

11/10/2021

**FOR YOUR INFORMATION**

2021-154/10-10

1847050

To: FAA (ATM ZDV ARTCC, AJV-A)

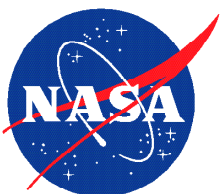
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-280, Director of Air Traffic Operations CSA), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: Similar Sounding Fix Names (MITBEE/MNKEE)

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 1847050

### DATE / TIME

Date of Occurrence	202110
Local Time Of Day	0601 to 1200

### PLACE

Locale	ZDV.ARTCC
State	CO
Altitude - MSL	37000

### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1847050

### PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	1848621

### EVENTS

Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued Advisory / Alert

### NARRATIVE 1

Denver Center cleared us direct to MITBEE (MMB), but we heard MNKEE instead. Both fixes were on our route. Since we didn't know that MMB was MITBEE until much later in the flight, we assumed the clearance was direct MNKEE. We read back "cleared direct MNKEE" to Denver Center and then programmed the LNAV direct and executed that clearance. Later in the flight, ATC asked us which fix we were flying to and we said MNKEE. The Controller and I figured out that we had previously been cleared to MITBEE, but had mistakenly proceeded to MNKEE.

Both fixes were on our route and sounded similar. We repeated the wrong fix and our error was not noticed by ATC. This type of error is very difficult to catch. Crew vigilance and situational awareness must be maintained to try to trap such errors. ATC could have told us "cleared direct MITBEE, Mike Mike Bravo" and that might have prevented our mistake.

### NARRATIVE 2

[Report narrative contained no additional information.]

## SYNOPSIS

Air carrier flight crew reported after Denver Center issued a clearance to a fix, the flight crew proceeded to a similar sounding fix. ATC informed the flight crew later that they were proceeding to the wrong fix.