

2/13/2025

**FOR YOUR INFORMATION**

2025-28/5-9

To: Airport Manager, Miami International (MIA), FL, FAA (AAS-1)

2201254

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

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

Re: MIA Taxiway Markings

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 2201254****DATE / TIME**

Date of Occurrence	202501
Local Time Of Day	1801 to 2400

**PLACE**

Locale	MIA.Airport
State	FL
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Ground	MIA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	129

**PERSON 1**

ASRS Report Number	2201254
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**EVENTS**

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew

**NARRATIVE 1**

Upon arrival at MIA they gave us parking at gate X since we were arriving almost 3 hours late and the usual positions were no longer available. The control makes us roll along the taxiways T7/S/V/Q/S to enter the gate through spot 20. When we arrived on taxiway Q to the taxiway S we realized that there was no yellow line to enter spot 20. We also see that to continue rolling through Q to enter through T or, failing that, to have entered through U (both have yellow lines) would have been impossible since there was a wingspan restriction. By taxiway P from U to the east, and in this case there were aircraft in the positions involved so no special authorization could be requested either. Given all that and seeing that there was no obstacle that prevented us from entering the position, we continued through S, spot 20 and our gate despite not having the yellow line between S and Spot 20. This situation caught our attention and we asked if that position was really properly assigned for us to operate.

**SYNOPSIS**

Air carrier pilot reported a lack of adequate taxiway markings from taxiway S to Spot 20 at MIA airport.