

3/2/2023

**FOR YOUR INFORMATION**

2023-33/10-4

To: Jeppesen Sanderson Inc., FAA (ATM MIA TRACON, ATM MIA ATCT)

1966048

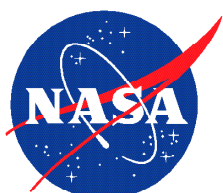
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: MIA FROGZ3 STAR

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 1966048

### DATE / TIME

Date of Occurrence	202301
Local Time Of Day	1201 to 1800

### PLACE

Locale	MIA.Airport
State	FL
Altitude - MSL	11000

### AIRCRAFT / EQUIPMENT X

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

### COMPONENT 1

Aircraft Component	Navigation Database
--------------------	---------------------

### PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1966048

### EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Inflight Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	FLC Overrode Automation

### NARRATIVE 1

While flying the FROGZ3 into MIA, a discussion was brought up during the planning and executing the arrival about how the chart was so hard to read as two courses are right on top of each other. There is also contradictory crossing restrictions on the 26/27 path. We had an at or above 11,000 feet first then a between 16,000-14,000 feet at the next fix. Older FMS systems will try to dive down to 11,000 feet for that first fix then climb back up for the next fix. The crew of the flight was a higher experienced one so we caught it in time but this could lead other crews to a pilot deviation. Recommend changing the flight paths on route and changing the Chart so that it is clearer to the flight crews.

### SYNOPSIS

Corporate jet Captain reported there is an altitude discrepancy on the STAR FROGZ3 arrival into MIA. The Captain stated the chart is also confusing with too many overlapping courses.