

3/5/2026

**FOR YOUR INFORMATION**

2026-77/10-5

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

2323355

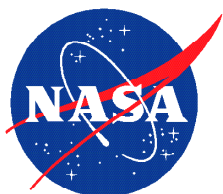
Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, ESA South), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: Similar Sounding Fix Names - NOONN/NOONE

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 2323355****DATE / TIME**

Date of Occurrence 202601  
Local Time Of Day 1201 to 1800

**PLACE**

Locale XNA.Airport  
State AR  
Altitude - AGL 0

**ENVIRONMENT**

Flight Conditions VMC

**AIRCRAFT / EQUIPMENT X**

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

**COMPONENT 1**

Aircraft Component FMS/FMC

**PERSON 1**

Function - Flight Crew Captain  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2323355

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

**NARRATIVE 1**

Normal flight XNA – ZZZ. Followed FOM/AOM procedures. I was Captain and PM and the FO was PF. During preflight I programmed Perf-Init (Performance Initialization) and FO input the route into the FMS. During route verification I read it off and FO checked each point. However, a GPS point was misspelled in the FMS. We were cleared to navigate to NOONN intersection on the departure clearance. However, the point in the FMS was spelled NOONE, which is about 50 NM south of NOONN. Neither of us saw the misspelling and we continued the flight. It wasn't until we crossed BETIE and the aircraft turned toward NOONE instead of NOONN when ATC inquired what fix we were navigating toward. They issued a new clearance to fly direct COMDY. They didn't issue a pilot deviation and the flight continued to ZZZ.

The cause was the Captain's failure to catch the misspelled GPS fix. A contributing cause to this was the FO's failure to spell the correct fix into the FMS.

The pilot reading off the FMS for the route verification should also verify the route spelling on their EFB or the PDC to check for spelling errors.

---

## **SYNOPSIS**

Air carrier Captain reported the similar fix names, NOONN/NOONE, led to a navigation error.