

11/27/2024

FOR YOUR INFORMATION

2024-217/10-32

2176263

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

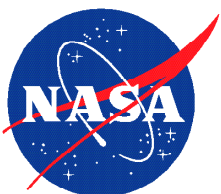
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, AEA-600, Director of Air Traffic Operations
ESA North), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO,
ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: Similar Sounding Fix Names - DYLIN/DOOIN

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 2176263

DATE / TIME

Date of Occurrence	202410
Local Time Of Day	0001 to 0600

PLACE

Locale	N90.TRACON
State	NY
Altitude - MSL	8000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	N90
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	2176263

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2176293

EVENTS

Anomaly	ATC Issue - All Types
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 New Clearance

NARRATIVE 1

Descending on the PHLBO arrival somewhere SOMTO, we were given "turn right 090 and maintain 8000". Few minutes later we thought we heard "cleared direct DOOIN" so we entered that and went into LNAV. Couple minutes later approach asked if we were on the arrival and we said "no, you cleared us direct DOOIN". approach said "no I didn't but just go direct GRITTY and join the localizer". They mentioned they gave us direct DYLIN. We were instructed to fly on a heading a good bit off the arrival and going down to 8k or maybe even 5k feet at this point so we both initially head DOOIN. I think the initial was how close DYLIN and DOOIN sounds and being that far off the arrival with EWR landing north, we figured he said DOOIN. I think next time, we will verify with them which point they want when points sound that close to each other.

NARRATIVE 2

ATC issued us a heading and an altitude below the bottom altitude of the PHLBO arrival. The next clearance was to proceed direct DOINN. ATC then questioned whether or not we were on the arrival. I stated no that we

were direct DOINN. ATC then stated he wanted us to go to DYLIN, bit then amended the route to direct GRITY. Approaches final comment was “ok no big deal.” we proceeded without further incident.

SYNOPSIS

Air carrier flight crew reported a clearance deviation due to the misunderstanding of similar sounding fixes, DYLIN and DOOIN, while descending on an arrival into EWR. ATC re-cleared the aircraft to another fix to intercept the localizer and continued the approach.