

*available along the entire route of flight. Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/C146 receivers are required to check GPS RAIM availability.*

### **5-1-17. Cold Temperature Operations**

Pilots should begin planning for operating into airports with cold temperatures during the preflight planning phase. Instrument approach charts will contain a snowflake symbol and a temperature when cold temperature correction must be applied. Pilots operating into airports requiring cold temperature corrections should request the lowest forecast temperature at the airport for departure and arrival times. If the temperature is forecast to be at or below any published cold temperature restriction, calculate an altitude correction for the appropriate segment(s)

and/or review procedures for operating automatic cold temperature compensating systems, as applicable. The pilot is responsible to calculate and apply the corrections to the affected segment(s) when the actual reported temperature is at or below any published cold temperature restriction, or pilots with automatic cold temperature compensating systems must ensure the system is on and operating on each designated segment. Advise ATC when intending to apply cold temperature correction and of the amount of correction required on initial contact (or as soon as possible) for the intermediate segment and/or the published missed approach. This information is required for ATC to provide aircraft appropriate vertical separation between known traffic.

**REFERENCE-**

*AIM, Paragraph 7-2-3, Altimeter Errors*

*AIM TBL 7-2-3, ICAO Cold Temperature Error*