

1/26/2026

FOR YOUR INFORMATION

2026-30/8-3

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

2314733

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, AJV-A, 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 Class B Airspace Concerns

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 2314733

DATE / TIME

Date of Occurrence	202512
Local Time Of Day	0601 to 1200

PLACE

Locale	MIA.Airport
State	FL
Altitude - MSL	2000

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON	MIA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2314733

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

During vectoring for final approach we received instructions to descend and maintain 3000, expedite descend to 3000 (relative position - downwind to base for RWY 30). Shortly followed by instructions to turn heading 330, intercept LOC 30, descend and maintain to 2000 till established, cleared for ILS approach RWY 30. As we were at 2000 and intercept the GS (prior to intercept the GS or during descent) we got the aural alert "Traffic, Traffic" with a GA aircraft passing underneath of us with approximately 500 ft separation. We did not receive an RA. We did not receive any traffic advisory by the ATC either. After reviewing our profile and Class B MIA terminal area structure we discovered a safety issue. The clearance of the ring over the water on the approach path might look legal on the paper but definitely not safe. Altimeters of the approaching into MIA commercial aircraft might have different settings than passing underneath class B GA traffic. Also most of that GA traffic doesn't even talk to the ATC. This airspace needs to be re designed.

Areas of problem into Miami per ATC and pilots:

1) over BIRDD (RWY 30) and prior. The inner shelf is 1000/7000. Helicopter or Aircraft under B can be at 500. Prior BIRDD - the shelf is at 1500-7000. The commercial traffic like us are vectored to intercept at 2000 which gives barely 500ft or separation as well. Both of those segments are not safe or practical.

2) out 10-20 outer shelf 3000ft-7000ft is not well designed either. Some VFR traffic flies at 2800ft just outside of the 10 mile fixes which MIA approach usually vectors us at 3000. Then the commercial traffic constantly has to be vectored around, get cancelled approach clearances etc.

Cause: Redesign class B airspace terminal area around MIA airport

SYNOPSIS

Air carrier pilot reported the MIA Class B airspace shelf altitudes contribute to conflicts between VFR aircraft with IFR aircraft in the Class B airspace being vectored for initial approach.