Field (KLVM)

Nebraska: Miller Field (KVTN)

New Jersey: Sussex (KFWN)

New Mexico: Taos Rgnl (KSKX)

New York: Tri Cities (KCZG), Hornell Muni (KHTF), Sidney Muni (N23)

North Dakota: Pembina Muni (KBNO)

Pennsylvania: William T. Piper (KLHV), Mifflin County (KRVL), Bradford County (N27), Bellefonte (N96)

South Dakota: Pine Ridge (KIEN)

Utah: Roosevelt Municipal Airport (74V)

Virginia: Front Royal Warren County (KFRR), Luray Caverns (KLUA), Shenandoah Valley Rgnl (KSHD), New Market (8W2)

Washington St.: Deer Park (KDEW), Grant County Intl (KMWH), Richland (KRLD), Yakima Air Terminal/McAllister (KYKM)

West Virginia: Upshur County Regional (W22), Potomac Airpark (W35)

Wisconsin: Blackhawk Airfield (87Y), Richland (93C), Middleton Municipal Morey Field (C29)

Wyoming: Converse County (KDGW), Rawlins Muni/Harvey Field (KRWL), North Big Horn County (U68)

The current -XX°C/XX°F icon will be changed to -XX°C. This change will be done incrementally on airport approach plates. The icon indicates a cold temperature altitude correction will be required on an approach when the reported temperature is, “at or below” the temperature specified for that airport. During this process, pilots may see temperatures on the current approach plates that are different than the temperature listed in the NTAP. The NTAP temperature is the updated temperature. Pilots may use the temperature published in the current TPP to make corrections if warmer than the NTAP listed temperature.

Pilots must understand they will be responsible for applying altitude corrections and must

advise Air Traffic Control (ATC) when these corrections are to be made on any segment other than the final segment. Air Traffic Control is not responsible for making any altitude corrections and/or advising pilots that an altitude correction is required at a restricted airport.

FAA Actions:
1. Published updated Notice to Airmen Publication (NTAP) Part. 4, Graphic Notices Section 1. General – Cold Temperature Restricted Airports.
www.faa.gov/air_traffic/publications/notices ,
2. Begin incrementally changing icon on TPPs from -XX°C/XX°F to -XX°C.
3. Allow operators to correct all segments altitudes from IAF through MA final holding altitude (All Segment(s) Method).

Contact: Questions or comments regarding this InFO should be directed to Kel Christianson, Aviation
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