

4/3/2024

**FOR YOUR INFORMATION**

2024-61/8-3

To: FAA (ATM MIA TRACON, ATM MIA Tower)

2085751

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, AJV-A, AFS -400, Director of Air Traffic Operations ESA South), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: MIA FROGZ4 STAR Confusion

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 2085751

### DATE / TIME

Date of Occurrence 202402  
Local Time Of Day 1201 to 1800

### PLACE

Locale MIA.Airport  
State FL  
Altitude - MSL 14000

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON MIA  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2085751

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation - Altitude - Crossing Restriction Not Met  
Anomaly Deviation - Altitude - Overshoot  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Inflight Event / Encounter - Weather / Turbulence  
Detector - Person Flight Crew  
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

Cleared via FROGZ4 west transition. Waypoints/altitudes/speeds were confirmed by both pilots. Subsequent clearance was cleared direct JAMAS. The routing text on STAR references "from FROGZ." JAMAS is the waypoint 5 miles northwest of FROGZ. Clearance was issued well into the descent. Pilot monitoring attempted to contact controller for altitude clarification. However frequency congestion prevented explanation from controller until we had descended below 14000 ft. Please note we were experiencing a 100-kt. tailwind in the descent. Controller instructed us to descend to 11000 ft. He called MIA Approach Control and then instructed us to contact MIA Approach. I inquired with both controllers if there were any issues/problems. They both stated negative/no issues at all. Landed MIA without further incident.

As a follow-up this morning I called and spoke to supervisors in MIA TRACON and MIA ARTCC. MIA TRACON Supervisor confirmed, "No pilot deviation recorded in logs." I then reached out to Area Supervisor at MIA ARTCC. I spoke to Supervisor. He connected me with a controller who routinely works the MIA low sector that controls arrival on the FROGZ4. He stated that this fix is a "routine problem" for both civilian and airline crews landing west. He also stated that the controller should not have issued a clearance late in the descent, nor

should he had given direct to JAMAS vs. FROGZ. He further stated the Air Space Design Manager was in the office today and that he was going to bring this “vague/misleading” text description at JAMAS waypoint again to him in order to fix this recurring confusion that flight crews encounter when MIA is in a west flow.

Please add some clarification at JAMAS, i.e., the 280 kt. west flow. OR at or above 11000 east flow.

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## **SYNOPSIS**

Air carrier Captain reported a potential altitude deviation during descent on the FROGZ4 arrival, and recommended the procedure be modified for clarity.