

5/9/2024

FOR YOUR INFORMATION

2024-94/10-11

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

2101340

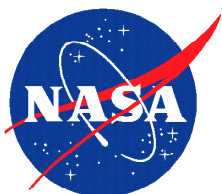
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, ASO-600, Director of Air Traffic Operations CSA), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: Similar Sounding Fix Names - LUKKY/LUCKI

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 2101340

DATE / TIME

Date of Occurrence	202403
Local Time Of Day	1201 to 1800

PLACE

Locale	ZME.ARTCC
State	TN
Altitude - MSL	32000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZME
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	2101340

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2101602

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 Advisory / Alert

NARRATIVE 1

After a short, ATC-directed, vector off course to 10 degrees left, ATC cleared us "Lucky," using the standard English pronunciation. Memphis Center did not phonetically spell the fix. We interpreted this as clearance to proceed direct to LUCKI, which is near the end of the arrival. We loaded LUCKI as the active waypoint in the LEGS page of the FMC. We verbalized, verified, and monitored the flight plan change and proceeded direct LUCKI. A few moments later, the same controller queried if we were direct "Lucky." I responded in the affirmative and added that we were surprised because "LUCKI" was near the end of the flight plan near SAN. At that point ATC realized the confusion and meant to clear us to LUKKY. We corrected the error and reloaded the flight plan to include all points from LUKKY to SAN. We verbalized, verified, and monitored the cleared route and continued direct to LUKKY followed by flight plan route.

NARRATIVE 2

Memphis Center cleared us direct LUCKI and both pilots remarked that this was unusual as this was beyond the start of the LUCKI1 Arrival to SAN. Both pilots agreed and we brought LUCKI to the top of LEGS page, turned on abeam points, and executed by mutual agreement. I sent a message to Dispatch letting them know of the reroute. A few minutes later, Center asked if we were direct LUCKI. We responded yes. This led to a discussion that revealed that ATC meant LUKKY and not LUCKI. We apologized, proceeded direct LUKKY, and rebuilt the full route and both pilots checked bearing and distance for remaining points. We then informed Dispatch.

SYNOPSIS

Air carrier flight crew reported flying to the wrong fix after mishearing ATC's clearance. The flight crew realized they had been cleared to LUKKY and not LUCKI.