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InFO

Information for Operators

InFO 15002
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Flight Standards Service
Washington, DC

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: Updated list of “Cold Temperature Restricted Airports” found in Notice to Airmen Publication (NTAP) and InFO 15002, dated 2/10/15

Purpose: This InFO 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 InFO also acts as a reminder that mandatory language will be published in the Sept 2015 NTAP, along with the new list of airports.

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. The study used the coldest recorded temperature for the airport in the last five years and specifically investigated if there was a probability that expected altitude errors in a barometric altimetry system, during these non-standard day operations, could exceed the Required Obstacle Clearance (ROC) used on procedure segment altitudes.

Discussion: As a result of the analysis, Cold Temperature Restricted Airports have been designated in the NAS. The list of airports, the segment(s) of the approach requiring cold temperature altitude correction and associated operating procedures may be found at www.faa.gov/air_traffic/publications/notices NTAP, Part 4. Graphic Notices, Section 1. General - Cold Temperature Restricted Airports. The list of affected airports is also available as a PDF on the bottom of the FAA Digital Products, “Terminal Procedures Search Results” page, http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search.

Mandatory compliance with these procedures will be in effect Sep 17, 2015.

Added Airports

Alaska: Central (PACE), Eagle (PAEG), Gulkana (PAGK), Wales (PAIW), King Salmon (PAKN), Kobuk (PAOB), Perryville (PAPE), Artic Village (PARC), Sand Point (PASD), Sitka Rocky Gutierrez (PASI), Valdez Pioneer Field (PAVD), Venetie (PAVE), White Mountain (PAWM), Clarks Point (PFCL), Brevig Mission (PFKT).

California: Arcata (KACV), Mammoth Yosemite (KMMH), Eastern Sierra Rgnl (KBIH), Susanville Muni (KSVE).

Colorado: Central Colorado Rgnl (KAEJ), Telluride Rgnl (KTEX), McElroy Airfield (20V), Walden-Jackson County (33V).

Connecticut: Bradley Intl (KBDL).

Idaho: Boise Air Terminal/Gowen Field (KBOI), Jerome County (KJER), Boundary County (65S).
Kansas: Freeman Field (3JC).
Kentucky: Williamsburg-Whitley County (KBYL).
Maine: Biddeford Muni (B19).
Massachusetts: Turners Falls (0B5).
Michigan: West Branch Community (Y31).
Minnesota: Eveleth-Virginia Muni (KEVM).
Montana: Ennis-Big Sky (KEKS), Great Falls Intl (KGTF), Ronan (7S0), Stevensville (32S).
Nebraska: Miller Field (KVTN).
Nevada: Carson (KCXP), Reno/Stead (KRTS), Eureka (05U).
New Hampshire: Dillant-Hopkins (KEEN).
New York: Tri-Cities (KCZG), Hornell Muni (KHTF), Sidney Muni (N23), Joseph Y Resnick (N89), Kingston-Ulster (20N).
North Carolina: Western Carolina Rgnl (KRHP).
Ohio: Burke Lakefront (KBKL).
Oregon: Astoria Rgnl (KAST), Baker City Muni (KBKE), Klamath Falls (KLMT), Rogue Valley Intl-Medford (KMFR), Grants Pass (3S8).
Pennsylvania: Harrisburg Intl (KMDT), Mifflin County (KRVL), Bellefonte (N96).
Tennessee: Elizabethton Muni (0A9), Mountain City/Johnson County (6A4).
Utah: Richfield Muni (KRIF).
Vermont: Morrisville-Stowe State (KMVL).
Virginia: New Market (8W2).
Washington St.: Yakima Air Terminal/McAllister Field (KYKM).
West Virginia: Potomac Airpark (W35), Point Pleasant/Mason County (3I2).
Wisconsin: John F. Kennedy Memorial (KASX).
Wyoming: Yellowstone Rgnl (KCOD), North Big Horn County (U68).

Deleted Airports

Alaska: Dillingham (PADL), Gustavas (PAGS), Egegik (PAII), St Michael (PAMK), Toksook Bay (PAOO).
Illinois: Aurora Muni (KARR), Chicago Midway Intl (KMDW), Tri-Township (KSFY).
Indiana: Michigan City Muni-Philips Field (KMGC).
Iowa: Waterloo Regional Airport (KALO), Southeast Iowa Rgnl (KBRL), Clinton Muni (KCWI), Dubuque (KDBQ), Independence Muni (KIIB), Spencer Muni (KSPW).
Maine: Bangor Intl (KBGR), Lincoln Rgnl (KLRG), Steven A. Bean Municipal (8B0).
Minnesota: Hallock Muni (KHCO), Winona Muni-Max Conrad Field (KONA).
Montana: Circle Town County (4U6).
New Hampshire: Concord Muni (KCON), Laconia Muni (KLCI).
North Dakota: Mercer County Rgnl (KHZE), Minot Intl (KMOT), Linton Municipal (7L2).
Pennsylvania: Bedford County (KHMZ), Stroudsburg-Pocono (N53).
South Dakota: Watertown Rgnl (KATY).
Utah: Delta Muni (KDTA)

Vermont: Franklin County State (KFSO), Edward F Knapp State (KMPV), Deerfield Valley Regional (4V8).

Virginia: Blue Ridge (KMTV).

Washington St.: Spokane International (KGEG), Ed Carlson Memorial Field-South Lewis Co (KTDO)

Wisconsin: Black River Falls Area (KBCK), Merrill Muni (KRRL), Richard I Bong (KSUW).

A -XX°C icon will be incrementally added to 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.

The affected airports list should be reviewed to determine relevance to each operator’s operations (airports), as well as which segment(s) of associated approaches will require an altitude correction. Temperatures for Cold Temperature Restricted Airports are completely separate from the temperatures published on area navigation (RNAV) approaches. Temperature restrictions on RNAV approaches for lateral navigation (LNAV)/vertical navigation (VNAV) minima must be followed, even if it is warmer than the temperature associated with the “snowflake” icon.

Sections of the Aeronautical Information Manual (AIM) which address cold temperature altitude corrections have been revised to reflect these changes.

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 the intermediate and/or missed approach segment. However, advising ATC of planned altitude corrections in the final segment is not required. 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. December 11, 2014: Published Notice to Airmen Publication (NTAP) www.faa.gov/air_traffic/publications/notices Part 4. Graphic Notices, Section 1. General - Cold Temperature Restricted Airports.
2. January 15, 2015: Revised NTAP, changing “must” to “should” in various sections.
3. Mar 5, 2015: Begin publishing icon on approach plates for cold temperature restricted airports.
4. Sep 17, 2015: Publish updated NTAP with mandatory language.

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 Notice to Airmen Publication (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. Beginning Sep 17, 2015, apply mandatory cold temperature altitude corrections at cold temperature restricted airports.
4. 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.