

9/3/2021

**FOR YOUR INFORMATION**

2021-111/10-7

1824766

To: FAA (ATM MEM TRACON, AJV-A)

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-200, AFS-280, Director of Air Traffic Operations  
ESA South), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS,  
IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: Similar Sounding Waypoints - FASOP/FASON

We recently received an ASRS report 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 1824766****DATE / TIME**

Date of Occurrence	202107
Local Time Of Day	1801 to 2400

**PLACE**

Locale	ZME.ARTCC
State	TN

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Center	ZME
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

**PERSON 1**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1824766

**EVENTS**

Anomaly	Deviation - Altitude - Crossing Restriction Not Met
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Provided Assistance

**NARRATIVE 1**

We [were] on the Vanze 2 Arrival into MEM and I was flying. After reviewing the arrival and expecting a south landing, we got a new ATIS with the airport now landing to the north. This required a change of FASOP Intersection to 10,000 and 230 knots. I put this in the FMS. I also read the North arrival on the RNAV approach to the FO. When we got to the top of descent, we had not been given a descent yet, so we requested lower. The FMS showed us high as we continued to ask for lower altitudes to make the crossing restriction. Eventually the controller gave us direct to FASOP Intersection. I told the FO we were already going there. Then the FO realized that we were not going to FASOP Intersection but were going to FASON Intersection. We realized that I had put the crossing restriction in the FMS at FASON Intersection, and not FASOP Intersection!! This was the reason the FMS showed us high. This error was because there are two almost identically named intersections on the arrival, With the change of runway from South to North and having already verified the points, the names being so close in spelling make the error one that could easily be repeated by other crews. Once we corrected the crossing restrictions to the correct FASOP Intersection, we were very low and we slowed our rate of descent.

Because we had already verified the points on the arrival, when we got the runway change, we verbally reviewed the changes and the need to insert the crossing restriction in the FASOP Intersection. It was night and when I looked at the FMS, the first point that came up was FASON, which I mistook for FASOP. Both the FO and I did not catch it. We did not realize the mistake until we were given direct FASOP because we were requesting a descent because we thought we were high and were not going to make the crossing restriction. I did mention the two intersection name similarities to the Controller and told him it was a potential problem. He said he agreed, but the fix was above his pay grade.

The names of FASOP and FASON need to be changed, especially when there is a crossing restriction that needs to be entered into the FMS. With both names so similar, it is easily to put the crossing restriction at the wrong point like we did. The runway change was the key here, as we were already set up to land to the South. Then the runway changed to land North, prompting the change to put the crossing restriction in the FMS.

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## **SYNOPSIS**

Air carrier Captain reported similar sounding waypoints FASOP and FASON contributed to an altitude and heading deviation while on the VANZE TWO arrival to MEM airport.