[a] JENKI: 12000 + 500 = 12500 ft.

b. Temperature Compensating System: Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature (−12°C) and activated prior to passing the IAF. A manual calculation of the cold temperature altitude correction is required for the MDA/DA.

1. Individual Segments Method: Missoula requires correction in the intermediate and final segments. However, in this example, the missed approach is also shown.

(a) Manual Calculation: Use the appropriate steps in the All Segments Method above to apply a correction to the required segment.

(1) Intermediate. Use steps 7−3−6a1(a)(1) thru (6). Do not correct the IAF or IF when using individual segments method.

(2) Final. Use steps 7−3−6a1(a)(7) thru (10).

(3) Missed Approach. Use steps 7−3−6a1(a)(11) thru (13).

(b) Temperature Compensating System: Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature (−12°C) and activated at a point needed to correct the altitude for the segment. A manual calculation of the cold temperature altitude correction is required for the MDA/DA.