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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Update to “Cold Temperature Restricted Airport” procedure and airports list located in Notice to Airmen Publication (NTAP) Graphic Notices

Purpose: This InFO cancels and replaces InFO 15002, dated 2/10/15. In addition, it 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. Finally, this InFO discusses the two methods for correcting published altitudes at the restricted temperatures.

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 (IAP) in the United States National Airspace System pose a greater risk during cold temperature operations. The outcome of this study lead to the FAA publishing an NTAP providing pilots with 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 industry comments that a simpler method should be provided for pilots to use. The simpler method is called the “All Segments Method,” the existing procedure is called the “NTAP Segment(s) Method.”

Discussion: The new and simpler procedure, called the All Segments Method, allows for, pilots to correct all altitudes from the initial approach fix (IAF) through the missed approach (MA) final holding altitude. 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, now called the NTAP Segment(s) Method, should review the NTAP airports list for segment(s) affected. The front matter in the FAA U.S. Terminal Procedures Publication will be updated at a future date to provide this explanation.

The following is a list of airports changed in this year’s NTAP dated 13 Oct 2016.

Added Airports

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

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

Idaho: Friedman 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 IAP to make corrections if warmer than the NTAP listed temperature.

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

Operator Actions: Operators of aircraft, Directors of Safety, Directors of Operations, Chief Pilots, dispatch supervisors, fractional ownership program managers and training managers should:

1. View NTAP www.faa.gov/air_traffic/publications/notices Part 4. Graphic Notices, Section 1. General - Cold Temperature Restricted Airports.
2. Understand the procedure required at Cold Temperature Restricted Airports and consider how to accomplish any necessary personnel training.
3. Operators conducting international flights should review if and how relevant foreign States (e.g., Canada) address this issue,

Contact: Questions or comments regarding this InFO should be directed to Kel Christianson, Aviation Safety Inspector, AFS-470 at (202) 267-8838.