

3/4/2026

FOR YOUR INFORMATION

2026-73/8-7

To: Airport Manager, Miami International (MIA), FL, FAA (ASO-600)

2322735

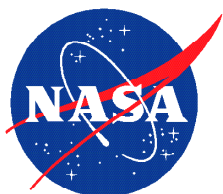
Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, AJV-A, AAS-300, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: MIA Airport Pushback Procedures

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 2322735

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	0001 to 0600

PLACE

Locale	MIA.Airport
State	FL
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Widebody Transport
Operating Under FAR Part	121

PERSON 1

ASRS Report Number	2322735
--------------------	---------

EVENTS

Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Ramp
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Other Person

NARRATIVE 1

During a normal pushback and drop-off operations for widebody aircraft, the current designated drop-off locations result in the aircraft nose extending into the active service roadway. Additionally, the pushback tug operates in extremely close proximity to taxi lane U, creating a high risk of ground incursion.

The current layout does not provide adequate clearance for safe and standardized widebody aircraft positioning and creates an unacceptable level of operational risk.

This configuration presents multiple serious safety hazards: obstruction of the service roadway by the aircraft nose; increased risk of vehicle to aircraft collision; elevated potential for pushback tug or aircraft encroachment into active taxi lane U; reduced safety margins during peak operations and limited visibility conditions; [and] increased exposure to incidents during training or irregular operations.

For safety and risk mitigation purposes, we respectfully request that Miami-Dade Aviation Department (MDAD) evaluate and relocate the widebody drop-off positions appropriately 20 feet rearward. This adjustment would: prevent aircraft noses from occupying the service roadway; increase separation from taxi lane U; reduce the likelihood of ground incursions; improve overall safety for light crews, ramp personnel, and vehicle traffic; [and] align operations with industry standard clearance practices.

This matter should be treated as a high priority safety issue and prompt assessment and corrective action are strongly recommended to prevent a potential incident.

SYNOPSIS

Union Safety Representative reported the current layout and operation of aircraft pushbacks at MIA causes the aircraft nose to extend into the active service roadway and also places the pushback tug near a taxiway.