

11/12/2024

FOR YOUR INFORMATION

2024-204/10-31

2167639

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

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 - JERZY/JERSY

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 2167639**DATE / TIME**

Date of Occurrence	202409
Local Time Of Day	1201 to 1800

PLACE

Locale	ZNY.ARTCC
State	NY
Altitude - MSL	39000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZNY
Make Model Name	Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135

COMPONENT 1

Aircraft Component	Navigation Database
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2167639

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 - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

We were operating a 135 flight from BED to ZZZ on Day 0. On this leg I was the pilot flying and my co-Captain was the pilot monitoring (PM). During climb out ATC gave us a reroute (Direct Jerzy Q75 ZZZ ZZZ1 direct) and cleared us up to FL400. My co-Captain put the first fix in as Jerzy and we went direct. It was straight ahead and seemed to be the appropriate distance. However, he was having issues connecting Q75 from Jerzy to ZZZ. I looked down and said to try it as Jerzy and ZZZ was then able to connect and then we went direct to Jerzy. At this time ATC gave us an amended clearance to stop the climb I believe at FL390 and said it appeared we were drifting south and he was seeing our current turn to the correct fix of Jerzy and then recleared us up to FL400. Separation was not lost and no deviations were noted on altitude. We informed him of the spelling error and nothing else was said from the controller. On the initial reroute the controller did give the correct spellings for the fixes and my co-Captain wrote it down as Jerzy. It just happens that these two fixes are only about 25 miles apart with being in similar directions when coming from the northeast. Jerzy is just slightly south with Jerzy being slightly north. Either fix would appear to be in the appropriate direction. We only knew the difference because Q75 would not join up off of Jerzy.

Suggestions: These two fixes that sound exactly the same are in extreme close proximity to each other and have similar looking letters, Z and S. These two fixes can be easily mixed up. I would recommend changing one of the names.

SYNOPSIS

Air taxi Captain reported a safety concern when ATC cleared the flight to an intersection that was similar sounding but slightly different spelling, in the same airspace, which resulted in the flight turning off course. The crew corrected the spelling of the intersection and proceeded to the correct navigation fix.