

7/1/2026

FOR YOUR INFORMATION

2026-227/10-21

2362983

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

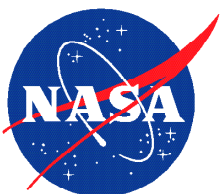
Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations, CSA),
A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS,
IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: Similar Sounding Fix Names - LAMONI(LMN)/LOAMY

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 2362983**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	OMA.Airport
State	NE

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZMP
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2362983

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2363409

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

NARRATIVE 1

Departing out of OMA we had two fixes on the flight plan which were spelled and sounded very similar. We were cleared direct to LAMONI (LMN) [VOR] and were given the handoff to the next sector. We in error selected LOAMY which was within 5 degrees of our filed course. The next sector controller cleared us direct to LAMONI at which point we identified we had made an error. ATC did not make any comment about us being off course. We continued on course without any further issue.

NARRATIVE 2

Early morning departure OMA-ZZZ. Had a busy preflight. During climb, ATC cleared our flight direct to "Lamoni" without using phonetics for the VOR or calling it by its three letters "LMN." The first officer entered direct to "loamy" and I agreed. Shortly thereafter ATC again cleared us again direct to LMN and this time we realized we had entered the wrong fix. The fixes were only separated by one point on our flight plan originally. The difference between the two was roughly a five degree heading change which also contributed to my confirmation bias. ATC didn't say anything else and the remainder of the flight was uneventful.

SYNOPSIS

Air carrier flight crew departing OMA reported they navigated to LOAMY but their clearance was to LAMONI. Flight crew stated the similar sounding fix names contributed to the course deviation.