

Version 2 Issued: 3 September 2021

Version 2 published to reflect removal of link to CRD.

Altitude Cold Temperature Corrections

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	All ATC
Airspace:	All Airspace Users
Airworthiness:	Not primarily affected
Flight Operations:	All Aeroplane and Helicopter AOC and PAOC Holders
Licensed/Unlicensed Personnel:	All Flight Crew

1 Introduction

1.1 International Civil Aviation Organization (ICAO) Doc 4444 PANS-ATM currently states that 'when necessary, the relevant minimum vectoring altitude shall include a correction for low temperature effect and it is the responsibility of the Air Traffic Services authority to provide the controller with minimum altitudes corrected for temperature effect'. UK Air Traffic Control (ATC) procedures published in CAP 493 (Manual of Air Traffic Services Part 1) do not currently specify procedures for applying such temperature corrections.

1.2 This IN supersedes IN 2013/174.

2 Scope

2.1 In July 2012, the UK CAA concluded consultation with industry on the subject of cold temperature corrections to Minimum Sector Altitudes (MSAs) and ATC Surveillance Minimum Altitude (ATCSMA) Chart altitudes.

2.2 The key themes from the consultation were:

- There was agreement that if a new procedure was to be introduced then ATC should be responsible for calculating any changes to the MSAs.
- There was overwhelming agreement that it was necessary to develop a pan-European procedure ensuring commonality across EU Member States.

- There was agreement that there should be an 'education package' developed for both ATC and aircrew on the subject and its potential hazard, even though the likelihood of the combination of factors coming together occurs very infrequently.

2.3 Taking into account all the comments and discussions available, there was considered to be a greater safety benefit from having a common European approach rather than the UK adding to the multiple variations of approach already existing. The CAA has therefore decided not to mandate new ATC, but rather to work with ICAO, the European Aviation Safety Agency, Eurocontrol and other industry partners to develop a standardised European solution. The UK Integrated Aeronautical Information Package will be amended to reflect the current UK position.

3 Compliance/Action to be Taken

3.1 In UK Flight Information Regions, ATC currently do not apply a temperature correction when allocating altitudes. Pilots are reminded that they should NOT adjust altitudes issued by ATC during either surveillance or procedural approaches. However if a pilot considers that the altitude given in any way causes concern, or might endanger the aircraft, then a higher vectoring altitude should be requested from ATC.

4 Queries

4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Airspace, ATM and Aerodromes
Safety and Airspace Regulation Group
Civil Aviation Authority
2W, Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: ats.enquiries@caa.co.uk

5 Cancellation

5.1 This Information Notice will remain in force until further notice.