Subject: Magnetic variation not shown on IAP's

Background/Discussion:

MAG VAR for IAP's published by the FAA currently reside in various locations. The TL’s/8260 forms and within the Navigation Aids on eNASR. It would be extremely helpful if the magnetic variation was published on each IAP. This would conform with other State publications and the ICAO recommendation.
Excerpt from ICAO Annex 4: Ref: chapter 11 Instrument Approach Procedures 11.8.1

**Recommendations:**

To show the magnetic variation on each IAP as either:

1) A basic symbol:

![Basic symbol](image1)

2) A basic symbol with further information such as the Year and annual rate of change:

![Further information symbol](image2)

3) A note: including the year:

![Note](image3)

**Comments:**

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Jessica Head, NavBlue, presented the issue. Jessica stated that currently, magnetic variation values for Instrument Approach Procedures (IAPs) are published in various locations including FAA Form 8260-3 and in NAVAID records in the National Airspace System Resource (NASR) database. She is recommending that the magnetic variation also be published on each IAP chart. She said that this would align with what other States are doing and would conform to the International Civil Aviation Organizations (ICAO) charting recommendation. Jessica then presented a few proposed depictions for magnetic variation on IAPs.

Valerie Watson, FAA/AJV-553, pointed out that bearings on RNAV IAPs are predicated on the magnetic variation of record for the airport served, so publishing these could conceivably be possible. Bearings on ground-based IAPs, however, are predicated on the magnetic variation of record for the various NAVAIDs used in the procedure. There is not a single controlling NAVAID, so no single magnetic variation value could be shown on these charts.

Tony Lawson, FAA/AJV-553, agreed with Valerie and emphasized that it is not uncommon for there to be several different magnetic variations used on a single procedure.

John Bordy FAA/AFS-420, added that the FAA takes exception to the ICAO recommendation. He said the FAA only indicates magnetic variation in locations where there is compass instability.

Rich Boll, NBAA, asked why NavBlue requests the addition of magnetic variation to IAPs. Jessica replied that their customers have asked for it and that they see value in having it on the charts. Rich then asked the pilot audience if they saw value in having it on the charts. No pilot support for adding magnetic variation to IAP charts was voiced. Ted Thompson, Jeppesen, commented customers outside of the U.S. are used to seeing magnetic variation on IAP charts. Jeppesen at one point provided magnetic variation information on U.S. charts, but as it was found to cause too much confusion, Jeppesen decided to remove the information from the charts.

Valerie concluded as there did not seem to be support from the audience for this proposal, and because the U.S. has taken exception to this ICAO standard recommended practice and has no intent to revise this position, this recommendation document will not be pursued.

STATUS: CLOSED