

1/23/2026

FOR YOUR INFORMATION

2026-24/11-6

To: ForeFlight, FAA (AJI-1, AJI-3, AOV-1)

2313675

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, Director of Air Traffic Operations - WSA, CSA, ESA (North and South), AOPA, ATSG, ICASS, NAFI, NATCA, NBAA, NTSB, Jeppesen Sanderson Inc.

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

Re: ForeFlight NOTAM Display Anomaly

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.



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



ACN 2313675

DATE / TIME

Date of Occurrence	202512
Local Time Of Day	1201 to 1800

PLACE

Locale	MCE.Airport
State	CA
Altitude - MSL	700

ENVIRONMENT

Flight Conditions	IMC
Weather	Fog

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	NCT
Make Model Name	Small Aircraft
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Single Pilot
ASRS Report Number	2313675

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

I was VFR on top direct to ZZZ and needed to divert to MCE because ZZZ fogged in and has no (useful) Instrument approach. I pulled up MCE on Foreflight and sent the ILS to my map, briefed it and got the AWOS. Then I requested the approach on 120.95, Norcal. I was given vectors and cleared for the ILS 30 MCE. My equipment does a GPS overlay of VLOC (VOR/Localizer) approach and I got established while still in GPS mode. It took longer than normal for it to switch to VLOC, which happens, and I finally switched it manually. When I switched it manually, the color changed to green and it obviously had no signal. I was IMC and started setting up to go missed when I saw the ground below me. So I just popped down out of the weather and flew in below the clouds and landed. I thought that my equipment failed me, but figured out that there was a NOTAM that declared the ILS INOP. I know it was my responsibility to see the NOTAM, but I did not. First, it wasn't on the AWOS. Second, and this is interesting, when you open a plate in Foreflight it shows a NOTAM flag at the top of the plate, but if you send the plate directly to overlay the map, it does not show the NOTAM flag. Lastly, I was vectored and cleared onto an approach that was INOP by ATC.

SYNOPSIS

General aviation pilot using the Foreflight app reported that when they overlaid an approach chart on the map the NOTAM information did not populate.