

8/18/2026

FOR YOUR INFORMATION

2026-296/10-28

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

2383828

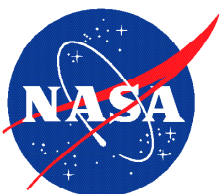
Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, WSA),
A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS,
IFALPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: Similar Sounding Fix Names - DRK VOR/Drake

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 2383828**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	0601 to 1200

PLACE

Locale	COS.Airport
State	CO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2383828

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2383827

EVENTS

Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

The error occurred on the ground during preflight portion while pilots were setting up the FMS route. The route was initially set from the flight release. Once we were able to pick up flight clearance we verified points but the actual clearance omitted airways that were present in the initial flight release. To keep flight release accurate, my copilot deleted the airways from the FMS. In the process it also deleted the first fix (DRAKE). My copilot noticed the fix deletion and added the fix back, except it was DRK (which is also known as Drake). When we verified the FMS again, my copilot read the fixes while I checked the FMS. Unfortunately, neither of us realized that the "DRK" was not the same as the "DRAKE" on release. Upon departure ATC advised us regarding our flight deviation and we were able to correct immediately and continue on course without any further incidents.

The expectation bias and situational awareness were the biggest factors in this event. DRK and DRAKE both sound phonetically the same. When my copilot began reading off the clearance while I was verifying the FMS page, I didn't realize the difference and thought Drake was DRK that was in the FMS.

Moving forward I will always ensure that when I am confirming points to verify the full spelling of fixes to ensure accuracy and avoid any misunderstandings. Also, double verify the plan page if there are any changes in the FMS (which unfortunately I thought I did).

NARRATIVE 2

When we received the clearance it did not include the Victor airways or jetways so when I tried to delete those the DRAKE and PUB fixes were automatically deleted. I input the fixes again from memory instead of checking the spelling, which was a critical error on my part because I knew the Drake VOR very well as DRK from years of flight training and didn't think twice that there would be a different DRAKE fix. During the cross check with the First Officer (FO) reading the clearance and me verifying the points we didn't notice because phonetically DRK and DRAKE sound the same. I thought I had also checked the planned page again, but I must not have because I would have noticed right away by how much farther off course DRK was. ATC immediately queried us when we made the right turn to DRK and passed DRAKE. We figured out the spelling mistake and turned direct DRK and continued as normal without incident.

My expectation bias and not sticking to strict adherence to spelling of the fix DRAKE in the release. I normally cross check with the printed out clearance, but we didn't have that, just my FO's chicken scratch from copying the clearance.

I will always cross check clearance changes with the printout of the clearance or release going forward. Chicken scratch cannot be trusted and of course I should always check the planned page and cycle through all the points. I normally do that, but somehow I missed that today.

SYNOPSIS

Air carrier flight crew reported there was confusion between the DRK VOR and DRAKE waypoint, leading to a track deviation.