

appropriate and expected within each specific TAA area, will be named and depicted on the associated TAA icon. Each depicted named WP is the IAF for arrivals from within that area. TAAs may not be used on all RNAV procedures because of airspace congestion or other reasons.

**(f) Hot and Cold Temperature Limitations.**

A minimum and maximum temperature limitation is published on procedures which authorize Baro-VNAV operation. These temperatures represent the airport temperature above or below which Baro-VNAV is not authorized to LNAV/VNAV minimums. As an example, the limitation will read: “Uncompensated Baro-VNAV NA below  $-8^{\circ}\text{C}$  ( $+18^{\circ}\text{F}$ ) or above  $47^{\circ}\text{C}$  ( $117^{\circ}\text{F}$ ).” This information will be found in the upper left hand box of the pilot briefing. When the temperature is above the high temperature or below the low temperature limit, Baro-VNAV may be used to provide a stabilized descent to the LNAV MDA; however, extra caution should be used in the visual segment to ensure a vertical correction is not required. If the VGSI is aligned with the published glidepath, and the aircraft instruments indicate on glidepath, an above or below glidepath indication on the VGSI may indicate that temperature error is causing deviations to the glidepath. These deviations should be considered if the approach is continued below the MDA.

**NOTE-**

*Many systems which apply Baro-VNAV temperature compensation only correct for cold temperature. In this case, the high temperature limitation still applies. Also, temperature compensation may require activation by maintenance personnel during installation in order to be functional, even though the system has the feature. Some systems may have a temperature correction capability, but correct the Baro-altimeter all the time, rather than just on the final, which would create conflicts with other aircraft if the feature were activated. Pilots should be aware of compensation capabilities of the system prior to disregarding the temperature limitations.*

**NOTE-**

*Temperature limitations do not apply to flying the LNAV/VNAV line of minima using approach certified WAAS receivers when LPV or LNAV/VNAV are annunciated to be available.*

**(g) WAAS Channel Number/Approach ID.**

The WAAS Channel Number is an optional equipment capability that allows the use of a 5-digit number to select a specific final approach segment without using the menu method. The Approach ID is

an airport unique 4-character combination for verifying the selection and extraction of the correct final approach segment information from the aircraft database. It is similar to the ILS ident, but displayed visually rather than aurally. The Approach ID consists of the letter W for WAAS, the runway number, and a letter other than L, C or R, which could be confused with Left, Center and Right, e.g., W35A. Approach IDs are assigned in the order that WAAS approaches are built to that runway number at that airport. The WAAS Channel Number and Approach ID are displayed in the upper left corner of the approach procedure pilot briefing.

**(h)** At locations where outages of WAAS vertical guidance may occur daily due to initial system limitations, a negative W symbol (**W**) will be placed on RNAV (GPS) approach charts. Many of these outages will be very short in duration, but may result in the disruption of the vertical portion of the approach. The **W** symbol indicates that NOTAMs or Air Traffic advisories are not provided for outages which occur in the WAAS LNAV/VNAV or LPV vertical service. Use LNAV or circling minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

**NOTE-**

*Properly trained and approved, as required, TSO-C145() and TSO-C146() equipped users (WAAS users) with and using approved baro-VNAV equipment may plan for LNAV/VNAV DA at an alternate airport. Specifically authorized WAAS users with and using approved baro-VNAV equipment may also plan for RNP 0.3 DA at the alternate airport as long as the pilot has verified RNP availability through an approved prediction program.*

## 5-4-6. Approach Clearance

**a.** An aircraft which has been cleared to a holding fix and subsequently “cleared . . . approach” has not received new routing. Even though clearance for the approach may have been issued prior to the aircraft reaching the holding fix, ATC would expect the pilot to proceed via the holding fix (his/her last assigned route), and the feeder route associated with that fix (if a feeder route is published on the approach chart) to