

9/25/2024

**FOR YOUR INFORMATION**

2024-178/10-26

2151177

To: FAA (ATM ZAB ARTCC), Jeppesen Sanderson Inc.

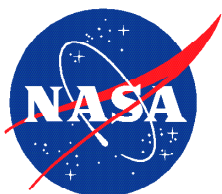
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, Director of Air Traffic Operations CSA),  
A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS,  
IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ZAB Usage of a Waypoint not in Jeppesen Database

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 2151177

### DATE / TIME

Date of Occurrence	202408
Local Time Of Day	No Local Time Of Day Stated

### PLACE

Locale	ZAB.ARTCC
State	NM
Altitude - MSL	32000

### ENVIRONMENT

Flight Conditions	VMC
Weather	Thunderstorm

### AIRCRAFT / EQUIPMENT X

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

### COMPONENT 1

Aircraft Component	Navigation Database
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### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2151177

### EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Fuel Issue
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

### NARRATIVE 1

We were in the cruise phase of flight deviating for thunderstorms. ABQ cleared us direct STONE then direct RUSME. After confirming with the pilot monitoring (PM), I typed direct STONE into the FMS and proceeded direct to that fix. Shortly after proceeding direct to the fix we noticed that although the fix was to the west and made sense for our direction of flight, we received a low fuel message and the total distance in FMS for the flight did not make sense. ATC then queried us to verify we proceeding direct STONE. After verifying the correct spelling for STONE, which was correctly spelled in our FMS, ATC assigned us a heading to get us going in the correct direction. After checking with our Jeppesen pubs we could not find a fix spelled STONE that was located in North America but DID show a fix called STONE located in North America using WSI. We checked

with Dispatch and they also could not find a fix called STONE. In summary, the correct fix of STONE was in our WSI app but not in our Jeppesen publications or FMS.

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## **SYNOPSIS**

Air carrier First Officer reported receiving an ATC clearance to a waypoint that was not in the aircraft navigation database or Jeppesen publication, but was identified in the weather app on the EFB. ATC provided a heading to the waypoint.