

4/24/2024

**FOR YOUR INFORMATION**

2024-74/10-9

To: Airport Manager, Moffett Federal Airfield (NUQ), Mountain View, CA., FAA  
(AAS-1), Jeppesen Sanderson Inc, NOAA

2088862

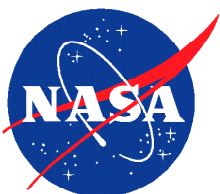
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, ICAO, ICASS, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: NUQ Charting Discrepancies

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 208862

### DATE / TIME

Date of Occurrence	202402
Local Time Of Day	0601 to 1200

### PLACE

Locale	NUQ.Airport
State	CA

### AIRCRAFT / EQUIPMENT X

Make Model Name	No Aircraft
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### PERSON 1

ASRS Report Number	2088862
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### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Result - General	None Reported / Taken

### NARRATIVE 1

This report is to document several discrepancies in published approach minimums for ILS or LOC Runway 32R at NUQ (Moffett Federal Airfield, CA). The Jeppesen chart (11-2, 19 JAN 24) depicts the ILS decision altitude at 231 ft. (200 ft. AGL), with a required visibility of 1/2 SM (all categories). The same approach published through the FAA/NOAA (22 FEB 24) depicts the ILS DA (Decision Altitude) at 483 ft. (452 ft AGL), with a required visibility of 7/8 SM (all categories). The missed approach procedures also differ on initial climb altitude (600 ft. Jeppesen versus 700 ft. FAA/NOAA). Finally, the localizer required visibility is published as 1/2 SM (Jeppesen, category A and B) versus 3/4 SM (FAA/NOAA, category A and B). I could not find any NOTAMs that addressed these discrepancies.

### SYNOPSIS

Reporter stated there was a discrepancy in the approach minimums and missed approach procedures at NUQ between the Jeppesen and FAA/NOAA charts.