

3/21/2025

FOR YOUR INFORMATION

2025-67/8-7

2211787

To: ATM CZWG ARTCC

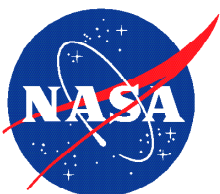
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Transport Canada

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

Re: Similar Sounding Fix Names - BRNDN/Brandon VOR

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 2211787**DATE / TIME**

Date of Occurrence	202502
Local Time Of Day	0601 to 1200

PLACE

Locale	CZWG.ARTCC
State	MB
Altitude - MSL	37000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	CZWG
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	2211787

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2212143

EVENTS

Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

In cruise FL370 approximately 9 hours after takeoff, 150 NM northwest of YBR, in radar contact with Winnipeg Control we received a clearance to fly direct to BRNDN intersection which is on our route and part of the GIBBZ5 STAR. Approximately 100 NM later we were switched to a different Winnipeg sector and after checking in he asked us to what point we were cleared to and we answered by "spelling" BRNDN. He laughed and said that they had intended to clear us to Brandon VOR YBR... NOT BRNDN intersection. I reloaded the FMC direct YBR and rebuilt our route back to original. We asked if there was any loss of separation and he said NO.

NARRATIVE 2

Winnipeg Center cleared us direct to a fix. We heard and went direct to fix "BRNDN." A while later a different Winnipeg Controller queried us about our clearance. We told him we were going direct "BRNDN." He then cleared us direct to the NAVAID "Brandon" (YBR). So there was confusion, since there were two fixes pronounced the same but spelled differently.

SYNOPSIS

Air carrier flight crew reported receiving a clearance to fly direct to BRNDN intersection when ATC's intent was for the flight crew to fly direct to the Brandon VOR, YBR. The two fixes were both pronounced the same but spelled differently.