

4/6/2026

FOR YOUR INFORMATION

2026-116/10-11

2337437

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

Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, ESA South), 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 - OCATL/Knoxville

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 2337437

DATE / TIME

Date of Occurrence 202602
Local Time Of Day 1201 to 1800

PLACE

Locale ZMA.ARTCC
State FL
Altitude - MSL 40000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2337437

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 Requested ATC Assistance / Clarification
Result - Flight Crew Returned To Clearance
Result - Air Traffic Control Issued Advisory / Alert
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

We received a clearance to proceed direct to what we heard was Knoxville, TN (TYS) from ATC. Upon receiving this clearance, we read back proceed directed to Knoxville and ended the readback with thank you. After the readback we input the turn into the FMS and proceeded directed to Knoxville. After approximately 3 to 5 minutes ATC came back on and said we were not cleared to Knoxville and to turn to a head of 280. At which time ATC sent a new route via CPDLC with the first fix, OCATL. After proceeding direct to OCATL, we clarified with ATC that we heard and read back "clear to Knoxville." They said no we were clear to OCATL. It appeared that there was a miscommunication between ATC and the crew. They cleared us directed to OCATL and we heard and read back directed to Knoxville. When we read back to proceed to Knoxville and ATC never corrected us, apparently hearing that we said directed OCATL. We feel that the closeness of how the fix's name (OCATL) and our destination name (Knoxville) sounds led to both the crew and ATC missing the clearance and readback.

SYNOPSIS

Corporate Captain reported flying direct to destination Knoxville instead of the fix OCATL due to both sounding similar.