

Issued: 31 January 2013

## **Cold Temperature Corrections to Minimum Sector Altitudes (MSAs) and ATC Surveillance Minimum Altitude (ATCSMA) Chart Altitudes**

**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).

<b>Applicability:</b>	
<b>Aerodromes:</b>	Not Primarily Affected
<b>Air Traffic:</b>	All ATC
<b>Airspace:</b>	All Airspace Users
<b>Airworthiness:</b>	Not Primarily Affected
<b>Flight Operations:</b>	All AOC Holders and PAOC Holders
<b>Licensed/Unlicensed Personnel:</b>	All Flight Crew

### **1. Introduction**

- 1.1 This Information Notice supersedes IN-2012/177 of the same title. Due to an incorrect statement in the previous IN, paragraph 2.2 has been deleted.
- 1.2 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 ATS authority to provide the controller with minimum altitudes corrected for temperature effect'. UK ATC procedures published in CAP 493 (Manual of Air Traffic Services Part 1) do not currently specify procedures for applying such temperature corrections.
- 1.3 In July 2012 the UK CAA concluded an external consultation with industry on the subject of cold temperature corrections to Minimum Sector Altitudes (MSAs) and ATC Surveillance Minimum Altitude (ATCSMA) Chart altitudes. The full Comment Response Document (CRD) can be found on the [CAA website](#).
- 1.4 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.

1.5 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 procedures at this time, but to work with ICAO, the European Aviation Safety Agency (EASA), Eurocontrol and other industry partners to develop a standardised European solution. The UK Aeronautical Information Package (AIP) will be amended to reflect the current UK position.

## 2. Compliance/Action to be taken

2.1 In UK Flight Information Regions (FIRs), ATC presently 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.

## 3. Queries

3.1 Any queries or further guidance required as a result of this communication should be addressed to:

Aerodrome and Air Traffic Standards Division  
Safety Regulation Group  
Civil Aviation Authority  
2W, Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR

E-mail: [ats.enquiries@caa.co.uk](mailto:ats.enquiries@caa.co.uk)

## 4. Cancellation

4.1 This Information Notice shall remain in force until 31 October 2013.