

3/21/2025

FOR YOUR INFORMATION

2025-68/5-21

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

2211237

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, Jeppesen Sanderson Inc.

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.



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



ACN 2211237**DATE / TIME**

Date of Occurrence	202502
Local Time Of Day	1201 to 1800

PLACE

Locale	MIA.Airport
State	FL
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
-------------------	-----

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	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	2211237

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2211191

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
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

After pushback and engine start on Spot XX we were given taxi instructions [Taxiway] P to [Runway] Eight Right. Looking at the Ramp parking diagram and straight ahead, we could see the signs indicating P taxiway and according to the taxi grant diagram it intersects the line we were sitting on and ended there. We started taxiing down the line to intercept the P line in approximately 20 yards. Ground said we needed to move right to get onto Papa even though we could see that we were on the intercept to the Papa line as indicated by the Ramp diagram. I switched over to the taxi diagram, not the moving map, in the area we were operating. It appeared that there were no taxiways indicated in that area. We told Ground that we were intercepting the Papa line.

NARRATIVE 2

We were at Spot XX on the Ramp in Miami. ATC told us to taxi to 8R via Papa. Captain repeatedly directions and acknowledged he saw the location sign for Taxiway Papa and we continued straight forward to take a slight right onto Papa. As we were turning onto Papa, ATC queried where we were, saying they told us to take

Papa. I responded that we were joining Papa. ATC did not say anything after that. After reviewing with the Captain we were unsure if ATC had wanted us to take a right turn on Quebec toward the Ramp and then left on Taxiway Papa. However, there were planes still pushing in the Ramp and it did not seem to be the most prudent way to get to Papa.

SYNOPSIS

Air carrier flight crew reported being confused by ATC's instructions to follow Taxiway Papa to Runway 8R at MIA Airport as the taxi diagrams did not indicate there were any taxiways in the area.