

12/19/2025

**FOR YOUR INFORMATION**

2025-328/10-26

To: Airport Manager, Washington Dulles International Airport (IAD), VA, FAA 2305073  
(ATM PCT TRACON, AJV-A, AAS-1), Jeppesen Sanderson Inc.

Info: FAA (Director of Air Traffic Operations ESA North, AEA-600, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAD Arrival Track Anomalies

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 2305073****DATE / TIME**

Date of Occurrence 202511  
Local Time Of Day 1201 to 1800

**PLACE**

Locale IAD.Airport  
State DC  
Altitude - MSL 6000

**ENVIRONMENT**

Flight Conditions VMC

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - TRACON PCT  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

**COMPONENT 1**

Aircraft Component FMS/FMC

**PERSON 1**

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2305073

**EVENTS**

Anomaly Aircraft Equipment Problem - Less Severe  
Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Detector - Person Air Traffic Control  
Detector - Person Flight Crew  
Result - Flight Crew Requested ATC Assistance / Clarification  
Result - Flight Crew Returned To Clearance  
Result - Air Traffic Control Provided Assistance

**NARRATIVE 1**

Upon arrival to IAD we were assigned 1C and when switching to the final controller we requested 1R. The request was approved right as we crossed SUNYJ intersection heading toward SIYOB intersection. The controller made a comment to "stay on the arrival" which I thought was odd, but repeated back the instructions. After reselecting the approach, the box loaded with the new approach and I executed the selection after asking the Captain if it "looked good." We were in light/moderate turbulence and received a request to slow to 190 kt. and descend to 4000 feet. While slowing and configuring (while keeping a close eye on both over and under speed conditions due to the turbulence) I looked down and noticed we had passed SIYOB without turning toward to MIKEJ. I mentioned the deviation to the Captain who then turned off the autopilot and began a turn back toward MIKEJ. As we were in the turn, the controller mentioned he knew we would miss the turn and gave us a heading. I also let him know we were already turning back direct MIKEJ. The controller was very professional and helpful. All of us were initially confused, as the arrival was still built out down to MIKE J and we had been tracking on the magenta line. When we were given a vector to the east and I went to extend ESTYN, I noticed the fix in line 1L was GIBBZ and immediately realized what went wrong. I told

the crew I knew what happened and would explain after we were parked. Given the fact the controller made his first and secondary comments, it's clear this is a common issue. I'm not sure if the same issue would occur on all fleets, but I believe it would on my last airplane. I thought this was an important point to make and perhaps add as a safety alert on the 20-7 page.

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## **SYNOPSIS**

Air carrier First Officer reported passing SIYOB on arrival into IAD without turning toward MIKEJ and based on ATC's comments the reporter noted that this deviation may be a common occurrence.