

6/10/2022

FOR YOUR INFORMATION

2022-58/10-3

1895732

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

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, Director of Air Traffic Operations WSA), 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 - GOATZ/COAZT

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 1895732

DATE / TIME

Date of Occurrence	202204
Local Time Of Day	0601 to 1200

PLACE

Locale	ZLA.ARTCC
State	CA
Altitude - MSL	39000

AIRCRAFT / EQUIPMENT X

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

PERSON 1

ASRS Report Number	1895732
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PERSON 2

Function - Flight Crew	Pilot Flying
ASRS Report Number	1896117

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Flight Deck / Cabin / Aircraft Event - Other / Unknown
Anomaly	Deviation - Altitude - Crossing Restriction Not Met
Anomaly	Deviation - Altitude - Undershoot
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

I was at D25 & 28. Air Carrier X checked in from the ocean and was issued the proper squawk code. Shortly after, my R side radar identified him issued revised routing to provided a shortcut, via direct GOATZ for the KARLB2 arrival to ONT. The pilot read it back and it sounded correct. Later on, Air Carrier X was issued cross GOATZ at and maintain 16,000 feet. Pilot also read back and it sounded correct.

The issue presented itself later on when I noticed it appeared Air Carrier X was off course and I brought it to my R side's attention. After questioning the pilot, it turned out he navigated direct to COAZT which is a fix further down the arrival. After fixing the route he would not be able to meet the crossing restriction at GOATZ as he was still level at FL390 when this took place. Therefore Air Carrier X had to be vectored around in order to have enough space to descend.

While safety was not compromised in this specific situation, if traffic was different this could have been a major problem caused by something so simple as two-way points with extremely similar names. I recommend

that COAZT should be renamed to something different to prevent the confusion with GOATZ. GOATZ is used for many other things so it should stay the same, and the KARLB arrival should be updated.

NARRATIVE 2

Operating Air Carrier X, ZZZ to ONT. Checked in with Center at FL390. We were given our squawk code, radar contact, and a descent clearance to cross what we heard as, and read back COAZT at 16,000. We selected the appropriate altitude, confirmed VNAV was selected and continued on. After a few minutes ATC came back and asked if we were still direct COAZT. We read back COAZT and spelled it back for him phonetically. It was then that he corrected us and read back GOATZ at 16,000. The Controller asked if we would be able to meet that crossing restriction, or if we'd need a vector to get down. After finding the fix on the STAR, we requested a turn so we'd be able to make the crossing. We were then turned back in to sequence for the remainder of the arrival. The very similar spelling of the fixes on a single arrival is confusing. Depending volume of radio traffic, and the pronunciation of an awkward word during a high work load, they are easily mistaken as both the Controller and the crew did today.

SYNOPSIS

ZLA Center Controller and an air carrier Pilot reported an altitude deviation due to a read back error while on the KARLB2 arrival to ONT. The Controller and Pilot both stated similar sounding fix names GOATZ and COAZT contributed to the event.