



**U.S. Department
of Transportation
Federal Aviation
Administration**

InFO

Information for Operators

InFO 17014
DATE: 9/5/17

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: Update to “Cold Temperature Restricted Airports” list located in Notice to Airmen Publication (NTAP) Graphic Notices

Purpose: This InFO cancels and replaces InFO 16023, dated 12/19/16. It contains the addition and subtraction of airports to the Cold Temperature Restricted Airports list, while providing some information on the current charting symbol for cold temperature restricted airports and its use. The updated list will be published in the Aug 17, 2017 NTAP.

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.

Discussion: The following is a list of airports changed in this year’s NTAP.

Added Airports

Idaho: Driggs-Reed Memorial (KDIJ) (-31C)

Maine: Greenville Muni (3B1) (-29C)

New Hampshire: Laconia Muni (KLCI) (-25C), Parlin Field (2B3) (-24C)

Pennsylvania: Washington County (KAFJ) (-27C)

South Dakota: Pine Ridge (KIEN) (-33C)

Washington: Richland (KRLD) (-19C)

Deleted Airports

Alaska: Perryville (PAPE), Togiak (PATG), Willow (PAUO), White Mountain (PAWM)

Colorado: Spanish Peaks Airfield (4V1), McElroy Airfield (20V), Walden-Jackson County (33V)

Maine: Eastern Slopes Rgnl (KIZG)

Maryland: Greater Cumberland Rgnl (KCBE)

Massachusetts: Walter J. Koladza (KGBR)

Minnesota: St Paul Downtown Holman Fld (KSTP), Tower Municipal (12D)

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

Nevada: Carson (KCXP), Minden-Tahoe (KMEV)

New Hampshire: Dillant-Hopkins (KEEN)

New Mexico: Taos Rgnl (KSKX)

New York: Dansville (KDSV), Massena Intl-Richards Field (KMSS), Hamilton Muni (KVGK), Cortland County-Chase Field (N03), Randall (06N), Schenectady County (KSCH)

North Dakota: Watford City Muni (S25)

Oregon: Astoria Rgnl (KAST)

Pennsylvania: Seamans Field (9N3)

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.

Recommended Action: 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.