

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.701

Effective Date:
December 17, 2015

Cancellation Date:
May 26, 2016

SUBJ: Cold Temperature Compensation (CTC)

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7110.65, and the Pilot/Controller Glossary (P/CG). This notice provides controller responsibility when informed that a pilot will conduct CTC.
- 2. Audience.** This notice applies to the Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated terminal air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Procedures.**

- a. FAA Order 7110.65, amend the following paragraphs to read as follows:

4-7-12. AIRPORT CONDITIONS

Title thru a.: No Change

NOTE-

1. Airport conditions information, in the provision of en route approach control service, does not include information pertaining to cold temperature compensation or the airport surface environment other than the landing area(s) or obstruction information for aircraft that will be cleared for an instrument approach. Accordingly, D NOTAMs that contain the keywords TAXIWAY (TWY), RAMP, APRON, or SERVICE (SVC) are not required to be issued. Additionally, Obstruction NOTAMs (OBST) are not required to be issued if an aircraft will be cleared for an instrument approach.

No further change to paragraph 4-7-12.

4-8-1. APPROACH CLEARANCE

Title thru a.5: No Change

a.6: add as indicated below

- 6. Controllers must not disapprove a pilot request to cold temperature compensate in conjunction with the issuance of an approach clearance.**

NOTE 1: No Change

NOTE-

2. Approach clearances are issued based on known traffic. The receipt of an approach clearance does not relieve the pilot of his/her responsibility to comply with applicable Parts of Title 14 of the Code of Federal Regulations and the notations on instrument approach charts which levy on the pilot the responsibility to comply with or act on an instruction; for example, "Straight-in minima not authorized at night," "Procedure not authorized when glideslope/glidepath not used," "Use of procedure limited to aircraft authorized to use airport," "Procedure not authorized at night," or Snowflake icon with associated temperature.

NOTE 3 thru 9: No Change

NOTE 10: add as indicated below

NOTE:

10. Pilots are required to advise ATC when intending to apply cold temperature compensation to instrument approach segments. Pilots must advise ATC of the amount of compensation required for each affected segment on initial contact or as soon as possible. Pilots are not required to advise ATC when correcting on the final segment only. Controllers may delay the issuance of an approach clearance to comply with approved separation requirements when informed that a pilot will apply cold temperature compensation (CTC). Pilots will not apply altitude compensation, unless authorized, when assigned an altitude prior to an approach clearance. Consideration should be given to vectoring aircraft at or above the requested compensating altitude if possible. This eliminates pilots having to climb once on the approach.

REFERENCE-

FAAO 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).

P/CG Term – Cold Temperature Compensation

AIM, Paragraph 5-1-17, Cold Temperature Operations

AIM, Paragraph 5-5-4, Instrument Approach

No further change to paragraph 4-8-1.

4-8-9. MISSED APPROACH

Title thru NOTE 2: No Change

NOTE-

3. Pilots must advise ATC when intending to apply cold temperature compensation and of the amount of compensation required. Pilots will not apply altitude compensation, unless authorized, when assigned an altitude if provided an initial heading to fly or radar vectors in lieu of published missed approach procedures. Consideration should be given to vectoring aircraft at or above the requested compensating altitude if possible.

REFERENCE-

AIM, Paragraph 5-5-5, Missed Approach

No further change to paragraph 4-8-9.

4-8-10. APPROACH INFORMATION

Title thru e.: No Change

f. Applicable notations on instrument approach charts which levy on the pilot the responsibility to comply with or act on an instruction; for example, “Straight-in minima not authorized at night,” “Procedure not authorized when glideslope/glidepath not used,” “Use of procedure limited to aircraft authorized to use airport,” “Procedure not authorized at night,” or a Snowflake icon indicating mandatory cold temperature compensation.

*REFERENCE—**AIM, Paragraph 5-1-17, Cold Temperature Operations**AIM, Paragraph 5-5-4, Instrument Approach**AIM, Paragraph 5-5-5, Missed Approach*

No further change to paragraph 4-8-10.

b. Pilot/Controller Glossary, add the following paragraph:

COLD TEMPERATURE COMPENSATION - An action on the part of the pilot to adjust an aircraft’s indicated altitude due to the effect of cold temperatures on true altitude above terrain versus aircraft indicated altitude. The amount of compensation required increases at a greater rate with a decrease in temperature and increase in height above the reporting station. See AIM Paragraph 7-2-3.

5. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. Effective January 8, 2015, pilots are required to apply CTC on Standard Instrument Approach Procedures (SIAP) at certain identified airports. In accordance with Safety Risk Management (SRM) requirements, pilot guidance was added to the Aeronautical Information Manual (AIM) and the Notice to Airmen Publication (NTAP). Pilot and controller training has been completed. A DCP prescribing controller guidance will be incorporated into FAA O JO 7110.65 and the P/CG on May 26, 2016. This notice provides controller guidance until that DCP is published.

Original signed by Heather Hemdal

Heather Hemdal

Director, Air Traffic Procedures, AJV-8
Air Traffic Organization~~December 10, 2015~~
Date Signed