9/18/2026 **FOR YOUR INFORMATION** 2026-329/10-29

2399515

To: FAA (ATM N90 TRACON, AJV-A)

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

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

Re: Similar Sounding Fix Names - ZUXEM/ZOTIM

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 2399515	
DATE / TIME	
Date of Occurrence	202608
Local Time Of Day	1801 to 2400
PLACE	
Locale	BLM.Airport
State	NJ
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - TRACON	N90
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	91
PERSON 1	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2399515
PERSON 2	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2399513
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

NARRATIVE 1

Was given a direction to go direct to ZUXEM we both heard ZOTIM. We went direct ZOTIM and was asked if we were going to ZUXEM. We asked them to spell it and we immediately changed to ZUXEM with no issues.

It was detected after ATC asked if we were going to said point.

Cause: Misunderstood point given to go direct to. We entered the correct point after getting it spelled out.

Suggestions: When there are points close in nature have them spell it out.

NARRATIVE 2

ATC gave us direct to ZUXEM and it sounded like ZOTEM which was on the same approach plate. We input and confirmed direct ZOTEM and confirmed LNAV1. A few minutes later ATC asked if we were going to ZUXEM, and we asked for the spelling and we noticed we both misheard the name of the intersection.

Detected by ATC. Cause: Misunderstood name of intersection of which there were 2 similar named intersections on the plate. Asked for phonetic read back of intersection and corrected the NAV1 ZUXEM.

Suggestions: Ask phonetic spelling as much as possible.

SYNOPSIS

Fractional flight crew reported ATC cleared the flight crew for ZUXEM but misheard it for ZOTEM, which was also on the same approach chart. Flight crew corrected to ZUXEM after ATC inquired.