

12/5/2025

FOR YOUR INFORMATION

2025-306/10-25

2298963

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

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

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

Re: Similar Sounding Fix Names - JOHKR/JOKKR

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 2298963

DATE / TIME

Date of Occurrence 202510
Local Time Of Day 1201 to 1800

PLACE

Locale ZLA.ARTCC
State CA
Altitude - MSL 19000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZLA
Make Model Name Small Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Pilot Flying
ASRS Report Number 2298963

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Detector - Person Air Traffic Control
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

After the SID departure from VGT we were on a heading from ATC. We were then given direct JOHKR on our route. After selecting direct while on autopilot the aircraft started a left turn direct to JOKKR. After realizing the turn was in the wrong direction and at the same time ATC notified us to turn back to a heading of 240, we realized that the fix programed into the FMC was entered as JOKKR and not JOHKR. JOKKR is a fix 2000 miles in the wrong direction. The fix JOKKR entered into the FMC was incorrect and not realized until after takeoff. This could have been avoided had the route been confirmed before takeoff.

SYNOPSIS

Corporate pilot reported cleared direct JOHKR but entered JOKKR in the FMS resulting in a track heading deviation.