

2/20/2025

FOR YOUR INFORMATION

2025-32/10-5

2199990

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

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, AGL-600, 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 Fix Names - KP21E/KP12E

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 2199990**DATE / TIME**

Date of Occurrence	202501
Local Time Of Day	1201 to 1800

PLACE

Locale	ZMP.ARTCC
State	MN
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
-------------------	-----

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2199990

EVENTS

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
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued Advisory / Alert
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

The Captain and I set the Multipurpose Control Display Unit (MCDU) route and verified fixes per procedures during preflight. However, one of the assigned fixes along our cleared route was loaded incorrectly. KP21E was the fix we were cleared to. The Captain and I incorrectly entered the fix KP12E and did not catch our mistake during our preflight checks and MCDU verification. This caused us to deviate approximately 8 miles off filed course before ATC corrected us.

The cause of this event was a combination of human factors and the fact that those fixes are so similar despite being close together. KP12E and KP21E are only 90 miles apart and very similar, which caused the mistake to go undetected when checking the plan view of the route as well as reading and verifying the PDC. The Captain and I believed we had the correct fix loaded. If the fixes were not nearly identical we would have recognized it was not the correct fix.

Perhaps two fixes in such close proximity should not be so similar, and crews should take extra care in route verification especially when there are fixes with numbers.

SYNOPSIS

Air carrier First Officer reported the flight crew loaded the wrong fix and flew approximately 8 miles off course before being corrected by ATC. The reporter stated that the fixes KP12E and KP21E are quite similar and also close in proximity, which led to the mistake going unnoticed during route verification.